CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

Memorandum

TO: PLANNING COMMISSION **FROM:** Chu Chang

SUBJECT: File No. GP20-007 and C20-002 **DATE:** 04-21-21

COUNCIL DISTRICT: 3 and 6

Type of Permit	General Plan Amendment associated with amending the Diridon Station Area Plan (DSAP), and Conforming Rezoning
Project Planner	Jose Ruano
CEQA Clearance	Addendum to the Downtown Strategy 2040 Final Environmental Impact Report (Resolution No. 78942), and Addenda thereto
CEQA Planner	Shannon Hill

RECOMMENDATION

Staff recommends that the Planning Commission recommend to the City Council all of the following actions:

1. Adopt a Resolution adopting an Addendum to the Downtown Strategy 2040 Final Environmental Impact Report (Resolution No. 78942) and Addenda thereto, in accordance with CEQA; and
2. Adopt a Resolution by 2/3 majority making certain findings required by California Public Utilities Code Section 21676 that the proposed City-initiated General Plan Amendment (File No. GP20-007) and Conforming Rezoning (File No. C20-002) is consistent with the purposes set forth in California Public Utilities Code Section 21670 and overruling the Santa Clara County Airport Land Use Commission's (ALUC) determination that the proposed City-initiated General Plan Amendment and Conforming Rezoning are inconsistent with the ALUC noise and height policies as defined by the Comprehensive Land Use Plan for the San José International Airport (CLUP); and
3. Adopt a Resolution approving the General Plan Amendment (File No. GP20-007) amending the Envision San José 2040 General Plan pursuant to Title 18 of the San José Municipal Code to amend the "Planned Job Capacity and Housing Growth Areas by Horizon" table 5 in Appendix 5, and amending the Diridon Station Area Plan, a component of the Envision San José 2040 General Plan, to modify the Envision San José 2040 General Plan Land Use/Transportation Diagram for properties within the boundaries of

Diridon Station Area Plan and transportation street typology designations, expand the Diridon Station Area Plan boundary, and implement other text amendments and amendments to diagrams for the Diridon Station Area Plan.

4. Approve an Ordinance rezoning certain real property (totaling 97 acres) within approximately 262 gross acres located within the boundaries of the Diridon Station Area Plan generally bounded by Lenzen Avenue and the Union Pacific Railroad tracks to the north; the Guadalupe River and State Route 87 to the east; Interstate 280 to the south; and Sunol Street and the Diridon Station Commuter Rail to the west from Zoning Districts that include Combined Industrial/Commercial, Commercial General, Commercial Neighborhood, Commercial Pedestrian, Heavy Industrial, Industrial Park, Light industrial, Two-Family Residential, and Transit Employment Center to Zoning Districts that include Downtown Primary Commercial, Open Space, and R-M Residence District (Multiple Unit/Lot).

PROPERTY INFORMATION

Location	Generally bounded by Lenzen Avenue and the Union Pacific Railroad tracks to the north; the Guadalupe River and State Route 87 to the east; Interstate 280 to the south; and Sunol Street and the Diridon Station Commuter Rail to the west
Growth Area	Downtown
Council District	3 and 6
Acreage	Approximately 262 gross acres

PROJECT BACKGROUND

Diridon Station Area Context

5. As shown on the attached vicinity map (Attachment A), the proposed General Plan amendment would expand the 2014 Diridon Station Area Plan boundary by approximately 12 acres, increasing the total Diridon Station Area from approximately 250 acres to 262 acres. The Diridon Station Plan Area is a sub-area of Downtown San José, with the exception of the area between Stockton Avenue and The Alameda, and the area west of the Union Pacific Railroad tracks between Park Avenue and Interstate 280. More specifically, the approximately 262-acre area is generally bounded by Lenzen Avenue and the Union Pacific Railroad tracks to the north; the Guadalupe River and State Route 87 to the east; Interstate 280 to the south; and Sunol Street and the Diridon Station Commuter Rail to the west. Surrounding uses include:

Surrounding Land Uses

- North: Parks and Open Space land associated with the Guadalupe River Park is located directly north of the Diridon Station Area across Coleman Avenue. Other uses surrounding this park area include areas designated as Residential Neighborhood, Neighborhood/Community Commercial located east of the Guadalupe River, and Light Industrial Areas located west of Coleman Avenue. The Airport is located approximately one mile further to the north across Interstate 880.

- South: The Gardner and Willow Glen neighborhoods, located directly south of the Diridon Station Area and Interstate 280, generally comprise Residential Neighborhood uses with pockets of neighborhood/community Commercial and Mixed Use interspersed throughout.

- East: Directly east of the Diridon Station Area is the Guadalupe River Park and trail. Downtown, east of State Route 87, is currently developed with a mix of office, commercial, hotel, residential and public service uses. Notable development in this area includes the Fairmont Hotel, the De Anza Hotel, San José Convention Center, Children's Discovery Museum, and various high-rise office and residential buildings. Land uses in this area are generally defined as Downtown or Public/Quasi Public.

- West: Development to the west of the Diridon Station Area is characterized by residential neighborhoods, including Garden Alameda to the west of Stockton Avenue, Cahill Park east of Bush Street, the Shasta Hanchett Park neighborhood east of Sunol Street, Saint Leo's north of the intersection of Park Avenue and Sunol Street; Theodore Lenzen Park on the corner of Lenzen Avenue and Stockton Avenue; older industrial uses that are part of the College Park north of the crossing of Lenzen Avenue and the Union Pacific Rail Road tracks; and the Midtown and Buena Vista neighborhoods. Land uses are generally designated Residential Neighborhood or Neighborhood/Community Commercial, though there are pockets of Transit Residential, Urban Residential, and Industrial Park within the Buena Vista Neighborhood.

Diridon Station Area Plan

The proposed amended Diridon Station Area Plan ("the Plan") was prepared by the City with community input to adapt the existing 2014 Diridon Station Area Plan ("2014 Plan") to current conditions and reflect the City's goals of advancing equity as development and investment occurs in the area. To align the Plan with the City's Downtown Strategy 2040, major changes include expanding the 2014 Plan boundary, adding development capacity, increasing building height limits, and updating sections on land use, urban design, open space, and mobility. In addition, the City initiated separate, detailed areawide studies and implementation plans on affordable housing and parking, which contributed greatly to the development of the Plan.

The Plan presents an overview, a direction, and critical aspects for the successful future of an equitable Diridon Station Area. The Plan integrates land uses, urban design, open spaces, and mobility to enhance Downtown San José, while respecting existing surroundings. The Plan weaves new ideas and new development possibilities within existing city fabric and strong neighborhoods. Large proposals, such as the Diridon Integrated Station Concept Plan and Google's Downtown West Mixed-Use Plan, are reflected in the Plan. In addition, proposals are made to strengthen existing features of the area, such as Los Gatos Creek, and enhance connectivity to surrounding neighborhoods.

Beginning with the project vision, the Plan describes the many guiding principles of the area, as well as the planning process and schedule. Diridon Station Area Development follows, which is a tool to guide the future implementation of the Plan by public and private development. The Plan then describes the areas open space and public life, and mobility. Finally, the Plan discusses the next steps in the planning implementation process, including environmental analysis and actions for implementation.

The Plan has several companion documents, Some of which are incorporated by reference or included as Appendices. Notable among these documents are:

- Diridon Station Area Plan Amendment Initial Study/Addendum to the Downtown Strategy 2040 Final Environmental Impact Report

- Diridon Affordable Housing Implementation Plan

The Diridon Affordable Housing Implementation Plan (AHIP) executive summary is incorporated into the Plan (Section 2.5 of the Plan). The CQA clearance documentation for the Plan is included in Chapter 5 – Implementation of the Plan.

San José is poised to create a model urban transportation hub within an exciting and livable downtown environment. The Plan is a vital step on the way toward the creation of an equitable and innovative urban place, a place which has the potential to serve as a model for the United States and the world.

SANTA CLARA COUNTY AIRPORT LAND USE COMMISSION

The Santa Clara County Airport Land Use Commission (ALUC), under State regulations, maintains a Comprehensive Land Use Plan (CLUP) for Areas Surrounding Santa Clara County Airports, including the Norman Y. Mineta International Airport. The CLUP establishes land use policies for the regulation of height, air safety, and noise compatibility within the defined Airport Influence Area (AIA). As a large portion of the Diridon Station Area (primarily the eastern half) falls within the CLUP's AIA, certain proposed land use projects within the AIA, including General Plan, specific plan, zoning, or building regulation changes must be submitted to the ALUC for a CLUP consistency determination.

On December 16, 2020 and February 24, 2021, the proposed City-initiated General Plan Amendment (GP20-007) and Conforming Rezoning (C20-002) were taken to the ALUC for consideration. In both referral determinations, the ALUC found the General Plan Amendment and Conforming Rezoning would be inconsistent with the CLUP Noise Policy N-4 and Table 4-1 and H-1 height policy.

On March 16, 2021, staff notified the ALUC County planner and the Caltrans Division of Aeronautics of the City's intention to overrule the determination by the ALUC with a two-thirds vote of the City Council making certain findings required by California Public Utilities Code Section 21676 that the proposed City-initiated General Plan Amendment and Conforming Rezoning is consistent with the purposes set forth in California Public Utilities Code Section 21670 and overruling the ALUC's determination that the proposed City-initiated General Plan Amendment and Conforming Rezoning are inconsistent with the ALUC noise and height policies as defined by the CLUP. A copy of the City's draft override resolution and findings are attached (Attachment J).

On April 15, 2021, the Caltrans Division of Aeronautics sent a letter to staff regarding the Intent to overrule the ALUC finding of Inconsistency. In the letter Caltrans concurs with the ALUC inconsistency determination regarding aircraft noise and building heights (Attachment Q). The City's ALUC Override Draft Resolution (Attachment J) includes this comment letter as an exhibit and has been updated to respond to the comment letter.

As of April 20, 2021, staff has not received comments from the ALUC regarding the City's Intent to overrule the ALUC finding of Inconsistency pursuant to California Public Utilities Code 21676.

Indoor Residential/Hotel Noise Is Addressed by Implementation of 2040 General Plan Policies EC-1.1, EC-1.9, and EC-1.11

Caltrans asserts that acoustical analysis should be required prior to building permit issuance to ensure the Building Code's interior noise standard is met. Individual projects proposed under the DSAP will undergo project-level design and environmental review. Implementation of 2040 General Plan Policies EC-1.1, EC-1.9, and EC-1.11 would guide new development under Downtown Strategy 2040 proposed for areas susceptible to noise associated with the airport. Furthermore, future development within the 65 dBA CNEL noise contour would need to prepare a detailed noise analysis and incorporate noise insulation features into project design to reduce interior noise levels.

Outdoor Residential/Hotel Noise Does Not Create New Noise Problems

Caltrans and the ALUC do not acknowledge all of the requirements described in the proposed resolution supporting the conclusion that allowing outdoor use areas at residential and hotel buildings would not create new noise problems. As to noise, the City's difference with the CLUP pertains only to the ability to provide outdoor use areas such as balconies at residential and hotel uses within the 65 dBA CNEL noise contour; the City concludes, based on evidence described in the proposed resolution, that providing such areas is consistent with the purposes of the Aeronautics Act to avoid creating new noise problems.

Building Heights Are Subject to FAA Review

Caltrans and the ALUC take issue with the City's reliance on the FAA's regulatory process to ensure that building heights have been studied by the FAA as required by federal regulation and receive a determination of no hazard. The FAA is the only authoritative source on airspace utilization. FAR Part 77 and its imaginary airspace surfaces are used by the FAA to identify structures requiring aeronautical studies and airspace determinations. If a proposed building exceeds Part 77 surfaces, then the FAA is required to determine the potential aeronautical effect. The FAA's studies account for all known and proposed structures in the airport environment and consider both project-specific and cumulative effect. Caltrans expresses concern that the building heights permitted by the DSAP would constrain future Airport development, but the City's Airport Department has examined the project and considers it consistent with Airport planning, safety and economic interests.

GENERAL PLAN AMENDMENT

The General Plan Amendment associated with amending the 2014 Plan includes modifying the Envision San José 2040 General Plan Land Use/Transportation Diagram for properties within the boundaries the Plan, expanding the 2014 Plan boundary, and implementing other text amendments and amendments to diagrams for the Plan.

The City began the process of amending the 2014 Plan in November 2019, informed by an extensive outreach process for the Diridon Station Area that began in early 2018. This process was also influenced by the adoption of the Downtown Strategy 2040 and the Downtown Strategy 2040 EIR in late 2018, which analyzed a reallocation of City-wide development capacity to Downtown.

Additionally, the Plan addresses other changes in circumstances since the adoption of the 2014 DSAP.

- The City is no longer planning for a ballpark
- City Council adopted comprehensive Downtown Design Guidelines and Standards in 2019
- City Council approved a policy to allow for greater height limits
- City Council directed City staff to implement a 25 percent affordable housing goal for the Diridon Station Area and the City initiated an Affordable Housing Implementation Study
- City staff initiated updates to park and trail planning in the area
- The City initiated a Diridon Parking Study to identify parking supply and management strategies
- The Diridon Integrated Station Concept Plan (DISC) was initiated by the City and partner agencies
- A Downtown Transportation Study was initiated
- Google submitted the Downtown West Mixed-Use Plan development proposal at the core of the Diridon Station Area.

The goal is to develop a sustainable and equitable plan around Diridon Station that capitalizes on an anticipated possible build-out of new transit-oriented development to allow for more urban vitality and economic activity to act as a catalyst for similar development in surrounding neighborhoods, and to obtain environmental clearance under the California Environmental Quality Act (CEQA).

Changes to the 2014 Diridon Station Area Plan

The Plan includes the following changes:

1. Advancing Equity in the Diridon Station Area: The Plan integrates land uses, urban design, open spaces, and mobility to enhance Downtown San José, while respecting existing surroundings. Some of the features that make the area supportive of improved health and economic outcomes include improved transit access, proximity to jobs and cultural amenities in Downtown, trails and open space along the Guadalupe River and Los Gatos Creek, and a mix of housing types that support a range of income levels – including several affordable housing buildings.

   The goal is to retain and leverage these features, increase opportunities for low-income residents to live and work in this highly connected area, and increase access to the new and existing resources for all San José residents, especially those with the greatest needs. With these goals and community input in mind, the City used an equity lens when developing the Plan. The City will center these goals in the review of development proposals, negotiation of development agreements, and design of public infrastructure projects. The Guiding Principles in Section 1.2 of the Plan (Attachment L) incorporate equity. The chapters in this Plan further highlight equity as a key consideration in the planning process.

2. Changes to the 2014 Plan's Boundary: As shown on the attached vicinity map (Attachment A), the 2014 DSAP boundary would be expanded by approximately 12 acres, increasing the total Diridon Station Area from approximately 250 acres to 262 acres, all within the boundaries of Downtown. Areas of proposed boundary changes include:

   - Incorporation of the area bounded by Autumn Street, St John Street, the Guadalupe River, and West Julian Street
   - Incorporation of the Old San José Water Company site bounded by West Santa Clara Street, Los Gatos Creek, West San Fernando Street, and the Guadalupe River, which would place all of Google's Downtown West Mixed-Use Plan within the Plan's boundary
   - Incorporation of undeveloped areas along Los Gatos Creek between West Santa Clara Street and Park Avenue to allow for potential park and trail development

3. Increase in Maximum Development Capacity: The City evaluated two development capacity scenarios based on a capacity study conducted by Skidmore, Owings & Merrill LLP in January 2020: one with a residential focus and one with a commercial focus. For the purpose of the CEQA analysis, a maximum envelope including the greatest possible residential and commercial capacities from each scenario was assumed. Table 1 shows the theoretical Maximum Build-out used in the Environmental Analysis.

Table 1. Theoretical Maximum Build-out used in Environmental Analysis						
	Google's Downtown West Mixed-Use Plan (DW)		**Diridon Station Area Outside DW***		**Complete Diridon Station Area***	
Land Use	**Total**	**Units**	**Total**	**Units**	**Total**	**Units**
Residential	Up to 5,900	Units	Up to 7,619	Units	Up to 13,519	Units
Office	Up to 7,300,000	SF	Up to 7,144,154	SF	Up to 14,444,154	SF
Active Use/Retail	Up to 500,000	SF	Up to 536,000	SF	Up to 1,036,000	SF
Hotel	Up to 1,100**	Rooms	-	Rooms	Up to 1,100**	Rooms

** The estimated theoretical maximum build-out outside of Google's Downtown West Mixed-Use Plan used in the environmental analysis is based on identified potential development sites.*

**This includes 800 Limited Term Corporate Accommodations in the Downtown West project plus 300 hotel rooms

Google's Downtown West Mixed-Use Plan also contemplates other uses, such as Limited-Term Corporate Accommodations, event center(s), Central Utilities, Plant(s), and logistics/warehouse.

This maximum build-out estimate does not preclude the development of projects under planning review prior to establishing the capacity framework or of other permitted uses for which capacity is available. The Diridon Station Area is within the Downtown Strategy 2040 boundary, which includes capacity beyond what is shown in Table 1.

In addition to the capacity scenarios in the CEQA analysis, the Plan includes an estimated illustrative build-out program outside of Google's Downtown West Mixed-Use Plan based on identified potential development sites and a predominant land use structure for the Diridon Station Area that reflects the Plan's guiding principles. Table 2 shows the estimated illustrative build-out program for the predominant land use structure. To support the proposed increase in development intensification in the Diridon Station Area Plan, planned residential units are proposed to be reallocated from Horizon 2 and 3 Urban Villages, and planned jobs are proposed to be reallocated from North Coyote Valley and other Growth Areas to the Diridon Station Area Plan (Attachment H). Proposed reallocation of planned jobs associated with the Downtown West Mixed-Use Plan and Diridon Station Area Plan Amendment would result in removing all planned employment growth in the North Coyote Valley Employment Growth Area, consistent with the General Plan 4-Year Review Task Force's recommendation pertaining to the long-term future of Coyote Valley. The Planning Commission and City Council will consider all remaining policy recommendations on Coyote Valley and other scope of work items from the General Plan 4-Year Review in late summer/fall 2021.

Table 2. Illustrative Build-Out Scenario Program						
	Google's Downtown West Mixed-Use Plan (DW)		**Diridon Station Area Outside DW***		**Complete Diridon Station Area***	
Land Use	**Total**	**Units**	**Total**	**Units**	**Total**	**Units**
Residential	Up to 5,900	Units	Up to 7,000	Units	Up to 12,900	Units
Office	Up to 7,300,000	SF	Up to 6,400,000	SF	Up to 13,700,000	SF
Active Use/Retail	Up to 500,000	SF	Up to 536,000	SF	Up to 1,036,000	SF
Hotel	Up to 1,100**	Rooms	-	Rooms	Up to 1,100**	Rooms

* The estimated theoretical maximum build-out outside of Google's Downtown West Mixed-Use Plan used in the environmental analysis is based on identified potential development sites.

**This includes 800 Limited Term Corporate Accommodations in the Downtown West project plus 300 hotel rooms

Google's Downtown West Mixed-Use Plan also contemplates other uses, such as Limited-term Corporate Accommodations, event center(s), Central Utilities, Plant(s), and logistics/warehouse.

4. General Plan Land Use/Transportation Diagram Changes: The vision for the 2014 Plan was categorized by three zones.

   - Northern Zone: a high-intensity business district with a higher concentration of businesses and commercial uses.
   - Central Zone: a commercial-focused area which included the Diridon Station, a planned baseball stadium, and a mix of employment, retail, hotel, and entertainment uses.
   - Southern Zone: a residential-focused area including mixed-use, residential, parks, business, and hotel uses.

   The Plan builds on the 2014 Plan and the community's recommendations to reflect changed conditions and City Council direction since the past Strong Neighborhood Initiative Plans and/or Business Improvements Plans were adopted, and to transform the Diridon Station Area into a more dynamic, sustainable, and equitable mixed-use urban neighborhood. The Plan's land use strategy includes removing the 2014 Plan's three distinct zones to establish a more mixed land use approach. The strategy takes into account the City's policy goal for a jobs/housing balance and provides flexibility on some sites to accommodate either office or housing development, providing flexibility for the Plan to respond to market demand.

The Plan includes modifying the General Plan Land Use/Transportation Diagram for certain properties within the boundaries of the Plan (Attachment B), including:

- Changes to the Transit Residential General Plan land use designation within the Diridon Station Area to increase the minimum and maximum residential densities from 50 – 250 dwelling units per acre (DU/AC) to 65 - 450 DU/AC.
- Changes to the Urban Residential General Plan land use designation within the Diridon Station Area to increase the minimum and maximum residential densities from 40 – 95 DU/AC to 50 - 95 DU/AC.
- The area north of the Alameda in the Diridon Station Area outside of Google's Downtown West Mixed-Use Plan would generally be converted from Transit Employment Center to Downtown or Commercial Downtown, with the exception of the blocks between North Autumn Street and Autumn Parkway, which would remain Transit Employment Center. The blocks north of West Julian Street between Stockton Avenue and Union Pacific Railroad tracks would be changed to Commercial Downtown, and Downtown between North Montgomery Street and Autumn Street. The blocks south of West Julian Street between North Montgomery and North Autumn Street would be changed to Downtown, and Commercial Downtown between North Autumn Street and the Guadalupe River.
- The Urban Village area bounded by West Julian Street to the north, West Santa Clara Street to the south, Union Pacific Railroad tracks to the east, and Stockton Avenue to the west would be changed9 to Downtown.
- The Urban Village and Mixed-Use Commercial area in the Diridon Station Area north of The Alameda east of Stockton Avenue would be changed to Transit Residential.
- The southernmost triangular area between the Los Gatos Creek Trail and Interstate 280 would be changed from Combined Industrial/Commercial to Urban Residential and Commercial Downtown.
- In the area generally bounded by Barack Obama Boulevard (Bird Avenue) to the east, Park Avenue to the north, State Route 87 to the east, and Auzerais Avenue to the south, a few sites would change from Neighborhood Residential to Downtown and one site from Downtown to Open Space, Parklands, and Habitats.
- The area generally bounded by West San Carlos to the South, Sunol Street to the west, Park avenue to the north, and the Union Pacific Railroad tracks to the east would be converted from Urban Residential and Mixed Use Commercial to Transit Residential, with the exception of some sites along Sunol Street which will remain Urban Residential.
- An Outer Safety Zone Overlay for the Diridon Station Area with a maximum occupancy of 300 people per acre with 20 percent of the gross area required as Open Space. The Open Space requirement could also be achieved on the adjacent park land, Guadalupe River Park and Gardens, as well as State Route 87. The overlay would also preclude uses such as regional shopping centers, theaters, meeting halls, stadiums, schools, large day care centers, hospitals, nursing homes, or similar activities. No above ground bulk fuel storage would be allowed.

The mix of uses throughout the Diridon Station Area puts residential, commercial, and recreational uses closer together, promoting an increase in walking, biking, and other low-impact ways of travel. It provides for a more diverse and sizable population and increased commercial activity to support public transit use. This can also enhance the vitality and safety of neighborhoods by increasing the number of people and amount of activity on the street at different times of the day and evening. The dynamic experience can attract pedestrians and help increase economic activity and enhance public life, making streets, public spaces, and active uses into places where people meet.

5. Increase in Maximum Building Height Limits: The increased maximum building height limits allow for desired growth and are in response to City Council directive in March 2019. The establishment of maximum building heights is essential to ensuring that new development is integrated and compatible with the surrounding neighborhoods and with key City assets, including historic resources and the Guadalupe River Park.

   As shown in Attachment C, the Plan establishes new allowable building height limits outside Google's Downtown West Downtown West Mixed-Use Plan. Building height limits within Google's Downtown West Mixed-Use Plan are governed by the proposed Google project approvals. Heights shown within Google's Downtown West Mixed-Use Plan in the Plan are approximate and are shown for illustrative purposes only.

   The Plan's allowable heights for areas outside of Google's Downtown West Mixed-Use Plan take into account community input, the City's published elevation limits which are based on FAA flight procedures for the Norman Y. Mineta San José International Airport, height transition concepts, the Downtown Design Guidelines and Standards massing transition standards, and typical heights for mid-rise and high-rise construction.

   The Plan establishes three types of height limits:

   - *High-Rise height limits*, ranging from 170 to approximately 295 feet, are intended to allow development up to the maximum height permitted by the City, contingent upon required FAA airspace safety determinations. High-Rise height limits increase from north to south across the Diridon Station Area and are primarily located on sites near Diridon Station, the rail line, freeways, and the Guadalupe River Park. For both office and residential projects, maximizing allowable height is crucial for making high-rise building construction economically feasible given the City/ FAA height restrictions for the area. The High-Rise heights in the Plan are approximate and are provided for reference; applicants will need to coordinate with San José Airport Department staff and the FAA airspace safety review process for site-specific allowable height determinations. In some areas adjacent to lower-height contexts, additional height and massing transition standards apply. See *9. Update to Reflect/Build on the Downtown Design Guidelines and Standards.*
   - *Mid-Rise height limits*, ranging from 110 to 130 feet, are intended to create urban districts and neighborhoods that are lower in scale than High-Rise areas, in order to transition from High-Rise areas to existing low-rise residential neighborhoods. Mid-Rise height limits are located in the Sunol Street and West San Carlos Street area, and Central Delmas Park areas. Building codes typically require any building with an occupied level more than 75 feet above grade to be constructed to high-rise standards, which can make it economically challenging to take full advantage of these allowable heights; however, lower-rise development is still permitted in these areas. In some areas adjacent to lower height contexts, additional height and massing transition standards apply. See *9. Update to Reflect/Build on the Downtown Design Guidelines and Standards.*
   - *Transitional height limits*, ranging from 65 to 90 feet, are generally located near relatively low-density residential areas and are accompanied by height transition standards for specific locations. These lower height limits can apply to standalone development or to portions of sites where additional height is permitted, such as the podium portion of a high-rise building.

   In all height areas, subject to FAA determination of no hazard, limited extrusions exceeding the maximum building height limits in the Plan by up to 15 feet may be allowed for elevator shafts, rooftop amenities and equipment, and architectural treatments, as long as such extrusions do not exceed the City's published elevation limits, which are based on FAA flight procedures for the Norman Y. Mineta San José International Airport, and receive required airspace safety determinations.

6. Transportation Network Changes: The Plan aims to increase the share of people moving around in the Diridon Station Area on foot or by public transit, bike, shared micro-mobility, carpooling, and other alternatives to single-occupancy vehicles (SOV) from the current level of 40 percent to at least 75 percent by 2040. Achieving these targets will require that the Diridon Station Area become much more people-focused. This is not only to improve the mobility network and outcomes, but also to create a place that is more attractive, sustainable, vibrant, and equitable. Non-SOV modes tend to be better for the environment, they take up less space, they are more affordable, and they do more to promote access to opportunities for disadvantaged populations. The Plan builds on the vision of the 2014 Plan, the goals of the General Plan, and reflect the overall spirit and characteristics the community indicated are important in planning for mobility in the Diridon Station Area.

   To ensure a balanced, multimodal transportation network, the General Plan organizes public streets according to "street typologies". Each street is assigned a street typology that considers its surrounding land uses, street context, and the need to prioritize or accommodate certain travel modes. The Plan proposes changes to the transportation street typology designations (Attachment D), and to planned transportation improvements to ensure a balanced, multimodal transportation network that moves people to and within the Diridon Station Area in ways that are efficient, equitable, and safe, and that also supports the Diridon Station Area as an attractive people-focused place.

   The Plan also identifies transportation network improvements to ensure an expansive and equitable network. The transportation network improvements are grouped by the type of access they provide to the Diridon station Area:

   - Statewide transit access
   - Regional and citywide access
   - Local and neighborhood access
   - Placemaking and new connections at and near the station

   The transportation network improvements are listed in Section 4.4 of the Plan (Attachment L). These projects are in various stages of planning and would require discretionary actions and environmental review separate from the analysis presented in the Diridon Station Ara Plan Addendum to the Downtown Strategy 2040 Final Environmental Impact Report.

7. Changes to Parks and Open Space: The open space strategy for the Diridon Station Area looks to the Department of Parks, Recreation and Neighborhood Service's Activate SJ to create a people-focused and service-driven Plan. Public spaces in the Diridon Station Area will infuse Activate SJ's guiding principles of stewardship, nature, equity and access, identity and public life and incorporate a mix of uses that are intended to meet the needs of a variety of users. The Plan promotes access to a large and diverse variety of parks, plazas, trails, and recreational facilities for all residents. The strategic priorities outlined in the Plan will help to carry the City's open space system into the future, identify opportunities and guide decisions that result in more equitable and accessible public spaces and public life.

   While many of the strategies in the 2014 Plan remain the City recognizes that the urban character and increased density in the area requires a different approach to parks and open space. The City has shifted its open space strategy toward the planning of a dispersed network of open spaces and neighborhood parks that provide a variety of multi-generational experiences and enhanced connection to the natural assets of the area, rather than one large community park. The2014 DSAP contemplated an eight-acre community park (a portion of which was to be located at the former Fire Training Station, a four-acre site). This was envisioned as the central open space not only for existing and future residents of the Diridon Station Area, but also residents of the broader San José community. In 2018,

the Fire Training Station Site was sold by the City to Google with an agreed upon understanding that the sale would result in no net loss of open space in relation to the eight-acre park previously identified in the 2014 DSAP.

The changes to parks and open space in the Plan includes the removal of the planned park site south of the Ballpark site in the 2014 DSAP, and changes to the planned Los Gatos Creek Trail. The open space strategy for the Diridon Station Area consists of 10 acres of publicly owned open spaces, as a supplement to the existing open space surrounding the Diridon Station Area. The proposed publicly owned open spaces include neighborhood parks, trail segments, and plazas (Attachment E). Though the Plan identifies 10 acres of open space, the City recognizes the need to explore more ways to increase access to parks and other publicly accessible open space.

8. Changes to Infrastructure: The existing utility infrastructure serving the Diridon Station Area may need augmentation to support the desired or required capacity for full build-out of the Plan.

   Full build-out of the Plan would necessitate several infrastructure improvements to accommodate anticipated demand, including improvements to sanitary sewer and stormwater systems, which will require upsizing of distribution main lines to address existing deficiencies and accommodate increased demand capacity. The City will also prepare a separate infrastructure financing study following the adoption of the Plan. See Section 3.19 of the Diridon Station Area Plan Amendment Addendum to the Downtown Strategy 2040 Environmental Impact Report (Attachment M), for a full discussion of utility improvements.

9. Update to Reflect/Build on the Downtown Design Guidelines and Standards: The San José Downtown Design Guidelines and Standards adopted in 2019 (DDG) apply to the Diridon Station Area and provide guidance for the form and design of buildings, their appearance in the larger cityscape, and their interface with the street level public realm. The DDG defines the design objectives for the elements that determine the image of Downtown and refines the concepts of other plans, translating them into an operational document that increases predictability for developers and their architects for development in Downtown.

   The DDG applies generally to the General Plan Downtown Growth Area, including the Diridon Station Area. The Plan also includes additional design standards that are specific to the Diridon Station Area and build on the existing Downtown Design Guidelines and Standards (DDG) to facilitate development consistent with the objectives of the Plan. Projects within the Diridon Station Area must be consistent with these standards in addition to the Downtown Design Guidelines and Standards, with exception of properties within Google's Downtown West Mixed-use Plan, which are required to comply with the Downtown West Design Guidelines and Standards (DWDSG) and the DDG Standards that are not superseded by the DWDSG.

   The urban design direction in the Plan expands upon and will be incorporated into the DDG document following adoption of the Plan.

   The Plan includes the following additional height and massing transition design standards:

   - Stepback Plane: The primary stepback plane standards apply to the areas shown in Attachment F, which are adjacent to properties at the edge of the Diridon Station Area where mid-rise and high-rise height limits are found and where the adjacent properties have a Neighborhood Residential General Plan land use designation that limits buildings to lower heights. In order to facilitate an informed dialogue with nearby residents, development on sites affected by the stepback plane standards must provide perspective renderings from ground level, illustrating the proposed development in relation to the adjacent properties, as part of their Planning permit application.

10. Implement Climate Smart San José and City's Updated GHG Reduction Strategy: The Diridon Station Area will significantly increase overall sustainability through a mix of uses, high-density, sustainably designed buildings, and an urban environment that promotes walking, biking, and transit. Making sustainable systems and materials visible and comprehensible throughout the Diridon Station Area can contribute to San José's vision of becoming the world center of clean tech innovation.

    In accordance with City's policies for reducing greenhouse gas emissions and green design (e.g. Climate Smart San José, San José's Green Building Ordinance, Building Reach Code and Natural Gas Infrastructure Prohibition Ordinances, Zero Waste Strategic Plan, the Downtown Transportation Plan, the Downtown Design Guidelines and Standards, and the Green Stormwater Infrastructure Plan), the Plan includes strategies that encourage site planning to integrate sustainable practices and expand beyond the scale of a building or a site to the larger context of the district.

11. Update Parking Strategy: The 2014 Plan contains numerous parking and transportation demand management strategies. The Plan reinforces those and recommends a Parking and Transportation Management District and Transportation Management Association to coordinate and manage parking and transportation demand management strategies in the Diridon Station Area.

CONFORMING REZONING

The City of San José's Zoning Ordinance (Title 20 of the Municipal Code) is intended to promote the public peace, health, safety, and general welfare of residents, while supporting the goals and policies of the 2040 General Plan.

The Conforming Rezoning analyzes Zoning Ordinance changes within the Diridon Station Area undertaken by the City of San José as part the Plan to comply with State law and support the Plan's vision for the area. As shown in Attachment G, certain properties within the Diridon Station Area are proposed to be rezoned to the conventional Zoning Districts that align with the underlying General Plan land use designations of the respective sites. These sites' Zoning Districts would be rezoned from Combined Industrial/Commercial, Commercial General, Commercial Neighborhood, Commercial Pedestrian, Downtown Primary Commercial, Heavy Industrial, Industrial Park, Light industrial, Two-Family Residential, and Transit Residential to Downtown Primary Commercial, Open Space, and R-M Residence District (Multiple Unit/Lot).

DIRIDON STATION AREA PLAN OVERVIEW

The Plan builds on the General Plan and other City plans to establish a framework for future public and private investment in the Diridon Station Area, to achieve the vision of the Plan. Chapter 1 is the introduction. Chapters 2, 3 and 4 address broadly related topics. Each of these chapters includes a framework section, key principles, and a discussion of related plans and projects, followed by more detailed discussion of related topics.

- Chapter 1 – Introduction: describes the project vision, related projects, presents a station area profile, provides an overview of planning for equity and the engagement process and timeline, and outlines the organization of the Plan document.
- Chapter 2 – Diridon Station Area Development: discusses multiple topics related to development within the Diridon Station Area, including land use, building heights, urban design, affordable housing, and infrastructure capacity and demand. It includes a discussion of Google's Downtown West Mixed-Use Plan within the Diridon Station Area.

- Chapter 3 – Open Space and Public Life: describes the envisioned open space and trail network, public art, and public life strategy for the area, including the trail and open space systems that connect to the Diridon Station Area as well as those within it.
- Chapter 4 – Mobility: includes a description of the envisioned mobility network connection to the Diridon Station Area. It discusses important related plans, including the Diridon Integrated Station Concept Plan, and includes a framework for an area-wide parking and Transportation Demand Management strategy.
- Chapter 5 – Plan Implementation: describes actions the City will take together with and after the Plan is adopted. These include CEQA and environmental clearance, key planning amendments, director's update to the Downtown Design Guidelines and Standards, coordinating and constructing major projects over time, and possible ways to measure progress as the Plan is implemented.
- Appendix A – Maximum Build-Out: discusses the Plan's maximum build-out methodology and calculations, including assumptions and exclusions.
- Appendix B1 – Public Feedback: summary of 2019-21 Outreach
- Appendix B2 – Public Feedback: summary of 2018 Outreach
- Appendix C1 – Companion Documents: Diridon Station Area Plan Amendment Initial Study/Addendum to the Downtown Strategy 2040 Final Environmental Impact Report
- Appendix C2 – Companion Documents: Diridon Affordable Housing Implementation Plan

ANALYSIS

Adoption of the Plan and associated General Plan Amendment and Conforming Rezoning was analyzed with respect to:

- Envision San José 2040 General Plan
- Title 20 of the Municipal Code (Zoning Ordinance)
- Senate Bill 330
- California Environmental Quality Act (CEQA)

Envision San José 2040 General Plan Conformance

General Plan Major Strategies

The following describes the Plan's consistency with the General Plan Major Strategies. The General Plan Major Strategies are listed first, followed by the analysis:

- Major Strategy #1 – Community Based Planning: Embody the community values and goals articulated through an extensive and meaningful community-based planning process. The City's commitment to effectively engaging representatives of all segments of the San José community in the development and implementation of the Envision San José 2040 General Plan is critical to the ensure that the Plan will promote San José's continued growth into a leading world city, while maintaining social equity in its operations.
- Major Strategy #9 – Destination Downtown: Support continued growth in the Downtown as the City's cultural center and as a unique and important employment and residential neighborhood. Focusing growth within the Downtown will support the Plan's economic, fiscal, environmental, and urban design/ placemaking goals.

- Major Strategy #11 – Design for a Healthful Community: Support the physical health of community members by promoting walking and bicycling as commute and recreational options, encouraging access to healthful foods, and supporting the provision of health care and safety services.

Analysis: *In 2018, the City launched a community engagement process for the Diridon Station Area. As part of this process, the City Council appointed 38 organizations to a new Diridon Station Area Advisory Group (SAAG), which included equity advocates. The City also set up a new website (www.diridonsj.org) and held a variety of events and activities to engage the general public. In fall 2019, the City officially launched the process of amending the 2014 DSAP. The process included three rounds of public outreach and engagement in fall 2019, spring 2020, and fall 2020.*

The 2019-21 engagement process evolved from the original plan due to the COVID-19 crisis. The City had to extend the process and switch to digital tools for the 2020 engagement events. Throughout the process, the goal was to hear from all segments of the San José community, such as residents living in the area, Downtown businesses, developers, transit riders, and affordable housing, labor, and environmental advocates. To help reach populations that are typically under-represented in planning processes, the City established a small grant program and partnered with seven community-based organizations to assist with 2020-21 outreach and engagement. The City also offered many of the meetings and materials in Spanish and Vietnamese. For in-person community meetings, the City typically offered refreshments and supervised activities for children.

The Plan integrates land uses, urban design, open spaces, and mobility to enhance Downtown San José, while respecting existing surroundings. Some of the features that make the area supportive of improved health and economic outcomes include great transit access, proximity to jobs and cultural amenities in Downtown, trails and open space along the Guadalupe River, and a mix of housing types that support a range of income levels – including several affordable housing buildings.

The goal is to retain and leverage these features, increase opportunities for low-income residents to live and work in this highly connected area, and increase access to the new and existing resources for all San José residents, especially those with the greatest needs. With these goals and community input in mind, the City used an equity lens when developing the Plan. The City will center these goals in the review of development proposals, negotiation of development agreements, and design of public infrastructure projects.

General Plan Policies

The following describes how each of the Diridon Station Area Plan chapters are consistent with General Plan policies. The General Plan Policies are listed first, followed by the analysis. Summaries of the chapters may be found in the Diridon Station Area Plan Overview Section of this report.

1. Chapter 1 – Introduction*:*

    - Active Community Engagement Policy CE-1.9: Appoint advisory bodies, task forces, or ad hoc committees as needed to ensure broad perspective. Encourage membership of such groups to reflect community diversity.

    Analysis:

    The community engagement process has had equity as a key consideration. The goal has been to hear from all segments of the San José community and to pay special attention to reaching populations that are typically under-represented in planning processes. Examples include including equity advocates on the 38-member advisory group, establishing a small grant program for community-based organizations to assist with outreach and engagement, offering many of the meetings and materials in Spanish and Vietnamese, and reducing logistical barriers to participation in community meetings.

The Plan includes guiding principles that reconfirm and adapt the 2014 Plan's objectives, themes and goals to include input received through the broader Diridon Station Area outreach process in 2018-21. The 2014 themes and goals were based on the collective input received during the Existing Conditions Report phase of the 2014 Plan, to gain consensus on the primary goals and objectives.

The Plan includes the following area-wide guiding principles that embody the overall spirit and characteristics that the community indicated are important to include in the Plan. The guiding principles serve as the foundation to achieve the vision of the Plan, consistent with the Downtown strategy outlined in the General Plan. They can also be used as a basis for ongoing evaluation and subsequent detailed planning projects, a framework for policies in the Diridon Station Area, and for review of planning applications for individual projects as they come forward.

- Consider social equity throughout implementation of the Plan.
- Consider the effects on climate change throughout the implementation of the Plan.
- Ensure the area is accessible and welcoming to all.
- Promote a healthy, safe neighborhood environment that is resilient in the face of natural disasters, public health emergencies, and economic cycles.
- Advance economic opportunities by supporting small/local businesses, entrepreneurship, and living wage jobs, education, and job training.
- Establish Diridon Station and the surrounding area as a local, citywide, and regional destination where all residents and visitors, regardless of race, ethnicity, age, gender identity, physical ability, and income level can live, work, and play.
- Preserve and build upon existing cultural assets, reflect the city's cultural diversity, and honor the history of the Ohlone people, and other indigenous peoples.
- Understand and respond to local context and community needs.
- Educate and inform the public about the area planning process and Equitable Transit-Oriented Development (eTOD) concepts.
- Practice community engagement that utilizes clear, consistent communication and inclusive strategies for involving historically marginalized communities and that builds trust, relationships, and capacity over time.
- Foster connection between community members through design, programming, and civic engagement.

12. Chapter 2 – Diridon Station Area Development:

- Land Use and Employment Policy IE-1.5: Promote the intensification of employment activities on sites in close proximity to transit facilities and other existing infrastructure, in particular within the Downtown, North San José, the Berryessa International Business Park and Edenvale.
- Land Use and Employment Policy IE-1.6: Plan land uses, infrastructure development, and other initiatives to maximize utilization of the Mineta San José International Airport, existing and planned transit systems including fixed rail (e.g., High-Speed Rail, BART and Caltrain), Light-Rail and Bus Rapid Transit facilities, and the roadway network. Consistent with other General Plan policies, promote development potential proximate to these transit system investments compatible with their full utilization. Encourage public transit providers to serve employment areas.

- Land Use and Employment Policy IE-1.7: Advance the Diridon Station Area as a world-class transit hub and key transportation center for Northern California.
- Community Noise Levels and Land Use Compatibility Policy EC-1.1: Locate new development in areas where noise levels are appropriate for the proposed uses. Consider federal, state and City noise standards and guidelines as a part of new development review. Applicable standards and guidelines for land uses in San José include:
    - Interior Noise Levels
        - The City's standard for interior noise levels in residences, hotels, motels, residential care facilities, and hospitals is 45 dBA DNL. Include appropriate site and building design, building construction and noise attenuation techniques in new development to meet this standard. For sites with exterior noise levels of 60 dBA DNL or more, an acoustical analysis following protocols in the City-adopted California Building Code is required to demonstrate that development projects can meet this standard. The acoustical analysis shall base required noise attenuation techniques on expected Envision General Plan traffic volumes to ensure land use compatibility and General Plan consistency over the life of the Plan.
    - Exterior Noise Levels
        - The City's acceptable exterior noise level objective is 60 dBA DNL or less for residential and most institutional land uses (Table EC-1). The acceptable exterior noise level objective is established for the City, except in the environs of the San José International Airport and the Downtown, as described below:
        - For new multi-family residential projects and for the residential component of mixed-use development, use a standard of 60 dBA DNL in usable outdoor activity areas, excluding balconies and residential stoops and porches facing existing roadways. Some common use areas that meet the 60 dBA DNL exterior standard will be available to all residents. Use noise attenuation techniques such as shielding by buildings and structures for outdoor common use areas. On sites subject to aircraft overflights or adjacent to elevated roadways, use noise attenuation techniques to achieve the 60 dBA DNL standard for noise from sources other than aircraft and elevated roadway segments.
        - For single family residential uses, use a standard of 60 dBA DNL for exterior noise in private usable outdoor activity areas, such as backyards.
- Community Health, Safety, and Wellness Policy CD-5.2: Foster a culture of walking by designing walkable urban spaces; strategically locating jobs, residences and commercial amenities; providing incentives for alternative commute modes; and partnering with community groups and health services organizations to promote healthful life-styles for San José residents.
- Downtown Urban Design Policy CD-6.1: Recognize Downtown as the most vibrant urban area of San José and maximize development potential and overall density within the Downtown.
- Downtown Urban Design Policy CD-6.3: New development within the Downtown Growth Area that is adjacent to existing neighborhoods that are planned for lower intensity development should provide transitions in height, bulk and scale to ensure that the development is compatible with and respects the character of these neighborhoods, as they are designated in the General Plan.
- Affordable Housing Policy H-2.6: Incorporate an affordable housing implementation plan in the preparation of each Urban Village plan, specific plan, master plan, or strategy plan that include plans for housing.

- Downtown Policy LU-3.1: Provide maximum flexibility in mixing uses throughout the Downtown area. Support intensive employment, entertainment, cultural, public/quasi-public, and residential uses in compact, intensive forms to maximize social interaction; to serve as a focal point for residents, businesses, and visitors; and to further the Vision of the Envision General Plan.
- Safe Airports Policy TR-14.1: Foster compatible land uses within the identified Airport Influence Area overlays for Mineta San José International and Reid-Hillview airports.
- Safe Airports Policy TR-14.2: Regulate development in the vicinity of airports in accordance with Federal Aviation Administration regulations to maintain the airspace required for the safe operation of these facilities and avoid potential hazards to navigation.
- Safe Airports Policy TR-14.3: For development in the Airport Influence Area overlays, ensure that land uses and development are consistent with the height, safety and noise policies identified in the Santa Clara County Airport Land Use Commission (ALUC) comprehensive land use plans for Mineta San José International and Reid- Hillview airports, or find, by a two-thirds vote of the governing body, that the proposed action is consistent with the purposes of Article 3.5 of Chapter 4 of the State Aeronautics Act, Public Utilities Code Section 21670 et seq.
- Safe Airports Policy TR-14.4: Require avigation and "no build" easement dedications, setting forth maximum elevation limits as well as for acceptance of noise or other aircraft related effects, as needed, as a condition of approval of development in the vicinity of airports.

Analysis:

The Station Area Development strategy is founded on an Equitable Transit-oriented Development approach. The strategy includes removing the 2014 Plan's three distinct zones to establish a more mixed land use approach, increasing building height limits to help support equitable development, and updating urban design direction to build on the San José Downtown Design Guidelines and Standards to ensure design excellence and sensitivity to surrounding established lower-density residential neighborhoods.

The mix of uses throughout the Diridon Station Area puts residential, commercial, and recreational uses closer together, promoting an increase in walking, biking, and other low-impact ways of travel. It provides for a more diverse and sizable population and increased commercial activity to support public transit use. This can also enhance the vitality and safety of neighborhoods by increasing the number of people and amount of activity on the street. The dynamic experience can attract pedestrians and help increase economic activity and enhance public life, making streets, public spaces, and active uses into places where people meet.

Residential uses are strategically located throughout the Diridon Station Area to enhance vitality, to achieve a jobs/housing balance, and maximize the competitiveness for state funding affordable housing sources. For stand-alone affordable housing projects, it is assumed that units will be provided in a mix of mid-rise and high-rise buildings. Incorporating a range of height limits not only provides transitions in building heights adjacent to lower density residential areas, but also provides opportunities for a variety of affordable housing types to be developed close to public transit.

The Plan's allowable heights for areas outside of Google's Downtown West Mixed-Use Plan take into consideration community input, the City's published elevation limits which are based on FAA flight procedures for the Norman Y. Mineta San José International Airport, height transition concepts, the Downtown Design Guidelines and Standards massing transition standards, and typical heights for mid-rise and high-rise construction. In some areas adjacent to lower-height contexts, additional height and massing transition standards apply.

These additional design standards are specific to the Plan and build on the existing Downtown Design Guidelines and Standards (DDG) to facilitate development consistent with the objectives of the Plan. Projects within the Diridon Station Area must be consistent with these standards in addition to the Downtown Design Guidelines and Standards, with exception of properties within Google's Downtown West Mixed-use Plan, which are required to comply with the Downtown West Design Guidelines and Standards (DWDSG) and the DDG Standards that are not superseded by the DWDSG.

Increased building height limits create a supportive environment for equitable development and makes more efficient use of scarce transit-adjacent land and preserves natural resources by accommodating urban growth in the city's core instead of undeveloped areas at the city's edge. It also provides for opportunities for an increase in quality housing for people of all income levels through the City's Inclusionary Housing Ordinance. Reaching the Plan's goal for 25 percent affordable housing in the Diridon Station Area, along with strategies for tenant protection and the preservation of existing affordable units, will also ensure low-income residents benefit from new development. The Plan also incorporates the executive summary of the Diridon Affordable Housing Implementation Plan (AHIP) (Section 2.5 of the Plan).

The City's Envision San José 2040 General Plan also requires that projects within the Airport Influence Area be consistent with height, safety and noise policies identified in the CLUP, or that the City find, by a two-thirds vote of the City Council, that the proposed action is consistent with the purposes of Article 3.5 of Chapter 4 of the State Aeronautics Act, Public Utilities Code Section 21670 et seq.

As part of the General Plan Amendment and Conforming Rezoning, staff is seeking City Council adoption of a Resolution by 2/3 majority making certain findings required by California Public Utilities Code Section 21676 that the proposed City-initiated General Plan Amendment (File No. GP20-007) and Conforming Rezoning (File No. C20-002) is consistent with the purposes set forth in California Public Utilities Code Section 21670 and overruling the Santa Clara County Airport Land Use Commission's (ALUC) determination that the proposed City-initiated General Plan Amendment and Conforming Rezoning is inconsistent with the ALUC noise and height policies as defined by the Comprehensive Land Use Plan for the San José International Airport (CLUP). See Resolution No._____ for further details on consistency with the Airport policies (Attachment J).

13. Chapter 3 – Open Space and Public Life:

- San José as the Silicon Valley Cultural Center Policy AC-2.1: Site public art in key locations. Prioritize innovative public art in three regional destination areas: Downtown, North San José, and the Mineta San José International Airport. Place public art at transportation hubs: pedestrian, bike and transit improvements in pedestrian priority areas; encourage the inclusion of public art at VTA and BART stations, including Diridon Station; and integrate a broad range of art projects into the trail network to connect neighborhoods and bring people closer to nature. Integrate public art into bond-funded park, library, community facility and public safety projects. Cultivate community-based art projects that support neighborhood revitalization goals.
- Cultural Opportunities Policy VN-4.3: Consider opportunities to include spaces that support arts and cultural activities in the planning and development of the Downtown, new Urban Village areas and other Growth Areas.
- Downtown Urban Design Policy CD-6.5: Design quality publicly accessible open spaces at appropriate locations that enhance the pedestrian experience and attract people to the Downtown. Use appropriate design, scale, and edge treatment to define, and create publicly accessible spaces that positively contribute to the character of the area and provide public access to community gathering, recreational, artistic, cultural, or natural amenities.

- High Quality Facilities and Programs Policy PR-1.7: Design vibrant urban public spaces and parklands that function as community gathering and local focal points, providing opportunities for activities such as community events, festivals and/or farmers markets as well as opportunities for passive and, where possible, active recreation.
- Contribute to a Healthful Community Policy PR-2.3: Design and construct new parks, trails, and amenities in a manner that promotes their safe utilization and which allows access to each type of recreation experience for people of all abilities to the maximum extent possible.
- Provide and Equitable Park System Policy PR-3.1: Provide equitable access to parks, trails, open space, community centers, dog parks, skate parks, aquatics facilities, sports fields, community gardens, and other amenities to the greatest extent feasible in order to provide a high quality of life for our residents.
- Community Identity Policy PR-4.1: Collaborate with the community in the design, programming, and operation of parks and recreation facilities to ensure that these facilities meet their needs.
- Grand Parks Policy PR-5.5: Connect the Guadalupe River Park & Gardens to other assets in the City via a network of trails and bike paths to encourage connectivity and community and to maximize the park's use and accessibility.
- Interconnected Park System Policy PR-7.4: Meet the parks needs and expand recreational opportunities for residents in dense, urban areas partially by focusing on improving connections (particularly trail, bicycle, and pedestrian networks) to large parks and recreation facilities.
- Fiscal Management of Parks and Recreation Resources Policy PR-8.3: Give priority to the purchase and land banking of properties as they become available for future park and recreation facility developments.
- Trails as Transportation Policy TN-2.8: Coordinate and connect the trail system with the on-street bikeway system, and consider policies from the Circulation and the Parks, Trails, Open Space, and Recreation Amenities/Programs sections of this Plan to create a complete BikeWeb to serve the needs of San José's diverse community.
- Accessible, Safe, and Well-Functioning Trails Policy TN-3.3: Design bridges, under-crossings, and other public improvements within the designated Trail Network, including grade separation of roadways and trails whenever feasible, to provide safe and secure routes for trails and to minimize at-grade intersections with roadways.

Analysis:

Working in concert with the existing planned development and mobility plans for the area, the City envisions a future where residents and visitors arrive to Diridon Station and are greeted with plazas and parks that are vibrant and provide active and passive recreation for residents, workers, and visitors. The park, plaza, trail, and mobility networks, along with public art envisioned in the Plan, provide a hub of activity and transitions to nearby neighborhoods and Downtown. Together, these assets will provide for vibrant public life throughout the Diridon Station Area.

Public spaces in the Diridon Station Area will provide multi-generational opportunities for recreation activities that are intended to meet the needs of the wide variety of users expected in this area. All residents regardless of race, age, gender identity, income, physical ability or culture have the right to health, wellness and access to parks and recreational opportunities, and these spaces will seek to foster respect and integration for all. This is especially important in dense, urban areas, such as the Diridon Station Area, where there is a greater variety in population demographics. In addition, a key planning outcome identified in ActivateSJ to improve equity and access, is to ensure all residents are

within a 10-minute walk of a quality park. The planned location of the parks, plazas, and trail segments described in the Plan will ensure this goal is met.

The Plan promotes access to a large and diverse variety of parks, plazas, trails, and recreational facilities for all residents. The strategic priorities outlined in the Plan will help to carry the City's open space system into the future. It will identify opportunities and guiding decisions that result in more equitable and accessible public spaces and public life.

Diridon Station Area is surrounded by single-family homes to the north, west, and south, and Downtown to the east. Residential development in these neighborhoods and in Downtown have created more opportunities for parkland dedication and funding through the Park Impact Ordinance and Parkland Dedication Ordinance. Existing parks and open spaces adjacent to the Diridon Station Area include the Guadalupe River Park, Guadalupe River Trail, Cahill Park, Del Monte Park, Los Gatos Creek Trail, Discovery Dog Park, and Theodore Lenzen Park. While these open spaces are not part of the Diridon Station Area, their adjacency makes them important assets when considering the future plans for this urbanized area. The City recognizes that the surrounding parkland and trails will see an increase in use with the increase in residents, workers, and transit users anticipated in the Diridon Station Area. To account for this increased use, the City recognizes more funding will need to be allocated to the maintenance and enhancement of these spaces. The City may also target additional parkland in the surrounding area to help mitigate the increased use.

The open space strategy presented in the Plan calls for approximately 10 acres of publicly owned open spaces, including neighborhood parks, trail segments, and plazas dispersed through the existing neighborhoods and future developments. The 10 acres will supplement the existing open space surrounding the Diridon Station Area.

The Los Gatos Creek Trail will provide connections to the parks and plazas in the Diridon Station Area, with on-road (and future under rail) connections from the neighborhoods west of Diridon Station to Downtown in the east. In the future, the trail will be located on a flyover that will reduce pedestrian and bike rider conflicts and eliminate the at-grade crossing at Santa Clara Street. Open space will be centered around the Los Gatos Creek to preserve, protect, and celebrate the natural environment.

A balanced distribution of interconnected parks, trail segments, and plazas will complement and enhance the existing parks and trails that surround the Diridon Station Area. The proposed network will provide active and passive recreation, transportation, education, and cultural benefits to residents, workers, and visitors throughout the Diridon Station Area. The neighborhood parks and plazas can respond to the character and needs of the existing neighborhoods while also serving as the catalyst to spur public life that supports local business and encourage new development. The trail segments will allow for recreation and active transportation that connect the Diridon Station Area's open space network and key features to the broader neighborhood and Downtown. Connecting neighborhood parks, plazas and other open spaces to the existing planned street network with a consistent system of signage and public art will create diverse and accessible open spaces.

14. Chapter 4 – Mobility:

- Attractive City Policy CD-1.3: Further the Major Strategies of this Plan to focus growth in appropriate locations; design complete streets for people; promote Grand Boulevards, Main Streets, and Downtown; support transit; and foster a healthful community.
- Community Health, Safety, and Wellness Policy CD-5.1: Design areas to promote pedestrian and bicycle movements, to facilitate interaction between community members, and to strengthen the sense of community.

- Downtown Policy LU-3.5: Balance the need for parking to support a thriving Downtown with the need to minimize the impacts of parking upon a vibrant pedestrian and transit oriented urban environment. Provide for the needs of bicyclists and pedestrians, including adequate bicycle parking areas and design measures to promote bicyclist and pedestrian safety.
- Balanced Transportation System Policy TR-1.1: Accommodate and encourage use of non-automobile transportation modes to achieve San José's mobility goals and reduce vehicle trip generation and vehicle miles traveled (VMT).
- Maximize Use of Public Transit Policy TR-3.4: Maintain and improve access to transit stops and stations for mobility-challenged population groups such as youth, the disabled, and seniors.
- Vehicular Circulation Policy TR-5.1: Develop and maintain a roadway network that categorizes streets according to function and type, considers the surrounding land use context, and incorporates the concepts of "complete streets."
- Parking Strategies Policy TR-8.1: Promote transit-oriented development with reduced parking requirements and promote amenities around appropriate transit hubs and stations to facilitate the use of available transit services.
- Parking Strategies Policy TR-8.2: Balance business viability and land resources by maintaining an adequate supply of parking to serve demand while avoiding excessive parking supply that encourages automobile use.
- Parking Strategies Policy TR-8.3: Support using parking supply limitations and pricing as strategies to encourage use of non-automobile modes.
- Parking Strategies Policy TR-8.5: Promote participation in car share programs to minimize the need for parking spaces in new and existing development.
- Parking Strategies Policy TR-8.6: Allow reduced parking requirements for mixed-use developments and for developments providing shared parking or a comprehensive TDM program, or developments located near major transit hubs or within Urban Villages and other Growth Areas.
- Parking Strategies Policy TR-8.7: Encourage private property owners to share their underutilized parking supplies with the general public and/or other adjacent private developments.
- Parking Strategies Policy TR-8.8: Promote use of unbundled private off-street parking associated with existing or new development, so that the sale or rental of a parking space is separated from the rental or sale price for a residential unit or for non-residential building square footage.
- Parking Strategies Policy TR-8.9: Consider adjacent on-street and City-owned off-street parking spaces in assessing need for additional parking required for a given land use or new development.

Analysis:

The Plan sets forth a transportation network that moves people to, from, and within the Diridon Station Area in ways that are efficient, equitable, and safe, and that also supports the Diridon Station Area as an attractive people-focused place. In addition, the network aims to connect existing neighborhoods – particularly low-income communities of concern east of State Route 87 – to the Diridon Station Area. The Plan prioritizes walking, public transit, and bicycling within the core Diridon Station Area, while locating automobile circulation and parking facilities at the perimeter of the Diridon Station Area. This allows motorists to drive to and park on the perimeter of the Diridon Station Area easily without compromising the pedestrian and transit-oriented quality of the core area.

There are four key principles to transform the Diridon Station Area into the envisioned dynamic mixed-use urban district. The Diridon Station Area's transportation system must:

- *Bring people together, prioritizing walking, transit, and bicycling as modes that move the greatest number of people while using up the least amount of land, and addressing their need for safety, health, dignity, comfort, and enjoyment*
- *Be environmentally and economically sustainable, emphasizing easy access to transportation options that are affordable and clean, and that allow residents and workers – especially those of lesser means – to access jobs, services, and housing, both within the Diridon Station Area and throughout the city and region*
- *Foster community development, social interaction among people, and public life, advancing the vision for a vibrant and livable Diridon Station Area with neighborhoods that are complete, unique, and reflective of its diverse history*
- *Promote social and economic equity, supporting inclusive access to transportation modes that provide the most economic and health benefits for a wide variety of people who live, work, and play in the Diridon Station Area.*

The Plan uses Envision San José 2040 General Plan Designations, called Street Typologies. Street Typologies reflect a street's primary function and adjacent land use context. In doing so, street typologies establish the need to accommodate multiple travel modes and promote desired travel speeds. Street typologies provide direction for a Complete Street network that accommodates all people traveling on it.

While the City seeks to prioritize sustainable, affordable, and space-efficient modes in the Diridon Station Area, the area must accommodate all modes. Planning for private vehicles, taxis, ride-hailing vehicles, and service vehicles is critical to creating an accessible and economically vibrant place. Providing different modes with clear priority and separated networks to access the Diridon Station Area not only will improve conditions for pedestrians, cyclists, and transit users, but will also support Diridon Station Area growth in the most space-efficient and sustainable way. The Plan identifies a total of 54 transportation network improvements in the Diridon Station Area. See Section 4.4 of the Plan for further details (Attachment L).

To effectively utilize the parking supply within the Diridon Station Area and achieve the mode shift goals for the area, several parking management strategies are encouraged of all new development in the area. These strategies are also important to maintaining the parking spaces needed for the SAP Center per the City's Arena Management Agreement, and include, but are not limited to, shared parking, unbundled parking, parking supply, priced parking, a residential parking permits program, and parking distribution.

Key to achieving the transportation and mobility goals in the Diridon Station Area is a Transportation Demand Management (TDM) framework- comprised of three components: 1) a Parking and Transportation Management District; 2) a Transportation Management Association; and 3) project-level TDM requirements. See Section 4.5 of the Plan for further details (Attachment L).

15. Chapter 5 – Plan Implementation

- Community Partnerships Policy CE-2.3: Support continuation of existing and formation of new community and neighborhood-based organizations to encourage and facilitate effective public engagement in policy and land use decisions.

Analysis:

Throughout the implementation of the Plan, the City intends to set objectives and measure progress in fulfilling ongoing activities recommended in the Plan, as well as the Diridon Affordable Housing Implementation Plan. Monitoring key indicators of equitable development will help the City respond to changing conditions and advance the Plan's equity goals. Collecting, tracking, and reporting on equity-related data should be part of a broader citywide effort that may be accelerated with the new Office of Racial Equity and incorporated into existing processes, such as the General Plan Four-Year Review process. It will be important to track trends for the city as a whole, as well as different neighborhoods, to understand the full picture.

In addition to monitoring metrics, achieving the Plan's goals and equity objectives will also require continued engagement of the community. The City intends for this to involve using clear, consistent communication to inform people about planning processes and decisions, involving the public in the review of private proposals and development of public projects (consistent with City requirements and policies), and using inclusive strategies for engaging historically marginalized communities. Community members have dedicated a tremendous amount of time and energy contributing to planning decisions affecting the Diridon Station Area, not just in recent years but for decades. Outreach and engagement moving forward should build upon that strong foundation and commitment. For example, future engagement opportunities could include involving community members in monitoring key indicators, completing local needs assessments, and working together on neighborhood-driven projects and programs.

Title 20 of the Municipal Code (Zoning Ordinance)

The City of San José's Zoning Ordinance (Title 20 of the Municipal Code) is intended to promote the public peace, health, safety, and general welfare of residents, while supporting the goals and policies of the 2040 General Plan.

State law (SB 1333, 2019) requires charter cities, such as the City of San José, to have conformance between a City's Zoning Ordinance and the General Plan. When the Plan is adopted, the zoning therefore, needs to be made consistent for properties located within zoning districts where there are inconsistencies between the zoning and General Plan land use designations.

Analysis:

The City-initiated Conforming Rezoning (C20-002) is consistent with Senate Bill (SB) 1333 and will align properties' Zoning Districts with the proposed General Plan land use designation changes in the Diridon Station Area Plan. As shown in Attachment G, certain properties within the Diridon Station Area are proposed to be rezoned to the conventional Zoning Districts that align with the underlying General Plan land use designations of the respective sites. The Conforming Rezoning is a rezoning of existing sites with Zoning Districts that include Combined Industrial/Commercial, Commercial General, Commercial Neighborhood, Commercial Pedestrian, Heavy Industrial, Industrial Park, Light industrial, Two-Family Residential, and Transit Employment Center. These sites will be rezoned to Zoning Districts that include Downtown Primary Commercial, Open Space, and R-M Residence District (Multiple Unit/Lot). Sites with a General Plan designation of Downtown or Commercial Downtown will be zoned Downtown Primary Commercial. Sites with a General Plan designation of Open Space, Parklands, and Habitats will be zoned Open Space, and sites with a General Plan designation of Urban Residential and Transit Residential will be zoned R-M Residence District.

Senate Bill (SB) 330

Governor Gavin Newsom signed Senate Bill 330, the Housing Crisis Act of 2019, on October 9, 2019 to catalyze housing that would offset the high rents and home ownership costs leading to increasing homelessness. The bill is intended to speed up housing construction in California by decreasing the time it

takes to obtain building permits and limiting fee increases on housing applications. The bill limits local agencies from reducing the number of residential units that can be built on properties that allow housing by changing general or specific plan land use designations and/or zoning in a manner that would result in a reduction of housing capacity without taking action to replace that housing capacity elsewhere in the agency's jurisdiction. The local agency is required to amend its general plan land use designations or zoning elsewhere to ensure no net loss in residential capacity within the jurisdiction whenever it implements land use controls that reduce residential capacity.

Analysis:

The Plan and the associated General Plan Amendment (GP20-007) would not reduce the intensity of residential uses, because its implementation would result in increased residential development. Additionally, the Plan establishes higher maximum residential densities within the Plan area than in the General Plan for the Transit Residential, and Urban Residential land use designations.

The proposed Conforming Rezoning (C20-002) does not reduce the intensity of residential uses. The Conforming Rezoning would increase the residential capacity because the existing Heavy Industrial, Industrial Park, and Light industrial Zoning Districts do not allow residential development, while the proposed Downtown Primary Commercial and R-M Residence District (Multiple Unit/Lot) zoning districts allow residential uses. Therefore, the proposed General Plan Amendment and Conforming Rezoning are in compliance with SB330.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

In compliance with the California Environmental Quality Act (CEQA), the City prepared an Initial Study/Addendum to the Downtown Strategy 2040 Final Environmental Impact Report (Resolution no. 78942) to address the environmental impacts of the project.

The Diridon Station Area Plan Amendment (DSAP Amendment), and as described in the Initial Study/Addendum, does not create any of the conditions described in Section 15162 of the CEQA Guidelines that call for the preparation of a subsequent EIR. No new significant impacts would occur, and no previously examined significant effects would be substantially more severe than those identified in the Downtown Strategy 2040 Final Environmental Impact Report. Thus, an Addendum to the adopted FEIR is the appropriate environmental documentation to analyze the potential environmental impact.

As an Addendum to a previously adopted EIR, public circulation is not required under CEQA. However, as part of the public outreach and engagement process for the DSAP Amendment, the City posted the Initial Study/Addendum on the City's website for a period of 30 days and solicited public comments from March 1, 2021 through April 1, 2021. The City received 17 comment letters, which have been posted to the project's website for the Initial Study/Addendum.

The Initial Study/Addendum, public comment letters, and the City's responses to those comments, are posted to the City's website at: https://www.sanjoseca.gov/your-government/departments-offices/planning-building-code-enforcement/planning-division/environmental-planning/environmental-review/diridon-station-area-plan-amendment. The Downtown Strategy 2040 Final Environmental Impact Report can be found at https://www.sanjoseca.gov/your-government/departments/planning-building-code-enforcement/planning-division/environmental-planning/environmental-review/active-eirs/downtown-strategy-2040.

PUBLIC OUTREACH

2014 Diridon Station Area Plan

The Diridon Station Area planning process that culminated in the 2014 Plan was initiated in June 2009. Throughout the study, extensive efforts were made to engage members of the business and development community, as well as residents within the immediate area and surrounding long-established neighborhoods. The surrounding areas have neighborhood associations with a history of active participation in both City and private development proposals and activities. Many of these associations have been supportive of improving transit and pedestrian access and circulation but remain focused on ensuring that new future development within their neighborhoods will enhance the area's amenities and will not detract from current residents' quality of life.

In 2009, the City Council and Redevelopment Agency Board established the Diridon Station Area Good Neighbor Committee (GNC) to provide a forum for neighbors to work collaboratively in solving problems in the neighborhood arising from development in the Diridon Station Area. The GNC discussed potential impacts of existing and planned development and collaborated to recommend reasonable implementation priorities. The 31-member committee met 22 times over a 14-month period and achieved its purpose through the creation and unanimous adoption of the Diridon Station Framework for Implementation (Framework) in 2011.[7] The Framework focused on six interest areas: land use, neighborhood quality of life, parking and traffic, parks and trails, pedestrian and bicycle connections and connectivity, and public transportation systems. For each of the GNC's interest areas, the Framework identified the top three objectives to guide future implementation. In addition, three public community workshops and a considerable number of community events by related groups contributed to the creation of the 2014 Plan.

In April 2011, the City Council accepted the plan that defined the maximum development potential for the area and the project description and directed the consultant team to begin the environmental analysis. In June 2014, City Council approved the Final Plan and certified the Environmental Impact Report.

2021 Diridon Station Area Plan (the Plan)

In 2018, the City launched a community engagement process to ask people about their vision for the Diridon Station Area given Google's interest in a development at the core of the Diridon Station Area. As part of this process, the City Council appointed 38 organizations to a new Diridon Station Area Advisory Group (SAAG). The City also set up a new website (www.diridonsj.org) and held a variety of events and activities to engage the general public. The 2018 process generated a list of desired outcomes related to Housing and Anti-Displacement; Jobs and Education; Land Use and Design; Transportation and Parking; Parks and Public Space; and Environmental Sustainability. Key findings from the process were that the community's overall vision for the area had not changed and that social equity should be a top consideration.

In 2019, the focus of the City's community engagement was on the Diridon Integrated Station Concept Plan (DISC), a collaboration between the City and transit agency partners. It generated feedback on the future station's design, layout, access, and effects on and integration with surrounding neighborhoods. The community input informed a Concept Layout for Diridon Station and informed the development of the Plan.

In fall 2019, the City officially launched the process of amending the 2014 Plan – along with reviewing Google's Downtown West Mixed-Use Plan development proposal and completing areawide studies to comprehensively plan for the Diridon Station Area. The process included three rounds of public outreach and engagement in fall 2019, spring 2020, and fall 2020. As part of the fall 2019 round, staff shared initial thinking about the scope of changes under consideration and the intended process for analyzing and proposing the amendments to the 2014 Plan. In spring 2020, staff shared draft concepts related to land

use, heights, design, mobility, parks, open space, and trails. In fall 2020, staff released the Draft Amended Plan and Draft Affordable Housing Implementation Plan for the Diridon Station Area for public review.

The 2019-21 engagement process evolved from the original plan due to the COVID-19 crisis. The City had to extend the process and switch to digital tools for the 2020 rounds. Throughout the process, the goal was to hear from all segments of the San José community, such as residents living in the area, Downtown businesses, developers, transit riders, and affordable housing, labor, and environmental advocates. To help reach populations that are typically under-represented in planning processes, the City established a small grant program and partnered with seven community-based organizations to assist with 2020-21 outreach and engagement. The City also offered many of the meetings and materials in Spanish and Vietnamese. For in-person community meetings, the City typically offered refreshments and supervised activities for children.

From early 2018 through Spring 2021, City-led community engagement related to the Diridon Station Area included:

- 19 Station Area Advisory Group (SAAG) meetings
- 14 SAAG small group discussions
- Over 20 community meetings hosted by the City or its partners
- 3 online surveys with over 2,000 responses
- Over 200 online feedback forms submitted
- Over 75,000 page views and 36,000+ unique visitors on diridonsj.org
- 9 pop-ups at community events
- 5 virtual office hours
- Many meetings with community groups

In addition to these efforts, Google and the City's transit partners conducted their own outreach to guide their projects.

Community Feedback Summary

The feedback from the public is summarized below according to major topics of concern. They include boundary expansion, building height limits and office/commercial uses and space, parks and open space and community services/facilities, and transportation. A summary of the feedback received for each of these topics is discussed below.

1. Boundary Expansion: In June 2020, City staff proposed an updated boundary that included two eastern expansions to include a residential area and commercial area that abuts the Guadalupe River Park and a portion of Google's Downtown West Mixed-Use Plan east of Delmas Avenue.

   Most of the feedback received in regard to boundary expansion focused on the impact that future development would have on adjacent neighborhoods, and a concern that this impact would not be analyzed in the environmental impact report because the neighborhoods were outside the DSAP boundary.

   The following are community feedback on boundary expansion heard throughout the engagement process:

- Expand Southern boundary down to Interstate 280: This would include the approximately 8 blocks including residential and commercial uses that are currently in between the Plan boundary and Interstate 280.
- Expand Eastern boundary to State Route 87**:** This would include the approximately 7 blocks including residential and commercial uses, Arena Green, and portions of the Guadalupe River Park that are in between the Plan's boundary and State Route 87.

Examples of some changes in the Plan, following community feedback, include:

- Incorporation of the area bounded by Autumn Street, St John Street, the Guadalupe River, and West Julian Street
- Incorporation of the old San José Water Company site bounded by West Santa Clara Street, Los Gatos Creek, West San Fernando Street, and the Guadalupe River, which would place all Google's Downtown West Mixed-Use Plan within the Plan's boundary
- Incorporation of undeveloped areas along Los Gatos Creek between West Santa Clara Street and Park Avenue to allow for potential park and trail development

2. Building Height Limits: The topic of maximum allowable building heights was one of the most discussed topics during the community engagement effort for the Plan.

   In June 2020, City staff proposed a preliminary concept heights map, showing areas where height limits were proposed to be increased up to the FAA limits; increased to an intermediate height; or kept the same as in the 2014 Plan. Given that this was a major topic of interest for some members of the public, City staff held a series of additional meetings and focused conversations with the Diridon Area Neighborhood Group (DANG) and other organizations discussing building height limits, with the intention of developing an approach that would address community concerns and meet City goals.

   The following are specific themes heard throughout the engagement process:

   - Impacts to residential areas, open space, and historic buildings**:** Many had concerns on impacts of overshadowing, lack of privacy, loss of mountain views, and temperature changes to adjacent existing residential areas (Del Monte, Delmas Park, Lake House, and Rhodes Court), open space (Los Gatos Creek), and historic buildings (Stations Depot and Former San José Water Company and Trammel Crow Site).
   - Use FAA Maximum Heights**:** Some felt that the proposed heights were too low and needed to utilize maximum Federal Aviation Administration (FAA) height limits to provide more housing or commercial space throughout the whole area.
   - Taller buildings near transit**:** Some felt that there was an opportunity to provide taller buildings near transit such as housing, office, or a mix of both.
   - Pandemic and overcrowding concerns**:** Others felt that the heights were too high because the pandemic has led to physical distancing that has driven down the use of office space and will further decrease the use of apartment and condo style buildings. Their concern is that these tall buildings would be vacant and a waste of money.
   - Impacts to airport flight paths**:** Some shared concern that heights would reduce the number of flights going to the airport, causing the airport to eventually shut down.
   - More Affordable Housing**:** Many wanted to see an increase in height to make affordable housing in the area more economically feasible.

- Staff recommended heights are "About Right": A majority of Spring 2020 survey respondents felt that the staff recommended heights were about right.

Examples of some changes in the Plan, following community feedback, include:

- Increasing the maximum height in the area around the Diridon Station to a maximum of 295 feet.
- Creating a transitional building height limit between 65 and 90 feet adjacent to lower density residential areas along Stockton Avenue, West Julian Street, The Alameda, Park Avenue, Auzerais Avenue, and Sunol Street.
- Implementing stepback plane standards to ensure gradual increases in building heights for development adjacent to historic districts, and lower height context.
- Maintaining unobstructed views of buildings and corridors down The Alameda and east of Diridon Station.

3. Office/Commercial Uses and Space: In June 2020, City staff proposed expanding the development program based on the preliminary concept heights and land use structure. The development program included 12.9 million square feet of office/commercial uses and 12,900 residential units for the entire Diridon Station Area, including the 7.3 million square feet of office/commercial uses and 5,900 residential units proposed in Google's Downtown West Mixed-Use Plan.

   The following are specific themes heard throughout the engagement process:

   - More office and commercial and less housing: There was a direct connection to housing on this topic. Community members who wanted more commercial and office in the Diridon Station Area were more likely to want less housing in the area.
   - Variation between uses**:** Many also wanted to see a variation between the many nonresidential uses that could include office, retail, restaurant, and entertainment.
   - Including existing and new small businesses**:** Some wanted to make sure that existing and new small businesses were not forgotten and had affordable and accessible spaces within the area.
   - Providing essential amenities in the area**:** Many expressed that the area needed essential amenities such as grocery stores, schools, parks, farmers markets, and mental health services.
   - Pandemic and overcrowding concerns: Some thought the square footage was too high because of existing and future vacancies related to the pandemic, in addition to business displacement from all of the redevelopment in the area.
   - Less office and commercial to make room for more housing**:** Others wanted less commercial space in the area to provide more square footage for housing.
   - Staff recommended square footage is "About Right": A majority of survey respondents liked the development capacity for the most part. They thought there was a good balance between commercial and housing in the area.

   Examples of some changes in the Plan, following community feedback, include:

   - Revised land use and heights that would potentially increase the maximum commercial, including Google's Downtown West Mixed-Use Plan, to 13.7 million square feet.*
   - Revised land use and heights, and urban design street designations that would potentially increase the maximum Active Use/Retail to 1 million square feet. * Most streets in the Diridon Station Area will include some active ground floor with retail for a lively downtown. This includes Stockton Ave, West Julian Street, The Alameda/West Santa Clara Street, Cahill Street, North/South Montgomery

Street, Park Avenue, West San Fernando, West San Carlos Street, Delmas Avenue, and Barack Obama Boulevard (portions of South Autumn Street, South Montgomery Street, and Bird Avenue).

*The square foot values are an estimate based on identified potential development sites outside of Google's Downtown West Mixed-Use Plan, and Google's Downtown West Mixed-Use Plan development program.

4. Parks, Open Space, Community Services and Facilities: In April 2020, City staff shared a preliminary capacity analysis that showed a cumulative parkland goal of 62 acres, or equivalent recreation amenities. Given that this was a significant issue for some members of the public, City staff held a series of additional meetings and focused conversations with DANG and other organizations discussing parks, open space, and community centers, with the goal of developing an approach that would address community concerns and meet City goals.

   The following are specific themes heard throughout the engagement process:

   - More safe parks and open space: People want to see large parks with diverse programming including basketball courts, skate parks, bicycling, dog parks, and community gardens.
   - Connecting the Los Gatos Creek Trail to Guadalupe River Trail: Executing the Los Gatos Creek Trail Master Plan is a high priority of the community. This includes providing an off-street trail alignment from the Auzerais Avenue to Arena Green.
   - Flexible meeting spaces for a variety of community needs (ranging from small rooms to an auditorium): These spaces would be used by afterschool programs, non-profits, cultural organizations, and for community performances.
   - Edible Community Gardens and Public Kitchen Facilities: Many shared an interest in having community gardens with edible food and public kitchens to provide food, resources, and a community gathering space for the most vulnerable residents of San José.
   - Funding existing Community Centers in neighborhoods such as Gardner: There was concern raised in building a new community center in the Diridon Station Area, when the adjacent Gardner Neighborhood Community Center is underutilized due to limited general fund resources.
   - A new Diridon Community Center: People were excited by the idea of having a community center dedicated to the Diridon Station Area.

   Examples of some changes in the Plan, following community feedback, include:

   - Calling for approximately 10 acres of publicly owned open spaces, including neighborhood parks, trail segments, and plazas dispersed through the existing neighborhoods and future developments. The 10 acres will supplement the existing open space surrounding the Diridon Station Area.
   - Completing the final sections of the Los Gatos Creek Trail from Auzerais Avenue to Park Avenue, Park Avenue to West San Fernando Street, and West San Fernando Street to West Santa Clara Street; and completing the section of Guadalupe River Trail on the west bank from West St. John Street to West Julian Street. Building upon previously approved master plans, the design of these trail system improvements will use the Trail Program Planning and Design Toolkit to ensure design conformance with the rest of the City's trail network.
   - Planning for a new regional community center with a minimum of 13,000 square foot space, with the subsequent design and programming determined through additional community outreach and engagement. The City is exploring new funding mechanisms to solve the operation and maintenance funding issue, including a potential ballot measure targeted for 2022. The City will

not proceed with the planning or development of a community center in the Diridon Station Area until this operation and maintenance funding issue is resolved.

5. Transportation: Getting to, through, and around the Diridon Station Area was a much-discussed topic by all, regardless of the preferred form of travel (walk, bike, take transit, drive, or a combination). To meet these needs, the city began the Draft Downtown Transportation Plan in 2020. The Downtown Transportation Plan will:

   - Improve circulation, whether by foot, bike, car, or transit
   - Improve transportation equity and access to places for everyone
   - Improve the comfort and enjoyment of streets, public plazas, paseos, and parks
   - Support and complement the identity of Downtown

   These goals are important for the Diridon Station Area and also guided the development of the mobility chapter for the Plan. In June 2020, City staff shared some initial information on the Downtown Transportation Plan within the Diridon Station Area that included potentially enhancing bike corridors, improving the Barack Obama Boulevard (Bird Avenue)/Interstate 280 interchange to make it safer for pedestrians, closing the State Route 87 off-ramp to West Santa Clara Street, improving the State Route 87/West Julian Street interchange to keep vehicular traffic moving, and additional public service lanes on West Santa Clara Street for buses and emergency vehicles. This was a major topic of discussion that was a near-even split between people who prioritized individual vehicles and those who were firm advocates for active transportation.

   The following are specific themes heard throughout the engagement process:

   - More frequent and affordable public transportation: Many wanted more frequent public transportation, with shuttles, bus lanes, and stops particularly in South San José. Some in South San José shared that it is currently difficult and time intensive to access the station via transit.
   - Maintain car infrastructure (roads and parking) throughout the area: Like the concerns shared above from the survey, many wanted to make sure that the downtown would still be accessible by individual vehicles and that any bicycle, pedestrian or transit improvement would not cause traffic and delay their commutes to work or a Sharks game. Many shared that if parking was reduced in the area, they would never return to a Sharks game or visit the downtown.
   - Bike and pedestrian infrastructure throughout the area: Many wanted to see bike lanes (separated, with planters, and contiguous), bike parking, pedestrian signage, wider sidewalks, pedestrian boulevards, more lighting for pedestrians, and upgrading pedestrian infrastructure to continue meeting Americans with Disability Act (ADA) standards. Many saw bike and pedestrian improvements as integrated efforts that would benefit each other and make the area safer for those who walk, bike, and take transit.
   - Development will cause traffic: There was some concern shared about how the development of the area with Google and other businesses would impact traffic for neighbors trying to get to work or downtown.
   - Concerns regarding the State Route 87 off-ramp closure/Improvement to the State Route 87/Julian street interchange: Many respondents were concerned that closing off-ramps to vehicles would cause more congestion and make it harder for people to attend Sharks games or visit the Downtown area.
   - Concerns about the addition of public service lanes on Santa Clara Street: People were concerned about the congestion that would be brought on by having lanes only for buses and emergency

vehicles. Many shared that they did not use public transportation and did not see the need for its efficiency.

- Excitement about improvement to the light rail system: Many shared that they were excited to see the Diridon Integrated Station Concept Plan be implemented and have a more efficient commute around the Bay Area.
- Excitement about enhancing bike corridors between Downtown and Diridon Station: Many were excited about making the Downtown area safer for bicyclists and further connecting the existing bikeway network for more efficient commutes across the bay thanks to the Diridon Station Area.
- Excitement about the improvement to the Barack Obama Boulevard (Bird Ave)/Interstate 280 interchange: Many were excited about this improvement to make the interchange safer and more comfortable for those who walk and bike in the area.
- Connection to the airport: Some shared that the station should have a direct connection to the airport. This would make travel even more efficient across the bay and around the world.

Examples of some changes in the Plan, following community feedback, include:

- Updated land use putting homes, offices and recreational uses closer together in more areas to promote an increase in walking, biking, and other low-impact ways of travel.
- Updated street network that moves people to and within the Diridon Station Area in ways that are efficient, equitable, and safe, and that also supports the Diridon Station Area as an attractive people-focused place.
- Updated transportation improvement projects to ensure an expansive and equitable network. Fifty-four (54) transportation network improvements are grouped by the type of access they provide to the Diridon Station Area:
    - Statewide transit access
    - Regional and citywide access
    - Local and neighborhood access
    - Placemaking and new connections at and near the station
- Incorporating several parking management strategies that include shared parking, unbundled parking, parking supply, priced parking, residential parking permit program, and parking distribution.
- Establishing a Transportation Demand Management framework that includes a Parking and Transportation Management District, a Transportation Management Association, and project-level transportation demand management requirements.

Community input has been central to the development of the Plan. For example, based on community input, the Plan emphasize equity as a primary objective, significantly adds development capacity, includes design standards for providing transition between new mid- and high-rise buildings and existing low-rise residences, proposes a wider mix of uses across the area, identifies new ways to improve the pedestrian environment, revises the open space plan to ensure better access to recreational, nature-based, and community amenities, and updates the mobility network to prioritize walking, public transit, and bicycling within the core Diridon Station Area, while locating automobile circulation and parking facilities at the perimeter of the Diridon Station Area. These changes and others balance the range of aspirations and concerns expressed by community members throughout the engagement process.

A notice of the public hearing was distributed to the owners and tenants of all properties located within 1,000 feet of the Plan boundary and posted on the City website.

The staff report is posted on the City's website. Staff has been available to respond to questions from the public.

Project Manager: Jose Ruano

Approved by: /s/ , Deputy Director for Chu Chang, Acting Director

Attachments:
Attachment A: Vicinity Map
Attachment B: General Plan Land Use Designations
Attachment C: Building height Limits
Attachment D: Transportation Street Typology Designations
Attachment E: Open Space Network
Attachment F: Stepback Plane Locations
Attachment G: Zoning Districts
Attachment H: Planned Job Capacity and Housing Growth Areas by Horizon
Attachment I : General Plan Amendment Draft Resolution
Attachment J: ALUC Override Draft Resolution
Attachment K: Conforming Rezoning Draft Resolution
Attachment L: Diridon Station Area Plan
Attachment M: Diridon Station Area Plan Addendum to the Downtown Strategy 2040 Environmental Impact Report
Attachment N: EIR Addendum Resolution
Attachment O: Comments on Initial Study/ Addendum to DSAP Amendment
Attachment P: Public Comments as of 04/20/2020
Attachment Q: Letter from Caltrans Division of Aeronautics

GP20-007 & C20-002 List of Attachments

Attachment A: Vicinity Map

Attachment B: General Plan Land Use Designations

Attachment C: Building height Limits

Attachment D: Transportation Street Typology Designations

Attachment E: Open Space Network

Attachment F: Stepback Plane Locations

Attachment G: Zoning Districts

Attachment H: Planned Job Capacity and Housing Growth Areas by Horizon

Attachment I: General Plan Amendment Draft Resolution

Attachment J: ALUC Override Draft Resolution

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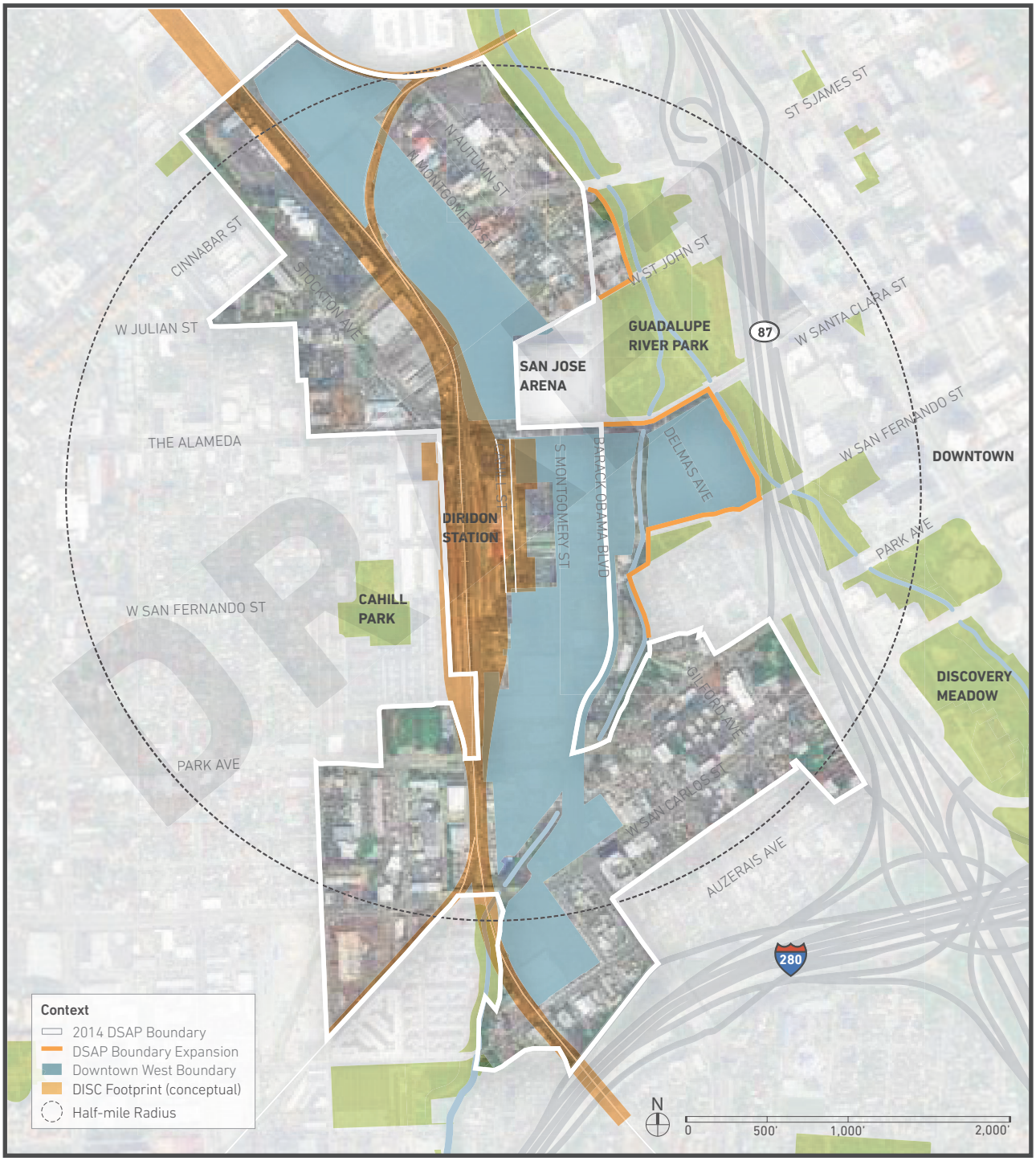
Attachment P: Public Comments as of 04/20/2020

Attachment Q: Letter from Caltrans Division of Aeronautics

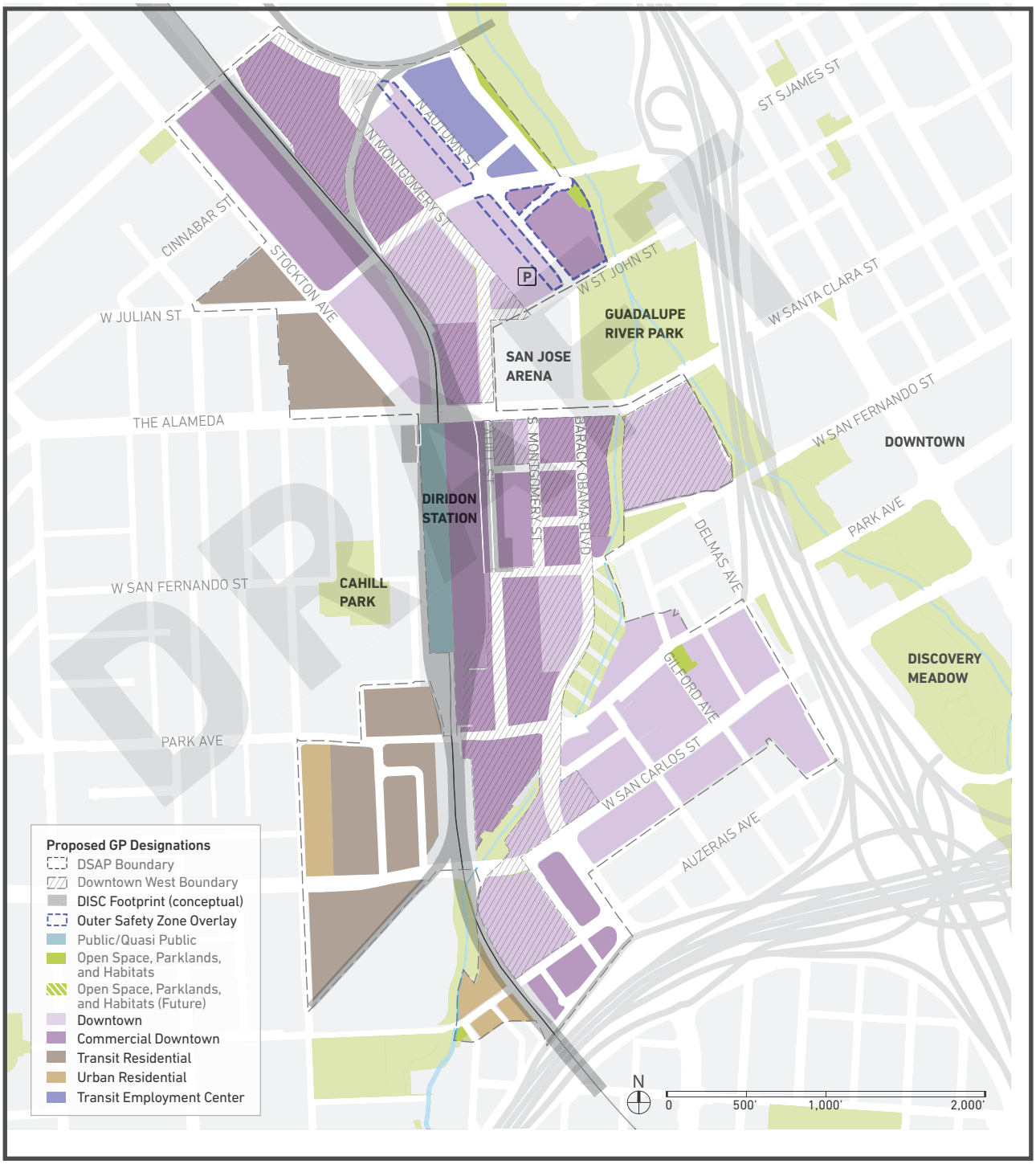
Correspondence Received After April 21, 2021

Attachment A Vicinity Map



Source: City of San José, 2021

Attachment B General Plan Land Use Designations



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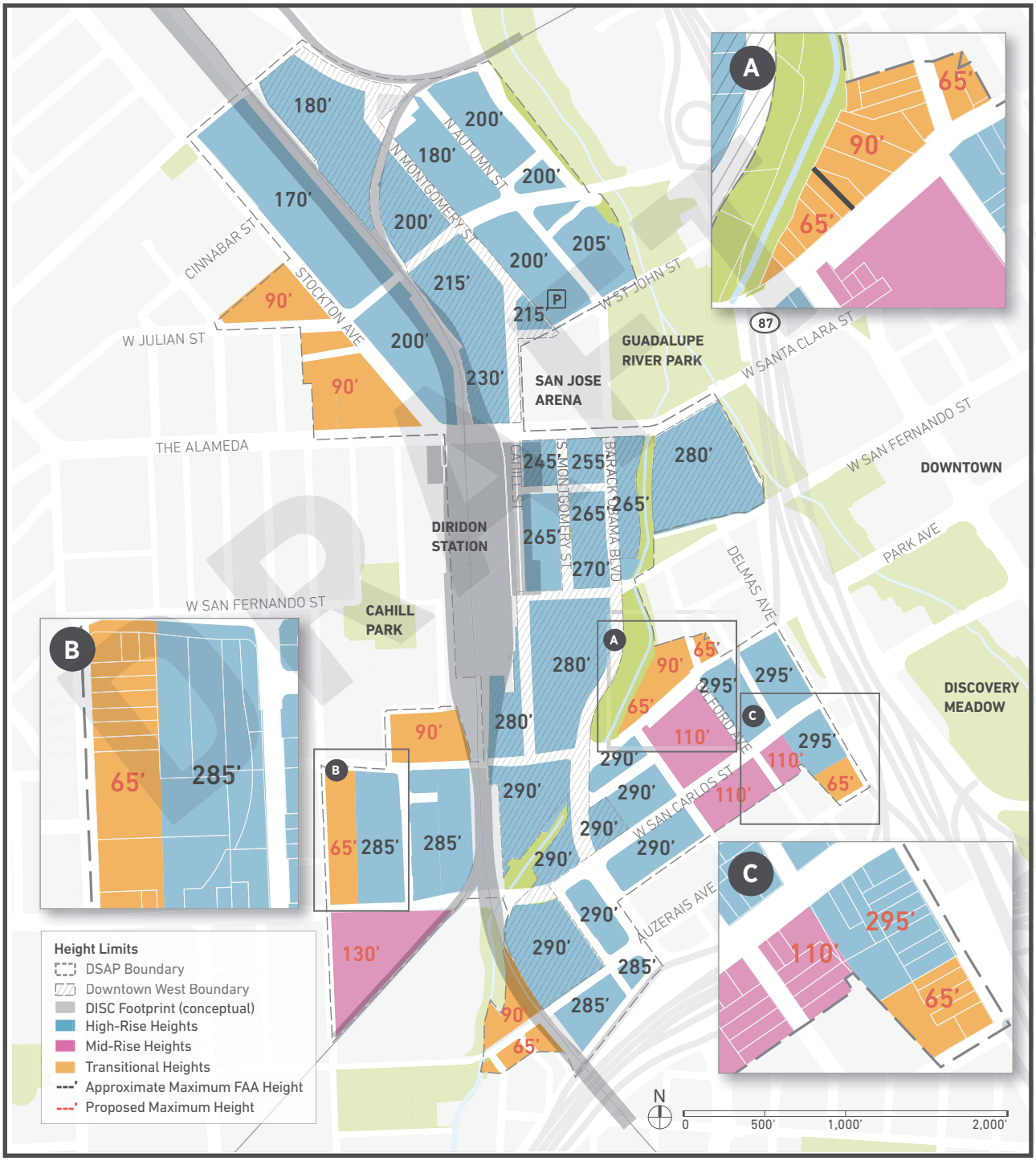
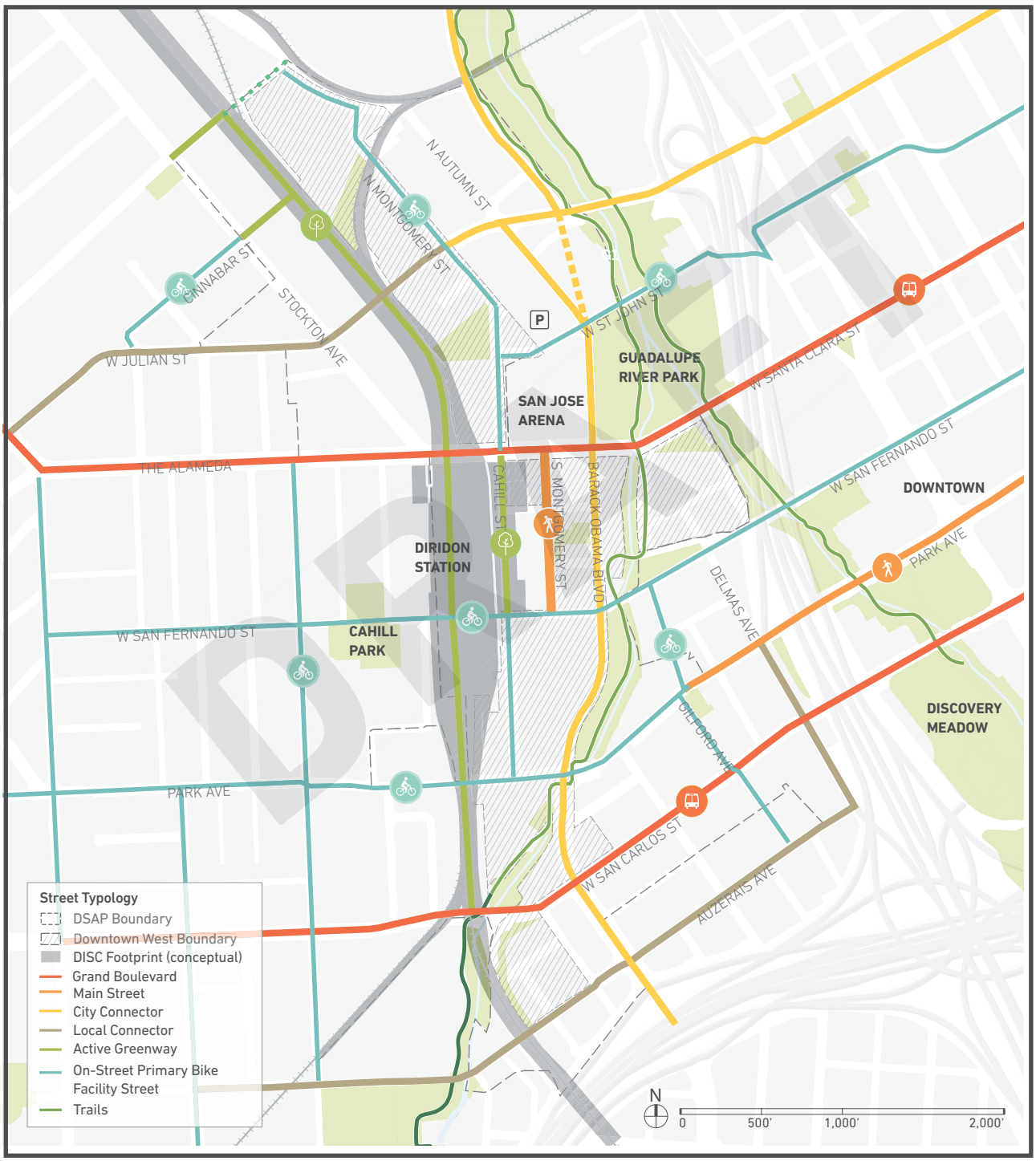


Source: City of San José, 2021



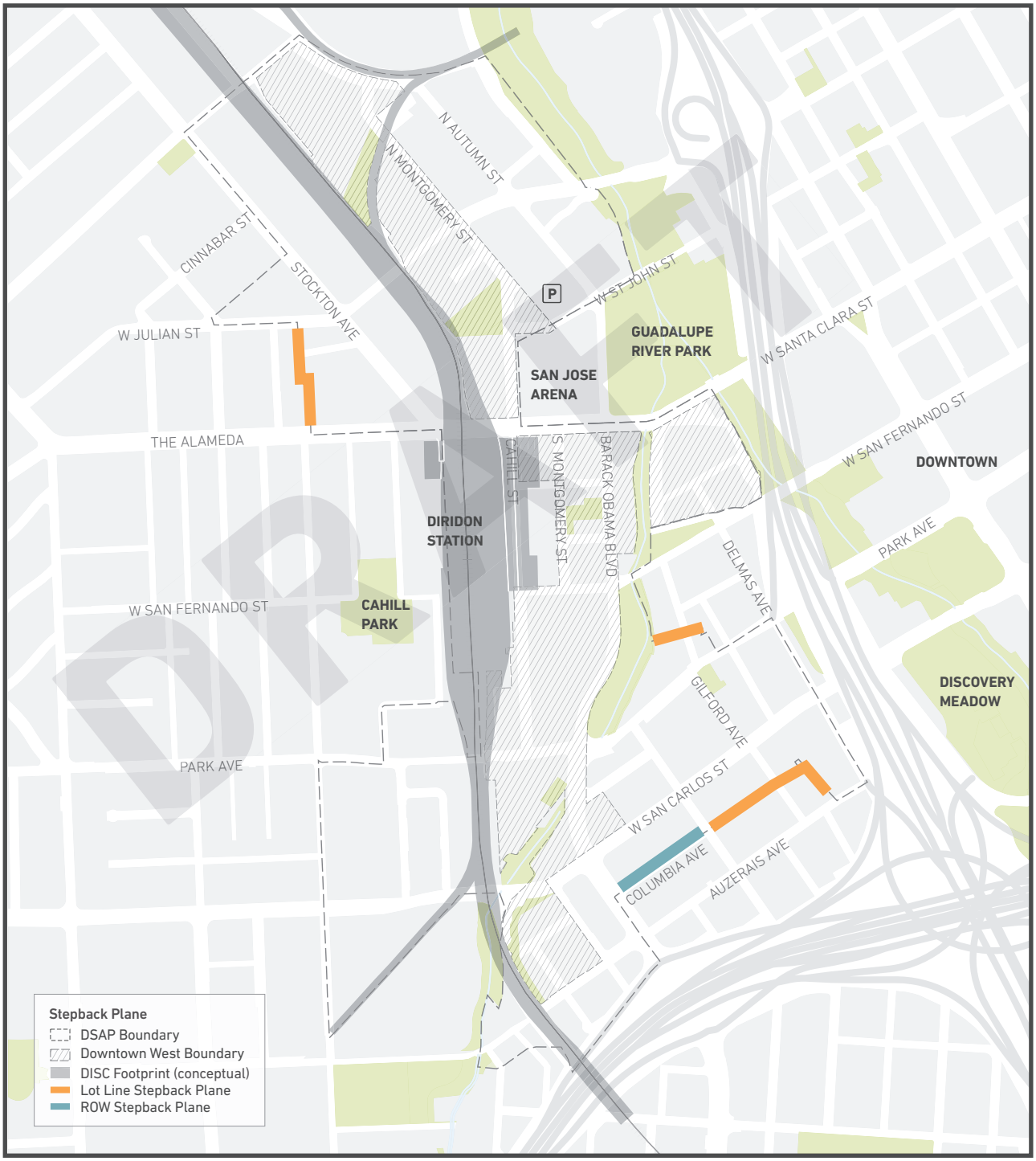
Source: City of San José, 2021

Attachment E Open Space Network



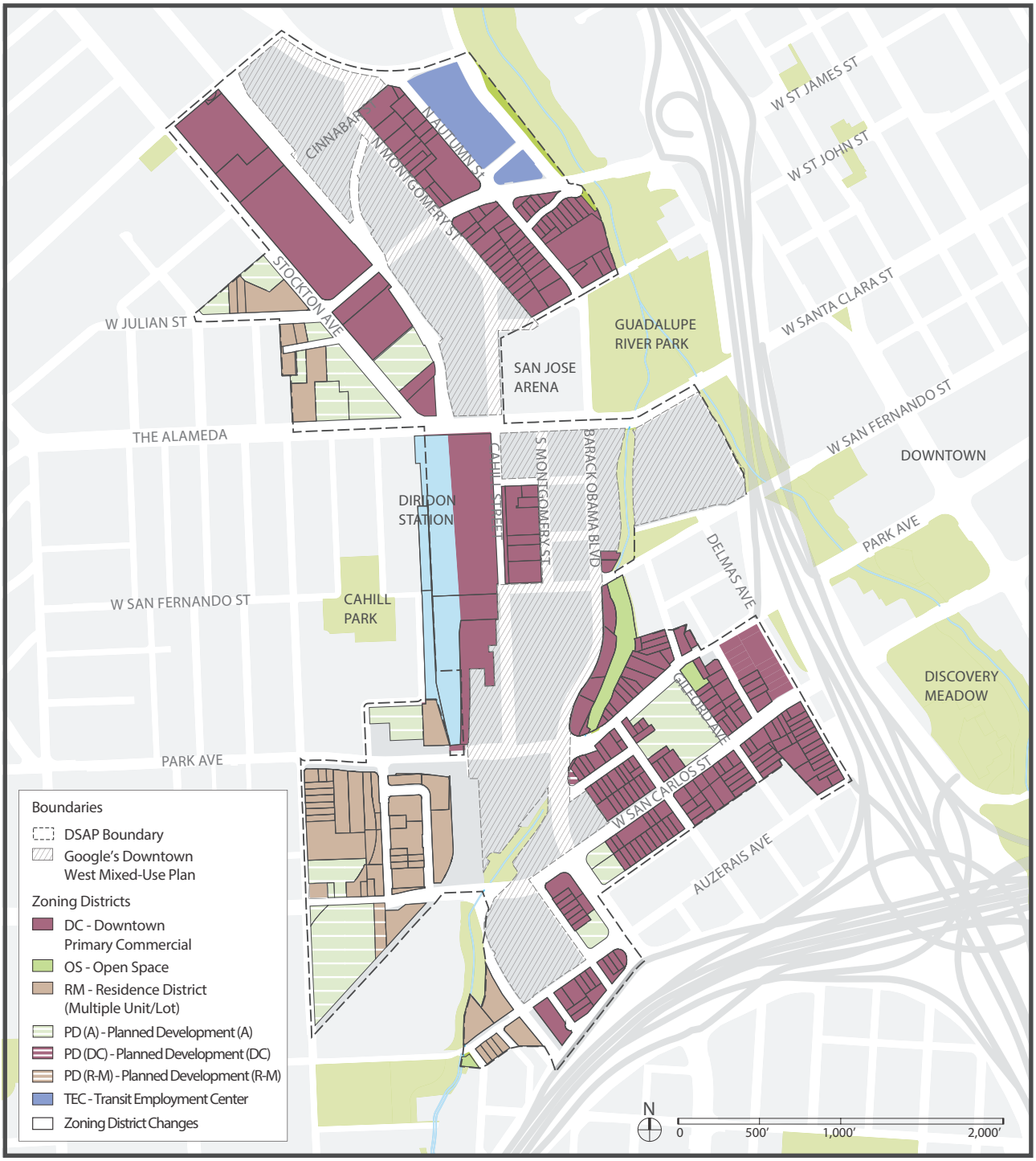
Source: City of San José, 2021

Attachment F Stepback Plane Locations



Source: City of San José, 2021

Attachment G Zoning Districts



Source: City of San José, 2021

Attachment H Planned Job Capacity and Housing Growth Areas by Horizon

Planned Job Capacity and Housing Growth Areas by Horizon (3 Horizons)									
751,450 Jobs and 429,350 Dwelling Units; 1.1 J/ER									
Existing 2008 Development: 369,450 Jobs & 309,350 DU									
Growth Above Existing: 382,000 Jobs & 120,000 DU									
		CAPACITY			**TRACKING**				
	Gross Acres	**Planned Job Capacity**	**Planned Housing Yield (DU)**		**Base**	**Planned DU Growth Capacity for Growth Areas and Urban Villages by Horizon (Timeframe)**			**NSJ ADP**
					Already Entitled	***Horizon 1***	***Horizon 2***	***Horizon 3***	***Phases 2-4***
Total Plan Growth Capacity		382,000	120,000		38,787	41,943 ~~35,234~~	9,547 ~~14,483~~	6,177 ~~7,060~~	**23,546**
Downtown									
Downtown (including Diridon Station Area Plan) (v)	943	105,809 ~~70670~~	27,779 ~~20735~~		10,705	17,074 ~~10030~~			
Downtown Sub-Total		105,809 ~~70670~~	27,779 ~~20735~~		**10,705**	17,074 ~~10030~~			
Specific Plan Areas									
Communications Hill Specific Plan	942	1,700	2,775		2,775				
Jackson-Taylor Residential Strategy	109	100	1,190		656	534			
Martha Gardens Specific Plan	145	0	1,760			1,760			
Midtown Specific Plan	125	841	800		0	800			
Tamien Station Area Specific Plan	149	600	1,060		169	891			
Alviso Master Plan (v)	10,730	18,700	70			70			
Evergreen Specific Plan (not including V55)	879	0	25		25				
Specific Plan Sub-Total		**21,941**	**7,680**		**3,625**	**4,055**			
Employment Land Areas									
Monterey Business Corridor (v)	453	1,095	0						
New Edenvale	735	10,000	0						
Old Edenvale Area (Bernal)	474	15,000	780		780				
North Coyote Valley	1,722	0 ~~13980~~	0						
Evergreen Campus Industrial Area	368	10,000	0						
North San José (including Rincon South)	4,382	100,000	32,640		9,094				23,546
VT1 - Lundy / Milpitas BART	167	16,350 ~~28490~~	0						
Berryessa / International Business Park (v)	497	4,583	0						
Mabury (v)	290	2,265	0						
East Gish (v)	495	2,300	0						
Senter Road (v)	361	2,275	0						
VT5 - Santa Clara / Airport West (FMC)	94	1,600	0						
VT7 - Blossom Hill / Monterey Rd	24	1,940	0						
VT25 - W. Capitol Expy / Monterey Rd	35	100	0						
VR16 - S. Capitol Av / Capitol Expy	2	100	0						
VR24 - Monterey Hwy / Senter Rd	35	100	0						
VR26 - E. Capitol Expy / McLaughlin Dr	16	100	0						
VR27 - W. Capitol Expy / Vistapark Dr	15	100	0						
C42 - Story Rd (v)	223	1,823	0						
C45 - County Fairgrounds	184	100	0						
Employment Land Sub-Total		169,831 ~~105864~~	**33,420**		**9,874**				**23,546**
Regional Transit Urban Villages									
VT2 - Berryessa BART / Berryessa Rd / Lundy Av (v)	270	22,100	4,814		1,416	3,398			
VT3 - Five Wounds BART	74	4,050	845				845		
VT4 - The Alameda (East)	46	1,610	411		177	234			
VT6 - Blossom Hill / Hitachi	142	0	2,930		2,930				
Regional Transit Villages Sub-Total		**27,760**	**9,000**		**4,523**	**3,632**	**845**		

Source: City of San José, 2021

Local Transit Urban Villages (Existing LRT)								
VR8 - Curtner Light Rail / Caltrain (v)	69	500	496 ~~806~~	61		435 ~~845~~		
VR9 - Race Street Light Rail (v)	123							
A (west of Sunol)		2,000	1,937	532	1,405			
B (Reed & Graham Site)		1,200	675		675			
VR10 - Capitol / 87 Light Rail (v)	56	650 ~~750~~	731 ~~1070~~			731 ~~1070~~		
VR11 - Penitencia Creek Light Rail	24	0	384 ~~560~~			384 ~~560~~		
VR12 - N. Capitol Av / Hostetter Rd (v)	25	500	628 ~~870~~			628 ~~870~~		
VR13 - N. Capitol Av / Berryessa Rd (v)	54	1,000	870 ~~1105~~			870 ~~1105~~		
VR14 - N. Capitol Ave / Mabury Rd	5	100	276 ~~555~~			276 ~~555~~		
VR15 - N. Capitol Av / McKee Rd (v)	92	1,000	1,074 ~~1390~~	188		886 ~~1211~~		
VR17 - Oakridge Mall and Vicinity (v)	380							
A (Cambrian / Pioneer)		3,375	1,650 ~~2512~~			1,650 ~~2512~~		
B (Edenvale)		5,715	2,100 ~~3806~~			2,100 ~~3806~~		
VR18 - Blossom Hill Rd / Cahalan Av	30	500	533 ~~600~~			533 ~~600~~		
VR19 - Blossom Hill Rd / Snell Av	64	500	364 ~~559~~	155		209 ~~404~~		
CR20 - N. 1st Street	132	2,520	1,678	448	1,230			
CR21 - Southwest Expressway (v)	170	750	3,007	339	2,668			
Local Transit Villages (Existing LRT) Sub-Total		**20,310 ~~20410~~**	**16,403 ~~21330~~**	**1,723**	**5,978**	**8,702 ~~13638~~**		
Local Transit Urban Villages (Planned BRT/LRT)								
VR22 - Arcadia / Eastridge (potential) Light Rail (v)	78	1,150	250	250				
VR23 - E. Capitol Expy / Silver Creek Rd	73	450	165 ~~394~~				165 ~~394~~	
CR28 - E. Santa Clara Street								
A (West of 17th Street)	74	795	850	86	764			
B (Roosevelt Park)	51	605	650	80	570			
CR29 - Alum Rock Avenue								
A (Little Portugal)	18	100	310	71	239			
B (Alum Rock)	72	870	1,010	187	823			
C (East of 680)	61	650	1,175		1,175			
CR30 - The Alameda (West)	21	200	400				400	
CR31 - W. San Carlos Street		980	1,245	395	850			
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Local Transit Villages (Planned BRT/LRT) Sub-Total		**10,300**	**9,915 ~~10144~~**	**1,577**	**7,773**		**565 ~~704~~**	
Commercial Corridor & Center Urban Villages								
C34 - Tully Rd / S. King Rd	102	900	217 ~~430~~				217 ~~430~~	
C35 - Santana Row/Valley Fair and Vicinity (v)	185	8,500	2,635	1,768	867			
C36 - Paseo de Saratoga and Vicinity	174	1,500	1,314 ~~1522~~				1,314 ~~1522~~	
C37 - Santa Teresa Bl / Bernal Rd	75	850	183 ~~230~~				183 ~~230~~	
C38 - Winchester Boulevard	300	2,000	2,200	441	1,759			
C39 - S. Bascom Avenue (North)	215	1,000	1,560	755	805			
C40 - S. Bascom Avenue (South) (v)	117	500	353 ~~383~~	74			279 ~~300~~	
C41 - Saratoga Avenue (v)	159	1,500	725	391			334	
C43 - S. De Anza Boulevard (v)	84	2,140	598	45			553	
C44 - Camden / Hillsdale Avenue	108	2,000	484				484	
Commercial Corridor & Center Villages Sub-Total		**20,890**	**10,269 ~~10776~~**	**3,474**	**3,431**		**3,364 ~~3871~~**	
Neighborhood Villages								
V47 - Landess Av / Morrill Av	16	100	97 ~~157~~				97 ~~157~~	
V48 - Piedmont Rd / Sierra Rd	11	100	62 ~~90~~				62 ~~90~~	
V49 - McKee Rd / Toyon Av	25	100	86 ~~120~~				86 ~~120~~	
V50 - McKee Rd / White Rd (v)	19	100	88 ~~111~~	7			81 ~~104~~	
V52 - E. Capitol Expy / Foxdale Dr	14	100	18 ~~93~~				18 ~~93~~	
V53 - Quimby Rd / S. White Rd	19	100	120 ~~159~~				120 ~~159~~	
V54 - Abom Rd / San Felipe Rd	37	100	145 ~~293~~				145 ~~293~~	
V55 - Evergreen Village	49	0	0 ~~335~~		0 ~~335~~			
V57 - S. 24th St / William Ct (v)	52	100	217	67			150	
V58 - Monterey Rd / Chynoweth Rd	37	100	96				96	
V59 - Santa Teresa Bl / Cottle Rd (v)	48	500	122				122	
V60 - Santa Teresa Bl / Snell Av	11	100	86				86	
V61 - Bollinger Rd / Miller Av	13	100	113 ~~128~~				113 ~~128~~	
V62 - Bollinger Rd / Lawrence Expy	11	100	50 ~~56~~				50 ~~56~~	
V63 - Hamilton Av / Meridian Av	53	500	219 ~~329~~				219 ~~329~~	
V64 - Almaden Expy / Hillsdale Av	49	400	128 ~~218~~				128 ~~218~~	
V65 - Foxworthy Av / Meridian Av	16	100	140 ~~150~~	55			85 ~~95~~	
V67 - Branham Ln / Meridian Av	18	100	96 ~~176~~				96 ~~176~~	
V68 - Camden Av / Branham Ln	21	200	154 ~~279~~				154 ~~279~~	
V69 - Kooser Rd / Meridian Av	34	200	113 ~~213~~				113 ~~213~~	
V70 - Camden Av / Kooser Rd (v)	49	100	131 ~~314~~				131 ~~314~~	
V71 - Meridian Av / Redmond Av	10	100	96				96	
Neighborhood Villages Sub-Total		**3,400**	**2,377 ~~3749~~**	**129**	**0 ~~335~~**		**2,248 ~~3285~~**	
Other Identified Growth Areas								
Vacant Lands	558	1,759	1,460	1,460				
Entitled & Not Built	513	0	1,697	1,697				
Other Identified Growth Areas Sub-Total		**1,759**	**3,157**	**3,157**				

Notes:

DU = Dwelling Units (Occupied and Vacant)

Projected DU Growth by Horizon (Timeframe) = The planned number of new dwelling units within each growth area based upon the availability of Housing Growth Areas designated on the General Plan Land Use Diagram being made available in phases over time.

Base - Existing entitled residential units (Citywide) plus the capacity for new residential units planned within Specific Plan areas.

Vacant Lands = Potential development capacity based upon the current General Plan designation for sites identified as being currently vacant or significantly underutilized in respect to the current General Plan projected capacity. These lands are identified in the Vacant Land Inventory most recently updated by the City in 2007. Growth Areas that incorporate Vacant Land capacity are indicated with a (v).

Source: City of San José, 2021

RESOLUTION NO. _____

A RESOLUTION OF THE COUNCIL OF THE CITY OF SAN JOSE AMENDING THE ENVISION SAN JOSE 2040 GENERAL PLAN PURSUANT TO TITLE 18 OF THE SAN JOSE MUNICIPAL CODE TO AMEND THE "PLANNED JOB CAPACITY AND HOUSING GROWTH AREAS BY HORIZON" TABLE IN APPENDIX 5, AND AMENDING THE DIRIDON STATION AREA PLAN, A COMPONENT OF THE GENERAL PLAN, TO MODIFY THE LAND USE/TRANSPORTATION DIAGRAM FOR CERTAIN PROPERTIES WITHIN THE BOUNDARIES OF THE DIRIDON STATION AREA PLAN AND TRANSPORTATION STREET TYPOLOGY DESIGNATIONS, EXPAND THE DIRIDON STATION AREA PLAN BOUNDARY, AND IMPLEMENT OTHER TEXT AMENDMENTS AND AMENDMENTS TO DIAGRAMS RELATED TO THE DIRIDON STATION AREA PLAN

Spring 2021 General Plan Amendment Cycle (Cycle 1)

File No. GP20-007

WHEREAS, the City Council is authorized by Title 18 of the San José Municipal Code and state law to adopt and, from time to time, amend the General Plan governing the physical development of the City of San José ("City"); and

WHEREAS, on November 1, 2011, the City Council adopted the General Plan entitled, "Envision San José 2040 General Plan, San José, California" by Resolution No. 76042, which General Plan has been amended from time to time (hereinafter the "General Plan); and

WHEREAS, on June 24, 2014, the City adopted the Diridon Station Area Plan ("DSAP"), which is a component of the General Plan and implements the goals and policies of the

DRAFT – Contact the Office of the City Clerk at (408) 535-1260 or CityClerk@sanjoseca.gov for final document.

General Plan within the DSAP area while also addressing issues that are unique to the development of the DSAP area; and

WHEREAS, in accordance with Title 18 of the San José Municipal Code, all general plan amendment proposals are referred to the Planning Commission of the City of San José for review and recommendation prior to City Council consideration of the amendments; and

WHEREAS, on April 28, 2021, the Planning Commission held a public hearing to consider the following proposed Diridon Station Area Plan Amendment and associated General Plan Amendment, and at which hearing interested persons were given the opportunity to appear and present their views with respect to said proposed plan and amendment:

A. The General Plan Amendment consists of amending the "Planned Job Capacity and Housing Growth Areas by Horizon" table in Appendix 5 (Exhibit A-1), the Land Use/Transportation Diagram showing land use designations on certain properties within the boundaries of the Diridon Station Area Plan (Exhibit A-2) and transportation street typology designations (Exhibit A-3), expanding the Diridon Station Area Plan Boundary (Exhibit A-4), File No. GP20-007, all as specified collectively in Exhibit "A" attached hereto and incorporated herein by this reference; and

B. The Diridon Station Area Plan Amendment, which includes other text amendments and amendments to diagrams for the Diridon Station Area Plan, to reflect the updates to the DSAP including the addition of equity as a critical component, increases in maximum building height limits, transportation network changes, changes to parks and open space and infrastructure in the Plan areas, updated design guidelines, implementing of Climate Smart San José and updated

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Greenhouse Gas Emissions Reduction Strategy and Parking strategy, all as attached hereto and incorporated herein by this reference as Exhibit "B".

These amendments described above and reflected in Exhibit "A" and Exhibit "B" are collectively "General Plan Amendment GP20-007" and are hereinafter collectively referred to as "General Plan Amendment"; and

WHEREAS, at the conclusion of the Public hearing, the Planning Commission transmitted its recommendation to the City Council on the proposed General Plan Amendment; and

WHEREAS, on _____, 2021, the Council held a duly noted noticed public hearing; and

WHEREAS, copies of the proposed General Plan Amendment are on file in the office of the Director of Planning, Building and Code Enforcement of the City, with copies submitted to the City Council for its consideration, and available to the public on the Planning Department website; and

WHEREAS, pursuant to Title 18 of the San José Municipal Code, public notice was given that on _____, 2021 at 1:30 p.m. the Council would hold a virtual public hearing where interested persons could appear, be heard, and present their views with respect to the proposed General Plan Amendment; and

WHEREAS, prior to making its determination on the General Plan Amendment, the Council reviewed and considered the Initial Study/Addendum to the Downtown Strategy 2040 Final Environmental Impact Report and addenda thereto, in accordance with the California Environmental Quality Act ("CEQA"); and

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WHEREAS, the City Council is the decision-making body for the proposed General Plan Amendment.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SAN JOSE:

SECTION 1. The City Council determination regarding the General Plan Amendment (File No. GP20-007) is specified and set forth in Exhibits "A," and "B", attached hereto and incorporated herein by reference.

SECTION 2. This Resolution shall take effect thirty (30) days following the adoption of this Resolution.

DRAFT

ADOPTED this _____ day of _____, 20__, by the following vote:

AYES:

NOES:

ABSENT:

DISQUALIFIED:

SAM LICCARDO
Mayor

ATTEST:

TONI J. TABER, CMC
City Clerk

DRAFT

STATE OF CALIFORNIA)

) ss

COUNTY OF SANTA CLARA)

I hereby certify that the amendments to the San José General Plan specified in the attached Exhibit "A" and "B" were adopted by the City Council of the City of San José on _____, as stated in its Resolution No. _____.

Dated: _____ _____

TONI J. TABER, CMC

City Clerk

DRAFT

DRAFT – Contact the Office of the City Clerk at (408) 535-1260 or CityClerk@sanjoseca.gov for final document.

EXHIBIT "A"

File No. GP20-007. The Envision San José 2040 General Plan is hereby amended as follows:

1. The "Planned Job Capacity and Housing Growth Areas by Horizon" table in Appendix 5 of the Envision San José 2040 General Plan is hereby amended as indicated in Exhibit A-1 attached hereto and incorporated herein by this reference.

2. The Land Use/Transportation Diagram is hereby amended for certain properties within the boundaries of the Diridon Station Area Plan area as shown on the Revised General Plan Land Use Designations Diagram attached hereto and incorporated herein by this reference in Exhibit A-2.

3. The Transportation Network Diagram is hereby amended as shown on the Envision San José 2040 General Plan Transportation Network Diagram attached hereto and incorporated herein by this reference in Exhibit A-3 and Exhibit A-4.

4. The Planned Growth Areas Diagram is hereby amended as shown on the Envision San José 2040 General Plan Planned Growth Areas Diagram attached hereto and incorporated herein by this reference in Exhibit A-5.

5. The Diridon Station Area Plan boundary is hereby amended as shown on the Vicinity Map attached hereto and incorporated herein by reference as Exhibit "A-5".

Exhibit A-1: Planned Job Capacity and Housing Growth Areas by Horizon

DRAFT

Planned Job Capacity and Housing Growth Areas by Horizon (3 Horizons)									
751,450 Jobs and 429,350 Dwelling Units; 1.1 J/ER									
Existing 2008 Development: 369,450 Jobs & 309,350 DU									
Growth Above Existing: 382,000 Jobs & 120,000 DU									
		CAPACITY			**TRACKING**				
	Gross Acres	**Planned Job Capacity**	**Planned Housing Yield (DU)**		**Base**	**Planned DU Growth Capacity for Growth Areas and Urban Villages by Horizon (Timeframe)**			**NSJ ADP**
					Already Entitled	***Horizon 1***	***Horizon 2***	***Horizon 3***	***Phases 2-4***
Total Plan Growth Capacity		382,000	120,000		38,787	41,943 ~~35,234~~	9,547 ~~14,483~~	6,177 ~~7,050~~	**23,546**
Downtown									
Downtown (including Diridon Station Area Plan) (v)	943	105,809 ~~79679~~	27,779 ~~20735~~		10,705	17,074 ~~10030~~			
Downtown Sub-Total		105,809 ~~79679~~	27,779 ~~20735~~		**10,705**	17,074 ~~10030~~			
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T-1201.069/1810783
Council Agenda: ____
Item No.: ___
DRAFT – Contact the Office of the City Clerk at (408) 535-1260 or CityClerk@sanjoseca.gov for final document.

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Neighborhood Villages								
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Other Identified Growth Areas								
Vacant Lands	558	1,759	1,460	1,460				
Entitled & Not Built	513	0	1,697	1,697				
Other Identified Growth Areas Sub-Total		**1,759**	**3,157**	**3,157**				

Notes:
DU = Dwelling Units (Occupied and Vacant)

Projected DU Growth by Horizon (Timeframe) = The planned number of new dwelling units within each growth area based upon the availability of Housing Growth Areas designated on the General Plan Land Use Diagram being made available in phases over time.

Base - Existing entitled residential units (Citywide) plus the capacity for new residential units planned within Specific Plan areas.

Vacant Lands = Potential development capacity based upon the current General Plan designation for sites identified as being currently vacant or significantly underutilized in respect to the current General Plan projected capacity. These lands are identified in the Vacant Land Inventory most recently updated by the City in 2007. Growth Areas that incorporate Vacant Land capacity are indicated with a (v).

Exhibit A-2: Former General Plan Land Use Designations Diagram

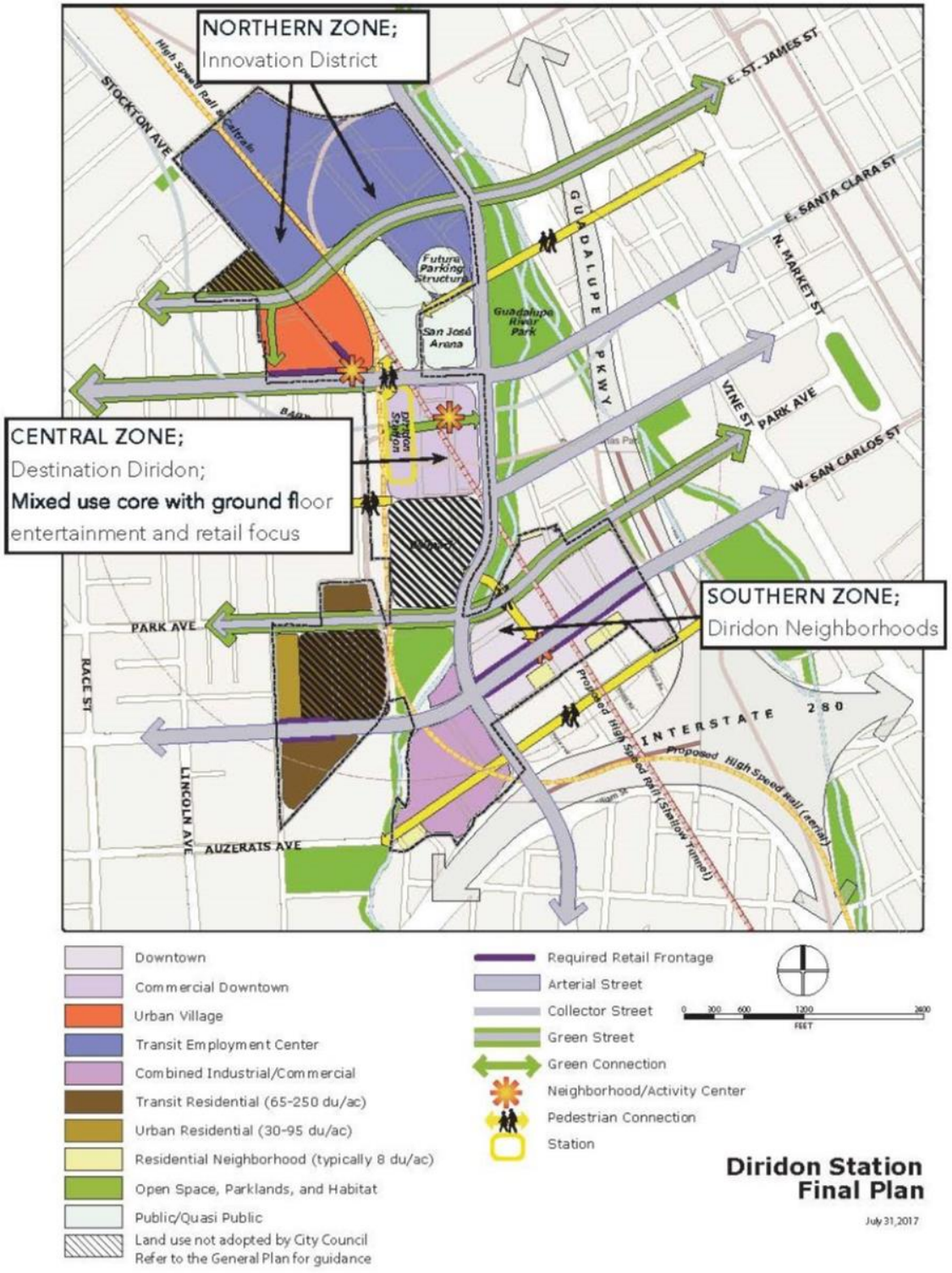


Exhibit A-2: Revised General Plan Land Use Designations Diagram

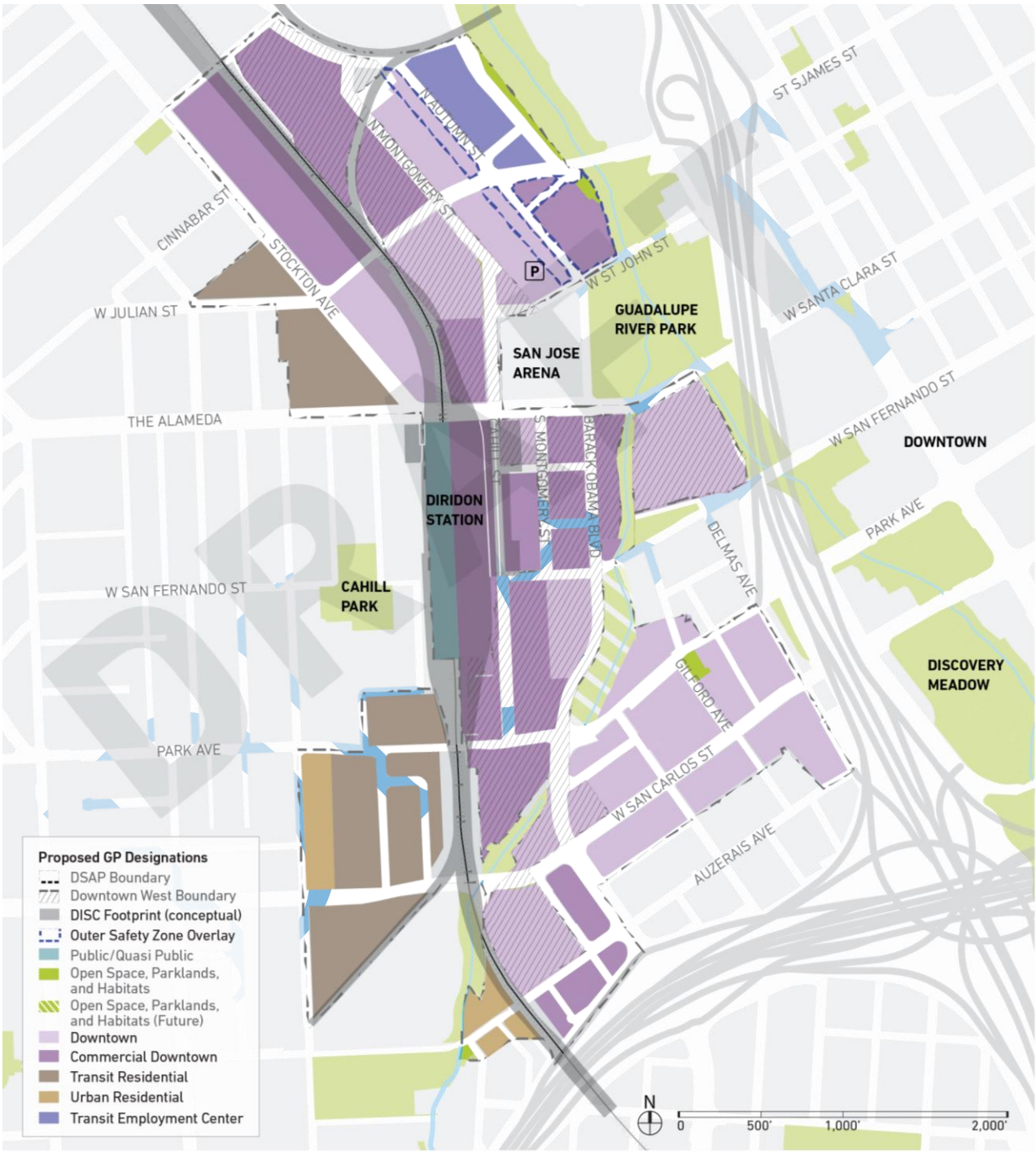


Exhibit A-3: Former General Plan Transportation Street Typology Designations Diagram

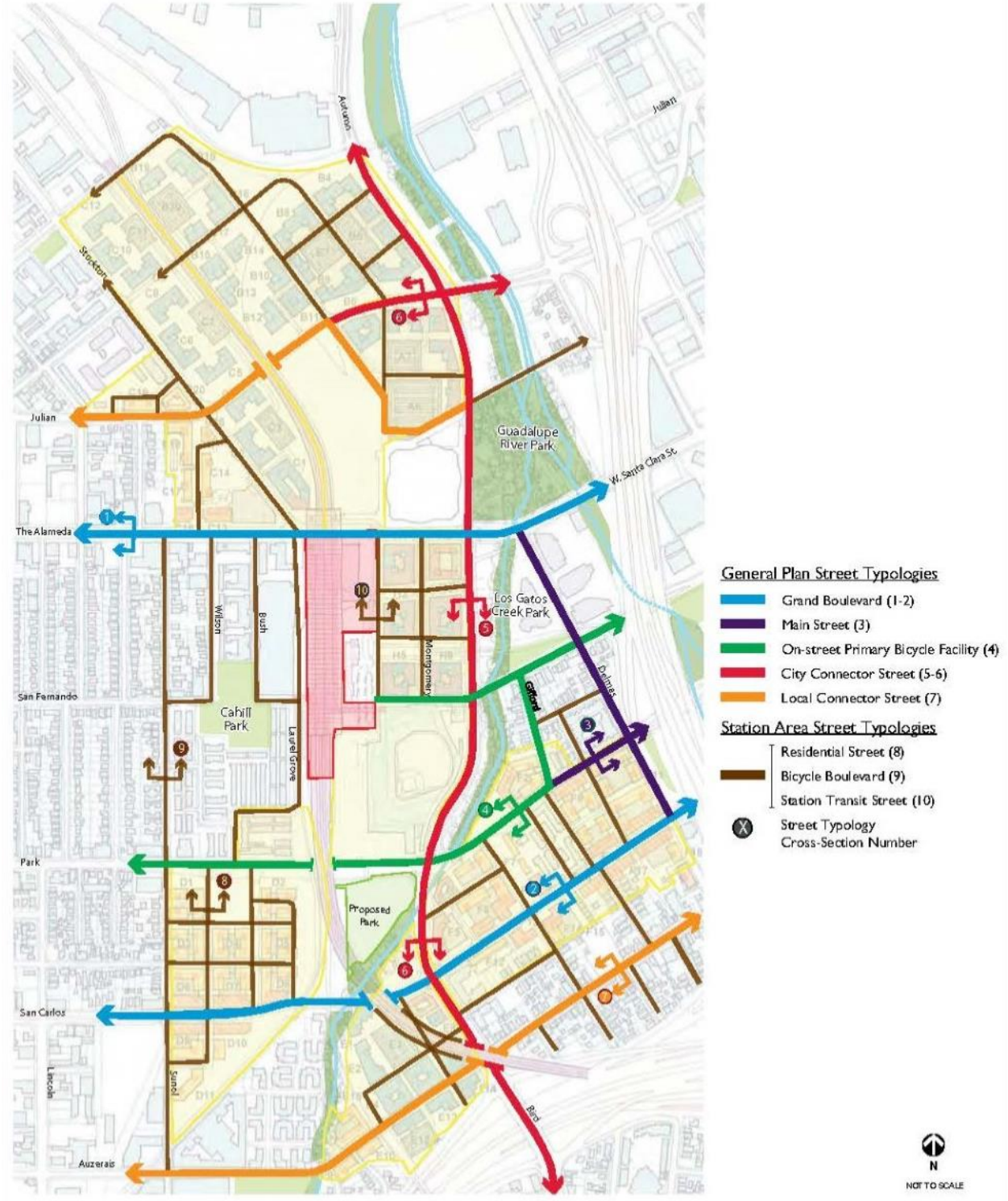


Exhibit A-3: Revised General Plan Transportation Street Typology Designations Diagram

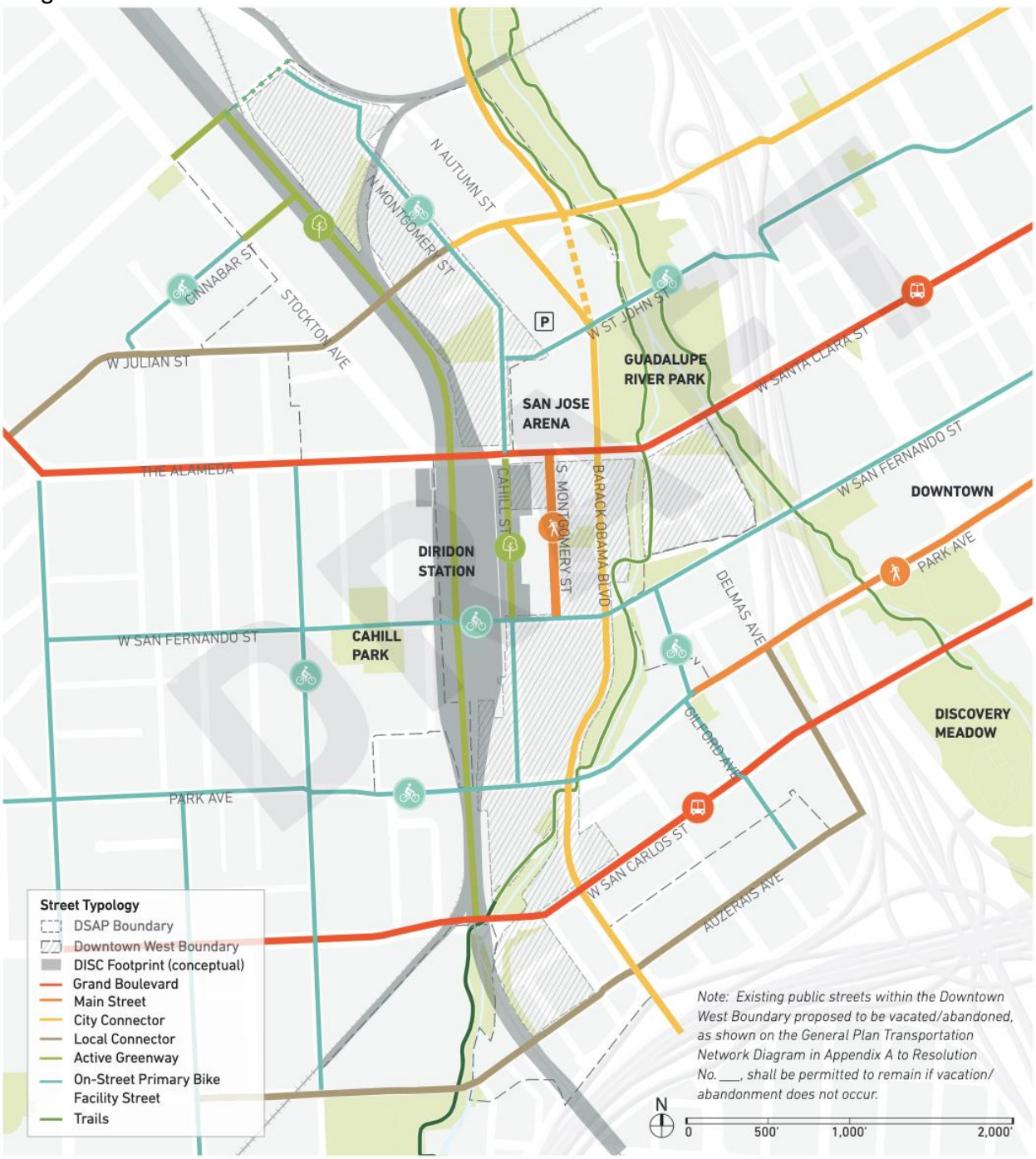


Exhibit A-4: Envision San José 2040 General Plan Transportation Network Diagram

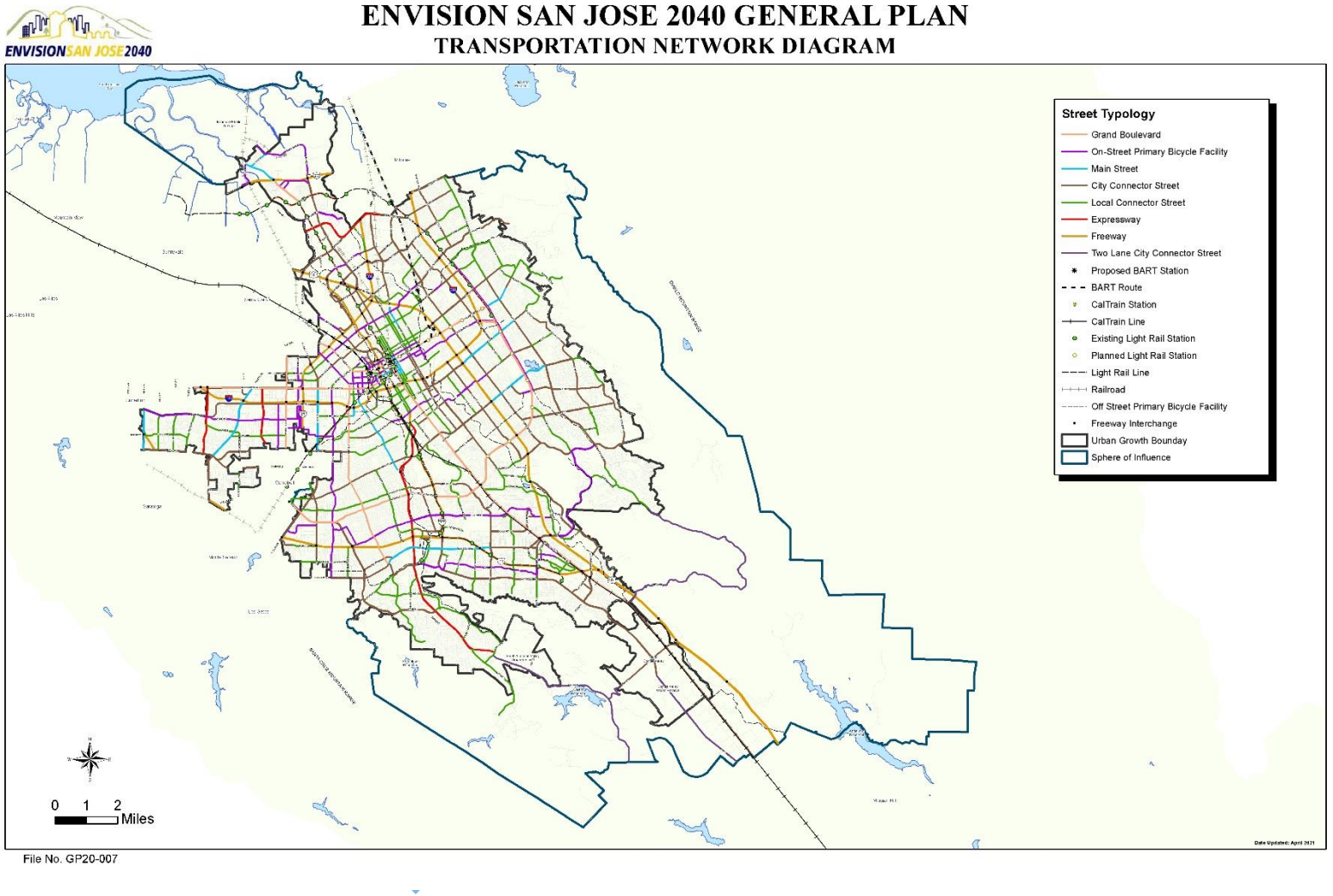


Exhibit A-5: Vicinity Map

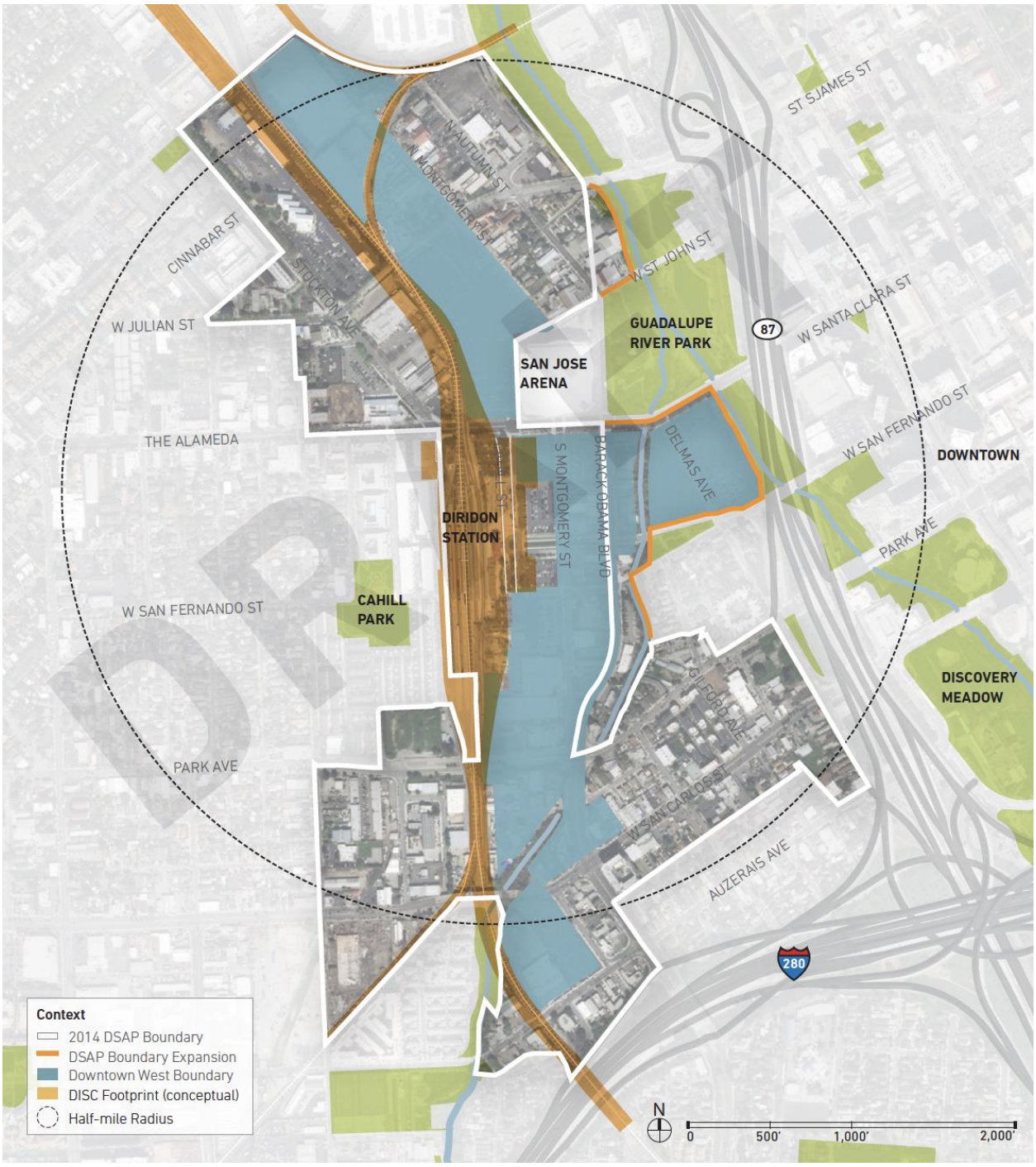
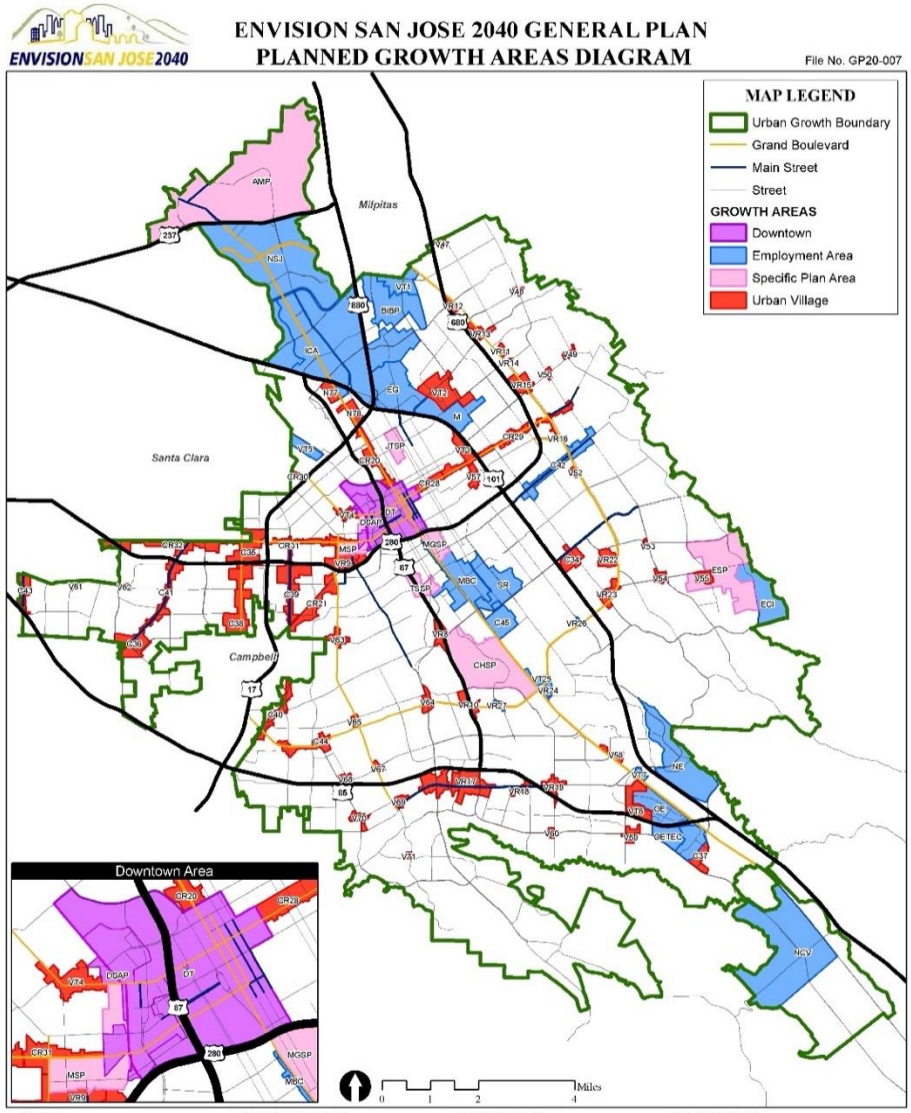


Exhibit A-5: Envision San José 2040 General Plan Planned Growth Areas Diagram



Downtown
DT = Downtown
DSAP = Diridon Station Area Plan

Specific Plan Areas
AMP = Alviso (Master Plan)
CHSP = Communications Hill
ESP = Evergreen Specific Plan
JTSP = Jackson-Taylor (Residential Strategy)
MGSP = Martha Gardens
MSP = Midtown
TSSP = Tamien Station Area

Employment Area
BMP = Berryessa International Business Park
ECI = Evergreen Campus Industrial
EG = East Gish
ICA = Industrial Core Area
M = Mabury
MBC = Monterey Business Corridor
NCV = North Coyote Valley
NE = New Edenvale
NSJ = North San José
OE = Old Edenvale
OETEC = Old Edenvale Transit Employment Center
SR = Santer Road

Employment Areas (cont.)
C42 = Story Road
C45 = County Fairgrounds

VR16 = N. Capitol Av/Capitol Ex
VR24 = Monterey Hy/Senter Rd
VR26 = E. Capitol Ex/McLaughlin Av
VR27 = W. Capitol Ex/Vistapark Dr

VT1 = Lundy/Milpitas BART
VT5 = Santa Clara/Airport West (TMC)
VT7 = Blossom Hill Rd/Monterey Rd
VT25 = W. Capitol Ex/Vistapark Dr

Urban Villages
C34 = Tully Rd/S. King Rd
C35 = Valley Fair/Santana Row
C36 = Paseo de Saratoga
C37 = Santa Teresa Bl/Bernal Rd
C38 = Winchester Bl
C39 = S. Bascom Av (North)
C40 = S. Bascom Av (South)
C41 = Saratoga Av
C43 = S. De Anza Bl
C44 = Camden Av/Hillsdale Av

Urban Villages (cont.)
CR20 = N. 1st St
CR21 = Southwest Ex
CR28 = E. Santa Clara St
CR29 = Alum Rock Av
CR30 = The Alameda (West)
CR31 = W. San Carlos St
CR32 = Stevens Creek Bl

N77 = Rincon South 1
N78 = Rincon South 2

V47 = Landess Av/Morrill Av
V48 = Piedmont Rd/Sierra Rd
V49 = McKee Rd/Toyon Av
V50 = McKee Rd/White Rd
V52 = E. Capitol Ex/Foxdale Dr
V53 = Quimby Rd/S. White Rd
V54 = Aborn Rd/San Felipe Rd
V55 = Evergreen Village
V57 = S. 24th St/William Ct
V58 = Monterey Rd/Clayton wth Av
V59 = Santa Teresa Bl/Cottle Rd
V60 = Santa Teresa Bl/Snell Av
V61 = Bollinger Rd/Miller Av
V62 = Bollinger Rd/Lawrence Ex
V63 = Hamilton Av/Meridian Av

Urban Villages (cont.)
V64 = Almaden Ex/Hillsdale Av
V65 = Foxworthy Av/Meridian Av
V67 = Branham Ln/Meridian Av
V68 = Camden Av/Branham Ln
V69 = Kooser Rd/Meridian Av
V70 = Camden Av/Kooser Rd
V71 = Meridian Av/Redmond Av

VR8 = Curtner Light Rail/Cahalan
VR9 = Race St Light Rail
VR10 = Capitol Ex/Hy 87 Light Rail
VR11 = Penitencia Creek Light Rail
VR12 = N. Capitol Av/Hostetter Rd
VR13 = N. Capitol Av/Berryessa Rd
VR14 = N. Capitol Av/Mabury Rd
VR15 = N. Capitol Av/McKee Rd
VR17 = Oakridge Mall and Vicinity
VR18 = Blossom Hill Rd/Cahalan Av
VR19 = Blossom Hill Rd/Snell Av
VR22 = Arcadia/Eastridge
VR23 = E. Capitol Ex/Silver Creek Rd

VT2 = Berryessa BART
VT3 = Five Wounds BART
VT17 = The Alameda (East)
VT6 = Blossom Hill Rd/Hitachi

Map Produced by: City of San Jose Planning Division, April 2021

EXHIBIT "B"

AMENDED DIRIDON STATION AREA PLAN

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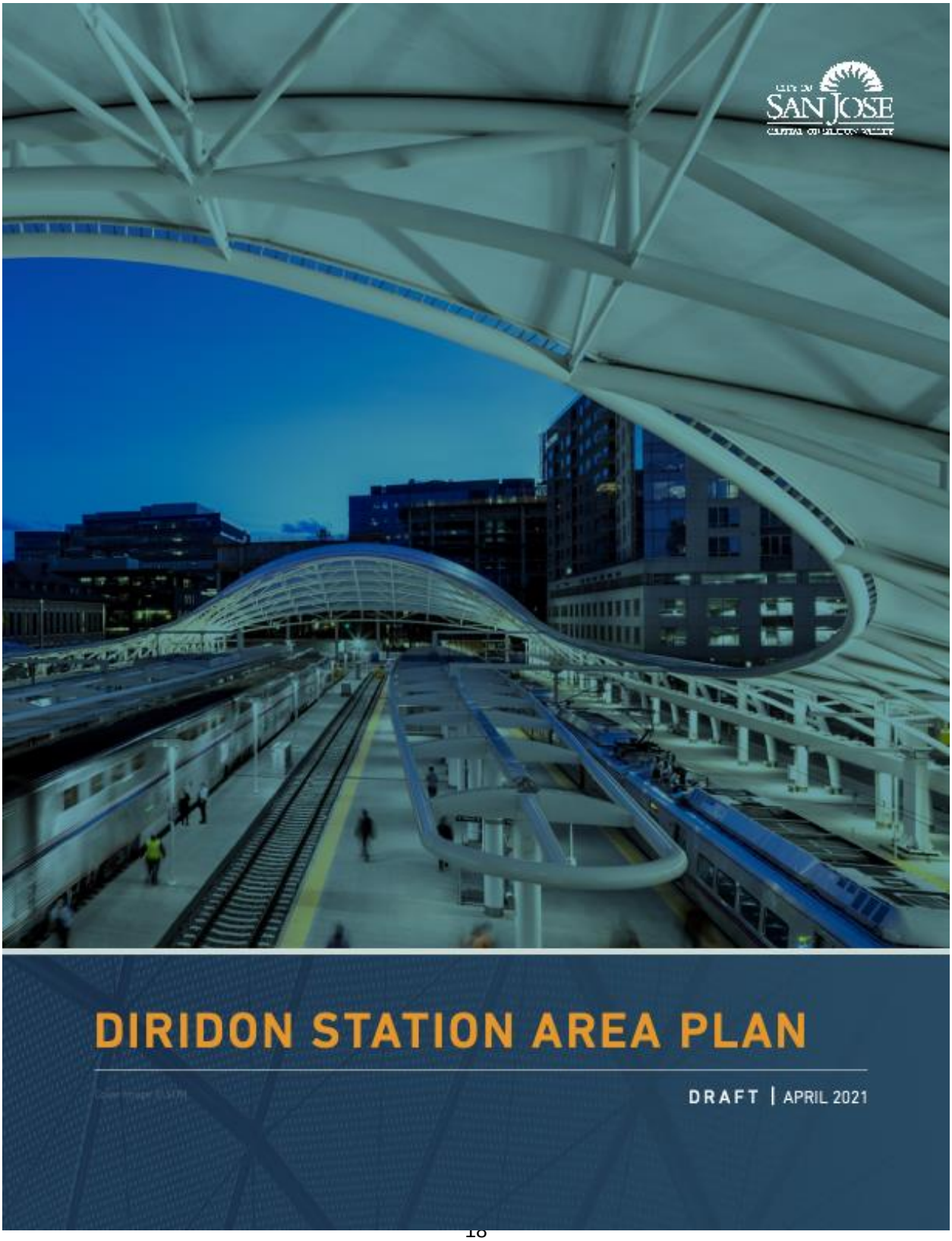
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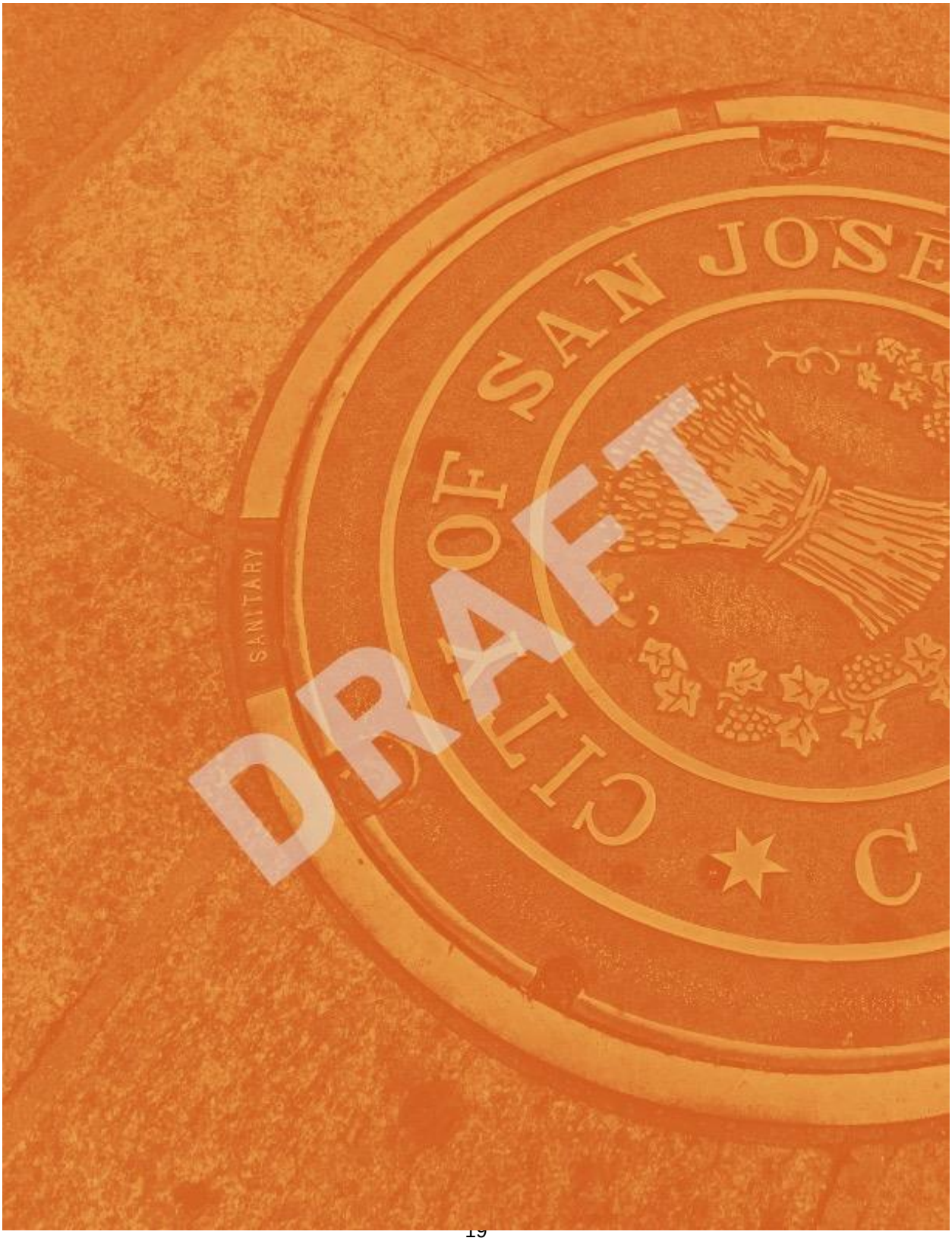
DIRIDON STATION AREA PLAN
DRAFT | APRIL 2021



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DIRIDON STATION AREA PLAN

DRAFT | April 2021

DRAFT

For The City of San José

PREPARED BY

Skidmore, Owings & Merrill | SWA Group



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CITY COUNCIL
Sam Liccardo, Mayor
Charles Jones, Vice Mayor
David Cohen
Devora Davis
Magdalena Carrasco
Matt Mahan
Maya Esparza
Pam Foley
Raul Perales
Sergio Jimenez
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Anthony Raynsford
Harriet Arnold
Rachel Royer
Stephen Polcyn

CITY ATTORNEY
Johnny Phan
Joan Douglas-Fry
Jannie Quinn

PROJECT STAFF
Jose Ruano, Project Manager
Tim Rood, Division Manager

OTHER PARTICIPATING STAFF
Bill Ekern
Brian Stanke
Casey Hirasaki
David Keyon
Emily Breslin
Eric Eidlin
Yves Zsutty
Jacky Morales-Ferrand
James Han
Jared Hart
Jeff Sinclair
Jeffrey Provenzano
Jessica Zenk
John Tu
Julie Benabente
Kieulan Pham
Kim Walesh
Kristen Clements
Larissa Sanderfer
Lori Severino
Michael Brilliot
Michael Ogilvie
Nanci Klein
Nicholas Frey
Nicolle Burnham
Rachel VanderVeen
Rey Sadorra
Robert Manford
Robert Rivera
Rosalynn Hughey
Shannon Hill
Shelley Guo
Vivian Tom
Wilson Tam
Winola Cheong
Zacharias Mendez

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Latino Business Foundation
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SOMOS Mayfair
Trinity Episcopal Cathedral

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San Jose Park Advocates
Silicon Valley at Home (SV@Home)
Santa Clara Valley Transportation Authority

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SWA Group
Skip Stone
HR&A

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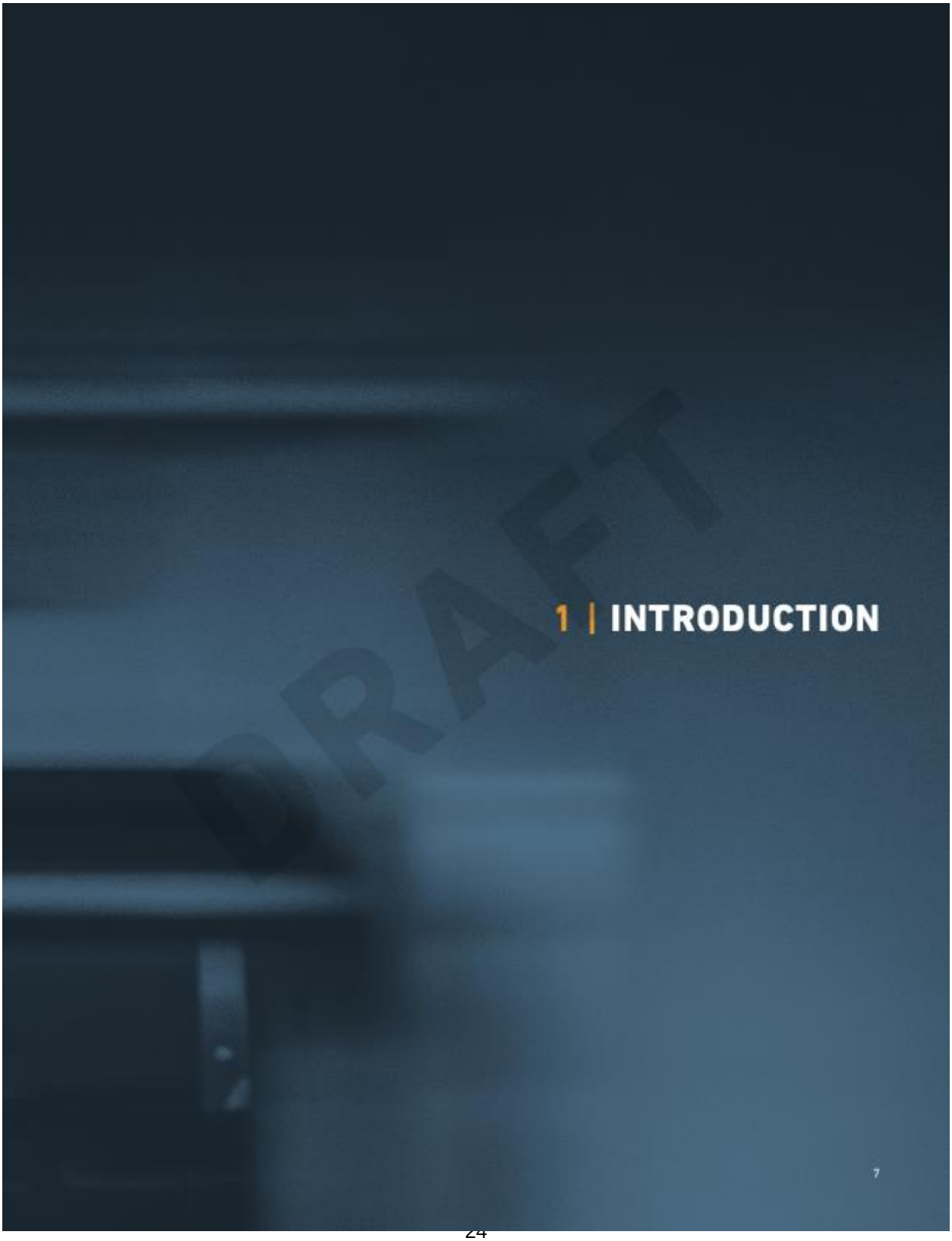

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1.1 EXECUTIVE SUMMARY

In 2014, the City of San José adopted the Diridon Station Area Plan (referred to in this document as the 2014 Plan) in anticipation of major transportation investments and a major league ballpark. The 2014 Plan set forth a blueprint for development in the approximately 250-acre area. The 2014 Plan was formulated with numerous stakeholders, including individuals, businesses, agencies, institutions, and many private and public entities over a five-year period.

In 2009, the City Council and Redevelopment Agency Board established the Diridon Station Area Good Neighbor Committee (GNC) to provide a forum for neighbors to work collaboratively in solving problems in the neighborhood arising from development in the Diridon Station Area. The 31-member committee met 22 times over a 14-month period and achieved its purpose through the creation and unanimous adoption of the Diridon Station Framework for Implementation (Framework) in 2011[1]. The Framework focused on six interest areas: land use, neighborhood quality of life, parking and traffic, parks and trails, pedestrian and bicycle connections and connectivity, and public transportation systems. In addition, three public community workshops and a considerable number of community events by related groups contributed to the creation of the 2014 Plan.

The City convened the Diridon Station Area Advisory Group (SAAG) in January 2018. It includes 38 member organizations appointed by the City Council. The primary purpose of the SAAG is to provide input to the City Administration on land use, development, transportation, and construction plans affecting the Diridon Station Area.

In 2018, the City held a community engagement process that centered on the SAAG and culminated in a comprehensive Diridon Station Area Civic Engagement Report (2018). From 2019 to 2021, the SAAG continued to meet to review and provide input on transportation, planning and affordable housing in the Diridon Station Area, as well as community benefits associated with Google's Downtown West Mixed-Use Plan. During this time, the City continued to conduct outreach and engagement with the general public and stakeholders as well.

In 2019, the City initiated amendments to the 2014 Plan to reflect major changes that had occurred since its adoption. This amended Diridon Station Area Plan (referred to in the document as this Plan) adapts the 2014 Plan to current conditions and reflects the City's goals of advancing equity as development and investment occurs in the area. Major changes include expanding the 2014 Plan boundary, adding development capacity, increasing building height limits, and updating sections on land use, urban design, open space, and mobility. In addition, the City initiated separate, detailed areawide studies and implementation plans on affordable housing and parking, which contributed greatly to the development of this Plan and are summarized in the relevant sections. The City will also prepare a separate infrastructure financing study following the adoption of this Plan.



[1] https://www.dridonsj.org/s/FINAL-DiridonStationAreaCivEngagementReport10312018.pdf

The City of San José and the greater Bay Area region have the unique opportunity to build an internationally prominent transportation hub and to develop a world-class destination within the area around Diridon Station. This Plan presents an overview, a direction, and critical aspects for the successful future of an equitable Diridon Station Area. This Plan integrates land uses, urban design, open spaces, and mobility to enhance Downtown San José, while respecting existing surroundings. This plan weaves new ideas and new development possibilities within existing city fabric and strong neighborhoods. Large proposals, such as the Diridon Integrated Station Concept Plan (DISC) and Google's Downtown West Mixed-Use Plan, are reflected in this Plan. In addition, proposals are made to strengthen existing features of the area, such as Los Gatos Creek, and enhance connectivity to surrounding neighborhoods.

This Plan proposes ideas for twenty years or more into the future for the Diridon Station Area. It establishes a bold framework for development, while also being flexible for change within that framework. This Plan sets large physical realities while acknowledging that is it impossible to predict the future with assurance. Development actions will occur in different forms as markets and other circumstances evolve over the coming decades. This Plan proposes the largest ideas for the Diridon Station Area that are founded on many guiding principles and physical design concepts for the future.



Beginning with the project vision, this Plan describes the many guiding principles of the area, as well as the planning process and schedule. Diridon Station Area Development follows, which is a tool to guide the future implementation of this Plan by public and private development. This Plan then describes the area's open space and public life, and mobility. Finally, this Plan discusses the next steps in the planning implementation process, including environmental analysis and actions for implementation.

This Plan has several companion documents. Related documents are referenced in the Appendices and when printed, are separate reports. The related documents include:

- Diridon Station Area Amendment Initial Study/Addendum to the Downtown Strategy 2040 Environmental Impact Report
- Diridon Affordable Housing Implementation Plan

San José is poised to create a model urban transportation hub within an exciting and livable downtown environment. This Plan is a vital step on the way toward the creation of an equitable and innovative urban place, a place which has the potential to serve as a model for the United States and the world.



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1.2 PROJECT VISION

INTRODUCTION

In November 2008, California voters approved Proposition 1A to fund the initial stages of developing a High-Speed Rail (HSR) system linking Northern and Southern California. Diridon Station in San José was identified as one of the stations along the route, thus eventually establishing this location as one of the best-connected multi-modal transit hubs in the Western United States.

In 2014, the City adopted the Diridon Station Area Plan (2014 Plan) to guide development in an approximately 250-acre area around Diridon Station. The 2014 Plan envisioned the transformation of the station area—an area which has been dominated by parking lots and old industrial buildings—into a dynamic mixed-use urban neighborhood anchored by a world-class transportation hub and the SAP Center.

The City began the process of amending the 2014 Plan in November 2019, informed by an extensive public outreach process for the broader Diridon Station Area that began in early 2018. The purpose of the amendment is to align the 2014 Plan with current circumstances, complement other adopted and ongoing plans, and support Plan implementation through facilitating private development and public investments.

This Plan establishes new General Plan designations and allowable building heights to support the preferred development framework, along with design standards and guidelines that build on the Downtown Design Guidelines and Standards (DDG) adopted in 2019 to assist the City with subsequent development review and implementation. The DDG applies generally to the General Plan Downtown Growth Area, including the Diridon Station Area, with exception of properties within Google's Downtown West Mixed-use Plan, which are required to comply with the Downtown West Design Guidelines and Standards (DWDSG) and the DDG Standards that are not superseded by the DWDSG.

This Plan analyzes the expansion of the 2014 Diridon Station Area and the development of land uses within the amended 262-acre plan boundary surrounding the station. This Plan's boundary is illustrated in ***Figure 1-2-1***.

The goal is to develop a sustainable and equitable plan around Diridon Station that capitalizes on an anticipated possible build-out of new transit-oriented development to allow for more urban vitality and economic activity, to act as a catalyst for similar development in surrounding neighborhoods, and to obtain environmental clearance under the California Environmental Quality Act (CEQA).

Changes in circumstances since the 2014 Plan was adopted include the following:

- The City is no longer planning for a ballpark
- City Council adopted comprehensive Downtown Design Guidelines and Standards in 2019
- City Council approved a policy to allow for greater height limits
- City Council directed City staff to implement a 25 percent affordable housing goal for the Diridon Station Area and the City initiated an Affordable Housing Implementation Study
- City staff initiated updates to park and trail planning in the area
- The City initiated a Diridon Parking Study to identify parking supply and management strategies
- The Diridon Integrated Station Concept Plan (DISC) was initiated by the City and partner agencies
- The Downtown Transportation Plan was initiated
- Google submitted the Downtown West Mixed-Use Plan development proposal at the core of the Diridon Station Area.



Diridon Station Area

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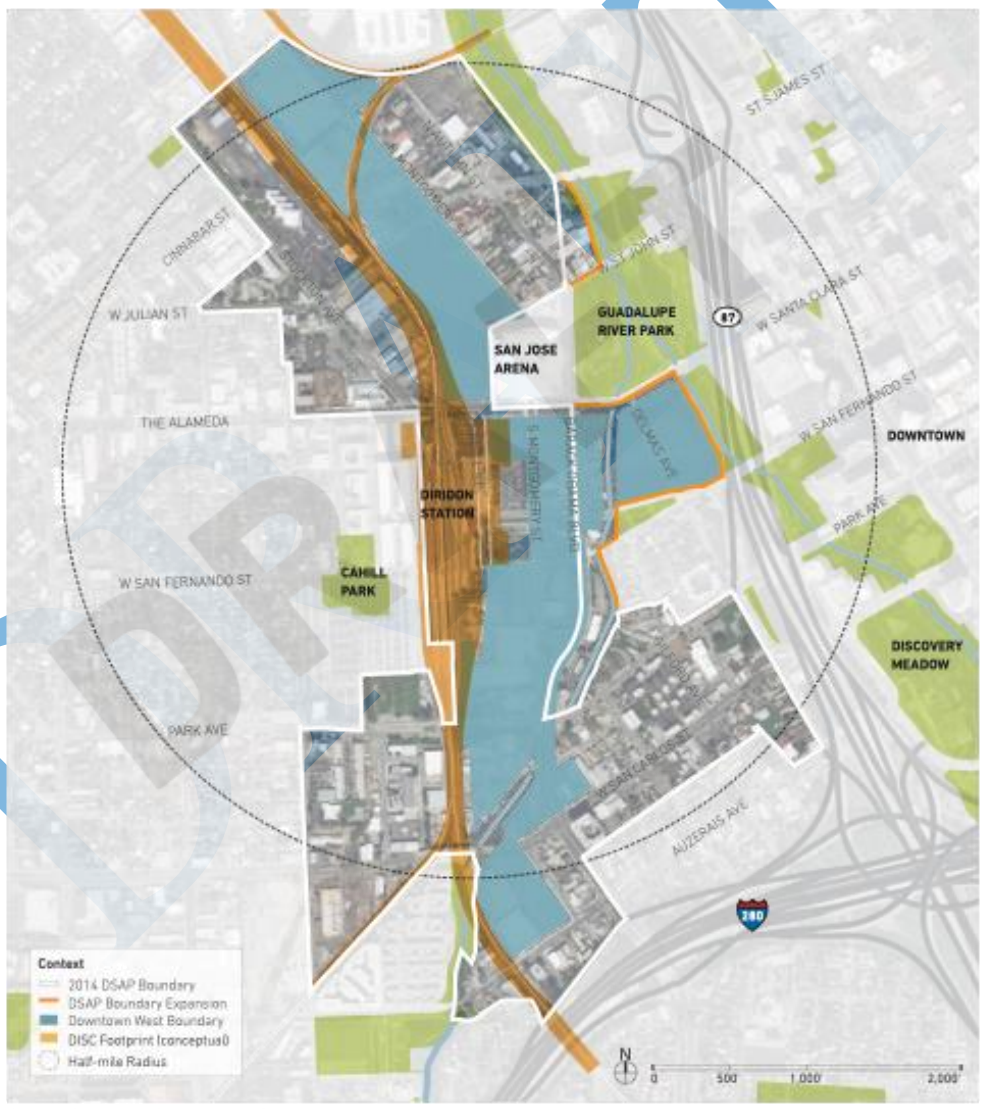

Figure 1-2-1: Diridon Station Area In Context

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GUIDING PRINCIPLES

The following guiding principles reconfirm and adapt the 2014 Plan's objectives, themes and goals to include input received through the broader Diridon Station Area outreach process in 2018-21. The 2014 themes and goals were based on the collective input received during the Existing Conditions Report phase of the project, to gain consensus on the primary goals and objective established in the 2014 Plan.

This Plan includes the following guiding principles that embody the overall spirit and characteristics the community indicated are important to include in this Plan. They can also be used as a basis for ongoing evaluation and subsequent detailed planning projects, a framework for policies in the Diridon Station Area, and for review of planning applications for individual projects as they come forward.

Area-Wide

A.1 Consider social equity throughout implementation of this Plan.

A.2 Consider the effects on climate change throughout the implementation of the Plan.

A.3 Ensure the area is accessible and welcoming to all.

A.4 Promote a healthy, safe neighborhood environment that is resilient in the face of natural disasters, public health emergencies, and economic cycles.

A.5 Advance economic opportunities by supporting small/local businesses, entrepreneurship, and living wage jobs, education, and job training.

A.6 Establish Diridon Station and the surrounding area as a local, citywide, and regional destination where all residents and visitors, regardless of race, ethnicity, age, gender identity, physical ability, and income level can live, work, and play.

A.7 Preserve and build upon existing cultural assets, reflect the city's cultural diversity, and honor the history of the Ohlone people and other indigenous peoples.

A.8 Understand and respond to local context and community needs.

A.9 Educate and inform the public about the area planning process and Equitable Transit-Oriented Development (eTOD) concepts.

A.10 Practice community engagement that utilizes clear, consistent communication and inclusive strategies for involving historically marginalized communities and that builds trust, relationships, and capacity over time.

A.11 Foster connection between community members through design, programming, and civic engagement.

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Diridon Station Area Development

D1. Prepare a program-level environmental compliance document which anticipates a maximum build out to facilitate subsequent project-level environmental review, possible changes to existing policy/regulatory documents, capital improvement projects, and private development proposals.

D2. Establish a land use plan and policy framework that will guide future development and redevelopment toward land uses that support housing opportunities for people of all incomes, low-cost, low-impact transportation modes, equitable economic development, and a world-class cultural destination.

D3. Develop strategies to produce new affordable housing units, preserve the affordability of the neighborhoods for lower income residents, and protect vulnerable residents from displacement to ensure low-income residents benefit from new development.

D4. Enhance the existing neighborhoods and add high-density residential-commercial mixed-use development to allow for more urban vitality and, economic activity, and to act as a catalyst for similar developments in surrounding areas.

D5. Provide a variety of commercial and mixed-use development opportunities, ranging from large-scale corporate or institutional sites to smaller infill development sites to create opportunity-rich neighborhoods.

D6. Create a pedestrian-focused mixed-use urban district with buildings that maximize height potential to allow for more urban vitality and economic activity, with appropriate transitions to surrounding lower-density residential neighborhoods.

D7. Develop and implement urban design standards that promote walkable, livable, and business-supportive places.

Open Space and Public Life

O1. Enhance the open space network to provide accessible, flexible, and well-maintained amenities, support the area's natural environment, and ensure recreation, active transportation, education, and cultural benefits to all residents and visitors alike.

O2. Create a variety of open spaces including neighborhood parks, plazas, trails and the Los Gatos Creek throughout the Diridon Station Area that serve as nodes of public life, establish an identity unique to the Diridon Station Area, and meet the variety of community needs.

O3. Provide equity in the quality and style of park amenities and spaces regardless of ownership.

O4. Activate the streets, parks, station, and other public spaces with art that build on the identity of the area, that engages visitors and residents alike, and is integrated into infrastructure to humanize and enliven standard features.

O5. Consider design, maintenance, and management strategies that facilitate stewardship of open space to create safe, clean and active green spaces.

O6. Provide for future open spaces and trail connections after elevation of the train tracks planned in the Diridon Station Integrated Concept Plan, particularly bicycle and pedestrian connections from West San Carlos to Diridon Station.

O7. Provide access to nature and educational opportunities by providing parkland along Los Gatos Creek.

O8. Complete the Los Gatos Creek Trail from Auzerais Avenue to the Guadalupe River Trail at Arena Green West through off-road routes.

O9. Make the plazas around Diridon Station focal points of public life by encouraging uses that foster social connections.

O10. Develop community space to provide services to existing and future residents of all ages and socioeconomic status.

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Mobility

M1. Establish a mobility network that brings people together, is environmentally and economically sustainable, fosters community development, social interaction among people, and public life, and promotes social and economic equity.

M2. Create a highly active, safe, and lively pedestrian and bicycle friendly environment with excellent connectivity to Downtown destinations and regional transit to reduce greenhouse gas emissions that contribute to climate change.

M3. Improve pedestrian, bicycle, motorized and transit connectivity and wayfinding between the station site and existing adjacent commercial and residential areas to ensure seamless multi-modal access.

M4. Expand and redesign Diridon Station to create a well-integrated center of architectural and functional significance.

M5. Prioritize shared car parking and disperse parking through a right-size parking approach in different locations to ensure easy walking access to destinations.

M6. Ensure the continued vitality of the SAP Center, recognizing that it is a major anchor for both Downtown San José and the Diridon Station area, and pursue best efforts to maintain a sufficient supply of parking and efficient vehicular and pedestrian access for SAP Center customers, compliant with the standards set forth in the Arena Management Agreement.

The Diridon Station Transit Center is located along the Union Pacific/Caltrain/Amtrak/Altamont Commuter Express (ACE) right-of-way. With the addition of BART and planned California High-Speed Rail (HSR) service, the Transit Center, already a major transit hub, will emerge as one of the premier multimodal stations in California. This Transit Center will serve as a station of the proposed BART extension to Silicon Valley and the proposed High-Speed Rail to San Francisco and Los Angeles.

DRAFT



Denver Union Station

DRAFT

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1.3 RELATED PROJECTS

Two major projects—the Diridon Integrated Station Concept Plan (DISC) to expand and redesign Diridon Station and Google's Downtown West Mixed-Use Plan development proposal—have had an important influence on the evolution of this Plan and are discussed below, as well as in Chapter 4, Mobility.

THE DIRIDON INTEGRATED STATION CONCEPT PLAN

Diridon Station is the most significant component of the area's transportation system and will be the entry point into Downtown for a large proportion of the people who will come Downtown. The design of the station will have profound effects on the circulation network for the entire Downtown and beyond. Also, as the City's "front door," the station and public spaces around it must be designed as high-quality publicly accessible places that welcome everyone. While the station will connect the Diridon Station Area to places throughout the region and state more easily, it is important that it not divide the neighborhoods in which the station sits. Furthermore, safer and more efficient access into the Diridon Station Area and Downtown from surrounding low-income communities of concern is critical.

The Southern Pacific Depot (Diridon Station) is a designated City Landmark and is listed on the National Register of Historic Places. Construction of the railroad tracks that are now used by Caltrain was completed in 1864. The depot was built in 1935 to serve the Southern Pacific Railroad and was originally named the Cahill Depot. The main building was designed by Southern Pacific Architect John Christie, who later worked on Union Station in Los Angeles. The depot building was constructed in the Italian Renaissance Revival style with Streamline Modern elements and consists of a central section containing the passenger waiting room with two-story side wings. In 1994, the depot underwent a substantial rehabilitation, which included a seismic upgrade and the addition of concrete shear walls. Accessibility improvements were made in 2003. As a designated City Landmark, any alterations to the Southern Pacific Depot and contributing outbuildings would require a Historic Preservation Permit in accordance with Chapter 13.48 of the Municipal Code. Diridon Station and the surrounding 4.7 acres are also covered by a Preservation Covenant between the Peninsula Corridor Joint Powers Board and the South Bay Historical Railroad Society. The covenant requires the Joint Powers Board to preserve and maintain the station in accordance with the Secretary of the Interior's Standards for Rehabilitation. Any demolition, destruction, or significant alteration cannot occur without approval of the California Legislature.

Significant past and future public investments in high-capacity transportation will make the Diridon Station Area one of the most accessible places in the Bay Area and indeed all of California. When BART, commuter rail, high-speed rail, light rail, and supporting bus services converge, Diridon Station will support more high-capacity transit connections than any other place in the Bay Area. By 2040, preliminary forecasts suggest that the station will accommodate over 100,000 passengers daily, almost as many as the number of people who use San Francisco International Airport daily.

To plan for the substantial growth of Diridon Station, the City of San José, the Peninsula Corridor Joint Powers Board (PCJPB, also known as Caltrain), Santa Clara Valley Transportation Authority (VTA), and the California High-Speed Rail Authority (CHSRA) (the "Partner Agencies") formed a public agency partnership in July 2018 to work on a station design effort called the Diridon Integrated Station Concept Plan (Concept Plan). The Metropolitan Transportation Commission (MTC) joined this partnership in 2020. Through this effort, the Partner Agencies, with considerable community input and participation, developed a spatial vision for a new and expanded station. The resulting "Concept Layout" optimizes transit and passenger needs, while supporting future development potential and balancing city and neighborhood impacts. The Concept Layout is illustrated in Section 4.3, ***Figure 4-3-1*** of this Plan.

City Council, along with the Partner Agencies, formally adopted the following three elements of the Concept Layout:

- ***Elevated Station Platforms.*** Elevating the tracks and platforms to roughly 20 feet above the ground will allow for street-level east/west connections through the Diridon Station Area, knit together neighborhoods on either side of the tracks, and facilitate connections for people walking, bicycling, and driving.

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- ***Station Entrances at Santa Clara Street and San Fernando Street.*** The Concept Layout includes two main concourses with four station entrances. One concourse is oriented toward Santa Clara Street and will be close to BART, light rail, bus, and other connecting modes to allow for quick transfers. The other concourse will be located near San Fernando Street and allow for easy connections to the bike network, creeks, existing neighborhoods, and future office and housing development projects. As illustrated in Figure 4-3-1, the Concept Layout includes two prominent interconnected public plazas on the east side of the station, between San Fernando Street and Santa Clara Street. These plazas will serve as important public gathering spaces. They will also serve important breaks in urban fabric that will make the station more visible from surrounding areas and help travelers orient themselves upon arriving at the station by affording clear sightlines to Downtown.
- ***Existing Track Approaches into the Future Station.*** Maintaining track approaches that generally stay within the existing northern and southern corridors to take advantage of existing rail infrastructure, minimize overall community impacts, and minimize the need to acquire land.

As discussed in Section 4.3, the Concept Layout also makes proposals for the arrangement of local access modes, public plazas, and other items. The precise location and design of all of these elements, as well as the treatment of the historic station, will continue to evolve as part of the Diridon Integrated Station Concept Plan process. Additionally, the Partner Agencies will continue to work together to develop the footprint of the station and approach tracks, as well as to clarify construction staging and phasing assumptions.

GOOGLE'S DOWNTOWN WEST MIXED USE PLAN

Google's Downtown West Mixed-Use Plan for the redevelopment of approximately 80 acres of the Diridon Station Area's 262 acres seeks to build upon and implement the vision of the 2014 Plan, while recognizing evolving realities and aspirations since its original adoption. The City's review of the development application was closely coordinated with the development of this Plan to ensure a cohesive vision for the Diridon Station Area.

Google's Downtown West Mixed-Use Plan proposes the construction of approximately:

- Up to 7,300,000 gross square feet (GSF) of office space, including approximately 1,000,000 GSF on the previously entitled San José Water Company Building site east of Los Gatos Creek
- Up to 5,900 units of new housing
- Up to 500,000 GSF of active uses, which may include retail, cultural, arts, etc.
- Up to 300 hotel rooms along with event space and limited-term corporate accommodations
- Additionally, the proposal includes infrastructure, utilities, and public space

As part of the application, the development proposal includes the Downtown West Design Standards and Guidelines (DWDSG) which describes the vision for Google's Downtown West Mixed-Use Plan and provides requirements and recommendations for new development within the project site.

Google's Downtown West Mixed-Use Plan development program is provided for reference purposes only. Google's Downtown West Mixed-Use Plan approvals and project documents (City Council File Nos. GP19-009, PD19-029, PDC19-039, HL20-004, HL20-005, HP20-002, PT20-027) establish the land use regulations, approved land uses and development program for Google's Downtown West Mixed-Use Plan, including permitted adjustments to land use square footages and modifications and/or additions of uses. The DWDSG establishes objective and mandatory standards and subjective guidelines. These standards and guidelines balance new development flexibility, which allows for innovation and evolution, with specificity to ensure the delivery of high-quality urban spaces and building design. The standards and guidelines are separate from — yet expand upon — the Downtown Design Guidelines and Standards (DDG) the City Council adopted in 2019 for Downtown San José and the Diridon Station Area, and the San José Complete Streets Design Standards and Guidelines (CSDSG).

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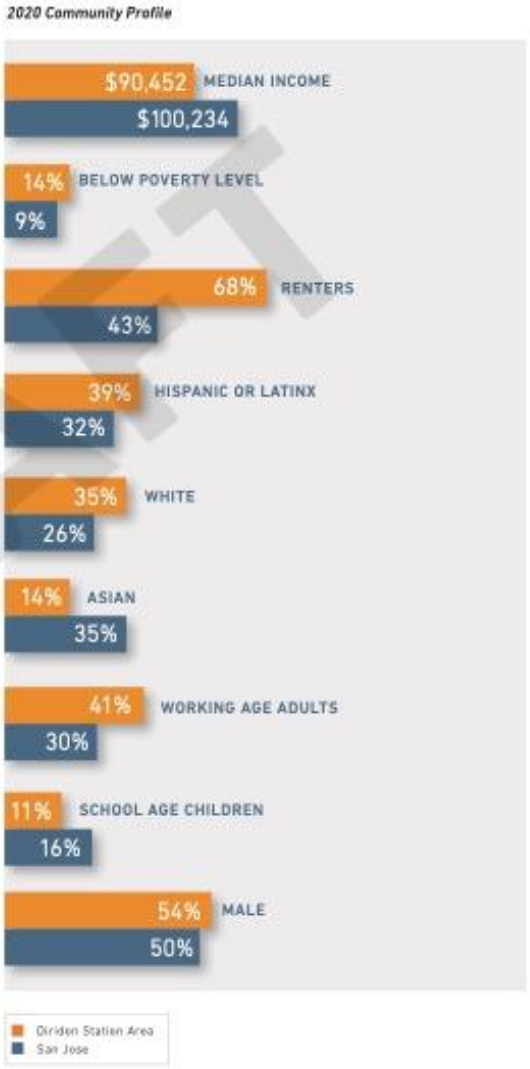
1.4 STATION AREA PROFILE

STATION AREA POPULATION

As part of the broader Diridon Station Area outreach effort, in 2020 a Community Profile was prepared that includes information about the population living within approximately one mile of Diridon Station and compares it to the population of the entire City of San José[2]. The profile found some significant differences between the population of this area and that of the entire city. Within the Community Profile area:

- The median income is lower ($90,452 compared to $104,234 in San José as a whole)
- A higher percentage of residents are below the poverty level (14% compared to 9% in San José as a whole)
- A much higher percentage of residents are renters (68% compared to 43% in San José as a whole)
- A higher percentage of residents are Hispanic or Latinx (39% compared to 32% in San José as a whole)
- A higher percentage of residents are White alone (35% compared to 26% in San José as a whole)
- A much lower percentage of residents are Asian alone (17% compared to 35% in San José as a whole)
- Working age adults make up a higher percentage of the population (41% are ages 25 to 44, compared to 30% in San José as a whole)
- School age children make up a smaller percentage of the population (11% of residents are children aged 5 to 17, compared to 16% in San José as a whole)
- A higher percentage of residents are male (54% compared to 50% in San José as a whole)



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The Diridon Affordable Housing Implementation Plan also analyzed the population in the Diridon Station Area and surrounding neighborhoods. The Census Study Area includes six census tracts that roughly align with areas within a one-half mile radius of the Diridon Station Area. Within this Census Study Area:

- 63% of the approximately 11,700 households are renters, who are more vulnerable to displacement than homeowners.
- Nearly half of renter households are very low income, with approximately 3,900 low-income renters who earn less than 80% of the Area Median Income (AMI) in this area. Many of these renters have inadequate protections from rent increases and evictions.
- 90% of renters earning less than $50,000 are cost-burdened.

[1] *The Community Profile study area includes Census block groups that have any portion within a one-mile buffer around Diridon Station, so this study area extends up to 1.5 miles from the station in certain areas. The Community Profile area extends as far as Interstate 880 to the north and includes portions of Japantown to the northeast, the San Jose State University campus to the east, portions of the Gardner and Washington neighborhoods south of I-280, and portions of the Buena Vista and Rose Garden neighborhoods to the west.*

STATION AREA HOUSING STOCK

The Diridon Affordable Housing Implementation Plan proposes a Neighborhood Stabilization Study Area/ Preservation Area encompassing a one-half mile radius from the Diridon Station Area. Data from this area is used to understand the characteristics of the existing housing stock. A half-mile radius was used because studies show that indirect displacement occurs within one-half mile of transit investments and other major investments which will occur in the Diridon Station Area. Within the Neighborhood Stabilization Area, as of 2020:

- There are 840 Apartment Rent Ordinance units, of which approximately two-thirds, or 560 units, are estimated to be occupied by low- and moderate-income households.
- There are 1,300 existing deed-restricted affordable units and another 320 units in the pipeline.

The Diridon Station Area, not including the half-mile buffer, contained 698 housing units as of January 2019. The housing stock included 69 single-family units, 32 duplex units, 456 unsubsidized multifamily units, and 141 deed-restricted affordable multifamily units. Overall, 20 percent of the existing housing units in the Diridon Station Area are deed-restricted affordable units.



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1.5 PLANNING FOR EQUITY

Equitable development and outcomes are part of the City's vision for a "more urban future." Social equity and diversity are included in the Envision San José 2040 General Plan, as identified by the community and approved by the City Council in 2011. The Envision San José 2040 General Plan states, "Social equity for San José is defined broadly to include equitable access to municipal services and public amenities, sensitivity to environmental concerns, efforts to promote economic prosperity for all of the City's residents and to foster a culture that recognizes the value of San José's diverse community."

Equity has been a key theme of public input in the community engagement process that began in early 2018 to refine the 2014 Plan, including Google's proposal to locate here. Additionally, in recent years the City of San José has promoted adoption of a racial equity lens for City services and policymaking, and the City established an Office of Racial Equity in 2020. The COVID-19 pandemic and racial justice movement have added considerable weight to the need to address racial and social equity in policymaking.

The City's amendments to the 2014 Plan provided an opportunity to address equity in the context of area planning. This section summarizes the approach for thinking about equity when planning for the Diridon Station Area.

EQUITY AND CITY PLANNING

PolicyLink defines ***equity*** as "just and fair inclusion into a society in which all can participate, prosper, and reach their full potential—unlocking the promise of the nation by unleashing the promise in us all."

In planning physical places and spaces, city planners can take steps to ensure that development facilitates what all residents need to participate, prosper, and reach their full potential. For example, a person's health is affected by their physical and social environments, such as neighborhood conditions, the quality of education they receive, workplace safety, and the cleanliness of water and air. These conditions influence why some people are healthier than others, and why where people live and work matters. In the United States, we can estimate how long people will live based on their zip code.[3] People live the longest in zip codes that offer safe neighborhoods, clean air, well-maintained public spaces, high performing local schools, access to good paying jobs, and other health-supporting features. Those with low incomes have the best outcomes when they have affordable, safe and stable housing around people with a mix of incomes in neighborhoods with amenities. They tend to have the worst outcomes when they live in high-poverty neighborhoods that lack amenities and affordable, stable housing—creating an intergenerational cycle that is difficult to escape.

The influence of place on health is connected with how communities of color and low-income households have currently and historically experienced environmental injustices. For example, redlining and other forms of institutionalized racial discrimination helped to create and perpetuate segregation throughout the U.S.—with San José as no exception. Impacted communities typically have limited access to the healthier benefits of planning decisions and have a greater share of burdens that can lead to various health problems which can impact a family for generations. These injustices may include:

- Displacement from their neighborhood
- Only being able to rent or afford homes near environmental contamination sources such as industrial properties or freeways (due to price, discrimination, and/or exclusionary policies in other neighborhoods)

3 National Center for Health Statistics. U.S. Small-Area Life Expectancy Estimates Project (USALEEP): Life Expectancy Estimates File for San Jose, California, 2010-2015. National Center for health Statistics. 2018. Available from https://www.cdc.gov/nchs/nvss/usaleep/usaleep.html

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- No or poor access to well-maintained schools, parks, libraries, health clinics, or community centers
- Barriers to providing input on developments and investments coming into their neighborhoods

Low-income residents typically own fewer vehicles, drive less, and are more ***transit dependent***; ideally, these residents have opportunities to live near transit hubs. This both improves quality of life for the residents and is good for transit ridership and the environment. However, improvements in public transit services tend to increase property values and spur private development. Without careful, intentional planning and strategies, transit-oriented development can result in disproportionate impacts to disadvantaged populations. These may include:

- Rent increases in the surrounding area that contribute to displacement of existing residents and the pricing out of potential residents
- Loss of racial/ethnic diversity as lower-income people of color are priced out, relative to an influx of wealthier residents
- Loss of unique small businesses, nonprofits, and cultural organizations

Equitable transit-oriented development or eTOD (an initiative of Enterprise Community Partners) is a planning concept that uses development within walking distance of transit stations to benefit existing lower-income communities and communities of color in the area. eTODs support affordable, healthy, and walkable neighborhoods. In addition to great transit access, they offer amenities such as grocery stores, restaurants, health centers, parks, and job opportunities.[4] As public and private investments occur over time, these neighborhoods remain affordable and healthy with improved air quality, renter protections, new and preserved affordable housing, and support for small and local businesses.[5] They are safe, welcoming, and accessible to people of all ages, abilities, and genders.

4 https://allincities.org/toolkit/equitable-transit-oriented-development
5 https://www.enterprisecommunity.org/solutions-and-innovation/equitable-transit-oriented-development

eTOD has many benefits for existing residents and the City overall:

- Reduced displacement of residents
- Better access to jobs, goods, services, and opportunities
- Stable, mixed-income, diverse neighborhoods
- Safe, well-maintained streets, parks, and community amenities
- Resilient small and local businesses
- Improved health outcomes related to pollution, financial stress, and access to resources—such as increased life expectancy
- Shorter commutes and more transit usage
- Reduced greenhouse gas emissions and other impacts associated with commuting.

Lastly, equity is one of the three "Es" of ***sustainable community***. A balance of equity, economy, and environment are the ingredients for a sustainable future. The overall goal of sustainable development is to ensure that future generations can remain local and can thrive here, enjoying the benefits of community investments.

For these reasons, it is important to apply an equity lens as the City plans for the future. Having an equity lens means considering potential differences in needs, impacts, and benefits across population groups when developing goals, policies, and actions. It also involves inclusive community engagement. These equitable processes can greatly improve outcomes at the individual, community, and city levels.

Principles of eTOD



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EQUITABLE DEVELOPMENT IN SAN JOSÉ

There has been progress in the past two decades to develop and advance goals related to equity in San José. Equity goals are reflected in the Envision San José 2040 General Plan, as well as the Welcoming San José Plan, the ActivateSJ Strategic Plan, and the Citywide Residential Anti-Displacement Strategy.

In the last two years, two City Council study sessions have been held on equity and anti-displacement. At the October 1, 2019 City Council Study Session, staff presented the commitment to equitable development: "As San José grows and secures planned investment, we will maximize the positive opportunities and prevent or minimize the negative impacts for our vulnerable residents, so they can succeed in our changing City." The study session also brought together academic, housing advocate, and real estate perspectives to provide a common understanding on the issue of displacement.

In June 2020, the City established a new Office of Racial Equity, building upon two years of involvement with the Government Alliance for Race and Equity (GARE). The Office's inaugural director was appointed in October 2020.

The approach to equity varies across the City's programs, policies, and practices. For example, there are many ways in which the City has considered and incorporated equity into the emergency and recovery response to the COVID-19 pandemic. The City considers equity in the context of hiring/promoting in the City's organization. While the City has expressed equity values and set equity goals in the past, the City organization and community are now in a stage of accelerated learning and change and heightened commitment, and there is much work still to be done.

Equity in the context of approving private real estate development, making public investments in infrastructure, and managing neighborhood change will require developing a unique and specific framework.

Development and public infrastructure covered by an area plan are subject to citywide policies and plans. However, area planning also offers the opportunity to develop specific strategies that address the local context and project characteristics. Public investments in streets, utilities, parks, and other community facilities should consider ways to intentionally benefit populations that have the greatest needs.

While the City's control over private development has regulatory limits, there are ways in which land use, design, and infrastructure improvements can promote equitable development. For example, the review of development proposals should seek to minimize impacts to disadvantaged populations through its design, mitigation measures, and project conditions. Development agreements — common for large, multi-phased projects — offer additional opportunity to increase benefits for residents and advance equity goals. In exchange for certainty of development rights, developers can provide investments that go beyond City requirements and mitigation measures to address the community's needs and aspirations.

San José's goal of equitable development is part of a national challenge. The American Planning Association's (APA) "Planning for Equity Policy Guide" emphasizes that "planning for equity does not stifle growth or impede development. Instead, it expands opportunities for all members of a community and builds local capacity to respond to equity concerns going forward." APA, PolicyLink, and other organizations offer resources to help guide San José's work.

Inclusive community engagement is critical to understanding the variety of needs, perspectives, and aspirations of existing residents and to developing strategies that effectively reduce disparities across population groups while improving outcomes for all. This framework will evolve over time as the City continues to study, adopt, and implement equitable development policies.

ADVANCING EQUITY IN THE DIRIDON STATION AREA

Equity has been a key theme of public input throughout the community engagement process for the Diridon Station Area. Top concerns include preventing further displacement of residents from San José; the shortage of affordable housing for low-income households; and ensuring job opportunities for disadvantaged residents. Top opportunities expressed by community members include making the Diridon Station Area a nicer place to live with more development and

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amenities, improving the safety and quality of the multi-modal transportation network; and investing in education to help youth succeed in the future economy.

The community engagement process has had equity as a key consideration. The goal has been to hear from all segments of the San José community and to pay special attention to reaching populations that are typically under-represented in planning processes. Examples include including equity advocates on the 38-member advisory group, establishing a small grant program for community-based organizations to assist with outreach and engagement, offering many of the meetings and materials in Spanish and Vietnamese, and reducing logistical barriers to participation in community meetings.

In the Diridon Station Area and surrounding neighborhoods, we know that 63% of the approximately 11,700 households are renters; that nearly half of renter households are very low income; and that 90% of renters earning less than $50,000 are rent-burdened. The area has experienced demographic change over the past several decades as private development adds new housing, and past planning decisions have resulted in the displacement of disadvantaged residents in the Diridon Station Area and greater Downtown San Jose. For example, Redevelopment Agency investments in State Route 87, the Guadalupe River, and the Tech and Children's Discovery museums disproportionately impacted Hispanic people, lower-income households, and renters[6]. It is important to acknowledge the area's history, recognize the power of policy and planning decisions, and move forward with strategies for reconnecting communities, advancing equitable outcomes, and building upon the area's strengths.

Some of the features that make the area supportive of improved health and economic outcomes include great transit access, proximity to jobs and cultural amenities in Downtown, trails and open space along the Guadalupe River, and a mix of housing types that support a range of income levels—including several affordable housing buildings.

6 *Center for Community Innovation, University of California, Berkeley, Urban Redevelopment around Diridon Station Case Study on Gentrification and Displacement Pressures around Diridon Station of San Jose, CA, June 2015.*

The goal is to retain and leverage these features, increase opportunities for low-income residents to live and work in this highly connected area, and increase access to the new and existing resources for all San José residents, especially those with the greatest needs. With these goals and community input in mind, the City used an equity lens when developing the amendments to the 2014 Plan. The City will center these goals in the review of development proposals, negotiation of development agreements, and design of public infrastructure projects.

The Guiding Principles in Section 1.2 incorporate equity. The chapters in this Plan further highlight equity as a key consideration in the planning process. Examples include:

Diridon Station Area Development

- This Plan will greatly increase capacity for both residential and commercial development, which in turn will increase opportunities for people to live and work near the City's largest transit hub.
- The City prepared a Diridon Affordable Housing Implementation Plan to complement this Plan and establish strategies for the production and preservation of affordable housing and protection of renters. The Affordable Housing Plan builds upon existing policies, programs, and strategies—including those in the newly adopted Citywide Residential Anti-Displacement Strategy. These recommendations were created after more than two years of staff doing deep listening from those in the community most affected by displacement concerns and housing needs.
- The Affordable Housing Plan recommends the goal for 25% of all housing to be affordable at this Plan's buildout. This is much higher than the City's inclusionary requirement for private development of 15%.
- The market-rate residential and commercial development allowed under this Plan will generate fees that the City will use to build affordable housing. This type of revenue is the main local source of affordable housing funding in San José.

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- The Affordable Housing Plan acknowledges, based on research, that investments in high quality transit and private development can contribute to rising rents within a half mile. It includes the goal of no net loss of low-income renters in the Diridon Station Area and its surroundings, as well as the intention to establish a pilot program for preserving housing as affordable in that broader study area.

Open Space and Public Life

- This chapter states that the City has a responsibility to develop a parks and recreation system that serves each neighborhood and demographic group with equity. This means that all residents - regardless of race, age, gender identity, income, ability or culture - have the right to health, wellness and access to parks and recreational opportunities.
- It includes the guiding principles that define the approach to the open space plan in the Diridon Station Area to provide multi-generational recreational and social opportunities and experiences for San José's diverse community and to provide equity in the quality and style of park amenities and spaces, regardless of whether the space is owned by the city, other public agencies or is a privately owned public space.

Mobility

- The Mobility chapter includes equity as a guiding principle. The Plan aims to promote social and economic equity, supporting inclusive access to transportation modes that provide the most economic and health benefits for a wide variety of people who live, work, and play in the Diridon Station Area.
- The section on Transportation Equity acknowledges that transportation planning decisions have significant and long-lasting equity impacts. It commits to addressing the needs and concerns of the low-income communities and people of color, so that the distribution of transportation investments and policies accrue benefits as opposed to harm in these communities.
- To better meet the needs of the disadvantaged communities living in the Downtown area east of State Route 87, this Plan places significant focus on improving transportation options and access to the Diridon Station Area for these communities.
- This Plan complements the Diridon Integrated Station Concept Plan process, which aims to improve the experience for transit riders and make the station a better community asset. These investments will benefit low-income people, who are more likely to depend on transit.

CONCLUSION

The opportunity in the Diridon Station Area is tremendous. The San José community has never been closer to realizing its goals and values for a new neighborhood district adjacent to rich transit service. Done well, planning for growth and development will help "lift up" everyone in the area and the broader community. The implementation road ahead is one that takes commitment to people — commitment to support economic mobility, including expanded access to affordable housing, education and jobs — for existing residents and those to come. Moving forward, across the City there will be exploration of a range of ideas and solutions to help heal the wounds of the past and reduce disparities, all while creating a great place and robust economy serving all.



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1.6 ENGAGEMENT PROCESS AND TIMELINE

2014 DIRIDON STATION AREA PLAN

The Diridon Station Area planning process that culminated in the 2014 Plan was initiated in June 2009. Throughout the study, extensive efforts were made to engage members of the business and development community, as well as residents within the immediate area and surrounding long-established neighborhoods. The surrounding areas have neighborhood associations with a history of active participation in both City and private development proposals and activities. Many of these associations have been supportive of improving transit and pedestrian access and circulation but remain focused on ensuring that new future development within their neighborhoods will enhance the area's amenities and will not detract from current residents' quality of life.

In 2009, the City Council and Redevelopment Agency Board established the Diridon Station Area Good Neighbor Committee (GNC) to provide a forum for neighbors to work collaboratively in solving problems in the neighborhood arising from development in the Diridon Station Area. The GNC discussed potential impacts of existing and planned development and collaborated to recommend reasonable implementation priorities. The 31-member committee met 22 times over a 14-month period and achieved its purpose through the creation and unanimous adoption of the Diridon Station Framework for Implementation (Framework) in 2011.[7] The Framework focused on six interest areas: land use, neighborhood quality of life, parking and traffic, parks and trails, pedestrian and bicycle connections and connectivity, and public transportation systems. For each of the GNC's interest areas, the Framework identified the top three objectives to guide future implementation. In addition, three public community workshops and a considerable number of community events by related groups contributed to the creation of the 2014 Plan.

In April 2011, the City Council accepted the plan that defined the maximum development potential for the area and the project description and directed the consultant team to begin the environmental analysis. In June 2014, City Council approved the Final Plan and certified the Environmental Impact Report.

2021 AMENDED PLAN (THIS PLAN)

In 2018, the City launched a community engagement process to ask people about their vision for the Diridon Station Area given Google's interest in a development at the core of the Diridon Station Area. As part of this process, the City Council appointed 38 organizations to a new Diridon Station Area Advisory Group (SAAG). The City also set up a new website (www.diridonsj.org) and held a variety of events and activities to engage the general public. The 2018 process generated a list of desired outcomes related to Housing and Anti-Displacement; Jobs and Education; Land Use and Design; Transportation and Parking; Parks and Public Space; and Environmental Sustainability. Key findings from the process were that the community's overall vision for the area had not changed and that social equity should be a top consideration (see ***Appendix B.2*** for a complete summary).

In 2019, the focus of the City's community engagement was on the Diridon Integrated Station Concept Plan (DISC), a collaboration between the City and transit agency partners. It generated feedback on the future station's design, layout, access, and effects on and integration with surrounding neighborhoods. The community input informed a Concept Layout for Diridon Station and informed the development of this Plan.

In fall 2019, the City officially launched the process of amending the 2014 Plan—along with reviewing Google's Downtown West Mixed-Use Plan development proposal and completing areawide studies to comprehensively plan for the Diridon Station Area. The process included three rounds of public outreach and engagement in fall 2019, spring 2020, and fall 2020. As part of the fall 2019 round, staff shared initial thinking about the scope of changes under consideration and the intended process for analyzing and proposing the amendments to the 2014 Plan. In spring 2020, staff shared draft concepts related to land use, heights, design, mobility, parks, open space, and trails. In fall 2020, staff released the Draft Amended Plan and Draft Affordable Housing Implementation Plan for the Diridon Station Area for public review.

7 https://www.diridonsj.org/s/FINAL-DiridonStationAreaCivEngagementReport7312018.pdf

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The 2019-21 engagement process evolved from the original plan due to the COVID-19 crisis. The City had to extend the process and switch to digital tools for the 2020 rounds. Throughout the process, the goal was to hear from all segments of the San José community, such as residents living in the area, Downtown businesses, developers, transit riders, and affordable housing, labor, and environmental advocates. To help reach populations that are typically under-represented in planning processes, the City established a small grant program and partnered with seven community-based organizations to assist with 2020-21 outreach and engagement. The City also offered many of the meetings and materials in Spanish and Vietnamese. For in-person community meetings, the City typically offered refreshments and supervised activities for children.

From early 2018 through Spring 2021, City-led community engagement related to the Diridon Station Area included:

- 19 Station Area Advisory Group (SAAG) meetings
- 14 SAAG small group discussions
- Over 20 community meetings hosted by the City or its partners
- 3 online surveys with over 2,000 responses
- Over 200 online feedback forms submitted
- Over 75,000 page views and 36,000+ unique visitors on diridonsj.org
- 9 pop-ups at community events
- 5 virtual office hours
- Many meetings with community groups

In addition to these efforts, Google and the City's transit partners conducted their own outreach to guide their projects (see ***Appendix B.1*** for a complete summary).

Community input has been central to the development of this Plan. For example, based on community input, the amendments to the 2014 Plan: emphasize equity as a primary objective, significantly add development capacity, include design standards for providing transition between new mid- and high-rise buildings and existing low-rise residences, proposes a wider mix of uses across the area, identifies new ways to improve the pedestrian environment, and revises the open space plan to ensure better access to recreational, nature-based, and community amenities. These changes and others balance the range of aspirations and concerns expressed by community members throughout the engagement process.

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1.7 ORGANIZATION OF THIS PLAN

This Plan builds on the Envision San José 2040 General Plan and other City plans to establish a framework for future public and private investment in the Diridon Station Area. Chapters 2, 3 and 4 address broadly related topics. Each of these chapters includes a framework section, key principles, and a discussion of related plans and projects, followed by more detailed discussion of related topics.

Chapter 2, Station Area Development, discusses multiple topics related to development within the Diridon Station Area, including land use, building heights, urban design, affordable housing, and infrastructure capacity and demand. It includes a discussion of Google's Downtown West Mixed-Use Plan within the Diridon Station Area.

Chapter 3, Open Space and Public Life describes the envisioned open space and trail network, public art, and public life strategy for the area, including the trail and open space systems that connect to the Diridon Station Area as well as those within it.

Chapter 4, Mobility, includes a description of the envisioned mobility network connection to the Diridon Station Area. It discusses important related plans, including the Diridon Integrated Station Concept Plan, and includes a framework for an area-wide parking and Transportation Demand Management strategy.

Chapter 5, Plan Implementation, describes the actions the City will take together with the adoption of this Plan and after this Plan is adopted. These include CEQA and environmental clearance, key planning amendments, director's update to the Downtown Design Guidelines and Standards, coordinating and constructing major projects over time, and possible ways to measure progress as this Plan is implemented.

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2 Chapter, Station Area Development	3 Open Space and Public Life	4 Mobility	5 Plan Implementation
• Land Use • Building Heights • Urban Design • Affordable Housing • Infrastructure Capacity and Demand	• Open Space and Trail Network • Public Art • Public Life Strategy	• Mobility Network • Diridon Station Concept Plan • A Framework For An Area-wide Parking and Transportation Demand Management Strategy	• CEQA and Environmental Clearance • Key Planning Amendments • Director Update To Downtown Design Guidelines and Standards • Coordinating and Constructing Major Projects Over Time • Measuring Progress

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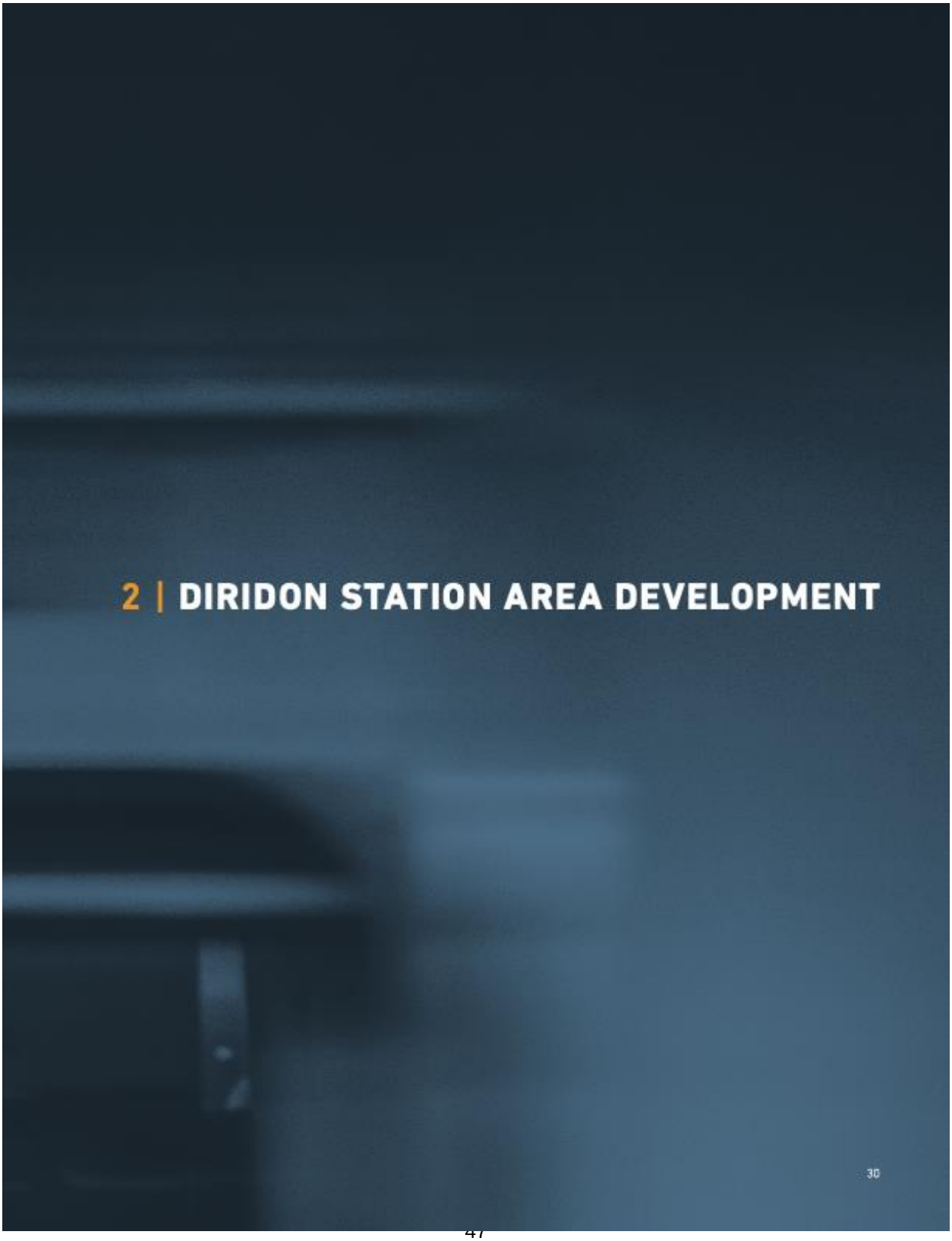
2 | DIRIDON STATION AREA DEVELOPMENT
30

2.1 FRAMEWORK

INTRODUCTION

The *2014 Diridon Station Area Plan (2014 Plan)* was adopted after extensive community outreach and built upon the various Strong Neighborhood Initiative Improvement Plans (SNI) and/or Business Improvements Plans prepared in the past. The 2014 Plan envisioned transit-oriented development, established physical parameters to accommodate a forecasted maximum build-out, and presented urban design proposals based on the following three distinct zones:

- ***Northern Zone:*** a high-intensity business district with a higher concentration of businesses and commercial uses.
- ***Central Zone:*** a commercial-focused area which included the Diridon Station, a planned baseball stadium, and a mix of employment, retail, hotel, and entertainment uses.
- ***Southern Zone:*** a residential-focused area including mixed-use, residential, parks, business, and hotel uses.



This Plan builds on the 2014 Plan and the community's recommendations to reflect changed conditions and City Council direction since the SNI Plans were adopted and to transform the Diridon Station Area into a more dynamic, sustainable, and equitable mixed-use urban neighborhood. This chapter is founded on the following guiding principles that support the City's development and equity goals and reflect the overall spirit and characteristics the community indicated are important in planning for future development in the Diridon Station Area.

D1. Prepare a program-level environmental compliance document which anticipates a maximum build out to facilitate subsequent project-level environmental review, possible changes to existing policy/regulatory documents, capital improvement projects, and private development proposals.

D2. Establish a land use plan and policy framework that will guide future development and redevelopment toward land uses that support housing opportunities for people of all incomes, low-cost, low-impact transportation modes, equitable economic development, and a world-class cultural destination.

D3. Develop strategies to produce new affordable housing units, preserve the affordability of the neighborhoods for lower income residents, and protect vulnerable residents from displacement to ensure low-income residents benefit from new development.

D4. Enhance the existing neighborhoods and add high-density residential-commercial mixed-use development to allow for more urban vitality and, economic activity, and to act as a catalyst for similar developments in surrounding areas.

D5. Provide a variety of commercial and mixed-use development opportunities, ranging from large-scale corporate or institutional sites to smaller infill development sites to create opportunity-rich neighborhoods.

D6. Create a pedestrian-focused mixed-use urban district with buildings that maximize height potential to allow for more urban vitality and economic activity, with appropriate transitions to surrounding lower-density residential neighborhoods.

D7. Develop and implement urban design standards that promote walkable, livable, and business-supportive places.

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2.2 KEY PRINCIPLES

STRATEGY

The Station Area Development strategy is founded on an Equitable Transit-oriented Development approach as discussed in Section 1.5 of this Plan. The strategy includes removing the 2014 Plan's three distinct zones to establish a more mixed land use approach, increasing building height limits to help support equitable development, and updating urban design direction to build on the San José Downtown Design Guidelines and Standards to ensure design excellence and sensitivity to surrounding established lower-density residential neighborhoods.

The mix of uses throughout the Diridon Station Area puts residential, commercial, and recreational uses closer together, promoting an increase in walking, biking, and other low-impact and affordable ways of travel. It provides for a more diverse and sizable population and increased commercial activity to support public transit use. This can also enhance the vitality and safety of neighborhoods by increasing the number of people and amount of activity on the street. The dynamic experience can attract pedestrians and help increase economic activity and enhance public life, making streets, public spaces, and active uses into places where people meet.

Residential uses are strategically located throughout the Diridon Station Area to enhance vitality, to achieve a jobs/housing balance, and maximize the competitiveness for state funding affordable housing sources. For stand-alone affordable housing projects, the City assumes that units will be provided in a mix of mid-rise and high-rise buildings. Incorporating a range of height limits not only provides transitions in building heights adjacent to lower density residential areas, but also provides opportunities for a variety of affordable housing types to be developed close to public transit (see Section 2.5 for further details on affordable housing strategies).

Increased building height limits create a supportive environment for equitable development and make more efficient use of scarce transit-adjacent land and preserves natural resources by accommodating urban growth in the city's core instead of undeveloped areas at the city's edge. It also creates new housing opportunities and provides for opportunities for an increase in quality housing for people of all income levels through the City's Inclusionary Housing Ordinance. Reaching the Plan's goal for 25 percent affordable housing in the Diridon Station Area, along with strategies for tenant protection and the preservation of existing affordable units, will also ensure low-income residents benefit from new development.

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Equitable Transit-Oriented Development

2.3 LAND USES

LAND USE DIAGRAM

This Plan establishes a mix of vibrant uses that build off the synergy and activity of the SAP Center, an expanded Diridon Station, and future development of Google's Downtown West Mixed-Use Plan. The land use concept strategically locates residential, commercial and recreational uses throughout the area in order to achieve the objectives of this Plan. While there is flexibility in the land use designations to allow for office or housing, ***Figure 2-3-1*** illustrates a predominant land use structure for the Diridon Station Area that reflects this Plan's guiding principles. Land uses shown within Google's Downtown West Mixed-Use Plan boundary in this Plan represent predominant land uses and are for illustrative purposes only. The estimated build-out program for the predominant land use structure illustrated in ***Figure 2-3-1*** is shown in ***Table 2-3-1***.

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Table 2-3-1: Diridon Station Area Illustrative Build-Out Scenario Program

	Google's Downtown West Mixed Use Plan (DTW)		Diridon Station Area Outside DTW		Complete Diridon Station Area*	
Land Use	**Total**	**Unit**	**Total**	**Units**	**Total**	**Units**
Residential	Up to 5,900	Units	Up to 7,000	Units	Up to 12,900	Units
Office	Up to 7,300,000	SF	Up to 6,400,000	SF	Up to 13,700,000	SF
Active Use/Retail	Up to 500,000	SF	Up to 536,000	SF	Up to 1,036,000	SF
Hotel	Up to 300	Rooms	–	–	Up to 300	Rooms

*The estimated illustrative build-out outside of Google's Downtown West Mixed Use Plan is based on identified potential development sites.

Google's Downtown West Mixed-Use Plan also contemplates other uses, such as Limited-term Corporate Accommodations, event center(s), Central Utilities Plant(s), and logistics/warehouse

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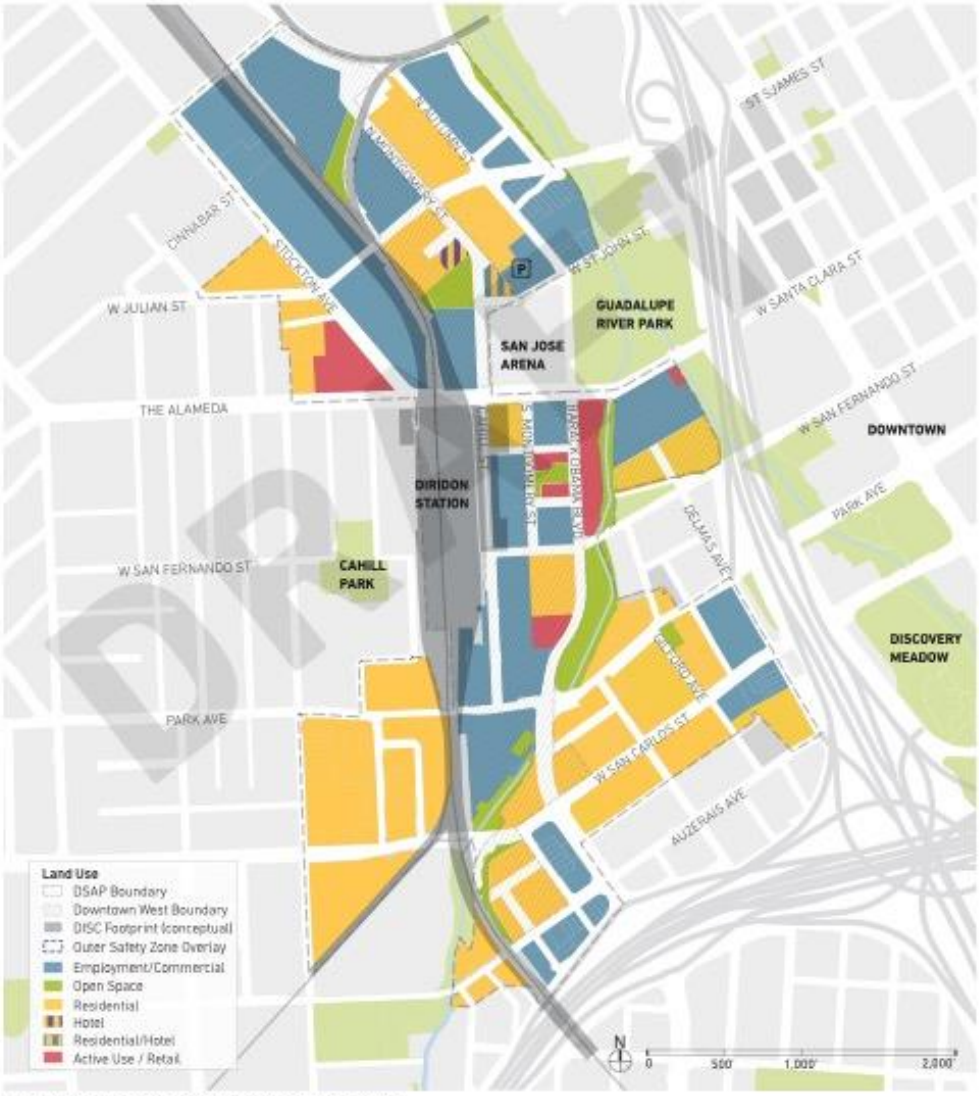

Figure 2-3-1: Illustrative Predominant Land Use Structure

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LAND USE DESIGNATIONS

The land use designations define the uses and urban form of future development in the Diridon Station Area. ***Figure 2-3-3*** illustrates the General Plan designations in the area. These land use designations are not specific to this Plan but are existing designations within the Envision San José 2040 General Plan and are applied elsewhere in the City. However, some of the designations are modified to facilitate development consistent with the vision of this Plan. In addition to being consistent with the given land use designation below, new development should also be consistent with the San José Downtown Design Guidelines and Standards (DDG) and the urban design standards and other policies set forth in this Plan. Urban design direction for the Diridon Station Area is provided in Section 2.3 of this Plan. Properties within Google's Downtown West Mixed-Use Plan are required to comply with the Downtown West Design Standards and Guidelines (DWDSG) and DDG Standards that are not superseded by the DWDSG.

Fig 2-3-2 illustrates a potential building massing and predominant land use concept for the entire Diridon Station Area. Sites within the Downtown West Mixed-Use Plan are illustrated with predominant land uses and massing that reflects the combination of density allowed in the project's zoning and applicable Downtown West Design Standards and Guidelines. Development opportunity sites outside the Downtown West Mixed-Use Plan are illustrated with predominant land uses and massing that could be built under this Plan and the City's Downtown Design Guidelines and Standards. See Appendix A for more details.



Figure 2-3-2: Illustrative development concept*

*"Building massing is illustrative

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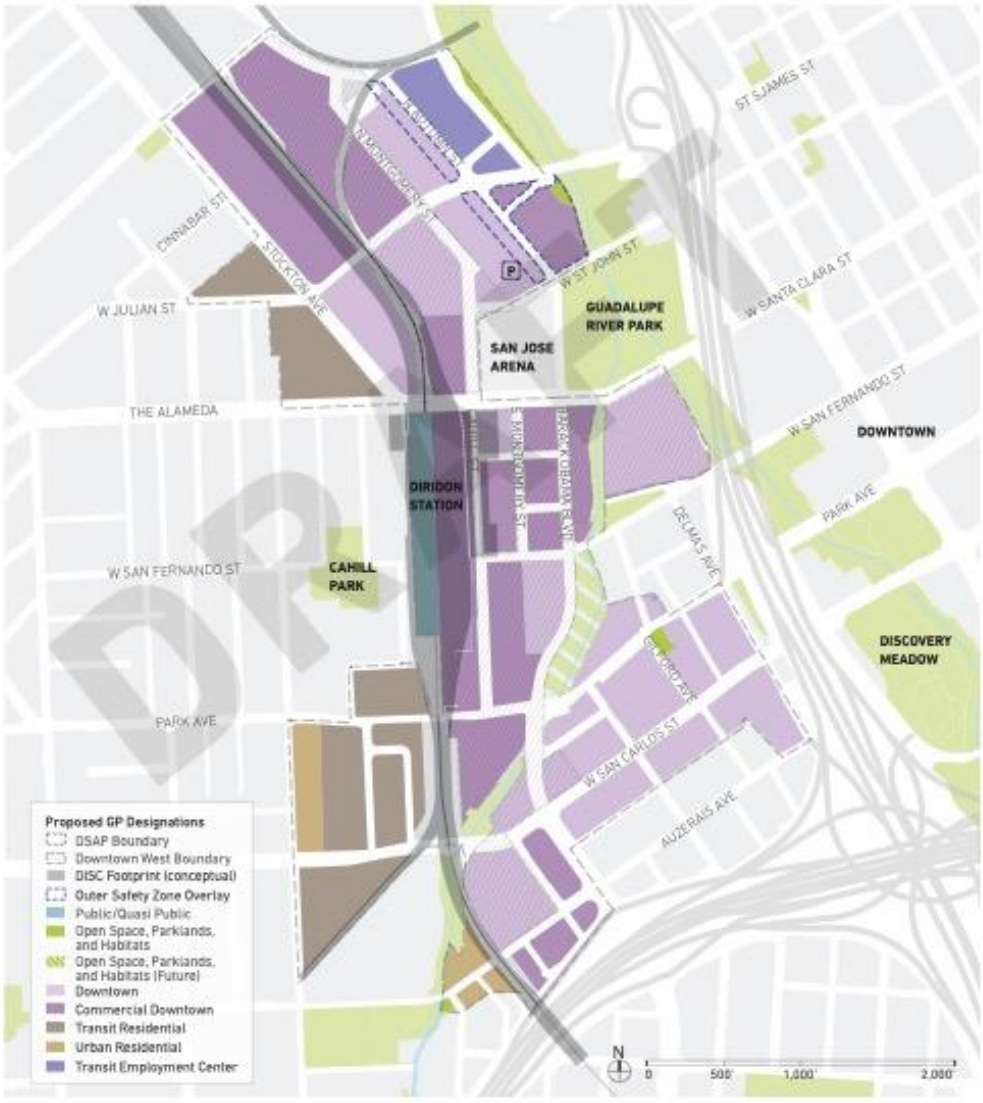

Figure 2-3-3: General Plan Land Use Designations

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Downtown

Density: Up to 800 DU/AC; FAR Up to 30.0

The Downtown land use designation is located throughout the Diridon Station Area to create a mixed-use urban neighborhood (***Figure 2-3-4***). This designation includes office, retail, service, residential, and entertainment uses in Downtown. The broad range of uses allowed in Downtown could also facilitate medical office uses or full-service hospitals. Redevelopment should be at very high intensities, unless incompatible with other major policies within the Envision San José 2040 General Plan (such as Historic Preservation Policies), must be consistent with this Plan's height limits (***Figure 2-3-13***), and compatible with the surrounding residential neighborhoods. Where single-family detached homes are adjacent to the perimeter of the area designated as Downtown, new development should serve as a transition to the lower-intensity use while still achieving urban densities appropriate for the perimeter of downtown in a major metropolitan city. All development within this designation should enhance the "complete community" in Downtown, support pedestrian and bicycle circulation, and increase transit ridership.

Residential projects within the Downtown designation should generally incorporate ground floor commercial uses. This designation does not have a minimum residential density range (DU/AC) in order to facilitate mixed-use projects that may include small amounts of residential in combination with significant amounts of non-residential use. Such mixed-use projects should be developed within the identified Floor Area Ratio (FAR) range of up to 30.0. While this land use designation allows for up to 800 dwelling units to the acre, achievable densities may be much lower in a few identified areas to ensure consistency with the Santa Clara County Comprehensive Land Use Plan (CLUP) Outer Safety Zone (See Safety Restriction Area Section).



Figure 2-3-4: Downtown General Plan Designations

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The Downtown Design Guidelines and Standards and urban design direction in this Plan speaks to the urban, pedestrian-oriented nature of this area. Land uses that serve the automobile should be carefully controlled in accordance with the Downtown Design Guidelines and Standards and the vision of this Plan.

To help activate the corridor, new development along Primary and Secondary Addressing Streets in the Downtown designation must incorporate active uses as illustrated in ***Figure 2-4-4*** in Section 2.4 of this Plan and further discussed in the Downtown Design Guidelines and Standards. Active use locations within Google's Downtown West Mixed-Use Plan are governed by the DWDSG.

Figure 2-3-5: Commercial Downtown General Plan Designations





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Commercial Downtown

Density: FAR Up to 15.0

The Commercial Downtown designation includes office, hotel, retail, service, and entertainment uses in the City's Downtown, consistent with those supported by the Downtown designation but denotes areas in which residential uses are not appropriate and are therefore excluded. Development should be at very high intensities, unless incompatible with other major policies within the Envision San José 2040 General Plan (such as Historic Preservation Policies), must be consistent with this Plan's height limits (***Figure 2-3-13***), and compatible with the surrounding residential neighborhoods. Achievable densities may be much lower in a few identified areas to ensure consistency with the Santa Clara County Comprehensive Land Use Plan (CLUP) Outer Safety Zone (See Safety Restriction Area Section). Where single-family detached homes are adjacent to the perimeter of the area designated as Commercial Downtown, new development should serve as a transition to the lower-intensity use while still achieving urban densities appropriate for the perimeter of Downtown in a major metropolitan city. All development within this designation should enhance the "complete community" in Downtown, support pedestrian and bicycle circulation, and increase transit ridership. The broad range of uses allowed in Commercial Downtown could also facilitate medical office or full-service hospitals.

The Downtown Design Guidelines and Standards and urban design direction in this Plan speak to the urban, pedestrian-oriented nature of this area. Land uses that serve the automobile should be carefully controlled in accordance with the Downtown Design Guidelines and Standards and the vision of this Plan.

This Commercial Downtown designation is located throughout the Diridon Station Area to create a mixed-use urban neighborhood (***Figure 2-3-5***). To help activate the corridor, new development along Primary and Secondary Addressing Streets in the Commercial Downtown designation must incorporate active uses as illustrated in ***Figure 2-4-4*** in Section 2.4 of this Plan and further discussed in the Downtown Design Guidelines and Standards. Active use locations within Google's Downtown West Mixed-Use Plan are governed by the DWDSG.

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Figure 2-3-6: Transit Employment Center General Plan Designations







Transit Employment Center

Density: FAR Up to 12.0 (4 to 25 stories)

The Transit Employment Center designation is applied to areas planned for intensive job growth because of their importance as employment districts to the City and high degree of access to transit and other facilities and services. The Transit Employment Center designation is located along Autumn Parkway, north of West Julian Street and adjacent to the Guadalupe River (***Figure 2-3-6***). Uses allowed in the Industrial Park designation are appropriate in the Transit Employment Center designation, as are supportive commercial uses. The North San José Transit Employment Center also allows limited residential uses, while other Employment Centers should only be developed with industrial and commercial uses.

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Figure 2-3-7: Transit Residential General Plan Designations







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Transit Residential

Density: 65-450 DU/AC; Commercial FAR 2.0 to 12.0 Residential/Commercial Mixed-Use minimum of 65 DU/AC with maximum FAR of 12.0

The Transit Residential designation is the primary designation for high-density, mixed-use residential development sites that are located in close proximity to transit, jobs, amenities, and services. This designation also supports intensive commercial employment uses, such as office, retail, hotels, hospitals, and private community gathering facilities.

While this land use designation allows between 50 to 250 dwelling units to the acre in the Envision San José 2040 General Plan, the sites designated Transit Residential in this Plan have a minimum residential density of 65 dwelling units to the acre and a maximum of 450 dwelling units to the acre to facilitate the development of residential densities that are supportive of the vision of this Plan. The allowable density/intensity for commercial projects is a FAR of 2.0 to 12.0 with a minimum FAR of 2.0. Residential/commercial mixed-use development shall require a minimum of 65 DU/AC with a maximum FAR of 12.0. Given the potential noise, vibration, and aesthetic impacts, residential uses should not be located directly adjacent to train lines unless a residential project can be designed to mitigate these impacts and create a high-quality living environment.

This designation is located within walking distance to transit, jobs, amenities, and services, and along key transportation corridors like Stockton Avenue and West San Carlos Street (***Figure 2-3-7***). All development within the Transit Residential designation is required to be pedestrian oriented with an emphasis on activating the ground level. To help activate the corridor, new development along Secondary Addressing Streets in this designation must incorporate active uses as illustrated in ***Figure 2-4-4*** in Section 2.4 of this Plan and further discussed in the Downtown Design Guidelines and Standards.

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Figure 2-3-8: Urban Residential General Plan Designations





Urban Residential (30-95 du/ac)

Density: 30-95 DU/AC; Commercial FAR 1.0 to 4.0 Residential/Commercial Mixed-Use minimum of 50 DU/AC with maximum FAR of 4.0

The Urban Residential designation allows for medium density residential development and a fairly broad range of commercial uses, including retail, offices, hospitals, and private community gathering facilities. The Urban Residential designation is also used to identify areas where the density of new development should be limited to a medium intensity in order to provide for a gradual transition between surrounding low-density neighborhoods and other areas suitable for greater intensification. The allowable density/intensity for commercial projects is a FAR of 1.0 to 4.0 with a minimum FAR of 1.0. Residential/commercial mixed-use development shall require a minimum of 30 DU/AC with a maximum FAR of 4.0

This designation is found in the southern portion of the Diridon Station Area along Auzerais Avenue, and along Sunol Street, between Park Avenue and West San Carlos Street, providing a transition to lower density residential uses (***Figure 2-3-8***). To help activate the corridor, development along West San Carlos Street (a Secondary Addressing Street) must incorporate active uses.

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Open Space, Parklands, and Habitat

Density: N/A

The Open Space, Parklands, and Habitat designation includes lands that can be publicly or privately owned areas that are intended for low intensity uses. Lands in this designation are typically devoted to open space, parks, recreation areas, trails, habitat buffers, nature preserves and other permanent open space areas. This designation also includes privately owned publicly accessible parks within the Diridon Station Area. This designation is applied within the Urban Growth Boundary to lands intended to be used permanently as open space, including lands adjacent to various creeks throughout the City.

New development on lands within this designation should be limited to minimize potential environmental and visual impacts. Developments of public facilities such as restrooms, playgrounds, educational/visitors' centers, or parking areas can be an inherent part of City or County park properties and are appropriate for this designation. Community centers and other amenities open to the public would also be allowed within publicly-owned properties in this designation. Privately-owned lands in this designation are to be used for low intensity, open space activities.

Park and recreation areas are essential for new and existing neighborhoods within the Diridon Station Area and are therefore proposed throughout the entire area to serve each neighborhood and demographic group with equity. ***Figure 3-4-1*** in Section 3.4 of this Plan illustrates the various open space types for the Diridon Station Area, which consists of parks, plazas, and community facilities that, taken together and in conjunction with adjacent open spaces, weave an urban fabric that will enhance public life for residents and visitors alike.

Private properties along the west side of Los Gatos Creek between West San Fernando Street and Park Avenue are identified as Open Space, Parklands, and Habitat (***Figure 2-3-9***). These properties are identified for additional park land. Until the City can purchase these properties for parkland, they could be redeveloped, consistent with the Envision San José 2040 General Plan, which designated them as Commercial Downtown. Further details on the open space related projects and park assets are provided in Section 3.3 of this Plan.



Conceptual Sketch of proposed Neighborhood Park on Park Ave and Gilford Avenue.



Figure 2-3-9: Open Space, Parklands, and Habitat General Plan Designations

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Figure 2-3-10: Public/Quasi Public General Plan Designations





Public/Quasi Public

Density: N/A

The western half of Diridon Station is the only site designated Public/Quasi Public within the Diridon Station Area (***Figure 2-3-10***). Allowed uses include government, civic, cultural, educational, and public service uses.

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SAFETY RESTRICTION AREA

Safety of people on the ground and in the air and the protection of property from airport-related hazards are among the responsibilities of the Airport Land Use Commission (ALUC). The 2002 Handbook presents guidelines for the establishment of airport safety areas in addition to those established by the FAA.

Airport safety zones are established to minimize the number of people exposed to potential aircraft accidents in the vicinity of the Airport by imposing density and use limitations within these zones. The safety zones are related to runway length and expected use.

Outer Safety Zone

The Outer Safety Zone is a rectangular area centered on the extended runway centerline starting at the outer end of the Inner Safety Zone and extending away from the runway end. There are areas within the Diridon Station Area Plan boundaries that are located either partially or completely within the Outer Safety Zone (approximately 20 gross acres).

To achieve consistency with the Outer Safety Zone, this Plan includes an Outer Safety Zone Overlay, illustrated in ***Figure 2-3-11***. The overlay includes density restrictions that apply to new development within the overlay boundary. The following criteria, shown in ***Table 2-3-2***, apply to new development within the Outer Safety Zone Overlay.

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Table 2-3-2: Outer Safety Zone Overlay Criteria

Maximum Occupancy	Open Space Requirement	Land Use
Non-residential, maximum 300 people per acre (includes open area and parking area required for the building's occupants and one half of the adjacent street area).	20% of gross area or could be achieved on the adjacent park land, Guadalupe Garden and Creek area, as well as State Route 87.	Residential – if non-residential uses are not feasible, allow residential infill to existing density. No regional shopping centers, theaters, meeting halls, stadium, schools, large day care centers, hospitals, nursing homes or similar activities. No above ground bulk fuel storage.



Figure 2-3-11: Outer Safety Zone Overlay

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BUILDING HEIGHT

Flight Path Restrictions

The Diridon Station area is subject to height and land use restrictions related to the Norman Y. Mineta International Airport. Restrictions are defined by the Federal Aviation Administration (FAA) and Santa Clara Airport Land Use Commission (ALUC). The City also establishes aviation policies in the Envision San José 2040 General Plan.

The Federal Aviation Administration (FAA) administers regulations to protect the airspace for safe aircraft operations. In particular, Federal Aviation Regulations, Part 77, Objects Affecting Navigable Airspace (commonly referred to as "FAR Part 77"), sets forth standards and review requirements for airspace protection, primarily through restricting the height of proposed structures and minimizing other potential hazards (such as reflective surfaces, flashing lights, and electronic interference) to aircraft in flight. These regulations require that the FAA be notified of proposed construction projects located within an extended zone defined by an imaginary slope radiating outward for several miles from the airport's runways, or which otherwise stand at least 200 feet in height above ground. The entire Diridon Station Area falls under the imaginary airspace notification surface for San José International Airport, ranging in elevation from approximately 120 feet above mean sea level at the north end of the Diridon Station Area to approximately 170 feet above mean sea level at the south end (note: ground elevation within the Diridon Station Area varies roughly from about 75-95 feet above mean sea level in a north/south direction). Therefore, any proposed structure or object which would penetrate the imaginary notification surface, whether permanent or temporary, must be filed with the FAA for an aeronautical study to determine whether the specific structure would constitute a hazard to aircraft. Please refer to the FAR Part 77 for further details. Pursuant to the City's Envision San José 2040 General Plan, all such projects must obtain "determinations of no hazard" from the FAA and comply with any conditions set forth in those determinations.

The ALUC, under State regulations, maintains a Comprehensive Land Use Plan (CLUP) for Areas Surrounding Santa Clara County Airports, including the Norman Y. Mineta International Airport. The CLUP establishes land use policies for the regulation of height, air safety, and noise compatibility within the defined Airport Influence Area (AIA). As a large portion of the Diridon Station Area (primarily the eastern half) falls within the CLUP's AIA, certain proposed land use projects within the AIA, including General Plan, specific plan, zoning, or building regulation changes must be submitted to the ALUC for a CLUP consistency determination.

The City's Envision San José 2040 General Plan also requires projects within the AIA to be consistent with height, safety and noise policies identified in the CLUP, or find, by a two-thirds vote of the governing body, that the proposed action is consistent with the purposes of Article 3.5 of Chapter 4 of the State Aeronautics Act, Public Utilities Code Section 21670 et seq.

All property owners in the Diridon Station Area within the AIA who rent or lease property for residential use shall include in the rental/lease agreement with the tenants, where applicable, a statement advising that the tenants are living within an exterior aircraft noise exposure area designated by the ALUC as greater than the 65dBA CNEL in a manner that is consistent with current state law including AB2776 (2002). Consistent with Goal EC-1 of the Envision San José General Plan 2040, with the California Building Code, and with ALUC Policy N-4, interior noise levels in residences, hotels, motels, residential care facilities, and hospitals will not exceed 45 dBA DNL. See the Santa Clara County ALUC CLUP for San José International Airport for further details. The AIA for the Norman Y. Mineta International Airport is illustrated in ***Figure 2-3-12.***



Figure 2-3-12: Airport Influence Area (AIA)

BUILDING HEIGHT LIMITS

The establishment of maximum building heights is essential to ensuring that new development is integrated and compatible with the surrounding neighborhoods and with key City assets, including historic resources and the Guadalupe River Park.

This Plan establishes new allowable building heights outside Google's Downtown West Mixed-Use Plan (***Figure 2-3-13***). Building height limits within Google's Downtown West Mixed-Use Plan are governed by the Downtown West Design Guidelines and Standards (DWDSG). Heights shown within Google's Downtown West Mixed-Use Plan in this Plan are approximate and are shown for illustrative purposes only.

This Plan's allowable heights for areas outside of Google's Downtown West Mixed-Use Plan take into account community input, the City's published elevation limits which are based on FAA flight procedures for the Norman Y. Mineta San José International Airport, height transition concepts, the Downtown Design Guidelines and Standards massing transition standards, and typical heights for mid-rise and high-rise construction.

This Plan establishes three types of height limits:

High-Rise Height Limits, ranging from 170 to approximately 295 feet, are intended to allow development up to the maximum height permitted by the City, contingent upon required FAA airspace safety determinations. High-Rise height limits increase from north to south across the Diridon Station Area and are primarily located on sites near Diridon Station, the rail line, freeways, and the Guadalupe River Park. For both office and residential projects, maximizing allowable height is crucial for making high-rise building construction economically feasible given the City/ FAA height restrictions for the area. The High-Rise heights in this Plan are approximate and are provided for reference; applicants will need to coordinate with San José Airport Department staff and the FAA airspace safety review process for site-specific allowable height determinations. In some areas adjacent to lower-height contexts, additional height and massing transition standards apply; see ***Figure 2-4-7*** for setback plane locations.

Mid-Rise Height Limits, ranging from 110 to 130 feet, are intended to create urban districts and neighborhoods that are lower in scale than High-Rise areas, in order to transition from High-Rise areas to existing low-rise residential neighborhoods. Mid-Rise height limits are located in the Sunol Street and West San Carlos Street area, and Central Delmas Park areas. Building codes typically require any building with an occupied level more than 75 feet above grade to be constructed to high-rise standards, which can make it economically challenging to take full advantage of these allowable heights; however, lower-rise development is still permitted in these areas. In some areas adjacent to lower height contexts, additional height and massing transition standards apply; see ***Figure 2-4-7*** for setback plane locations.

Transitional Height Limits, ranging from 65 to 90 feet, are generally located near relatively low density single-family residential areas and are accompanied by height transition standards for specific locations. These lower height limits can apply to standalone development or to portions of sites where additional height is permitted, such as the podium portion of a high-rise building.

In all height areas, subject to FAA determination of no hazard, limited extrusions exceeding the maximum building height limits in this Plan by up to 15 feet may be allowed for elevator shafts, rooftop amenities and equipment, and architectural treatments, as long as such extrusions do not exceed the City's elevation limits and receive required airspace safety determinations.

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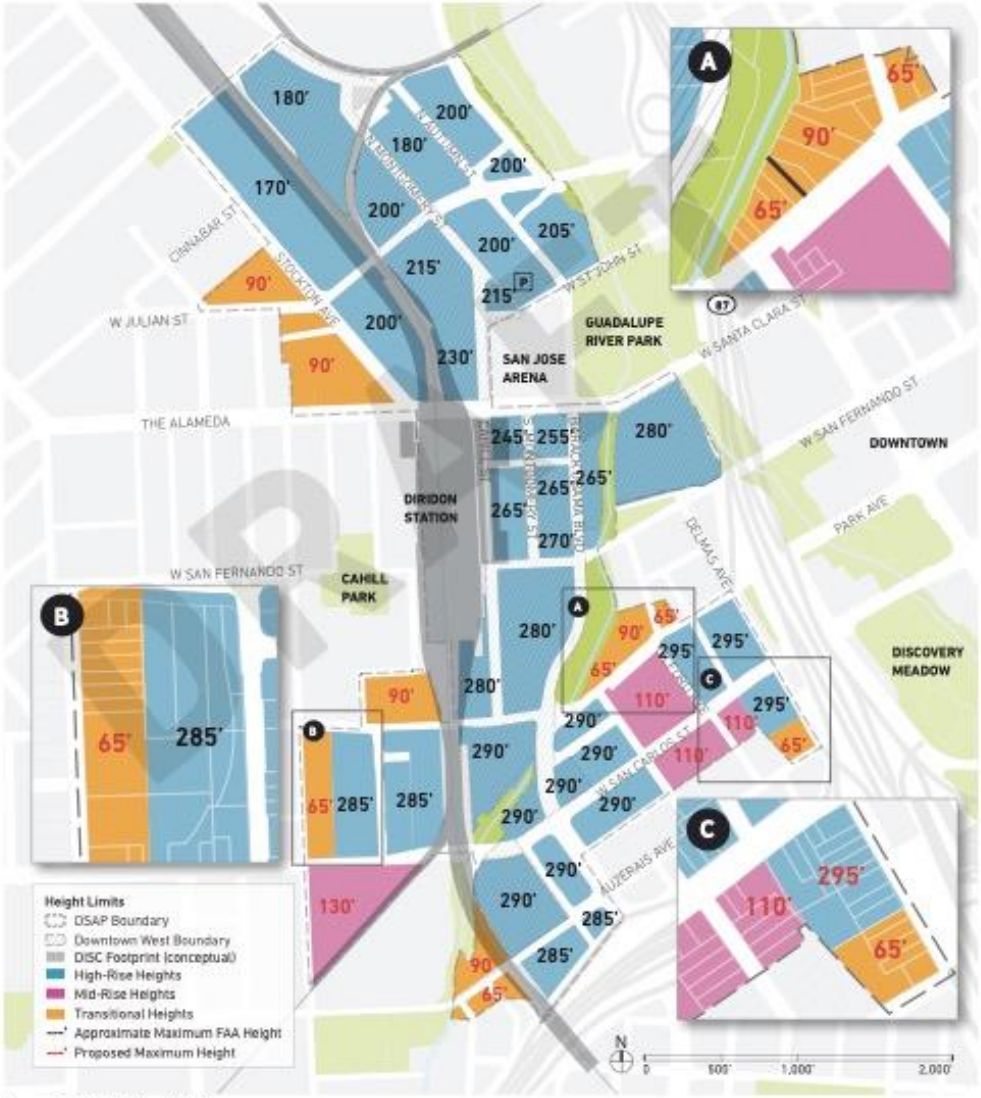

Figure 2-3-13: Building Heights

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High-Rise Height Limits





Mid-Rise Height Limits





Transitional Height Limits

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Table 2-3-3: Diridon Station Area Theoretical Maximum Build-out used in Environmental Analysis

	Google's Downtown West Mixed Use Plan (DTW)		Diridon Station Area Outside DTW		Complete Diridon Station Area*	
Land Use	**Total**	**Unit**	**Total**	**Units**	**Total**	**Units**
Residential	Up to 5,900	Units	Up to 7,619	Units	Up to 13,519	Units
Office	Up to 7,300,000	SF	7,144,154	SF	Up to 14,444,154	SF
Active Use/Retail	Up to 500,000	SF	Up to 536,000	SF	Up to 1,036,000	SF
Hotel	Up to 300	Rooms	–	–	Up to 300	Rooms

* *The estimated theoretical maximum build-out outside of Google's Downtown West Mixed Use Plan used in the environmental analysis is based on identified potential development sites.*
Google's Downtown West Mixed-Use Plan also contemplates other uses, such as Limited-term Corporate Accommodations, event center(s), Central Utilities Plant(s), and logistics/warehouse

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MAXIMUM BUILD-OUT

To inform the planning effort, this Plan developed a maximum build-out estimate based on identified potential development sites in the area outside of Google's Downtown West Mixed-Use Plan, which is covered by separate assumptions and its own environmental review (***Table 2-3-3***). The figures in the table for land uses within Google's Downtown West Mixed-Use Plan are included for reference only. This maximum build-out estimate does not preclude the development of projects under planning review prior to establishing the capacity framework or of other permitted uses for which capacity is available. The Diridon Station Area is within the Downtown Strategy 2040 boundary, which includes capacity beyond what is shown in ***Table 2-3-3***.

This Plan's land use framework allows for flexibility in allowable land uses in many areas to encourage a range of future development proposals that are consistent with the objectives of this Plan. Therefore, the build-out program analyzed reflects the maximum amount for each land use that could be built under the Plan. Please see Appendix A for further details on the maximum build-out.

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SMALL BUSINESS APPROACH

The 2018 engagement process on the future of the Diridon Station Area resulted in the desired outcome of a development designed to protect, support, and involve local, small businesses up to and during the construction and operation phases. Based on concerns about rising commercial rents, City Council directed staff to explore citywide strategies to mitigate small business displacement. The initial focus of the anti-displacement work was on the Alum Rock area, which like the Diridon area, is experiencing transit and real estate investment. Concurrently, VTA has been preparing to construct the BART extension to San Jose, which has involved preparing plans and programs related to relocation, construction, education/outreach, and business resources. Most recently, the COVID-19 emergency has had devastating effects on many local businesses and the City is actively working on economic recovery.

The City's approach to small businesses the Diridon Station Area is to: consider insights from anti-displacement, VTA, and economic recovery work, collect and monitor data on business trends in the Diridon Station Area and surrounding corridors, and to conduct ongoing community and stakeholder engagement.

As of October 2020, there are about 260 active businesses in the Diridon Station Area. About half are sole proprietors and 7% have more than 10 employees. The share of sole proprietor businesses ranges from about 63-89% in the surrounding predominantly residential areas. Business with more than 10 employees collectively employ 4,900 people, or 65% of the total employment in the Diridon area and surrounding neighborhoods (west of SR 87).

Private development and public investments planned for the Diridon area will expand opportunities for existing businesses and entrepreneurs through:

- hiring local businesses and workers during construction phases
- increasing access and visibility for businesses in and around the Diridon Station Area, expanding customer bases
- creating new commercial spaces
- sourcing local businesses as suppliers
- promoting "buy local" campaigns and incentives

There is also the potential for negative effects: direct displacement due to demolition and construction, indirect displacement due to increased rents, and disruption due to nearby construction. There are about 100 active businesses with at least two employees within the Diridon Station Area but outside of the Downtown West project boundaries; these have the greatest potential for experiencing direct displacement. The effects on any given business will depend on many factors, such as if the business owner also owns the underlying property.

As plans and development progress, the City will continue to explore strategies to support small, local businesses in and around the Diridon area. Based on input from local business owners and lessons learned from recent anti-displacement work, the approach may include a combination of the following activities:

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- Provide clear, culturally sensitive and timely information to businesses about plans and development projects, including potential impacts and opportunities
- Coordinate with transit partners on construction and business support programs, including exploration of a business disruption fund
- Design construction contracts and procurement policies for public projects to be accessible to small businesses, minority-owned business enterprises (MBEs), and disadvantaged business enterprises (DBEs)
- Improve access to technical support, loan capital, financial assistance, and source other resources
- Partner with trusted organizations on outreach, education, and the delivery of support services
- Support existing business associations and the creation of new organizations
- Offer programs that enhance the physical appearance of commercial properties
- Encourage entrepreneurship to create new, local businesses, promote self-employment and enhance owner networking
- Partner with businesses on "buy local" campaigns
- Facilitate connections between local businesses, brokers, developers, and property owners
- Develop a plan for assisting businesses with relocation, including identifying opportunities to integrate into new development or otherwise stay within the area
- Continue to engage small business owners, associations, and workers in the planning and development review processes - using inclusive practices to share information, gather feedback, and understand their evolving needs
- Develop specific information and strategies to support immigrant-owned businesses, including language support and access to services

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RAIL CORRIDOR EXPANSION AND COMPATIBILITY

As discussed elsewhere in this Plan, the attractiveness of the Diridon Station Area and Downtown San Jose is driven in large part by the many transportation systems that converge at Diridon Station. With future BART, electrified Caltrain, and high-speed rail service, the station area will be one of the most accessible urban neighborhoods in California. Diridon Station is a transportation node of regional and statewide significance. The area's unparalleled level of high-capacity transit service is part of what is attracting significant private sector investment today.

The purpose of the Diridon Integrated Station Concept Plan, discussed in Sections 1.3 and 4.3 of this Plan, is to ensure quick, convenient and intuitive connections between the modes, and to establish the future space needs of the various modes for the proper functioning of the station over a long period of time. As envisioned through the Diridon Integrated Station Concept Layout, the station and surrounding rail right-of-way will need to expand to accommodate increased rail service and operate as a "through station," rather than a place where some trains are stored and turned around. Track approaches to the station will generally follow the existing northern and southern corridors, to the extent feasible, to leverage existing rail infrastructure, minimize overall community impact, and minimize the need to acquire significant land. However, the expanded station and rail infrastructure will create additional noise and vibration, require space for additional tracks, and involve significant construction disruption. The elevation of the rail line will separate rail services from streets, reconnect neighborhoods and allow for new, activated spaces under and along the right-of-way, and introduce new emergency access and egress options.

Further development (beyond what is currently anticipated as of the adoption of this Plan) immediately adjacent to the tracks could also greatly increase the cost of the expansion of rail services and reconstruction of the station. This would reduce Diridon Station's ability to efficiently handle future train volumes and by extension harm the long-term economic competitiveness of San José. Further, the significant improvements in urban integration and public space that are core to the Diridon Integrated Station would not be realized.

These factors point to the need for thoughtful planning to guide, control, and regulate future growth and development adjacent to the Caltrain right-of-way (ROW) to realize the goals and purposes of the Envision San José 2040 General Plan, and to provide access to property and prevent undue interference with and hazards to transportation on public rights-of-way.

As part of the implementation of this Plan, the City will:

- Explore potential rail corridor compatibility strategies that establish criteria and regulations to ensure future development can accommodate planned increases in transit services and infrastructure.
- Further develop plans for the Station and for areas underneath and adjacent to the rail line, with active uses and greenways that become community assets after the tracks are elevated and expanded. Before the rail is elevated, interim uses along the rail right-of-way are encouraged, but will not prevent rail elevation or expansion.

Continue inter-agency collaboration on the Diridon Integrated Station Plan to align the development of individual agencies' projects, environmental review processes, and property acquisition strategies with the broader joint efforts in the Diridon Station Area.

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SUSTAINABLE SITE PLANNING

The Diridon Station Area will significantly increase overall sustainability through a mix of uses, high-density, sustainably-designed buildings, and an urban environment that promotes walking, biking, and transit. Making sustainable systems and materials visible and comprehensible throughout the Diridon Station Area can contribute to San José's vision of becoming the World Center of Clean Tech Innovation. In accordance with City's policies for reducing greenhouse gas emissions and green design (e.g. Climate Smart San José, San José's Green Building Ordinance, Building Reach Code and Natural Gas Infrastructure Prohibition Ordinances, Zero Waste Strategic Plan, the Downtown Transportation Plan, the Downtown Design Guidelines and Standards, and the Green Stormwater Infrastructure Plan), site planning should integrate sustainable practices early in the process. Considerations should expand beyond the scale of a building or a site to the larger context of the district and can include but are not limited to the following strategies:

- Respond to existing and planned context:
  - Integrate and connect to local and on-site natural assets such as the Los Gatos Creek, large trees, or topography
  - Connect to built assets such as pedestrian paths, parks, trails, and public buildings that are on or near the site
  - Consider solar orientation and topography for energy and water conservation purposes when siting buildings and new streets
- Integrate rain-and storm water collection, infiltration, distribution, and retention systems on site, or in the streetscape
- Consider a water reuse and efficiency strategy to minimize the additional amount of imported water required to support the project area
- Consider the use of district-based co-generation plants that provide heat and electricity
- Construct all-electric buildings and infrastructure
- Consider the integration of systems to enhance operational resiliency, including energy resiliency measures such as microgrids with renewable energy generation and battery storage
- Use pervious materials for paths and parking areas throughout the area to increase rainwater infiltration
- Develop a street tree and greening plan that uses native or drought-tolerant species to reduce need for irrigation
- Create a waste management and reduction program
- Meet SB 1383 requirements by planning for food recovery of edible food, signing agreements with local food recovery organizations, and planning for organic waste separation and recycling

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2.4 URBAN DESIGN

INTRODUCTION

The San José Downtown Design Guidelines and Standards adopted in 2019 (DDG) provide guidance for the form and design of buildings in Downtown, their appearance in the larger cityscape, and their interface with the street level public realm. The DDG defines the design objectives for the elements that determine the image of Downtown and refines the concepts of other plans, translating them into an operational document that increases predictability for developers and their architects for development in Downtown.

The DDG applies generally to the General Plan Downtown Growth Area, including the Diridon Station Area. Any Planning application submitted for a new permit or permit amendment within the Diridon Station Area is required to comply with the DDG, with the exception of the properties within Google's Downtown West Mixed-Use Plan, which are required to comply with the Downtown West Design Guidelines and Standards (DWDSG) and the DDG Standards that are not superseded by the DWDSG.

The urban design direction in this section expands upon and will be incorporated into the DDG document after the adoption of this Plan. The following urban design direction highlights additions to the DDG for the Diridon Station Area.

FRAMEWORK PLANS

The Downtown Design Guidelines and Standards (DDG) include Framework Plans that provide site-specific guidance for development projects on certain sites, which have specific guideline requirements in addition to the requirements for all parcels. The Framework Plans assign characteristics to various streets, blocks, and parcels in Downtown. These characteristics affect the treatment of urban design elements in DDG Chapters 3-5 (site, building, and pedestrian level). These Framework Plans are not specific to this Plan but are existing framework plans within the DDG.

Prominent Site and Frontages (DDG section 2.1)

Rationale –The skyline and highly visible building facades create the first impression of Downtown from other locations within San José and beyond. The skyline is also visible inside Downtown from certain vantage points. The skyline is shaped by many factors, but one of the foremost is the limitation of building heights by the Mineta San José International Airport, located north of Downtown. This limit, in combination with zoning height standards, has created a "mesa" (table) shaped skyline, with most buildings at similar heights (***Figure 2-4-1***). Among the most memorable Downtown skyline views are those from parks such as Arena Green, from highways that pass through and adjacent to the site, and from some major streets, such as the Alameda (***Figure 2-4-2***).

Prominent Locations – Due to the flat shape of the skyline and limited view locations, some sites have more impact on the Downtown skyline. Based on analysis of this pattern, the resulting Gateway Sites and Image Defining Frontages in the Diridon Station Area are illustrated in ***Figure 2-4-3***. Buildings on these sites will have a large impact on the image of the City. For this reason, their design receives special attention in the Downtown Design Guidelines and Standards and this Plan.

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Figure 2-4-1: Skyline Mesa Shape







Figure 2-4-2: Rendering views from highway and skyline view from park

ADDITIONS TO THE DOWNTOWN DESIGN GUIDELINES AND STANDARDS

Image-Defining Frontages were added to a portion of Cahill Street between The Alameda and West San Fernando to ensure the new expanded and redesigned Diridon Station receives special design attention. A portion of Delmas Avenue between West San Carlos Street and Auzerais Avenue also includes an image-defining frontage to ensure development visible from State Route 87 is appropriately designed and adds to the image of the City.

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Podium Level and Pedestrian Level (DDG section 2.2)

Rationale – The interface with the streets is the primary organizing element at the base of a building. The design should be attractive and engage pedestrians with the activities within the building. The public realm treatment of streets varies by their location, land uses, and commercial and symbolic importance within Downtown. Street design is governed by the San José Complete Streets Design Standards & Guidelines (2018). ***Figure 2-4-4*** illustrates the Podium Level and Pedestrian Level Designations within the Diridon Station Area.

Street Frontage Classifications

There are no unimportant streets. However, the built form treatment along streets can vary. Street frontage classification indicates the role of the streets in the Downtown urban fabric.

- ***Primary Addressing Street:*** This is a primary commercial street that includes retail and other active ground floor uses.
- ***Secondary Addressing Street:*** This is a street with a commercial or residential focus. While it may provide some active ground floor uses, retail is not the primary function of the street.
- ***Paseos:*** Paseos are pedestrian connections that can have a variety of uses
- ***Alleys:*** Alleys have no Streetwall requirements.[1] An alley should always be the location of services, if one is available.
- ***Other Streets:*** Other streets are streets within the Guidelines boundary without the designations stated above.

1 Streetwall refers to the building façade(s) along a public street, public open space, or a paseo from ground level up to 70 feet above.

WHAT TO DO

Locate the proposed development site to determine if it:

1. Has an Image-Defining Frontage
2. Is a Gateway Site

This will affect its treatment in the relevant Downtown Design Guidelines and Standards:

4.2.1 Form, Proportion, and Organizing Idea
4.3.2 Skyline Level Massing (Above 70')
4.4.1 Façade Pattern and Articulation
4.4.3 Materials and Colors
4.4.6 Parking Garages

Parks and Open Spaces –Urban parks and natural open spaces are amenities that form part of Downtown's ecological systems and address the need for natural spaces that support mental and physical health.

- ***Urban Park/Plaza Frontage:*** These facades from the urban framework for the existing civic spaces in Downtown. They should create a sense of enclosure for the spaces.
- ***Open Space Frontage:*** These facades define the experience within Downtown's natural spaces and should have an urban form that provides visual permeability toward the open space.

Gateways –Entry points into Downtown from transit and pedestrian and bicyclists create special opportunities for high levels of amenity and safety at the small scale. These are different from Gateway Sites which relate to the visual entry experience at the larger scale and for longer views.

Transit Gateway: Rail transit stations are key permanent locations for entry into and exit from Downtown.

Pedestrian and Bicycle Gateway: Certain pedestrian and bicycle routes take on additional importance at entry points into Downtown.

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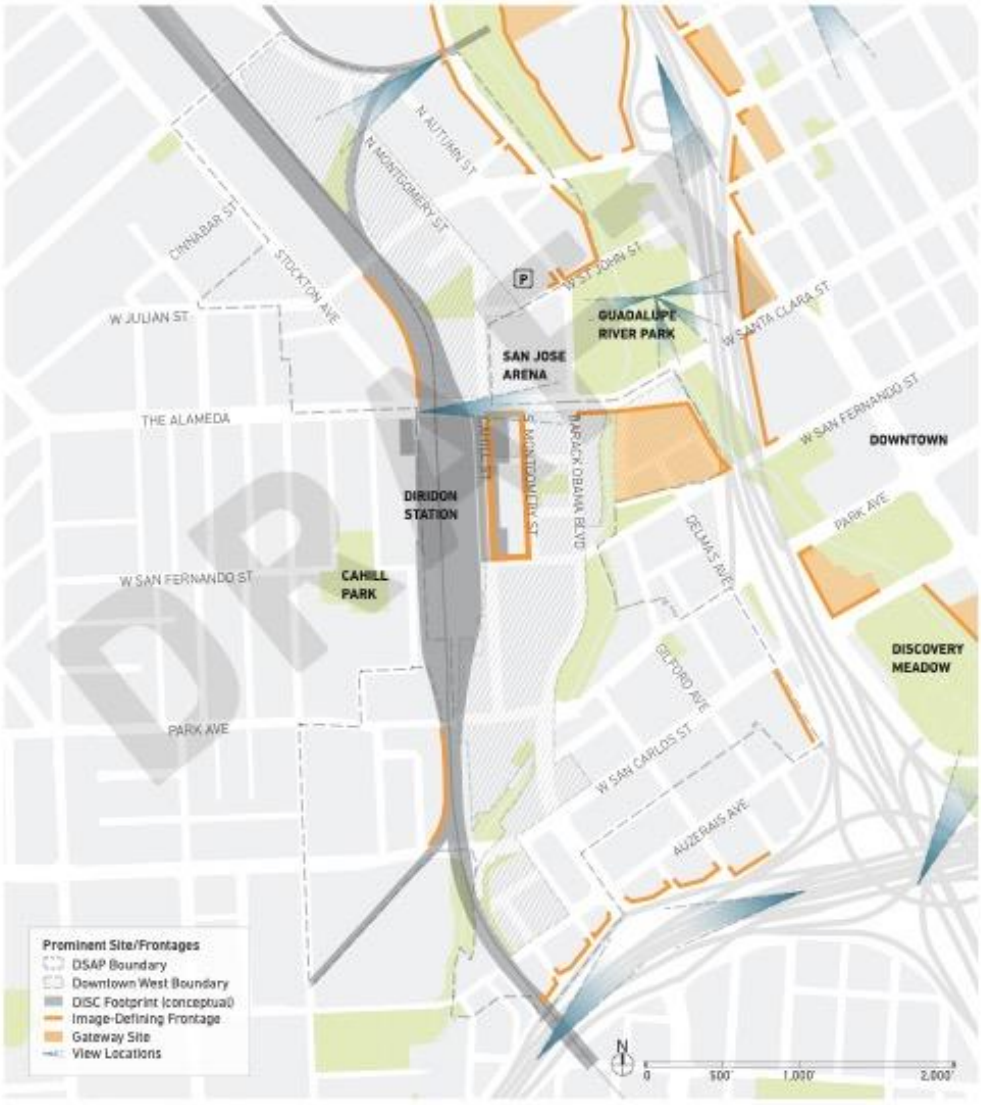

Figure 2-6-3: Prominent Sites and Frontages

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ADDITIONS TO THE DOWNTOWN DESIGN GUIDELINES AND STANDARDS

Primary Addressing Street classifications were added to a portion of Cahill Street and North Montgomery Street between The Alameda and West San Fernando Street to ensure development along the street incorporates active uses, and a Secondary Addressing Street was added on North Montgomery Street between Cinnabar Street and The Alameda. Given the properties along North Montgomery Street are within Google's Downtown West Mixed-Use Plan, development is subject to the Downtown West Design Guidelines and Standards (DWDSG). Transit Gateways locations were updated for consistency with transit entrances in the Diridon Integrated Station Concept Plan for the expansion and redesign of Diridon Station.

WHAT TO DO

Locate the proposed development site to determine if it is adjacent to:

1. Primary Addressing Street
2. Secondary Addressing Street
3. Paseo
4. Urban Park/Plaza Frontage
5. Open Space Frontage
6. Transit Gateway
7. Pedestrian and Bicycle Gateway

This will affect its treatment in the relevant Downtown Design Guidelines and Standards:

3.3.2	Relationship to Transit
3.4.4	Vehicle and Bicycle Parking Location
3.5.1	Pedestrian and Bicycle Entrance Location
3.5.2	Service Entrance Location
3.5.3	Parking and Vehicular Access Location
4.3.1	Podium Level Massing
4.3.3	Streetwall
4.4.6	Parking Garages
5.2	Public Art in Private Development
5.3.1.a	Active Frontages
5.3.2	Ground Floor Non-Residential Space
5.3.4	Lighting – Pedestrian Level
5.3.5	Signage – Podium Level and Pedestrian Level

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Figure 2-4-4: Podium and Pedestrian Level Framework

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Street Level View Corridors (DDG Section 2.5)

Rationale – Street level views are essential to orientation within Downtown and a way to connect to the surrounding landscape. Level topography makes these corridors crucial because there are few high public vantage points. ***Figure 2-4-5*** illustrates the Street Level View Corridors within the Diridon Station Area.

Within the Diridon Station Area there is one type of street level view corridor to be protected:

- ***Urban View*** – Distinctive view to buildings and along corridors within the district

WHAT TO DO

Locate the proposed development site to determine if it is adjacent to a:

1. View Corridor – Urban View

This will affect its treatment in the relevant Downtown Design Guidelines and Standards:

3.2.1 Block Size
3.2.2 Building Placement
4.3.1 Podium Level Massing
4.4.8 Pedestrian Bridges

ADDITIONS TO THE DOWNTOWN DESIGN GUIDELINES AND STANDARDS

The urban view corridor along West Santa Clara Street was modified to ensure street level views to and from the new expanded and redesigned Diridon Station and Downtown.

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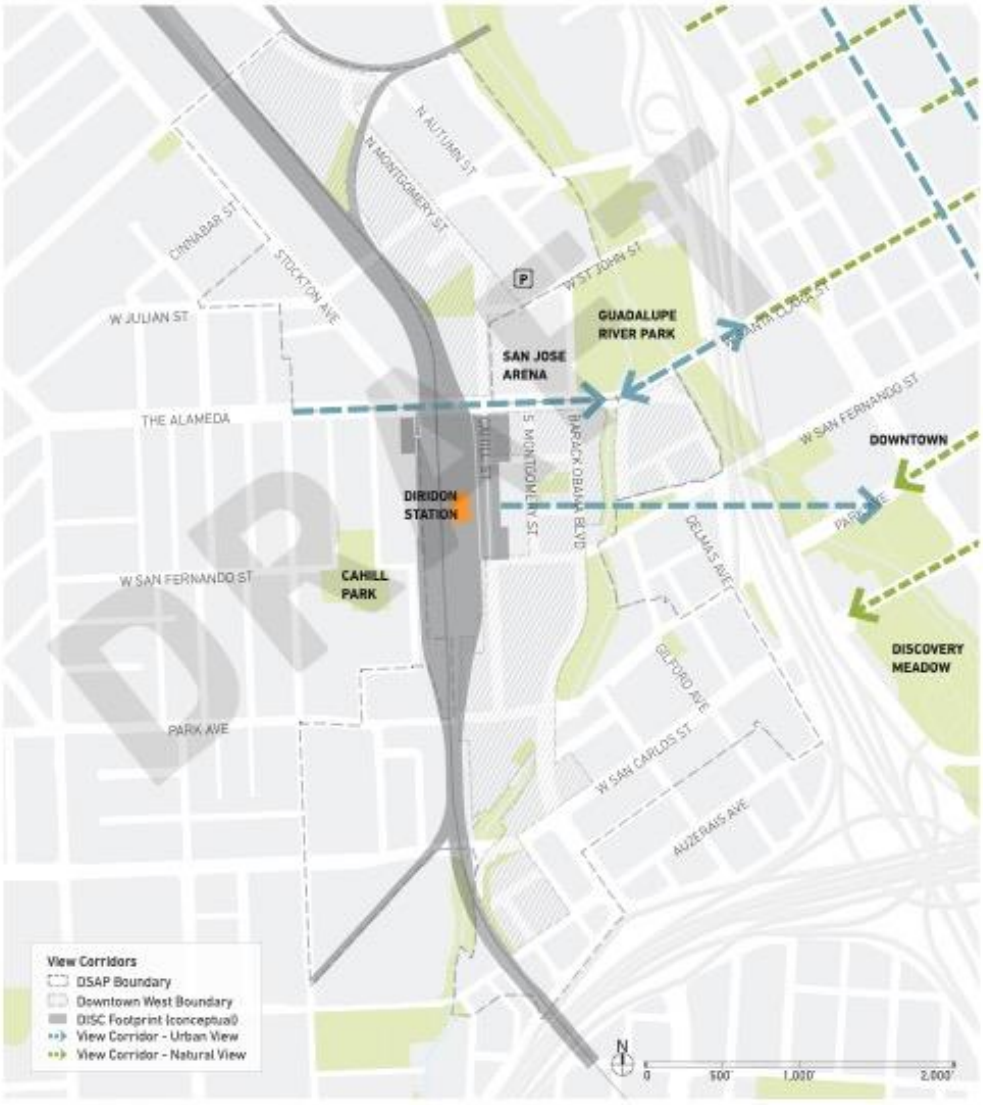

Figure 2-4-5: View Corridors Framework Plan

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Special Lighting (DDG Section 2.6)

Rationale – Lighting at all levels of a building is a place-making quality that provides around-the-clock legibility to Downtown. Lighting that illuminates the pedestrian space without creating glare makes that space more comfortable and safe. Lighting on the building can emphasize interesting architectural features and create a more distinctive and memorable urban fabric. This framework plan creates lighting to enhance the experience of pedestrians as well as Downtown's Skyline Level and distant image. See the relevant guidelines in the Downtown Design Guidelines and Standards for specific information. ***Figure 2-4-6*** illustrates Special Lighting within the Diridon Station Area.

Lighting Gateways – These special points aid orientation by serving as markers for specific areas and as points of transition at the ground level as people pass through and experience Downtown.

Enhanced Lighting Corridors – These corridors form the core commercial and active districts in Downtown. Employing distinctive lighting techniques or artistic illumination along these streets will contribute to the creation of more interesting nighttime urban spaces for pedestrians and other occupants of these spaces.

Image-Defining Frontages – These frontages, noted previously, offer opportunities to create interesting and dramatic façade lighting in prominent location.

Gateway Sites – These sites are particularly prominent in long views of Downtown. As noted in the relevant guidelines, they are good locations for special lighting in buildings' skyline level.

WHAT TO DO

Locate the proposed development site to determine if it is:

1. Adjacent to an Enhanced Lighting Corridor
2. Adjacent to a Lighting Gateway
3. Has an Image-Defining Frontage
4. Is a Gateway Site

This will affect its treatment in the relevant Downtown Design Guidelines and Standards (Note that lighting guidelines apply to all locations in Downtown, but locations noted in this Framework Plan have special guidance):

4.4.9.a Lighting – Podium Level
4.4.9.b Lighting – Skyline Level
5.2 Public Art in Private Development
5.3.4 Lighting – Pedestrian Level

ADDITIONS TO THE DOWNTOWN DESIGN GUIDELINES AND STANDARDS

A lighting gateway and image defining frontages were added to land adjacent to Diridon Station to ensure opportunities for interesting and dramatic façade lighting. Properties within Google's Downtown West Mixed Use Plan are subject to the Downtown West Design Guidelines and Standards.



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Figure 2-4-6: Lighting Framework Plan

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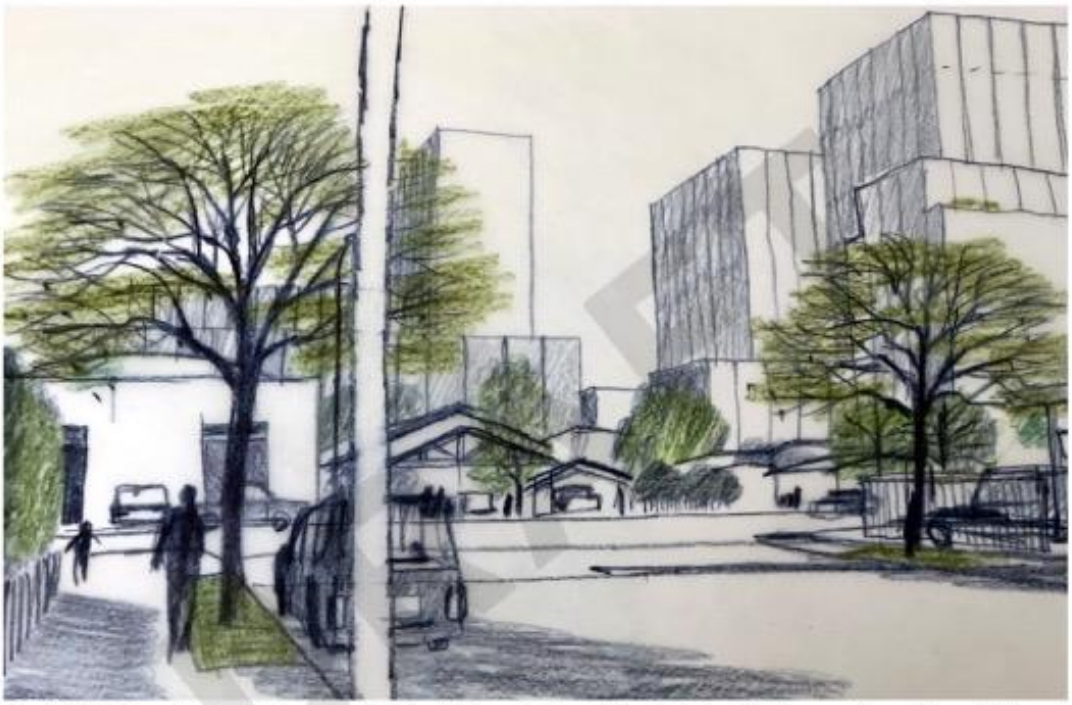

Conceptual Sketch of massing transition between the tall buildings to the lower height context. View is taken from Willis Avenue, near Auzerais Avenue, looking north.

HEIGHT AND MASSING TRANSITION DESIGN STANDARDS

These additional design standards are specific to this Plan and build on the existing Downtown Design Guidelines and Standards (DDG) to facilitate development consistent with the objectives of this Plan. Projects within the Diridon Station Area must be consistent with these standards in addition to the Downtown Design Guidelines and Standards, with exception of properties within Google's Downtown West Mixed-use Plan, which are required to comply with the Downtown West Design Guidelines and Standards (DWDSG) and the DDG Standards that are not superseded by the DWDSG.

Massing Relationship to Context (DDG Section 4.2.2)

Rationale – In some Downtown locations, tall new buildings will be adjacent to historic buildings of lower height and to properties at the edge of Downtown where the General Plan land use designations limits buildings to lower heights. In these conditions, a massing transition for the tall buildings to the lower height context, creates compatibility between new and old. ***Figure 2-4-7*** illustrates stepback plane locations.

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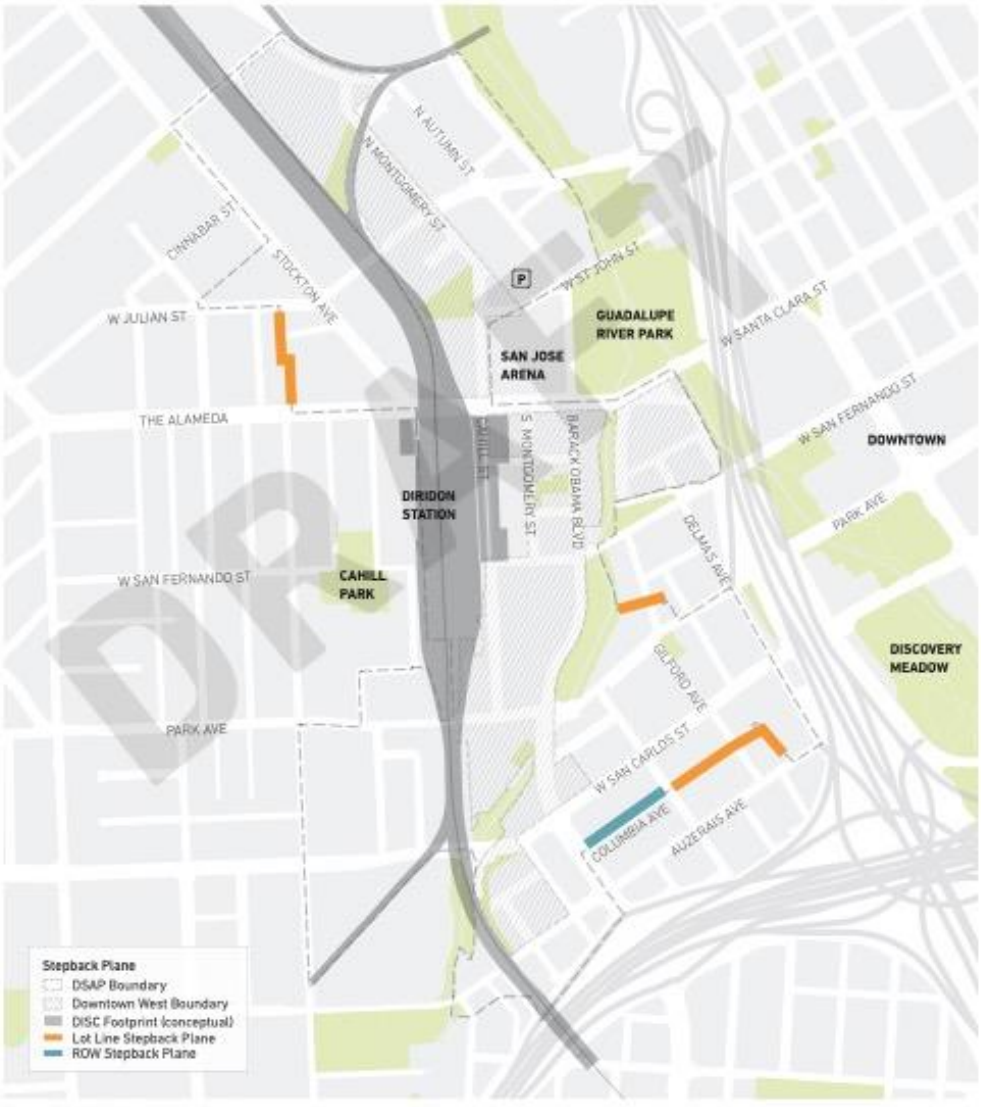

Figure 2-4-7 Stepback Plane Locations

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Stepback Plane – The primary stepback plane standards apply to the areas shown in ***Figure 2-4-7***, which are adjacent to properties at the edge of the Diridon Station Area where mid-rise and high-rise height limits are found and where the adjacent properties have a Neighborhood Residential General Plan land use designation that limits buildings to lower heights. In order to facilitate an informed dialogue with nearby residents, development on sites affected by the stepback plane standards must provide perspective renderings from ground level, illustrating the proposed development in relation to the adjacent properties, as part of their Planning permit application.

1. Provide building stepbacks from rear shared property lines within a stepback plane of 75 degrees from horizontal.

   For building frontage along a rear shared property line, start the stepback plane from the intersection of the rear setback line at a height of 35 feet (***Figure 2-4-8a***).

   – Each building stepback must be a minimum of six feet in depth.

2. Provide a minimum 15 foot landscaped buffer for interior lot lines affected by stepback planes.

3. Provide building stepbacks from public rights-of-way within a stepback plane of 75 degrees from horizontal.

   – For building frontage along public rights-of-way, start the stepback plane from the intersection of the front setback line at a height of 35 feet (***Figure 2-4-8b***).

   - Each building stepback must be a minimum of six feet in depth.



Columbia Avenue: Existing



Columbia Avenue: Illustrative

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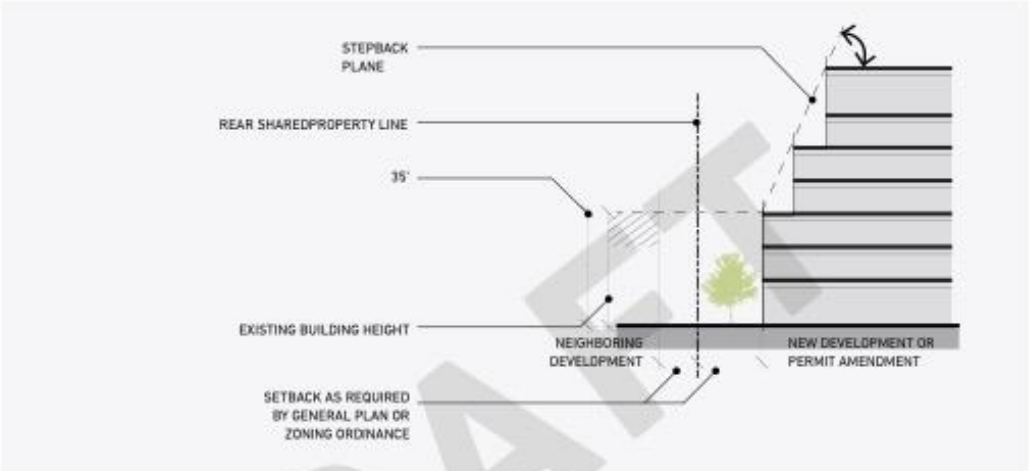

Figure 2-4-8a: Lot Line Stepback Plan Diagram

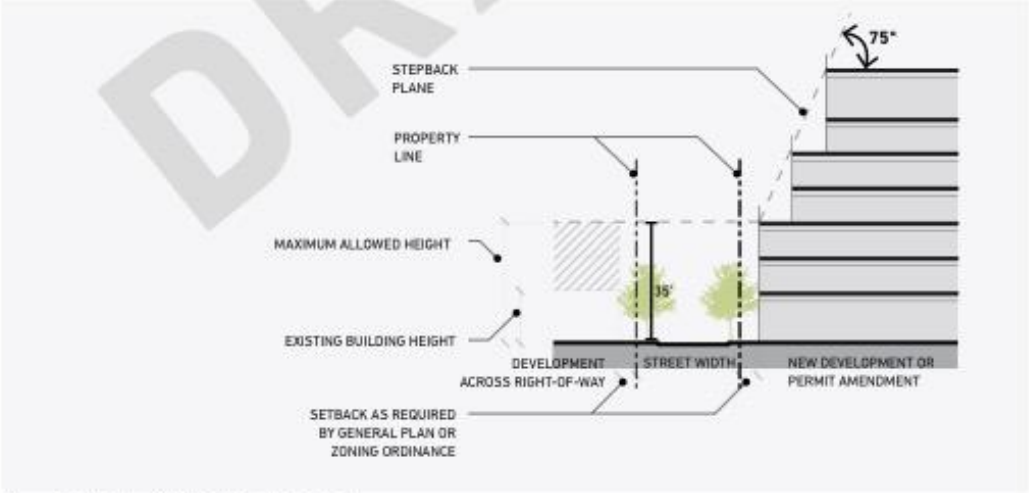

Figure 2-4-8b: Right of Way (ROW) Stepback Plan Diagram

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2.5 AFFORDABLE HOUSING

The Diridon Affordable Housing Implementation Plan (Affordable Housing Plan) summarized here characterizes the need for affordable housing in the Diridon Station Area and surrounding communities, in light of the large-scale transit investments planned for Diridon Station, Google's Downtown West Mixed-Use Plan, and other future development, which will transform the Diridon Station Area. These combined investments will enhance job and transit access to the region. They are likely to increase the value of properties in the area and attract new development and more residents, workers, and visitors. At the same time, it is important to ensure that existing residents—especially lower-income households—can also benefit from these investments.

In 2015, U.C. Berkeley and Working Partnerships USA published a case study on the Diridon Station area that documented uses over time and identified displacement of former residents as a key issue. This work illustrates the need to house residents at a variety of incomes as the Diridon Station Area grows. It also supports the City's taking a holistic approach to consider not just incremental production of housing, but also complimentary strategies that protect existing renters and existing affordable homes in the area. While the Affordable Housing Plan does not reach back to document residents who used to live in this area, the City intends to redocument the history of these former residents in its future work.



As a comprehensive approach to housing growth in the Diridon area, the Affordable Housing Plan outlines potential strategies to ***produce*** new affordable housing units, ***preserve*** the affordability of the neighborhoods for lower-income residents, and ***protect*** vulnerable residents from displacement. It applies to the Diridon Station Area and surrounding neighborhoods within approximately one-half mile (the Neighborhood Stabilization Area) and is based on an analysis of demographic and housing data, the local policy context, and best practices from other cities and regions.

TARGETS AND GOALS

Production

Build-out of this Plan, including Google's Downtown West Mixed-Use Plan if approved, has the potential to add between 10,619 and 13,519 new housing units in the Plan area by 2040. Based on City Council direction, staff is recommending a ***goal that 25 percent of all housing units in the Diridon Station Area be affordable to a renters with a range of incomes from extremely low-income to moderate-income households***, including Google's Downtown West Mixed-Use Plan, at buildout of the land use plan (2040). While there are currently 141 units of income-restricted affordable housing (or 20%) in the Diridon Station Area as of 2019, the overall goal is to achieve 25% affordability for the Diridon Station Area including existing units. Therefore, it is assumed that at least 25% of future housing production would need to be deed-restricted affordable units.

The Affordable Housing Plan envisions the production of new affordable units for households at a range of incomes, from extremely low- to very low-, low-, and moderate-income households. The new apartments will house the general public as well as formerly-homeless residents, families, seniors, residents with disabilities, and other populations. Under the 25 percent goal, the number of affordable housing units to be added is estimated at between 2,655 and 3,380 units by 2040 in the Diridon Station Area. In addition, this Affordable Housing Plan includes a ***sub-goal that 30 percent of new affordable units be for extremely low-income residents at or below 30 percent of area median income***, including those eligible for permanent supportive housing. This sub-goal

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would result in 797 to 1,014 extremely low-income units created or preserved by 2040. To the extent enough public subsidies were available, this target could be exceeded.

Preservation

In the area within a half-mile of the Diridon Station Area, or the Neighborhood Stabilization Area, about 15 percent of housing units (1,322 units) are deed-restricted affordable units that provide long-term affordability to lower-income residents. In addition, there are another 319 deed-restricted affordable units in the pipeline as of mid-2020. This Affordable Housing Plan establishes a goal to preserve the affordability of all existing affordable units, as well as forthcoming new deed-restricted units, ongoing.

In addition, about 10 percent of existing housing units (840 units) in the Neighborhood Stabilization Area are in older multi-family buildings that are regulated by the City's Apartment Rent Ordinance (ARO). The ARO provides tenants with protections by limiting rent increases to five percent annually and requiring defined "just causes" for evictions. It is estimated that approximately two-thirds of ARO units (560 units) are occupied by low- and moderate-income households. However, the units are not deed-restricted, and therefore do not provide long-term affordability. Acquiring, rehabilitating, and converting these units to deed-restricted homes is an important strategy for ensuring that the lower- and moderate-income tenants of multi-family apartments in the Neighborhood Stabilization Area can remain in place. As many of these units occur in small buildings, doing this work will require intensive work.

The Affordable Housing Plan establishes a ***goal to develop a Preservation Pilot program*** to acquire and rehabilitate existing duplexes and multi-family units, and turn them into long-term, deed-restricted affordable homes that are affordable to lower- and possibly moderate-income households. It also sets a goal to ***preserve 10%*** of duplexes and multi-family units most likely to go up for sale, or ***530 units***. The Affordable Housing Plan also sets a ***goal of no net loss of existing restricted affordable units.***

1 U.S. Census, American Community Survey 2014-2018 5-Year data for San José.

Protection

Lower-income renter households are more vulnerable to displacement than homeowners. It is estimated that there are approximately 3,900 low-income renter households in the Neighborhood Stabilization Area with an income below 80% of the area median income. Lower-income households are far more likely to be Black/African American, Hispanic/Latinx, American Indian/Alaskan Native, and Native Hawaiian/Pacific Islander than the general San José population.[1] Many of these renters have inadequate protections from rent increases and evictions. Anti-displacement policies, including enhanced renter protections, can help to reduce incidences of homelessness.

About 27 percent of renters live in single-family, duplex, or condo units, which have very weak tenant protections compared to multi-family units protected under the City's Apartment Rent Ordinance. The majority of renters who live in single-family homes and duplexes are not protected by existing local and State laws.

The Affordable Housing Plan ***aims to maintain the number of low-income renters in the Neighborhood Stabilization Area*** (approximately 3,900 households) to ensure that existing lower-income residents can stay in place and benefit from the new investments that will occur in the Diridon Station Area.



Figure 2-5-1: Measure a: locational scoring competitiveness in Diridon Station Area (Diridon Affordable Housing Implementation Plan DRAFT, Nov 2020)

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STRATEGIES

Production

The strategies around affordable housing production are listed below. The affordable housing production goal is focused primarily on construction within the Diridon Station Area. New affordable units will be provided through a variety of methods, such as inclusionary requirements for market-rate development projects and stand-alone deed-restricted affordable projects subsidized by public, private, and philanthropic funders.

1. ***Maximize competitiveness for State funding sources by prioritizing sites within a one-half mile walkshed of Diridon Station for affordable housing.*** Affordable housing projects can apply for competitive funding sources, including the state's Affordable Housing for Sustainable Communities program (AHSC), Transit-Oriented Development (TOD) Housing Program, and Infill Infrastructure Grant Program (IIG), as well as the County's Measure A funds. Projects will be most competitive for these sources when located within a short walk—ideally within the one-half mile walkshed of Diridon Station. Therefore, to the extent possible, the sites within this walkshed should be prioritized for future affordable housing development projects.
2. ***Partner with transit agencies and affordable housing developers to leverage Affordable Housing for Sustainable Communities grants for affordable housing developments near the Station.*** Affordable housing proposals near Diridon Station are potentially most competitive for AHSC funds because of the potential to leverage GHG reductions associated with transit investments at Diridon, including Caltrain electrification and eventually VTA's BART Silicon Valley Phase II Extension Project. First-last mile pedestrian and bike improvements may also be leverageable.[2]
3. ***Prioritize the use of Commercial Linkage Fee revenues generated in the Diridon Station Area for affordable housing projects within the Plan area.*** The City Council approved a new Commercial Linkage Fee in September 2020. Depending on the amount of commercial space approved in the Diridon Station Area, this could produce tens of millions of dollars for affordable housing over the next two decades.
4. ***Update regulations to facilitate mass timber and other innovative and cost-effective construction technologies.*** The introduction of cost-effective innovative technologies such as mass timber has the potential to greatly reduce the cost of housing construction, making mid-rise and high-rise development projects more financially feasible. The City of San José can put policies in place to facilitate the transition to new construction technologies by updating building codes and permitting processes. San José's building code would need to adopt new standards consistent with the Universal Building Code in order for mass timber to be implemented at a larger scale, especially for taller buildings.
5. ***Implement park fee credit changes that support the Inclusionary Housing Ordinance.*** The City discounts its park fees by 50 percent for deed-restricted housing units affordable at 80 percent of the area median income and below. The City Council also recently approved a time-limited reduction of up to 50 percent for deed-restricted moderate-income housing units (with rents for households at 81 to 100 percent of the area median income) to encourage the production of a broader cross section of units.[3] In addition, a proposed change to the fee on a per-square-foot basis rather than on a per-unit basis may improve the development feasibility of certain market-rate units. An evaluation and update of the park fee program is underway and should be complete by 2022.

2 Timing is key for AHSC applicants in that the transit improvement must be a near-term project in order to be incorporated. For example, the Caltrain electrification project is likely suitable for an AHSC application soon, while the BART extension, which will be substantially completed by 2028 (followed by testing), will take place too far in the future to be leverageable now.
3 Resolution 79913, https://records.sanjoseca.gov/Resolutions/RES79913.pdf

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6. ***Support policies that increase the production of accessory dwelling units (ADUs) in the Diridon Station Area and surrounding neighborhoods.*** Facilitating ADU construction is one way that the City can meet its goals to produce more moderate-income and middle-income housing. Building small ADUs in established residential neighborhoods is a straightforward and sensitive way to increase the housing supply while providing existing homeowners opportunities to supplement mortgage payments with rental income. The City has implemented reforms that facilitate accessory dwelling unit production, including easing multiple building requirements in conformance with new State laws[4] and offering pre-approved ADU designs through the ADU/Single-Family Master Plan Program.[5] The City should further explore ways to incentivize the creation of new deed-restricted ADUs, not just for single-family properties, but also for lots that currently contain duplexes or small multi-family buildings.
7. ***Explore ways to increase access to new affordable housing for residents with disabilities.*** Living close to major transit is a necessity for many residents with physical disabilities. As the Diridon Station Area integrates housing at a range of affordability levels, the City should explore ways to ensure access to new affordable homes in this area for residents with disabilities. The City should incent or require universal design for the affordable apartments it subsidizes. The City should also require that marketing plans for affordable apartments include outreach to people with disabilities, and should explore requiring or tracking that affordable, accessible apartments are occupied by people with disabilities.
8. ***Design and implement City-approved local tenant preferences for affordable homes in the Diridon Station Area.*** As part of its work on San José's Citywide Residential Anti-Displacement Strategy, City staff are developing an Anti-Displacement Tenant Preference and Neighborhood Tenant Preference. Both preferences have the potential to help prevent local lower-income renters vulnerable to displacement from being forced to leave San José. Preferences give applicants to affordable apartments who meet the preference eligibility criteria the ability to apply for set-asides of affordable apartments that would otherwise be available to the general public. In this way, preferences may increase the likelihood of priority applicants getting into the housing they seek. The City should analyze and design its local preferences for City Council and State of California approval so they are implemented on affordable units in the Diridon Station Area and Neighborhood Stabilization Area on a deal-by-deal basis.
9. ***Approve a City subsidy per unit amount appropriate for the Diridon Station Area.*** Standalone affordable housing developments are likely to contain deeply-affordable units, including permanent supportive housing, in the Station Area. Urban building forms appropriate for the Station Area are also likely to be more expensive than developments in lower-rise areas. For project feasibility, the City should acknowledge and preapprove higher affordable housing subsidy amounts per unit appropriate for the product to be built in this Area. The Affordable Housing Plan's analysis indicates that $225,000 per unit is an appropriate subsidy target, assuming a development obtains no development funding from the County.

4 *In conformance with new state laws that took effect in 2020, San José eliminated minimum lot size requirements and design standards, increased maximum ADU building size, and relaxed parking replacement requirements for ADUs in garages. The full list of changes is located here: https://www.sanjoseca.gov/business/development-services-permit-center/accessory-dwelling-units-adus/secondary-unit-ordinance-updates*

5 *Strategic Economics, "San José Moderate-Income Housing Analysis Appendix," 2019; City of San José Planning, Building and Code Enforcement, "Pre-approved ADUs," https://www.sanjoseca.gov/business/development-services-permit-center/accessory-dwelling-units-adus/adu-permit-plan-review-process/adu-single-family-master-plan-program*

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Preservation

Preservation of existing multifamily units would formalize the affordability of older properties for the long term. The City does not have a history of acquiring, rehabilitation, and converting privately-owned multifamily housing into deed-restricted affordable housing. The first step is to develop a Preservation Pilot Program specifically for the Neighborhood Stabilization Area, which is a half-mile area around the DSA. Considering that this selection process may ultimately depend on which property owners are motivated to sell, a screening process is needed to prioritize properties that could be good candidates for preservation. The program could screen properties based on the condition/quality, adjacent development activity, or location.

The City goal is to preserve 10% of duplexes and multi-family units most likely to go up for sale, or 530 units. The Affordable Housing Plan also sets a goal of no net loss of existing restricted affordable permanent units, and no net loss of homeless shelter beds and interim housing units for the unhoused.

The Preservation Pilot program and achieving the goals set would require multifaceted strategies that streamline acquisition, affordability restriction implementation, property rehabilitation and property maintenance. These include:

1. ***Conduct outreach to non-profit and community-based organizations with capacity to conduct preservation activities.*** The City could provide information to interested nonprofits to develop a base of qualified developers for preservation activities and begin to build the program.
2. ***Identify funding sources for preservation.*** Typically, preservation projects require a significant amount of subsidy from cities, because it is harder to qualify for Low Income Housing Tax Credits and other funding sources focused on production. The City could potentially access its Measure E revenues to fund preservation projects.
3. ***Identify funding sources and partners to build local organizations' capacity.*** Preservation activities are often focused on particular neighborhoods and are driven by local residents' desire to improve conditions for their area. Local community-based and tenant organizations are natural candidates to do this challenging work that has limited profitability. San José lacks experienced community development corporations as many other cities have. Therefore, dedicated funding for ongoing capacity building and partner organizations to teach real estate development skills are needed to grow the capacity of existing local organizations that want to do preservation work in the Neighborhood Stabilization Area around Diridon.
4. ***Implement complimentary policies that support preservation activity.*** Right of first refusal policies (such as Tenant Opportunity to Purchase and Community Opportunity to Purchase acts) elevate the position of lower-income tenants interested in communal ownership models and non-profit housing entities. The City could also identify candidates for acquisition/rehabilitation based on the property conditions and the financial capacity of the property owner to make improvements. This could entail bringing problematic buildings with multiple tenant complaints and/or tax delinquencies under public or non-profit stewardship.

Protection

The Affordable Housing Plan's protection strategies incorporate many of the elements from the recently approved Citywide Residential Anti-Displacement Strategy, in addition to other implementation actions that are specific to the needs of residents in the Diridon Station Area and surrounding neighborhoods in the Neighborhood Stabilization Area.

Because the majority of the tenant protection strategies would be implemented Citywide, it is not possible to quantify the costs associated with implementing these strategies specifically at the Neighborhood Stabilization Area scale.

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1. ***Establish a Housing Collaborative Court to provide legal support for tenants facing eviction.*** Many households in the Diridon Station Area are vulnerable to eviction, and this will be exacerbated after the expiration of the temporary COVID-19 moratorium. The Citywide Residential Anti-Displacement Strategy recommends coordinating with the Santa Clara County Courts and the State to establish a Housing Collaborative Court and partially fund the costs for legal services for evictions during COVID-19. If this strategy is successful, the City could explore a longer-term arrangement together with the County to continue providing funding for legal services to increase tenant representation and help prevent evictions. The cost of implementation is not yet determined, but this strategy would be applicable to the entire City. Until this model is established, the City should devote additional funding for legal support to prevent local tenants against evictions.
2. ***Create a "satellite office" in the Plan area to provide education resources to tenants and landlords.*** The City of San José currently provides support for tenant and landlord education of their rights under the Apartment Rent Ordinance (ARO), Tenant Protection Ordinance (TPO), and Ellis Act Ordinance through its Rent Stabilization Program (RSP). The City also has local enforcement tools so that tenants who have experienced violations to these laws can submit a petition to the City's Rent Stabilization Program for an administrative hearing. Establishing a satellite office in the Diridon Station Area would improve residents' access to services, so that they can understand their rights under existing local and state laws, and potentially reduce unlawful evictions and rent increases. Having a space to use could also make it easier for City staff and other organizations to give "Know Your Rights" trainings to residents and property owners pertaining to City ordinances and other laws.
3. ***Consider options for enforcing AB 1482.*** AB 1482, signed into law in 2020, prevents rent-gouging and requires just causes for eviction. AB 1482 covers many homes in the Diridon Station Area and surrounding neighborhoods, but the only enforcement mechanism is suing under State Law. The Council-approved Citywide Residential Anti-Displacement Strategy recommends the City sponsor State legislation for local education and enforcement to help increase understanding and compliance with AB 1482 as well as the City's ordinances.
4. ***Expand San José's existing Tenant Protection Ordinance to include all rental units (including duplex, single-family, and condo/townhome rental units).*** The TPO in its present form only protects renters in buildings with three or more units. Expanding the TPO to units in these other types of buildings would provide just cause eviction protections and relocation assistance for an additional 2,318 renter households, who comprise 27 percent of renter households in the Neighborhood Stabilization Area.
5. ***Expand San José's existing Apartment Rent Ordinance to include duplexes.*** The ARO, which limits rent increases for existing leases to 5 percent annually, only protects buildings occupied in 1979 or earlier with three units or more. There are currently 422 renter households in duplexes that were built in this timeframe, 380 of which are in investor-owned duplexes. Expanding the ARO to protect renters in either all older duplexes, or just investor-owned duplexes, would increase the share of renters in the Neighborhood Stabilization Area covered by the ARO from just 10 percent to 14 percent.
6. ***Explore applicability of a Certificate of Preference program.*** In addition to implementing all approved tenant preferences in new and preserved units, City staff should explore whether a Certificate of Preference program could be established in the Diridon area. It is possible that this type of program could allow current, and perhaps past, residents who lived in this area and were displaced due to the Station development to receive enhanced preferences to rent affordable units, or to buy a home using a City program. These types of programs have benefitted residents displaced by federal redevelopment programs in the 1950s and 1960s, but it is possible they could be supported by remaining State redevelopment law or federal law under certain circumstances.

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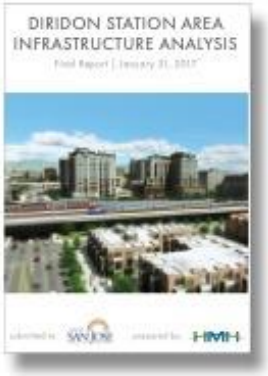
2.6 INFRASTRUCTURE CAPACITY AND DEMAND



The existing utility infrastructure serving the Diridon Station Area may need augmentation to support the desired or required capacity for full build-out of this Plan. This section discusses infrastructure capacity and demand for the Diridon Station Area outside of Google's Downtown West Mixed-Use Plan boundary. Google's Downtown West Mixed Use Plan leverages district-scale systems to address infrastructure needs and to improve efficiency and resilience for a mixed-use urban development; it also includes infrastructure improvements that may serve some of the capacity and/or infrastructure needs of the Diridon Station Area outside of Google's Downtown West Mixed-Use Plan boundary. Please see the Downtown West Infrastructure Standards, Infrastructure Plan and Development Agreement for further details.

The majority of infrastructure systems in the Diridon Station Area outside of Google's Downtown West Mixed-Use Plan may need to be improved to meet the increased demand, improved reliability and distribution objectives. The studies called for in this section will be conducted as part of the City's update to the Diridon Station Area Infrastructure Analysis (2017) after adoption of this Plan, and will consider improvements in Google's Downtown West Mixed-Use Plan boundary, subject to the City's nexus and feasibility analysis that such improvements benefit the broader Plan Area and are feasible as part of an area-wide fee program.

STORMWATER FACILITIES

Implementing stormwater infrastructure requires consideration of flood plain, stormwater conveyance upgrades, river/creek outfall improvements, and stormwater quality management compliance.

Flood Plain

Low-lying areas close to the Guadalupe River and Los Gatos Creek are currently subject to flood inundation during extreme storm events. These areas will require improvements that either raise the properties above the existing flood levels or sufficiently lower the current flood level designations to remove them from the flood plain mapping and the requirements for flood insurance. It is unlikely that Santa Clara Valley Water District considered these areas for storm water storage when modeling the capacity of the rivers and creeks. Raising or "filling" the sites, therefore, should not negatively impact the overall storage capability of the areas storm water conveyance facilities.

Stormwater Conveyance

The stormwater conveyance lines that bisect and collect runoff from the Diridon Station Area appear to have been sized to accommodate roughly a three-year statistical storm event. With the City's current stormwater design policy requiring attenuation of the 'ten-year storm event,' many of the gravity conveyance lines in the area will need to be upsized to meet current requirements.

River/Creek Outfalls

The current system is collected and discharged directly to the Guadalupe River and Los Gatos Creek via multiple outfall structures located in the channel banks. An analysis of each individual outfall is needed to determine its condition and suitability for reuse.



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If new or replacement outfalls are needed, each will require permitting from the Army Corps of Engineers, the California Regional Water Quality Control Board, the California Department of Fish and Wildlife, and multiple other local, regional, and federal agencies.

Stormwater Quality Management

The potential need for new outfall structures into the river and creek would likely require a US Army Corps of Engineers Permit(s) along with Regional Water Quality Control Board Water Quality Certification. There may be an opportunity to study a possible regional solution to address stormwater quality issues. The study should address the potential for treating stormwater runoff in vegetative treatment systems integral with open spaces. While each specific project within the area should develop its own stormwater quality plan to treat stormwater at the point source, the backbone infrastructure that supports the entire plan may need regional areas to treat stormwater runoff from the streets and other public areas. In addition to regional areas of treatment, Green Streets shall be implemented according to the City of San José's Green Stormwater Infrastructure Plan for local public streets.

WATER FACILITIES

The potable water system in the Diridon Station Area is owned and maintained by the San José Water Company (SJWC) an investor-owned private company regulated by the California Public Utilities Commission (CPUC). SJWC operates a model that is used to identify flow and pressure conditions within the system. Pipes that are found to be deficient are subject to improvements that will meet current standard design guidelines prescribed in the SJWC Specifications and Standard Drawings along with State drinking water regulations.

Currently distribution lines within the area range from asbestos cement, cast iron, polyvinyl chloride and ductile iron pipes. Many of the distribution lines in the Diridon Station Area are 6-inch in diameter. The land use, densities, and building heights associated with the maximum build-out of the area outside of Google's Downtown West Mixed-Use Plan will require replacement of the water distribution system to meet both the domestic demand and the fire service demands for new building structures. Trunk water mains that feed the area may also need to be upsized to meet increased fire service demands.

Water Demand Analysis

Based on the maximum build-out in Section 2.1 of this Plan, and land use and associated consumption rates, the comparative water demand for the Diridon Station Area outside of Google's Downtown West Mixed-Use Plan is approximately 2.98 million gallons per day.

Recycled Water

The City of San José administers the South Bay Water Recycling (SBWR) Program, a long-term recycled water program of the Regional Wastewater Facility, currently serving the cities of Milpitas, San José, and Santa Clara. While originally implemented to reduce fresh water effluent into the Lower South Bay, SBWR also supplies reliable, sustainable, and drought-proof supply of non-potable water to the South Bay Area. Wastewater from the sanitary sewer system that travels to the San José-Santa Clara Regional Wastewater Facility is treated to tertiary levels and distributed to the SBWR system. The finished product is certified by the State Department of Health Services and suitable for non-potable water uses including irrigation, industrial purposes, and others.

The Diridon Station Area is not serviced by the recycled water system and there are currently no improvements



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programmed to extend the system to the area. Recycled water can be used to irrigate food crops, parks, schools, golf courses, street medians, and commercial property landscaping. Extending the recycled water system to serve the Diridon Station Area would benefit potable water conservation and will provide a drought-proof water supply.

The Diridon Station Area is located in the San José Water Company (SJWC) service area. The closest recycled water main serves Columbus Park and portions of Guadalupe River Park and has been extended in Autumn Parkway south of Coleman Avenue to the Union Pacific Railroad (UPRR) tracks.

ELECTRIC, GAS AND TELEPHONE

The Diridon Station Area is served by many private utility companies. In general, it will be the obligation of the private utility company to provide adequate service for any planned developments. This analysis will identify major facilities within the area which may require more substantial planning and implementation than a conventional development.

In some portions of the Diridon Station Area, electrical and telecommunications facilities occupy overhead poles, it is assumed that these relocations will be undergrounded through a Rule 20B process which requires the developer to fund and coordinate the undergrounding process.



Conceptual Sketch of proposed Linear Park along Los Gatos Creek.

WASTEWATER FACILITIES

Wastewater from the development area is conveyed to the City's Regional Wastewater Facility (RWF) for treatment via gravity sewer mains of different sizes as well as siphons. The maximum build-out of the Diridon Station Area outside of Google's Downtown West Mixed-Use Plan will increase wastewater flow generation beyond the current condition.

An analysis to determine if the existing sewer system could accommodate the increased wastewater flows was conducted by the City. Based on the land use and associated generation rates for the Diridon Station Area outside of Google's Downtown West Mixed-Use Plan, the comparative wastewater generation is approximately 2.44 million gallons per day (MGD). Several downstream gravity mains are deficient and need to be upsized to meet the maximum build-out needs.

In addition to conveyance capacity, pipe conditions of sewer mains and siphons within the Diridon Station Area and immediately downstream of it should also be inspected prior to adding more connections.

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3 | OPEN SPACE & PUBLIC LIFE
82

3.1 FRAMEWORK



Pacific Plaza, Dallas, TX



Hunter's Point South, New York City, NY

VISION

This amended Plan provides San José with a unique opportunity to strengthen its open spaces and public life. The COVID-19 pandemic has shown the City the critical role that open space plays in health and wellness, particularly in urban areas. With the urbanization planned for the Diridon Station Area Plan it is critical for the City to act now to preserve and protect park space for future generations.

Working in concert with the planned development and mobility plans, the City envisions a future where residents and visitors arrive to Diridon Station and are greeted with plazas and parks that are vibrant and provide active and passive recreation for residents, workers, and visitors. The plazas' design will promote urban interactive uses, such as concerts and farmers' markets. Surrounding cafes and commercial uses will help activate the plazas near the station. Moving north and south from the station, large green spaces for active play, including basketball and frisbee, will be sought. Open spaces become more peaceful along Los Gatos Creek where nature takes the center stage. The Los Gatos Creek Trail will lead residents, workers and visitors to Guadalupe River Park, where they can relax and play in the green open spaces, or south toward Del Monte Park and beyond.

Public art will play a key role in emphasizing the vision of the Diridon Station Area as a crossroads for innovation, engagement, and ecology. The park, plaza, trail, and mobility networks, along with public art envisioned in this plan, provide a hub of activity and transitions to nearby neighborhoods and Downtown. Together, these assets will provide for a vibrant public life. ***Figure 3-1-1*** illustrates this vision showing the existing conditions and planned parks, and plazas and trails which will be described in detail later in this chapter.

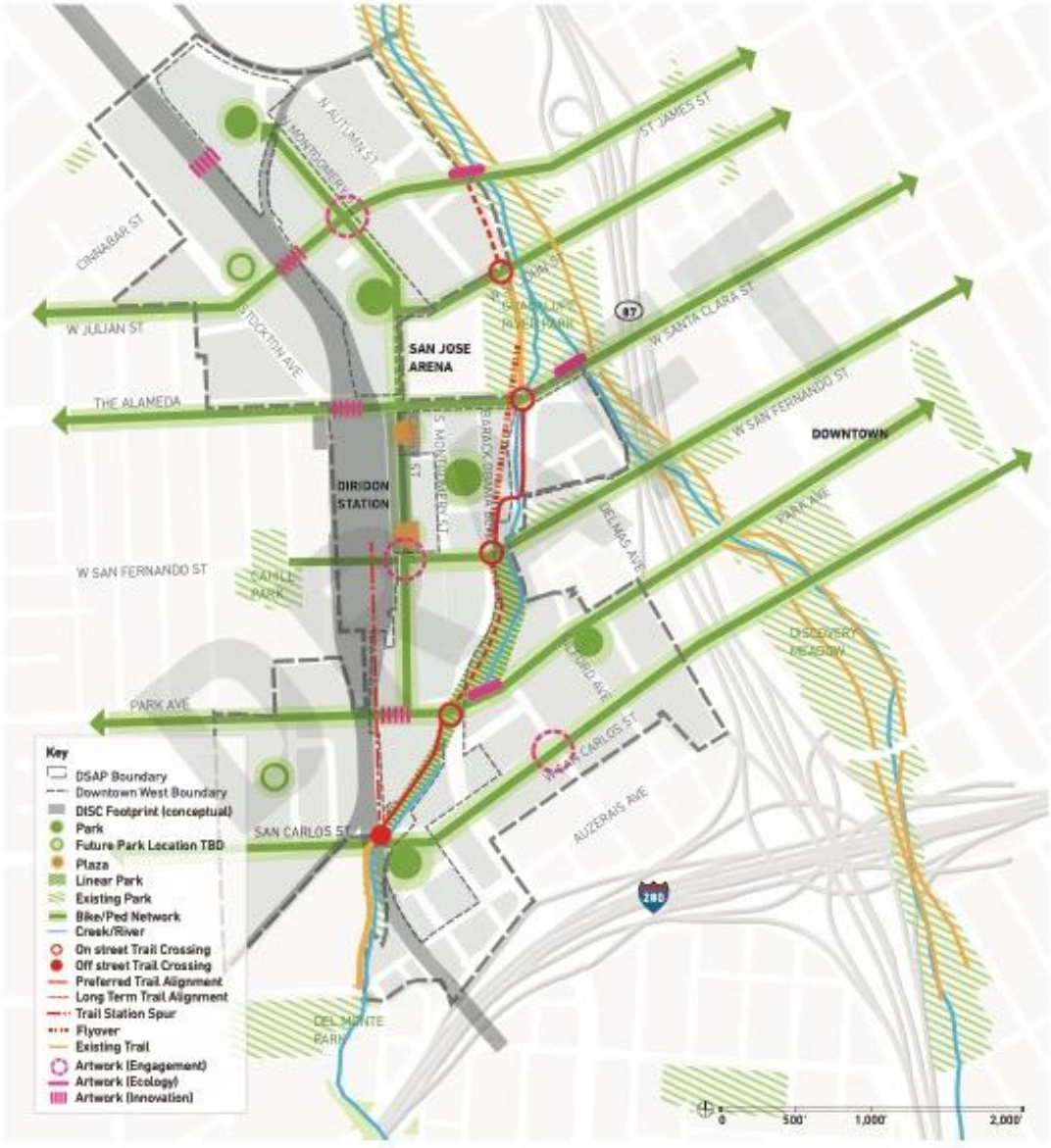

Figure 3-1-1: Open Space and Public Life Vision

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Ricardo Lara Linear Park, Lynwood, CA



Guadalupe River Trail, San José, CA



Hunters Point South, Long Island City, NY

PARK AND RECREATION GOALS

The City's open space strategy is guided by the *San José Envision 2040* (General Plan) and the Department of Parks, Recreation and Neighborhood Services' 2020 *ActivateSJ Strategic Plan* (Activate SJ). The General Plan outlines a variety of goals and policies that guide the Diridon Station Area's open space vision. The General Plan establishes the service level goals of:

- 3.5 acres of parkland per 1,000 residents through a combination of neighborhood parks and school grounds
- 7.5 acres per 1,000 residents of citywide or regional serving parks
- 500 square feet of community center space per 1,000 residents

ActivateSJ guides how the Department of Parks, Recreation and Neighborhood Services cares for and prioritizes development of open space systems and recreational programs and services for all of San José. ActivateSJ integrates social and ecological factors to support a livable and sustainable urban environment through its five guiding principles:

- ***Stewardship:*** We take care of what we have and invest for the future.
- ***Nature:*** We protect, promote and preserve natural areas for all people.
- ***Equity and Access:*** We embrace people of all ages, cultures and abilities.
- ***Identity:*** We aim to be a premier parks, recreation and neighborhood services system.
- ***Public Life:*** We promote community spaces for a safe, fun and healthy San José.

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The open space strategy for the Diridon Station Area is people-focused and service-driven. The vision is consistent with ActivateSJ to maintain, improve and expand facilities, programs, and services as well as the City's General Plan to promote good access to a large and diverse variety of parks, trails, and recreational facilities for all residents. The strategic priorities outlined in this amendment will help to carry the City's open space system into the future and will identify opportunities and guiding decisions that result in more equitable and accessible public spaces for all.

FUNDING PARK AND RECREATION NEEDS

Currently, the main mechanism to acquire parkland in San José is through the Park Impact Ordinance (SJMC 14.25) and the Parkland Dedication Ordinance (SJMC 19.38). These ordinances require residential projects to dedicate land for park or trail purposes, improve existing parks or trails, and/or pay an in-lieu fee based on the metric of three acres per 1,000 new residents added by the housing development. The City does not have an ordinance to mitigate the impact on parks and trails from non-residential projects. There are areas throughout the City that are park deficient. The disproportion of parkland is a critical issue that impacts many major cities. The imbalance is also a result of inequitable historical policies that allowed wealthier, primarily white neighborhoods to have an abundance of parkland, while others, often lower-income, minority communities, received little to no access to parkland. This systematic inequity of open spaces still impacts San José today.

The City recognizes these historic inequitable practices and current land acquisition limitations. The City has identified park-deficient areas throughout the City and is targeting future parkland acquisition in these areas, guided by the General Plan's Service Level Goals and ActivateSJ, including the goal of providing parks within a 10-minute walk of every resident. There are currently no parks within the Diridon Station Area, although this Plan and the Downtown West Mixed-Use Plan propose parks and open space.

With the City's goal of providing equitable access to parkland and the opportunity to acquire parkland with the addition of residential development, the City has the opportunity to develop memorable parks, plazas, and trails in the Diridon Station Area.

Aside from the issue of acquisition, the City does struggle to maintain and operate its existing park and recreation spaces. Years of chronic underfunding of operations have reduced maintenance levels in existing parks and have led to inconsistent operations in certain community centers. Despite this, the City needs to pursue opportunities to construct additional park and recreation amenities as development occurs, while also pursuing the funds needed to operate and maintain these spaces.

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PREVIOUS PLANNING EFFORTS

Three significant previous planning efforts have been undertaken in the Diridon Station Area and this Plan builds on these efforts. The Midtown Specific Plan created a vision of a vibrant urban core; the Los Gatos Creek Trail Master Plan outlined a concept for providing riparian trail access through this area; and the 2014 Plan built upon the Midtown Specific Plan but called for major assets like a baseball stadium and an eight-acre community park.

The 1992 Midtown Specific Plan acknowledged that intense development would occur around Diridon Station and along the West San Carlos Street Corridor as former food processing facilities and canneries were closing down, opening opportunity for new and different land uses. In expanding residential and commercial development for the Midtown Area, the Specific Plan called for:

- Implementing the Los Gatos Creek Master Plan to support the Bay to Ridge trail system;
- Providing park facilities that reinforce the sense of neighborhood. (Cahill Park and O'Connor Park were both concepts put forward in this plan)
- Constructing community facilities such as community and senior centers, branch libraries, and schools to support the new residential development.

The Los Gatos Creek Master Plan was originally developed in 1985 and laid out a vision for a trail extending from Los Gatos to Downtown San José. In 2008, the Los Gatos Creek Trail Reach 5 Master Plan (Reach 5) was adopted. Reach 5 extends from Auzerais Avenue to the Guadalupe River Trail at West Santa Clara Street. This reach required more detailed study to evaluate crossing the Caltrain tracks north of Auzerais Avenue and to navigate the limited land area available along the creek in this reach. While the preference for the trail system is to provide off-road bicycle connectivity, this Master Plan contemplated on road connections through the heart of the Diridon Station Area due to property ownership constraints.

The 2014 Diridon Station Area Plan emphasized the opportunity presented by the Los Gatos Creek and Guadalupe River Trails to connect users to the ecological and open space assets in the area. The 2014 Plan outlined six open space types and specific strategies for the development of these open space types:

- Complete the Guadalupe River and Los Gatos Creek Trails
- Construct an eight-acre community park at the former Fire Training Station
- Connect public spaces with green fingers and pedestrian connections
- Provide an urban public plaza at Diridon Station
- Develop a network of smaller neighborhood squares
- Connect the Diridon Station Area to Downtown with green streets
- Daylight the Los Gatos Creek

Many of the strategies in the 2014 Plan remain in this Plan. However, with the newly planned density in the area, the City has shifted its open space network strategy toward the planning of a dispersed network of open spaces and neighborhood parks, rather than one large community park. The eight-acre community park, including the Fire Training Station site among other properties, was envisioned as the central open space for not only existing and future residents of the Diridon Station Area, but residents of the broader San José community. The Fire Training Station Site was sold by the City to Google with the understanding that there will be no net loss of parkland for the area.

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EXISTING OPEN SPACES

The Diridon Station Area is surrounded by single-family homes to the north, west, and south, and Downtown to the east. Residential development in these neighborhoods and in Downtown have created more opportunities for parkland dedication and funding through the Park Impact Ordinance and Parkland Dedication Ordinance. While these open spaces are not part of the Diridon Station Area, their adjacency makes them important assets when considering the future plans for this urbanized area. Understanding the uses and design of existing parks will guide future open space design to complement rather than copy these spaces. The City recognizes that the surrounding parkland and trails will see an increase in use with the increase in residents, workers, and transit users anticipated in the Diridon Station Area. To account for this increased use, the City recognizes that more funding will need to be allocated to the maintenance and enhancement of these spaces. The City may also target additional parkland in the surrounding area to help mitigate the increased use. ***Figure 3-1-2*** illustrates the existing parks and open spaces adjacent to the Diridon Station Area.

- ***Guadalupe River Park:*** One of the largest parks in the city system, the Guadalupe River Park (GRP) serves as the spine of San José and is just east of the Diridon Station Area. The GRP extends from Interstate 280 at the south to Interstate 880 at the north. It is operated in a hybrid model by the City of San José and the Guadalupe River Park Conservancy. The GRP provides parks and recreation to the Diridon Station Area, Downtown, and the City as a whole. The GRP includes five cohesive spaces, each with specific uses.
  - Discovery Meadow is an attraction to residents citywide and is the largest open space in the GRP. It includes Monopoly in the Park, the Children's Discovery Museum, and a regional field that can hold up to 20,000 people for festivals and other events.
  - John P. McEnery Park is designed for children's play and activities. It includes a rope and net structure, play water feature, and spring toys.
  - Arena Green West provides families with an active place to play, which includes a playground, carousel, and large playing field. The existing Los Gatos Creek Trail runs through Arena Green West.
  - Arena Green East is home to Confluence Point, where the Los Gatos Creek and Guadalupe River meet. Arena Green West has many outlook plazas to enjoy the water views and natural features.
  - Guadalupe Gardens has public gardens for enjoyment and education. The area pays homage to San Jose's historic Garden City and provides more passive recreation.
- ***Guadalupe River Trail:*** The Guadalupe River Trail runs through the GRP, to the heart of Downtown, past the Children's Discovery Museum, and the Center for Performing Arts and Adobe. The Guadalupe Trail provides active transportation for bicycles and pedestrians and exercise opportunities. Once complete, the trail will connect south all the way to the Almaden Valley and North to Alviso and the San Francisco Bay.
- ***Cahill Park:*** Located immediately west of Diridon Station, Cahill Park is currently the only park serving a large portion of the St Leo's and Shasta Hanchett Park neighborhoods. This 3.7-acre park includes a playground, a half-sized basketball court, and open grass fields.
- ***Del Monte Park:*** South of the Diridon Station Area, along Auzerais Avenue is the newly constructed Del Monte Park. The 6.1-acre park includes a lighted artificial turf soccer field, a dog park, and playground and open grass areas. Another phase of this park is in planning and development. The Los Gatos Creek Trail provides a paved connection from under Interstate 280 through Del Monte Park and crosses Auzerais Avenue into the Diridon Station Area.

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- ***Los Gatos Creek Trail:*** The existing Los Gatos Creek Trail effectively continues the Three Creeks Trail north, at Lonus Street. The trail travels under Interstate 280 and follows the creek across Auzerais Avenue. North of Auzerais this incomplete trail ends at DuPont Street. Even though the trail is currently incomplete, the trail sees an estimated 171 users during peak hours.
- ***Discovery Dog Park:*** This small pocket park is nestled between State Route 87 and the VTA Light Rail tracks south of Park Avenue. It is an underutilized space due to its limited access and surrounding transportation uses.
- ***Theodore Lenzen Park:*** This small, half-acre pocket park is well loved by the nearby residents, who run volunteer programs to keep it clean and well-manicured. It has two playgrounds and a picnic area.

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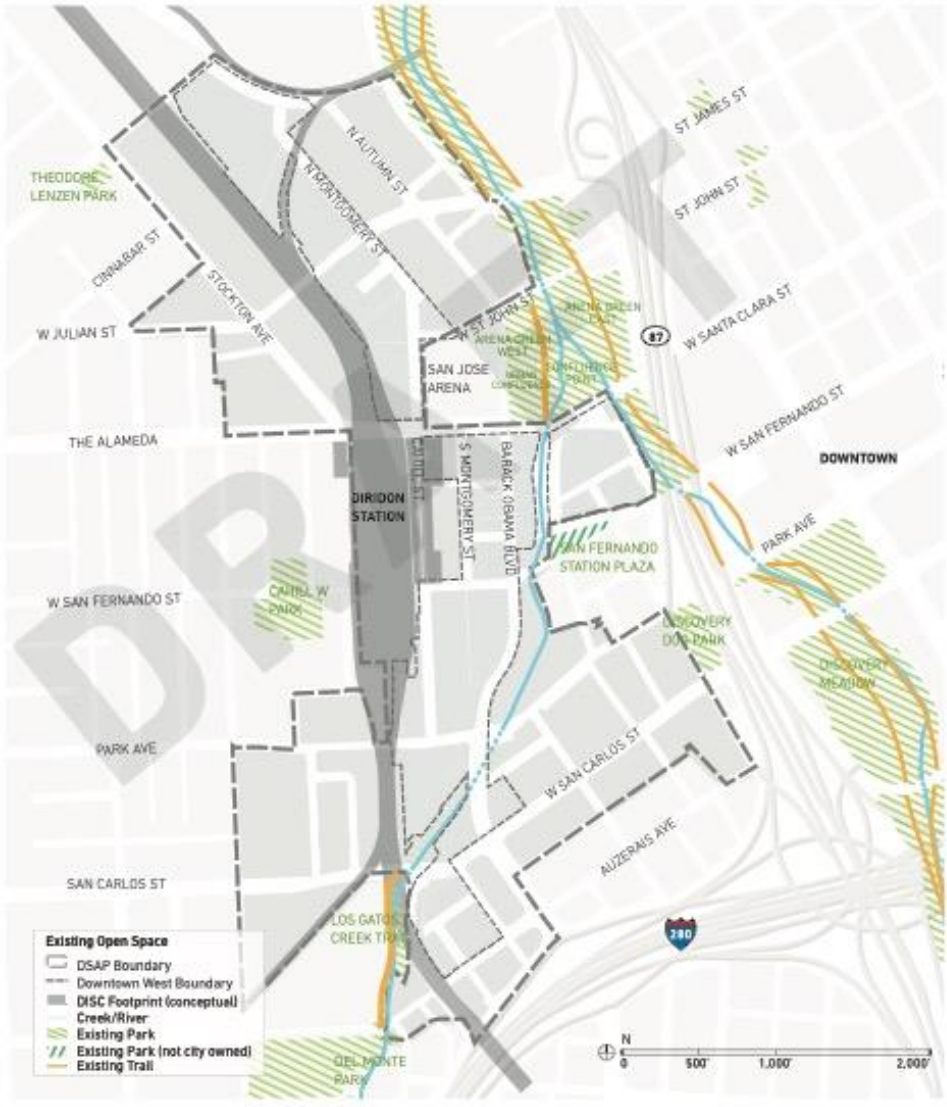

Figure 3-1-2: Existing Open Space

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3.2 KEY PRINCIPLES



Hunters Point South, Long Island City, NY



Buffalo Bayou, Houston, TX

STRATEGY

Public spaces in San José need to celebrate the area's diverse culture. The City has a responsibility to develop a parks and recreation system that serves each neighborhood and demographic group with equity. Equity and Access is a guiding principle in ActivateSJ and is a key interest when planning for open space and public life. Emphasizing equity in open space and public life planning is necessary to undo historic wrongs of park-deficient neighborhoods. This includes targeting open space in areas that have little to no parkland and providing a variety of experiences and park styles that reflect the interests of a variety of ethnic groups and ages. All residents regardless of race, age, gender identity, income, physical ability or culture have the right to health, wellness and access to parks and recreational opportunities. One key planning outcome in ActivateSJ is to ensure all residents are within a 10-minute walk to a park. This goal is especially important in dense, urban areas, such as the Diridon Station Area. The planned location of the parks, plazas, and trail segments described in Section 3.4 will ensure this goal is met. Open spaces in the Diridon Station Area will be accessible and provide multi-generational recreational and social opportunities and experiences for San José's diverse community.

The open space strategy presented in this plan calls for approximately 10 acres of publicly owned open spaces, including neighborhood parks, trail segments, and plazas dispersed through the existing neighborhoods and future developments. The 10 acres will supplement the existing open space surrounding the Diridon Station Area.

The Los Gatos Creek Trail will provide clear connections to the parks and plazas in the Diridon Station Area, with on-road (and future under rail) connections from the neighborhoods west of Diridon Station to Downtown in the east. Open space will be centered around the Los Gatos Creek to preserve, protect and celebrate the natural

environment. The riparian corridor will not be publicly accessible but will enhance adjacent open spaces and foster a connection with nature. Wherever possible the Los Gatos Creek Trail's alignment will be outside of the riparian setback but may include passive recreational features that provide recreational use and will not disturb the creek.

A balanced distribution of interconnected parks, trail segments, and plazas will complement and enhance the existing parks and trails that surround the Diridon Station Area. The proposed network will provide active and passive recreation, transportation, education, and cultural benefits to residents, workers, and visitors throughout the Diridon Station Area. The neighborhood parks and plazas can respond to the character and needs of the existing neighborhoods while also serving as the catalyst to spur new development. The trail segments will allow for recreation and active transportation that connect the Diridon Station Area's open space network and key features to the broader neighborhood and Downtown. Connecting neighborhood parks, plazas and other open spaces to the existing planned street network with a consistent system of signage and public art will create coherent and accessible open spaces.

It is important to note and consider the difference between active and passive recreational amenities. Active features in parks include playgrounds and playing fields. Passive features include picnic areas and shade structures. Active and passive amenities are both important components of parkland. The inclusion of both types of features in open space will provide a range of activities for all users. Some open spaces will have a higher ratio of active features while others will have a higher ratio of passive features, depending on the surrounding land uses and community needs.

ADDITIONAL PARKLAND AND RECREATION NEEDS

The proposed open space network does not meet the General Plan's Service Level Goal of 3.5 acres of neighborhood parks and school grounds per 1,000 residents, with approximately 13,000 housing units planned in the Diridon Station Area. The City acknowledges this deficiency and intends to plan for more open space. To meet the Service Level Goal, approximately 78 acres of parkland would be needed. The City's goal is to have this parkland within easy access of our residents. However, finding enough land in urban areas to meet this goal is a challenge.

As the Diridon Station Area, Downtown, and surrounding neighborhoods grow and rail expands, land will become more scarce and acquiring parkland will become more difficult and costly. The City is in a crucial period of time where parkland acquisition decisions made today will be a major factor in ensuring residents in and surrounding the Diridon Station Area have their parkland and recreational needs met in the future. Even though 10 acres of open space are included in this Plan, the City is exploring ways to add more open space in and around the Diridon Station Area.

Although the location of the additional parkland has not been determined, the City will target areas that:

- Have limited access to parks
- Have a high density of residents
- Are of prime location, such as not near freeways or other encumbrances
- Are square or rectangle shaped
- Where possible, are adjacent to existing parks to allow expansion

Exploring updates to the City's policies and procedures to acquire and fund new and existing parkland will be necessary to increase the proposed parkland in the Diridon Station Area, and throughout the City. These updates will help achieve more equitable access to parks and open space. Potential changes that may be considered include:

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- Exploring innovative strategies that would encourage developers to receive credit on their parkland obligation for acquiring off-site parkland
- Updating the Park Impact Ordinance and the Parkland Dedication Ordinance fee schedule on a regular basis to better align with the current market
- Exploring measures, such as a parcel tax, to increase funding for operation and maintenance of existing open spaces

OPEN SPACE GUIDING PRINCIPLES

The following guiding principles define the approach to the open space plan for the Diridon Station Area. These guiding principles build on the principles in the City's General Plan and ActivateSJ with an emphasis on equity, but are tailored to the Diridon Station Area, and reflect the overall spirit and characteristics the community indicated are important in planning for open space in the Diridon Station Area.

01. Enhance the open space network to provide accessible, flexible, and well-maintained amenities, support the area's natural environment, and ensure recreation, active transportation, education, and cultural benefits to all residents and visitors alike.
02. Create a variety of open spaces including neighborhood parks, plazas, trails and the Los Gatos Creek throughout the Diridon Station Area that serve as nodes of public life, establish an identity unique to the Diridon Station Area, and meet the variety of community needs.
03. Provide equity in the quality and style of park amenities and spaces regardless of ownership.
04. Activate the streets, parks, station, and other public spaces with art that build on the identity of the area, that engages visitors and residents alike, and is integrated into infrastructure to humanize and enliven standard features.



Hunter's Point South, New York City, NY

05. Consider design, maintenance, and management strategies that facilitate stewardship of open space to create safe, clean and active green spaces.
06. Provide for future open spaces and trail connections after elevation of the train tracks planned in the Diridon Station Integrated Concept Plan, particularly bicycle and pedestrian connections from West San Carlos to Diridon Station.
07. Provide access to nature and educational opportunities by providing parkland along Los Gatos Creek.
08. Complete the Los Gatos Creek Trail from Auzerais Avenue to the Guadalupe River Trail at Arena Green West through off-road routes.
09. Make the plazas around Diridon Station a focal point of public life by encouraging uses that foster social connections.
10. Develop community space to provide services to existing and future residents of all ages and socioeconomic status.

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3.3 RELATED PROJECTS AND PARK ASSETS



Guadalupe River Park, San Jose, CA

The Diridon Station Area is in a pivotal location with adjacent uses that play a critical role in the park system. As such, certain spaces and uses adjacent to the Diridon Station Area will influence the future success of the area and need to be considered in implementing this Plan. These areas include the Guadalupe River Park, the Urban Confluence Silicon Valley project concept, the City's Trail Network, and various transportation and mobility plans. ***Figure 3-3-1*** illustrates the location of these projects in relation to the Diridon Station Area.

GUADALUPE RIVER PARK

The Guadalupe River Park (GRP) serves as the spine of the Downtown San José Park System. The park includes Discovery Meadow, John P. McEnery, Arena Green West, Arena Green East, and Guadalupe Gardens. They all provide distinct areas with different characters and amenities that are well-connected by an active river trail.

The GRP is owned by the City of San José and managed jointly by the Guadalupe River Park Conservancy (GRPC) and the Department of Parks, Recreation and Neighborhood Services (PRNS). PRNS currently provides the maintenance services for the park and trail. GRPC provides programming and activation. As the Diridon Station Area builds out, supporting GRPC and their role in managing the GRP will be critical to the vibrancy of all the public spaces.



Los Gatos Creek Trail, San Jose

Although this park is not within the Diridon Station Area boundary, the proximity of this major park asset to the Diridon Station Area requires consideration of how the GRP and the Diridon Station Area will interact and provide for a seamless user experience. Additionally, much of the GRP lies right between the historic Downtown and the Diridon Station Area—enabling the park to serve as an outdoor living room where community members can gather and connect, both for events and as part of their daily lives. Changes in the Diridon Station Area will certainly impact the GRP, just as changes in the GRP will impact the Diridon Station Area. This necessitates that the open space strategy consider how the GRP will interact, be managed, and be funded in the long term.

URBAN CONFLUENCE SILICON VALLEY PROJECT CONCEPT

The Urban Confluence project has been in development since 2017. The project is a philanthropic endeavor to build an artistically inspired landmark that will be presented to the City of San José as a gift. Arena Green was identified as the preferred location for this project and the aspiration is to "provide a place of hope, healing and human connection."

The Urban Confluence team coordinated an international competition to solicit ideas for the project. A total of 963 submissions were received from 72 countries around the world. A community panel and professional jury both evaluated the concepts. In March 2021, Breeze of Innovation was selected as the preferred designand council action on this project is pending.

The Urban Confluence project has the potential to dramatically change how Arena Green is used in the future. The exact nature of the change is not known at this time, but it should be consistent with the Guadalupe River Park Master Plan vision. The Master Plan vision includes promoting nature based and ecological education; encouraging art; increasing social cohesion and community health; advancing the identity of San José; and enhancing the connectivity and accessibility to the park from all neighborhoods.

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SAN JOSÉ TRAIL NETWORK

The build-out of the Los Gatos Creek Trail within the Diridon Station Area is a critical strategy in this Plan, but its importance to the overall trail network cannot be understated. San José has one of the nation's largest urban trail networks, with over 61 miles developed and open to the public. The network of trail systems offers a wide variety of experiences with core trails like the Guadalupe River, Coyote Creek, and Los Gatos Creek, extending long distances and providing opportunities for both recreation and transportation. The transportation aspect of the trails creates a safe, well connected transportation corridor that is accessible for all.

The Los Gatos Creek Trail Master Plan envisions a trail system that starts in Los Gatos and extends through Campbell and San José before intersecting with the Guadalupe River Trail, just north of West Santa Clara Street near Arena Green. Currently, there are incomplete sections throughout the Diridon Station Area and between Meridian Avenue and Lincoln Avenue. Once complete, this trail system will provide approximately 11 miles of linear recreational opportunities from Lexington Reservoir to Downtown San José. Improvements and enhancements to the trail segments south of the project area are in the planning and development stages. This includes the undercrossing of Caltrain north of Auzerais Avenue, in the planning stage, and enhancements to the undercrossing of Interstate 280 which are under consideration to enhance the sense of user safety.

Once complete, the Guadalupe River Trail will extend approximately 16.1 miles from Almaden Lake Regional Park to the San Francisco Bay. In Alviso, the trail will connect with the 500-mile San Francisco Bay Trail. This will provide recreational opportunities through 47 communities in nine counties around the San Francisco Bay. In Almaden, the trail provides connection to Los Alamitos Creek Trail and the southern foothills of the city.

PROPOSED MOBILITY ENHANCEMENTS

The open space plan presented in this Plan is intended to work hand in hand with the mobility improvements planned within and adjacent to the Diridon Station Area. People coming to and moving around the Diridon Station Area will frequently use the streets, parks, trails, and plazas as part of their journey—as such, these parts of the public realm are designed to seamlessly connect for people walking, bicycling, or using other forms of human-powered transportation. The combination of enhanced mobility and trail connections in the Los Gatos Creek Trail with the robust existing and planned open space and public life will provide opportunities for residents to come to the Diridon Station Area for a unique experience. They can then move easily to the vibrant spaces of Downtown, surrounding neighborhoods, and surrounding open spaces. Proposed mobility enhancements, such as the elevated rail tracks proposed in the Diridon Integrated Station Concept Plan will reconnect the street grid and active transportation corridors. As a result, these improvements will smoothly connect the open space network to open spaces and neighborhoods east of the station.

The Diridon Integrated Station Concept Plan (DISC), explained in Section 4.3, was in the early planning stage as of 2021. The City's goal is to limit the impact of the Diridon Integrated Station Concept Plan on existing and planned open spaces, although in some cases impacts may not be avoidable. The City also plans to find innovative opportunities for open space within the new environment created from the implementation of DISC. This may include creating open spaces, bikeways and gathering spaces under future elevated rail segments.

3.4 PARKS, PLAZAS AND COMMUNITY FACILITIES



Shekou Promenade, China



Culver Steps, Culver City, CA

The open space plan for the Diridon Station Area includes parks, plazas and community facilities that, taken together and in conjunction with adjacent open spaces, weave an urban fabric that will enhance public life for residents, workers and visitors alike. ***Figure 3-4-1*** illustrates the proposed park and plaza network. Diridon Station is projected to serve more than 100,000 passengers daily, almost as many as the number of people who use San Francisco International Airport daily. The increase of new visitors and projected new residents and workers whether traveling through or to the Diridon Station Area will need places to play, sit, rest, or explore. The COVID-19 pandemic has reinforced the importance of and need for distributed areas of green space that allow for safe outdoor recreation for every resident. This need is especially important in dense, urban areas where there are limited private backyards. The open spaces will provide residents, workers and visitors with a variety of user experiences from creek side paths, to green spaces, to active amenities like hardcourts, to hardscaped plazas. The open spaces will emphasize the importance of community activation, such as farmers' markets, exercise classes, and cultural events. The presence of a community center space will provide access to programs and services that meet the needs of a broad range of residents, promote social interaction and grow community character.

NEIGHBORHOOD PARKS

Neighborhood parks provide important, intimate spaces where people can gather to relax and play. San José has a goal of providing a park within a 10-minute walk of all residents and 3.5 acres of neighborhood parks and school grounds per 1,000 residents. These parks will include a variety of uses, so people of all ages and physical abilities can use and enjoy the space. These goals help prioritize equitable access to parks and open space throughout the City.

The network of smaller parks throughout the Diridon Station Area will create focal points of recreational opportunities within the different neighborhoods, anchored by transit and trail connectivity. Many are centered on significant intersections of commercial, civic, and natural spaces that could become memorable places for public life and serve as nodes for gathering. Walking from one space to the next will be quick and easy thanks to the frequency of these parks and their proximity to the bicycle and trail networks. The entire area will benefit from improved pedestrian connectivity through an evenly distributed collection of outdoor urban spaces. In addition to the stand-alone neighborhood parks, a linear park along the Los Gatos Creek Trail from West San Carlos Street to Park Avenue (approximately 0.3 acres) and from Park Avenue to West San Fernando Street will provide an open space experience along the Los Gatos Creek in a convenient and walkable environment.



Figure 3-4-1: Open Space Types

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Neighborhood parks are typically located adjacent to new development and defined by the buildings around the edges being 'set-back' on one or more sides of the development. This arrangement creates room for activity areas, picnicking, playgrounds, passive areas, landscaping, trees, and shade. The City recognizes the highly urban, high density nature of the Diridon Station Area, which includes increased building heights. There is a possibility that high-rises will shade portions of neighborhood parks. With that in mind, the parks' orientation, location and design will maximize the amount of sunlight reaching the parks. The City will look at other high-density areas for guidance during the parks' design phase.

These parks, including a linear park along portions of the Los Gatos Creek, will create a network of local spaces that meet the needs of nearby residents of all ages. They will offer recreational and leisure space, such as seating, tot-lots, exercise equipment, hardscapes and softscapes, that encourage community interaction and use throughout the day. Residents who perceive their local parks to be a safe, secure and well-maintained will embrace them and facilitate the long-term stewardship of these public spaces.

The design and character of the parks will match the surrounding land uses. The characters range from more nature-based spaces in the linear park surrounding the Los Gatos Creek, to larger traditional parks on the northern and western portions of the Diridon Station Area to support existing neighborhoods, to more urban parks near the station.



Conceptual Sketch of proposed Neighborhood Park on Park Ave, San Jose

Other Planned Neighborhood Parks

There are a number of well-dispersed City-owned neighborhood parks in the Diridon Station Area. The parks through the core of the Diridon Station Area are within Google's Downtown West Mixed-Use Plan and will be guided by the Downtown West Design Guidelines and Standards (DWDSG), their form will generally be consistent with required and optional amenities and will follow a similar color scheme. As the location of parks move away from Google' Downtown West Mixed-Use Plan, they will seek to reflect a more diverse set of needs of San Jose's residents. This may include parks and public spaces that accentuate San Jose's diversity, as well as honor the City's history as an agricultural center and hub of labor rights activism. The following are the planned neighborhood parks with working titles that will be subject to a naming process that will involve the community.

- Los Gatos Creek Connector is located within Google's Downtown West Mixed-Use Plan along the rail corridor west of Auzerais Avenue. The space will provide recreational opportunities and a walking path that will lead to West San Carlos Street. This path will provide additional pedestrian connection between Auzerais and West San Carlos Street. This park space may

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be expanded in the future when the rail corridor is elevated, as proposed in the Diridon Integrated Station Concept Plan.

- The Social Heart is located within Google's Downtown West Mixed-Use Plan north of the Santa Clara Valley Transportation Authority tracts and between Barack Obama Boulevard and South Montgomery Street. This public park will be in close proximity to the station and will attract users traveling from the station to Downtown and from the surrounding active uses.
- St John Triangle is located within Google's Downtown West Mixed-Use Plan near the northwest corner of North Montgomery Street and West Saint John Street. This park will have a flexible lawn and plaza to support a variety of active play and events.
- Northend Park is located within Downtown West near North Montgomery Street and the existing Union Pacific freight rail line. This park will have recreational areas and a flexible lawn.
- A neighborhood park is located near the south end of the Diridon Station Area on a City-owned undeveloped parcel at the corner of Park Avenue and Gifford Street. This neighborhood park will provide an open space for the well-established Delmas Park neighborhood. As property surrounding the park becomes available, the City will purchase adjacent lands to expand the park.

Two additional parks are envisioned near the northwest corner of McEvoy Street and West San Carlos Street and near the northeast corner of Stockton Avenue and West Julian Street; an ideal location would be the parcel currently occupied by PG&E. These parks have a "floating" designation which indicates the general area where the park should be located; however, the City does not currently own the land. The specific size, exact location and configuration of such park sites will be finalized through future development of particular parcels in the Diridon Station Area. In both cases the City will seek larger parks of one to two acres in these spaces. The intent is for these larger parks to accentuate the smaller



Conceptual Sketch of proposed Linear Park along Los Gatos Creek, San Jose

parks proposed through the core of the Diridon Station Area. They will provide opportunities for larger play areas or fields to meet the needs of a variety of users.

The land acquired or dedicated for the two "floating" Parks (P's) is:

- Preferred to have southern exposure to provide the most sun exposure during peak hours
- Preferred to generally be square or rectangular shaped

When the rail system through this area is elevated, the use of the space under the elevated tracks will be considered for new or expanding trails, open spaces and parkland. While this may not be traditional green park space, this undercrossing space will play a critical role in meeting the recreational needs of this area and will provide better connectivity to adjacent neighborhoods. South of the station the rail corridor presents an opportunity for a direct bicycle and pedestrian alignment from the Los Gatos Creek Trail to the station. This alignment may also include play features, exercise equipment or other recreational amenities. Parks and open space located in undercrossings have been developed successfully throughout the world in a broad range of climates and with varying uses.

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For each of the proposed neighborhood parks the following goals have been established:

- Connect the park network with pedestrian paths and neighborhoods.
- Provide a diverse array of flexible recreational opportunities for all ages of park users.
- Include a mix of active, passive and contemplative spaces over the Planning Area.
- Encourage high density mixed-use development along the perimeter of parks.
- Encourage pedestrian-friendly, active uses such as retail, restaurants, and cafés as ground-floor uses in surrounding buildings.
- Provide park frontage onto public streets or pathways to clearly define them as public space.
- Integrate public art into the design to reinforce a sense of identity.
- Design for both daytime and evening use by providing lighting and safety features.
- Include in each location:
  - A play features for children and adults of all abilities (e.g., playgrounds, ping pong tables, basketball, etc.)
  - A variety of seating opportunities and shade
  - A mix of hardscape and softscape elements that respond to the surrounding conditions
  - Public art elements, ideally designed as a core element of the park



Proposed Bassett Street Park, San José, CA

DRAFT



Culver Plaza, Culver City, Los Angeles, CA

PUBLIC PLAZAS

Public plazas will enhance public life by creating outdoor spaces where residents, workers and visitors can gather and meet. The design of these plazas will consider relationships to other public open spaces and amenities including active uses, and Diridon Station. Plazas will be flexible and be able to accommodate events, such as performances or temporary outdoor markets, as well as activities that will occur on a more frequent basis, in order to serve as a gathering place for all.

Two plazas are planned for the east side of Diridon Station; one at the Station's West Santa Clara Street entrance and the second near the West San Fernando Street entrance. These plazas will welcome visitors from the station into the Diridon Station Area and will act as San José's front door. The plazas will allow for a variety of activities and comfortable transitions between travel modes and be well integrated into surrounding land uses.

New public plazas demonstrate the City's commitment to creating a gathering place and transitional space with a predominantly urban focus in the Diridon Station Area. Plazas will accommodate high volumes of people. The flexible space will allow for a variety of activities, such as exercise, painting, concerts, farmers' markets and cultural events. The plazas may also be an ideal place for Viva Calle, Viva Parks, or other City events. Due to their proximity to Diridon Station, the plazas will act as a transition from one area to another. They will be highly visible to street frontages on at least one side of the plaza, with deep and narrow sites discouraged. To accommodate a wide range of community events, these plazas will be mostly hardscaped and will incorporate carefully curated public art.

The City has historically designed traditional, larger scale parks in suburban neighborhoods. The City recognizes that the urban and dense environment of the Diridon Station Area will create new design visions and opportunities for open space. Examples for this type of design exist all over the world. For example, Mexico City's public plazas have been named the best in the world. These flexible and semi-blank spaces support a range of activities for all ages. Plazas in the Diridon Station Area are encouraged to:

- Be built for the human-scale
- Be well programmed through City or private organizations
- Support a range of activities
- Be colorful
- Include public art
- Have active uses surrounding the plaza

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The plazas developed in this area should provide:

- Connections to nearby paseos, pathways, the Guadalupe River and Los Gatos Creek Trails, and to other areas of Downtown
- Sightlines to Diridon Station and other areas of Downtown, along with intuitive wayfinding
- Pedestrian-friendly active frontages such as retail, restaurants, and cafés on the ground-floor of surrounding buildings
- A seamless user experience between adjacent land, while allowing the plazas to remain as a distinct feature
- Spaces that support flexible rather than fixed program elements
- Balanced use of hardscape and softscape areas to accommodate events like concerts, performances, parades, farmers' markets, rallies, and film screenings
- A variety of smaller-scaled seating areas and shade structures for day-to-day use
- Design for both daytime and evening use
- Large-scale public art with iconic qualities that help to establish unique identities for each plaza
- Opportunities for temporary art that supports activation and enjoyment of the plaza spaces, while not diminishing their functional spaces
- Strategically placed utilities that provide adequate resources for large events but don't impact day to day enjoyment of the area
- Load bearing capacities that will support large events
- Integrated bike and pedestrian circulation, connecting with adjacent through bike and pedestrian routes
- Key features from other cities that have created successful urban plazas

COMMUNITY CENTER

Parks, plazas and open spaces will take center stage in the Diridon Station Area but a community center, a key public amenity, is also planned. The community center will add to the area's identity and sense of community. It will complement, not compete with nearby parks and open space. San José has 50 regional and neighborhood serving community centers that provide a wide variety of amenities and programming. These centers deliver services ranging from Senior Nutrition to preschool and after school care to fitness classes and more. These facilities serve as a center of public life in communities and provide a valuable space for residents of all ages and abilities to gather and connect with each other.

The closest community centers to the Diridon Station Area are the Gardner Neighborhood Community Center to the south, Roosevelt Community Center to the east and Bascom Community Center to the west. While the management, maintenance and activation of other existing community centers is a high priority for the City, the City acknowledges there is no community center in the Diridon Station Area or Downtown. The Diridon Station Area and Downtown are two targets of much of the City's planned growth. The planned housing in the Diridon Station Area will leave the City without adequate local community center space to provide necessary programming and services. In addition, the existing residents in the nearby St. Leo's and Alameda neighborhoods do not have adequate community center space. The City has identified a significant need for a community center in the Diridon Station Area with the planned growth of the area, existing neighborhoods, and the Envision San José 2040 General Plan's Service Level Goals.

The City acknowledges that Gardner Neighborhood Community Center is 0.3 miles from the southernmost corner of the Diridon Station Area, just across Interstate 280, and 1.45 miles from the northernmost corner of the Diridon Station Area. Even though portions of the Diridon Station Area are within walking distance to Gardner Neighborhood Community Center, the two community centers will serve different residents. The City's vision is to have the community center in the northern or eastern

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portion of the Diridon Station Area. The location would support future and existing residents and will optimize the distance between existing community centers and the Rose Garden YMCA.

The specific model and location of the community center has not been identified. The community center may be a traditional standalone center, similar to Gardener Neighborhood Community Center or Roosevelt Community Center, or it may be located at the ground floor of a commercial building. The City acknowledges potential constraints with leased property and will fully evaluate the potential models when the community center enters its next phase in development. The exact size of the community center has not been determined. However, to meet the General Plan's Service Level Goal of community center space, the City envisions a minimum of a 13,000 square foot space.

The City strives to provide its residents with innovative and unique services and recreational opportunities through its community centers and other public facilities. Community centers typically provide a wide variety of programs for young children to older adults. Vital to achieving this are community centers that are designed to be flexible, allowing the center to evolve as the needs of the residents change over time. Subsequent design and programming of a future community center in the Diridon Station Area would be determined through additional community outreach and engagement. The Diridon Station Area is projected to have a younger median age, with a lower proportion of seniors and children than the City as a whole. As a result, the programming will be different than traditional community centers. Key services and amenities may include, but are not limited to:

- Fitness centers and classes, such as Pilates, kickboxing, and yoga
- Art classes, such as pottery and painting
- Dance classes that celebrate San Jose's cultural diversity
- Teen and adult programs focused on leadership development, digital and media arts, sports and recreation
- Community meeting space

Once the City has identified a preferred location for the community center, public engagement will guide the programing, use, and design. The center is meant to serve the local residents, so community engagement is an essential part in the planning and development of this center.

The City acknowledges current operation and maintenance issues that have impacted existing community centers. Limited funding has led some community centers, including the nearby Gardner Neighborhood Community Center, into the Neighborhood Center Partner Program. This program creates partnerships between the City and community service providers to program the center. The Neighborhood Center Partner Program has benefits but has also impacted centers' hours of operations and range of services. The City is exploring new funding mechanisms to solve the operation and maintenance funding issue, including a ballot measure targeted for 2022. The City will not proceed with the planning or development of a community center in the Diridon Station Area until this operation and maintenance funding issue is resolved.



Elk Grove Community Center, Elk Grove, CA

3.5 LOS GATOS CREEK TRAIL AND SPUR SEGMENTS

The completion of the Los Gatos Creek Trail improvements through the Diridon Station Area will complete the incomplete sections of a much larger trail and open space network. The trail connects the City with surrounding communities, from the San Francisco Bay at Alviso to the Santa Cruz Mountains. This trail passes through the heart of the Diridon Station Area. It will provide improved recreational opportunities and active transportation through enhanced north-south pedestrian and bicycle connections that will serve residents throughout San José. ***Figure 3-5-1*** illustrates the proposed trail alignment through this area.

The Los Gatos Creek Trail will be designed for all users and will accommodate all abilities. The City's vision is to have this trail act as both an active transportation corridor and a space that will support more nature-centric activities such as bird watching. The 2019 trail count found the adjacent Guadalupe River Trail had 43% of users primarily using the trail for active transportation and the future Los Gatos Creek Trail segments through the Diridon Station Area are expected to see similar uses. Thoughtful planning is needed to limit the conflict between commuting bicyclists with other users, such as pedestrians, dog walkers, or bird watchers. The long-term plan for the area contemplates a flyover through the most congested area between San Fernando street and Santa Clara Street to mitigate use conflicts. The trail crossings also need to be safe, secure and limit conflict between vehicles and trail users.

Building upon previously approved master plans, the design of these trail system improvements will use the Trail Program Planning and Design Toolkit to ensure design conformance with the rest of the City's trail network. The concept plan for the Los Gatos Creek Trail was defined in the Los Gatos Creek Trail—Reach 5 Master Plan (2008). That plan was developed with a focus on building bicycle elements on City-owned or controlled land. The long-term goal is to have the trail be a fully separated, off-street, Class I bikeway system, guided by the Envision San José 2040 General Plan and other guiding documents. This Plan proposes to maximize the off-street alignment, but will require acquisition of property to fully implement.

Auzerais Avenue To Park Avenue

At the south end of the Diridon Station Area, design is underway by the City to extend the trail on the west side of the Creek under Caltrans land and West San Carlos Street. The trail would extend along the west bank, similar to the alignment proposed in the Reach 5 Master Plan, through the former fire training station site to Park Avenue.

On the east side of the creek, on-street bike facilities will allow users to cross the rail tracks and head north. The City's vision is for this trail to accommodate a variety of recreational uses, including cycling, walking and nature based activities. Coordination with the Department of Transportation for long-term improvements to Auzerais Avenue, such as widening, realigning, elevating the road, will provide continuity of the Los Gatos Creek Trail system.

In the future, once the train tracks are elevated as proposed in the Diridon Integrated Station Concept Plan, a direct trail connection from Auzerais Avenue across Park Avenue to Diridon Station will be sought. The current plan would require trail users to take a less than desirable route to the station. The City envisions that the long-term direct connection will be used heavily by commuting bicyclists and envisions the trail separating pedestrians and bicyclists to ensure safety.

Park Avenue To West San Fernando Street

Acquiring land along Los Gatos Creek between West San Fernando Street and Park Avenue will allow for the development of an urban green space to support a creekside trail alignment and landscaped open space. This is consistent with the 2014 Plan. Until the necessary property is acquired, the bicycle route through this segment will be on-street, with bike lanes on each side of Barack Obama Boulevard (formerly South Autumn Street), and pedestrians would be accommodated through sidewalks.

The City acknowledges the high-volume traffic at Park Avenue and South Montgomery Street. Once necessary property is acquired, the City will analyze the potential for an off-street crossing.

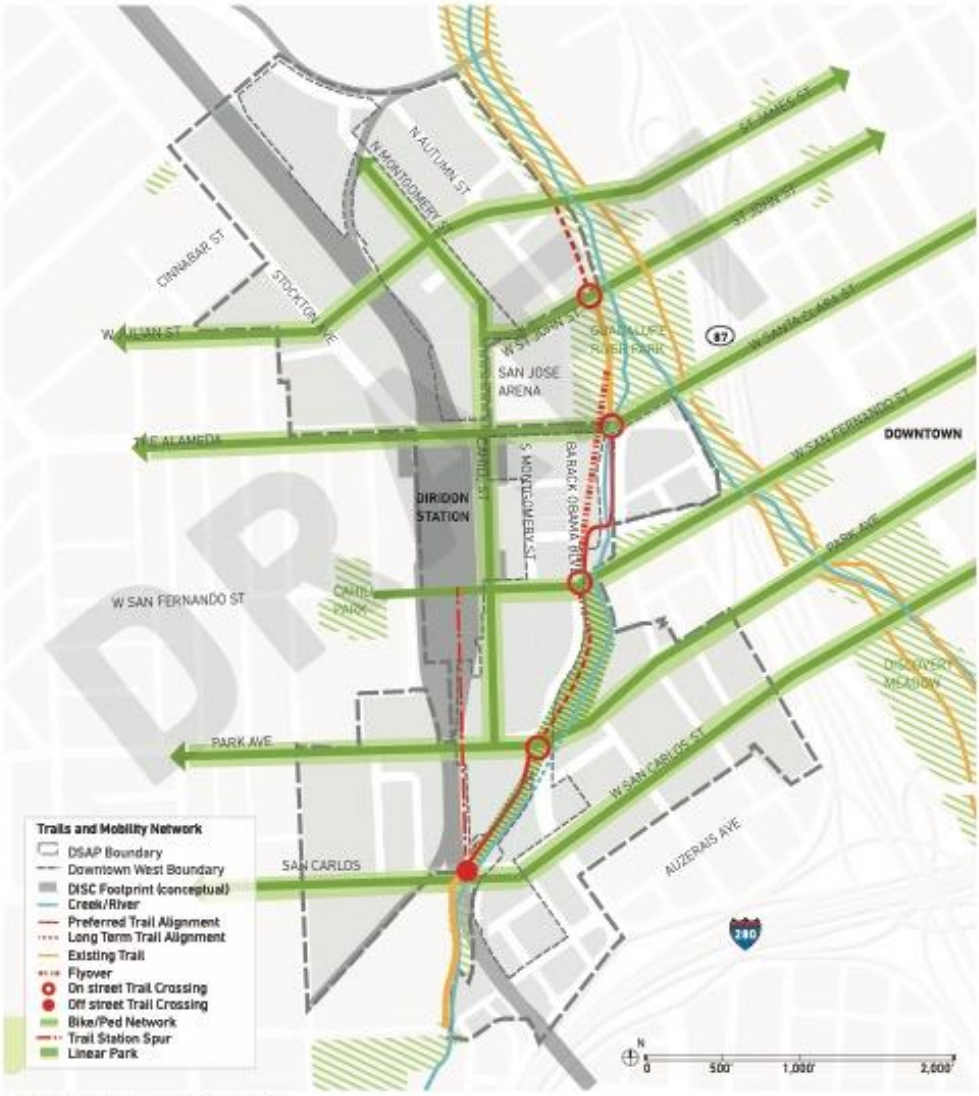

Figure 3-5-1: Trails and Mobility Network

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Ljubljana, Slovenia



Guangming Trail, Shenzen, China



Hunters Point South, Long Island, NY

West San Fernando Street To West Santa Clara Street

From West San Fernando Street when traveling north on Barack Obama Boulevard (formerly South Autumn Street), the trail will be via on-street bikeway until after crossing the VTA light rail tracks. From the north side of the light rail tracks, the off-road alignment will continue, crossing the creek on the north side of the light rail bridge and heading north to West Santa Clara Street. As an interim solution, crossing Santa Clara Street will be at street level, but alternative long-term solutions will be pursued.

The at-grade crossing presents challenges due to the high-volume traffic with potential user conflicts on West Santa Clara Street. An existing pedestrian crosswalk exists at Delmas Avenue and a signalized intersection exists at South Montgomery Street approximately 325 feet to the west. An at-grade crossing would use the existing crosswalk at Delmas Avenue, allowing trail users access to the sidewalks at Confluence Point before traveling east to the Guadalupe River Trail at Arena Green East. This at-grade arrangement is the only viable short-term measure for a trail crossing.

An undercrossing at West Santa Clara Street has been considered but is likely not feasible. The bridge soffit is relatively low and the bridge is narrow, suggesting that an undercrossing would regularly be inundated by water, even in non-flood events. In addition, this undercrossing would come back to grade in the Confluence Point area. Confluence Point has existing flood control infrastructure, public art and Ohlone history that would make significant excavation challenging, if not impossible.

An overcrossing is the preferred long-term vision for West Santa Clara Street to ensure safe crossing and make Los Gatos Creek Trail a convenient transportation path. The trail alignment between West San Fernando Street north of Arena Green as currently proposed is less than optimal. As people bicycling cross West San Fernando and enter the more densely planned areas along the creek, there is potential for conflicts between cyclists and pedestrians.

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The preference is to construct a flyover that extends the Los Gatos Creek Trail approximately from West San Fernando Street to Arena Green West. This iconic structure would provide a unique user experience and separate "through users" from the local users and pedestrians looking for a more leisurely experience on the ground plane. The flyover would land in Arena Green West near the existing Guadalupe River Trail west of the bank. This would allow users a clear off-road route from Los Gatos to the San Francisco Bay.



Figure 3-5-2 Erie Canal, Syracuse, NY

West St. John Street To West Julian Street

The Guadalupe River Park Master Plan (2005) proposed construction of the Guadalupe River Trail along both the east and west side of the river. The east side trail is complete, and implementation of this Plan affords the potential to complete the west side trail segment. Intensification of urban development in this reach may encroach upon or assume lands once planned for park expansion. Therefore, a minimum 50-foot riparian setback from the top of the bank to the proposed buildings is recommended. This space will be allocated to bank stabilization, a 16-foot wide section of trail (12-foot wide asphalt with gravel shoulders) and a 22-foot landscaped buffer. Projects like the Erie Canal in Syracuse, New York offers a good example of riverside development that preserves the riparian environment (***Figure 3-5-2***). If additional land is available surrounding the trail, the City may acquire it as additional parkland. This would allow tot lots, exercise equipment, picnic tables, and other amenities to complement the trail and act as a destination.

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3.6 PUBLIC ART



Buffalo Bayou, Houston, TX



Lupe the Mammoth, 2015, Artist Freya Bardell and Brian Howe

INTRODUCTION

In 2010 an artist team prepared a separate summary report for the public art component of the 2014 Plan, entitled At the Crossroads: Diridon Station Area Art Master Plan.

The City of San José Office of Cultural Affairs Public Art Program initiated the Diridon Station Area Art Master Plan in conjunction with the City's effort to develop a forward-thinking land use plan, capitalizing on the dramatic changes anticipated over the next decade. The expansion of the Diridon Integrated Station, including High Speed Rail (HSR), BART, and expanded regional rail service created an opportunity for the City to stimulate new commercial and residential development that adds dynamism to the City life.

The document articulates a vision for art at the heart of the experience of the urban realm, defining the character of the community and engaging the public in their daily comings and goings. It provides a framework for giving the area a distinctive character as a unique part of downtown focused on entertainment and multimodal transportation, creating connectivity throughout the region.

This section builds on the At the Crossroads: Diridon Station Area Art Master Plan to create a public art plan that reflects the current vision for the Diridon Station Area.

PUBLIC ART MASTER PLAN

The City of San José values public art as a reflection of its creative character. Public art in the Diridon Station Area can enrich the public realm, capture the changing character of the area, memorialize history and contribute to its visual identity.

The Diridon Station Area is at a crossroads. The current Diridon Station spans the historic El Camino Real, also known as the California Mission Trail, which historically linked San Diego to San Francisco and on to Sonoma via the 21 missions. Later through state highways, the same route was charted from San Francisco, through San José to the southern U.S. border. With an expanded Diridon Station, El Camino Real is recreated by historically linking pathways, and San José and the Diridon Station Area stand at a 21st Century crossroads—that of the international network created by technology. The City wishes to capitalize on this opportunity and reinforce and escalate its iconic identity as a regional center serving as an international platform for technological innovation. Art in infrastructure and natural systems can support the goals of promoting environmental sustainability and urban livability, it can help shift the relationship between people and place.

Art Approach

The Art Approach follows the land uses identified in this Plan, embracing a varied approach to art integration, responding to the concept of San José at the Crossroads. The San José Public Art Program will be the lead agency in implementing the public art program in the Diridon Station Area. It will work with other public and private entities to achieve the vision of the Master Plan.

Mission

The mission of the Diridon Station Area Art Program is to identify San José as a diverse global center for innovation and change.

The Diridon Station Area Art Master Plan celebrates San José as a Crossroads:

- of engagement
- of innovation
- of ecology

This thematic approach creates a broad framework within which artists may work. It envisions art that takes many forms and may:

- Use technology and/or comment upon it
- Reveal natural systems or alternative energy use
- Be celebratory, adding spectacle, whimsy, and a sense of play
- Draw upon San José's rich ethnic mix and be interactive, creating opportunities for cross-cultural communication and public engagement
- Encourage the location of art exhibitions, studios, and community spaces in underutilized lots as the area is built out to support safe, active public life and strengthen the sense of community.

Vision

The long-term vision for the Diridon Station Area is to be a lively and engaging part of Downtown defined by its dynamic and sustainable built and natural environments with a character that is manifest by art, architecture and an aesthetic approach to infrastructure that is integrated into its surroundings.

Public art will play key role in emphasizing the vision of the Diridon Station Area as a crossroads for innovation, engagement, and ecology. Artworks can be commissioned to reinforce the goals of these guidelines and to create landmarks, opportunities for community interaction, temporary exhibitions and human-scaled places.

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Figure 3-6-1: Art Zone Master Plan

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Framework

This Public Art Master Plan envisions the Diridon Station Area with artwork that is differentiated in aesthetic approach, influenced by the character of development and uses (***Figure 3-6-1***). However, this differentiation is not a hard distinction. Overlapping approaches are anticipated in some areas.

The Crossroads of Engagement corresponds to the areas with active uses in the Land Use Diagram. The artwork here should invoke a sense of excitement and encourage interaction among people (***Figure 3-6-2***). The intention is that art creates a strong sense of civic identity. Artwork associated with the Diridon Integrated Station Concept Plan and future development should be dynamic and theatrical and can be either permanent or temporary. Both the art and the architecture of the expanded station should be iconic in nature, reinforcing San José as a destination for technological innovation.

The Crossroads of Innovation defines the areas with a commercial/office uses in the Land Use Diagram. Since most of the development in these areas will be commercial, public investment will be in the public right-of-way. As such, artists should be engaged in infrastructure projects to ensure that streets and underpasses create interesting and engaging experiences for pedestrians, bicyclists and drivers (***Figure 3-6-3***). Many businesses, however, may be interested in commissioning artworks for their buildings or open spaces.



Figure 3-6-2 Sonic Runway, 2017, Artists Rob Jensen and Warren Trezevant, San Jose, CA

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The Crossroads of Ecology is defined by the area's parks and open spaces, and natural features that link the entire Diridon Station Area ***(Figure 3-6-4)***. These areas include residential land uses, along with Los Gatos Creek and Trail, Guadalupe River Park, and the development anticipated south of Diridon Station. It also includes W. San Carlos Street from Lincoln to Vine. Park Avenue and W. Julian Street and the existing neighborhood, south of W. San Carlos Street. The type of artworks envisioned in these areas would typically be of pedestrian scale and of a more intimate character. Los Gatos Creek and the new park lend themselves to artworks that are highly integrated into the environment.

In each of these areas, artists should be engaged as members of design teams to ensure that art is an integral and identifiable part of the experience of place. In addition to serving on design teams, individual artists will be commissioned to create specific works to enhance the public realm. Potential art locations are shown in ***Figure 3-6-1***.

Summary of Key Recommendations

- Embrace the conceptual approach "at the crossroads—of engagement, of innovation, of ecology"—to guide artistic exploration in the Diridon Station Area.
- Seize opportunities for artists to play a leadership role in creating dynamic places.
- Use strategic partnerships to increase resources for art acquisition and programming.
- Engage the private sector in commissioning and presenting public art. Consider maintenance requirements for artworks when allocating resources for commissioning.
- Encourage inclusion of basic public utility infrastructure of power, water and data capability in public spaces to create a platform for a wide variety of art.



Figure 3-6-3 Sensing You, 2015, San Jose, CA. Artist: Dan Corson



Figure 3-6-4 Frontier Village Birdhouses, 2007, Artist Jon Rubin, San Jose, CA

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Hands, 2010, Christian Moeller, San José CA

Conclusion

Art in the Diridon Station Area will help forge a new dynamic neighborhood for San José, defining and infusing the area with vital "essence and identity" while fostering the spirit of innovation and environmental stewardship. The artwork will make this a landmark destination that reinforces San José's identity as a center for innovation. Artists working as visionaries and collaborators will apply their talents helping to sculpt and define the public realm, inspiring us and helping us dream.

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IMPLEMENTATION

The placement of public artworks in the Diridon Station Area will be determined through an area-wide strategy that identifies the best opportunities. Public art projects funded through eligible City of San José capital construction projects will be commissioned for all elements of the Diridon Station Area as detailed in the master plan. Public funds will also be pooled to commission prominent public artworks of area-wide significance. Private developers will be encouraged to integrate permanent and temporary public art into communal spaces at their retail, commercial, and residential development projects, or to contribute to public art pooled funds for the creation of significant public artworks.

Public Art Goals

- Include public art in unexpected places and unexpected ways to infuse the Diridon Station Area with an element of surprise, playfulness, and whimsy.
- Locate public art to mark key paths of movement (such as trails, corridors, and connections), to highlight major entries (to both the Diridon Station Area as a whole and to specific sub-areas), and to anchor key spaces.
- Commission public artworks that act as "community hearths", stimulating interaction where people of different communities or user groups meet.
- Commission public artworks at a variety of scales
  - Large-scale "City Image" projects that create the postcard" image that people think of when they think of the Diridon Station Area
  - Area-scale projects that provide orientation and identity to different sub-areas in the Diridon Station Area; and
  - Neighborhood-scale projects that relate to the way that people work and live in the Diridon Station Area
- Create "strong spots" and "hot spots" for the placement of temporary public artworks, focused on gathering spaces and pedestrian-oriented experiences, that create a sense of excitement and expectation.
- Locate public art in interstitial places, weaving together zones where different kinds of uses overlap, such as places where parks and schools, businesses and residential areas, or transit and pedestrian areas meet.
- Use public art to enhance the trail system, creating unique artworks at areas where trails meet parks or schools; also include smaller-scaled functional and interpretive art elements along the trail.

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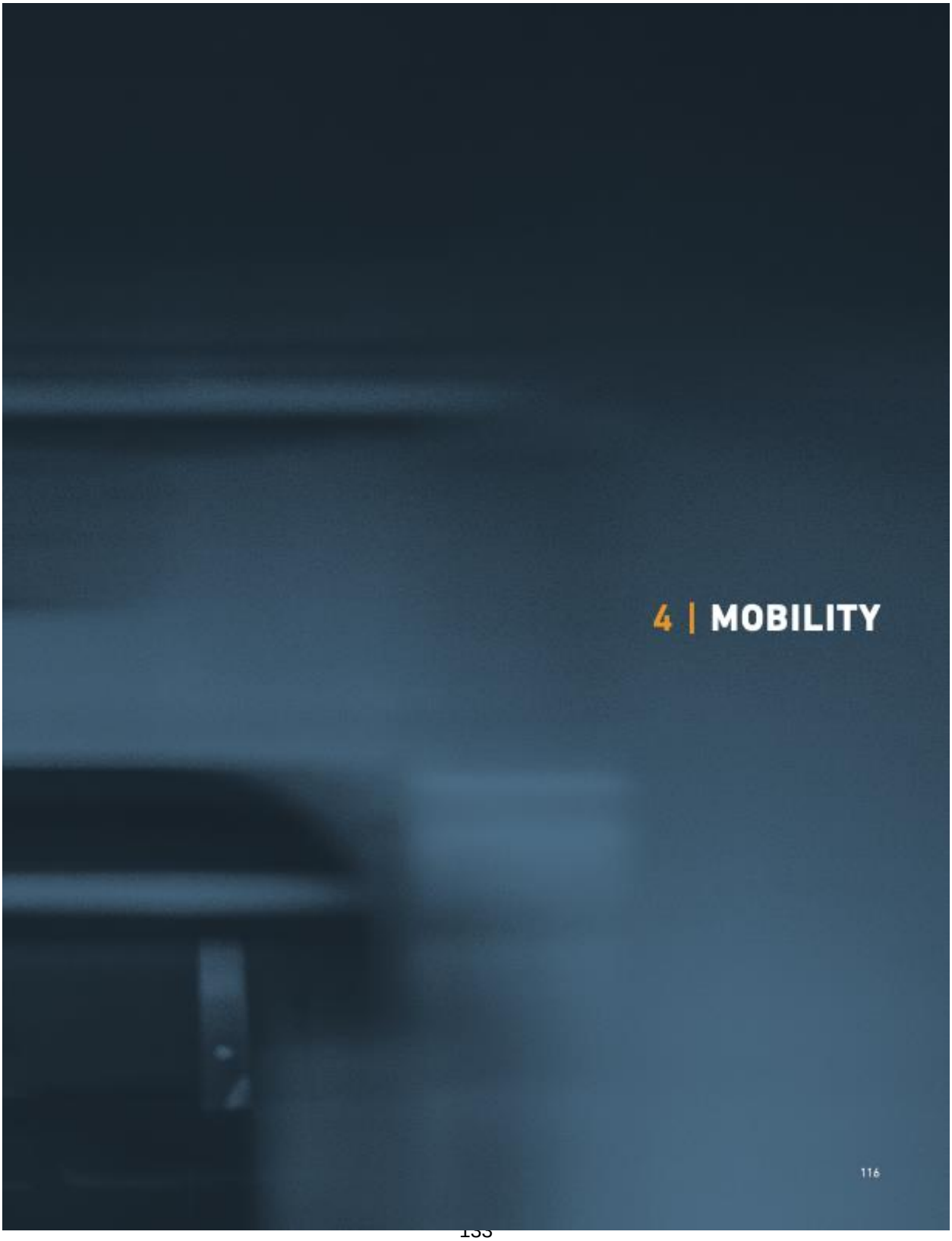
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4.1 FRAMEWORK

INTRODUCTION

The ***2014 Diridon Station Area Plan (2014 Plan)*** envisioned the transformation of the Diridon Station Area into a dynamic mixed-use urban neighborhood anchored by a world-class transportation hub and the SAP Center, home of the National Hockey League's San Jose Sharks. Already a major transit hub, Diridon Station will emerge as one of the premier multimodal hubs in the region and state with the electrification of Caltrain, extension of BART to Silicon Valley, and the proposed California High Speed Rail projects.

The ***Envision San José 2040 General Plan (General Plan)*** sets ambitious goals for access and mobility. This is most clearly articulated by its goals to grow citywide trips taken on foot, public transit, bicycle, shared micro-mobility, and carpooling from the current citywide level of roughly 20 percent to 60 percent of trips by 2040. Diridon Station, with the rich mix of land uses and space-efficient transportation options present there, is key to meeting this target. By 2040, an estimated 75 percent of all trips that begin or end in the Diridon Station Area will need to be made on foot or by public transit, bicycle, or other alternatives to single-occupancy vehicles in order for the City to meet its access and mobility goals.

The following guiding principles build on the vision of the 2014 Plan, the goals of the General Plan, and reflect the overall spirit and characteristics the community indicated are important in planning for mobility in the Diridon Station Area.

M1. Establish a mobility network that ***brings people together, is environmentally and economically sustainable, fosters community development, social interaction among people, and public life, and promotes social and economic equity.***

M2. Create a highly active, safe, and lively pedestrian and bicycle friendly environment with excellent connectivity to Downtown destinations and regional transit to reduce greenhouse gas emissions that contribute to climate change.

M3. Improve pedestrian, bicycle, motorized and transit connectivity and wayfinding between the station site and existing adjacent commercial and residential areas to ensure seamless multi-modal access.

M4. Expand and redesign Diridon Station to create a well-integrated center of architectural and functional significance.

M5. Prioritize shared car parking and disperse parking through a right-size parking approach in different locations to ensure easy walking access to destinations.

M6. Ensure the continued vitality of the SAP Center, recognizing that it is a major anchor for both Downtown San José and the Diridon Station Area, and pursue best efforts to maintain a sufficient supply of parking and efficient vehicular and pedestrian access for SAP Center customers, compliant with the standards set forth in the Arena Management Agreement.

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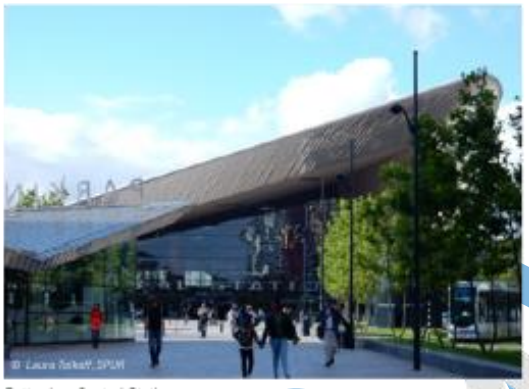

Rotterdam Central Station



Denver Union Station

Great transit hubs such as Rotterdam Central Station (left) and Denver Union Station (right) balance the many important goals that the City of San Jose is seeking to advance at Diridon Station. The station should be architecturally significant and be a destination in and of itself, it should accommodate all modes of travel, but should also be an attractive urban place where travelers and non-travelers alike enjoy spending time.

This chapter begins with a discussion of key access and mobility principles and how they can transform the Diridon Station Area into a dynamic mixed-use urban district that welcomes everyone. The chapter then describes a transportation hierarchy based on these key principles that creates a vibrant, people-focused and equitable Downtown. Building on this hierarchy, the chapter then discusses specific transportation and parking investments and programs most critical for this transformation shown in illustrative figures. Chief among them is an expanded and re-envisioned Diridon Station, the place where most of the South Bay's high-capacity transit lines converge.

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4.2 KEY PRINCIPLES

This Plan aims to increase the share of people moving around in the Diridon Station Area on foot or by public transit, bike, shared micro-mobility, carpooling, and other alternatives to single-occupancy vehicles (SOV) from the current level of 40 percent to at least 75 percent by 2040. Achieving these targets will require that the Diridon Station Area become much more people-centered. This is not only to improve the mobility network and outcomes, but also to create a place that is more attractive, sustainable, vibrant, and equitable. Non-SOV modes tend to be better for the environment, they take up less space, they are more affordable, and they do more to promote access to opportunities for disadvantaged populations. ***Figure 4-2-1*** compares mode share today versus 2040 goals for the Diridon Station Area.

There are four key principles to transform the Diridon Station Area into the envisioned dynamic mixed-use urban district. The Diridon Station Area's transportation system must:

- ***Bring people together***, prioritizing walking, transit, and bicycling as modes that move the greatest number of people while using up the least amount of land, and addressing their need for safety, health, dignity, comfort, and enjoyment;
- ***Be environmentally and economically sustainable***, emphasizing easy access to transportation options that are affordable and clean, and that allow residents and workers—especially those of lesser means—to access jobs, services, and housing, both within the Diridon Station Area and throughout the city and region;
- ***Foster community development, social interaction among people, and public life***, advancing the vision for a vibrant and livable Diridon Station Area with neighborhoods that are complete, unique, and reflective of its diverse history;
- ***Promote social and economic equity***, supporting inclusive access to transportation modes that provide the most economic and health benefits for a wide variety of people who live, work, and play in the Diridon Station Area.

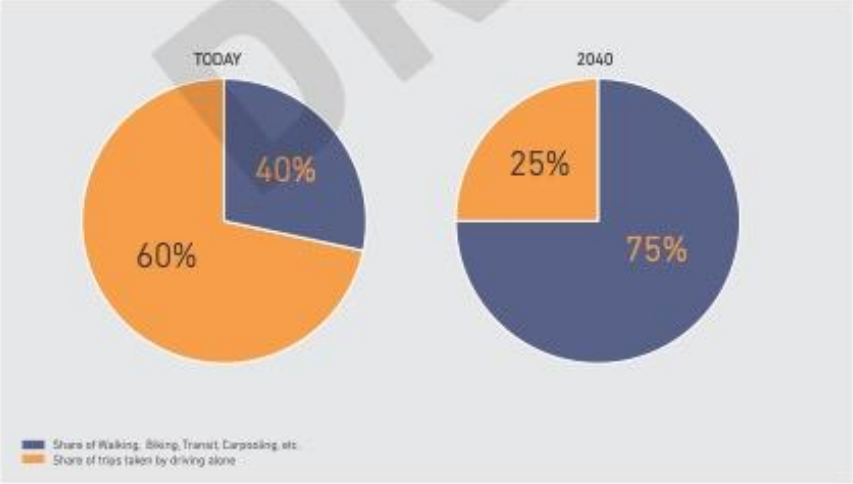

Figure 4-2-1 Mode Split Today vs. 2040 Goals For Diridon Station Area

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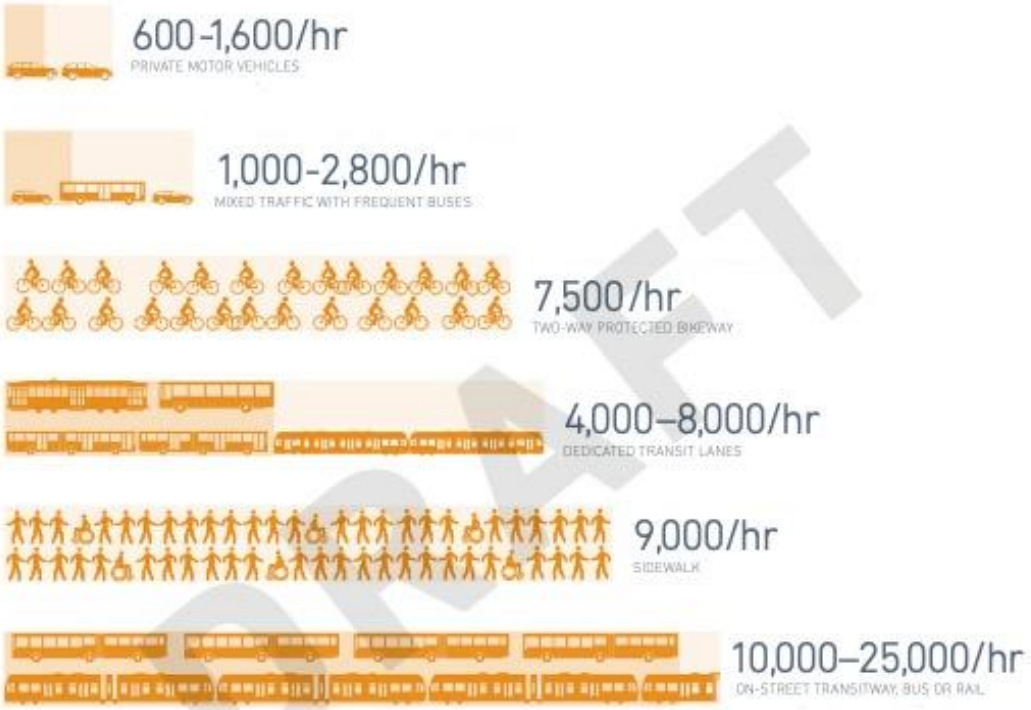

Figure 4-2-2 Maximum Number of People a 10-foot lane can carry in different modes during peak time

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BRINGING PEOPLE TOGETHER

Cities bring people and the goods and services they need close together. City centers, where people and activities are typically most highly concentrated, thrive because of their ability to allow social and economic activity on relatively little land. The modes of transportation that are most suitable for downtowns should also be the most "space-efficient." They bring the greatest number of people where they need to go, while requiring the least amount of land.

As illustrated in ***Figure 4-4-2*** from the National Association of City Transportation Officials (NACTO), transportation modes differ greatly in their ability to move people in a given amount of space. This graphic shows the capacity of a single 10-foot lane (or equivalent width) by transportation mode at peak travel times.

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ENVIRONMENTAL AND ECONOMIC SUSTAINABILITY

The Diridon Station Area is a critical element for San José to meet a range of General Plan and statewide sustainability goals—both environmental and economic, giving people clean and affordable ways to travel.

Today, approximately 63 percent of greenhouse gas emissions in San José come from transportation, and the City has set a goal in ***Climate Smart San José*** reducing its carbon footprint significantly to limit global warming to less than 2 degrees Celsius—the point at which dangerous climatic impacts are triggered. Climate Smart San José includes numerous strategies to reduce our reliance on fossil fuels while improving quality of life—embracing walkable neighborhoods, improving bike-ability and other micro-mobility, expanding public transit and access to electric vehicles, and bringing more people and services (jobs, housing, and the other things people need) close to high-quality transit.

In San José, the cost of transportation is significant—roughly 16 percent of average household income is spent on transportation annually. Transportation is second only to the cost of housing (nearly 30 percent of household income on average), with the combined burden of housing and transportation consuming roughly 45 percent of households' annual income. For moderate income households, the combined housing and transportation burden is even higher at 53 percent of annual household income on average.[1]

The Diridon Station Area should be accessible from all parts of the City. San José residents and workers should be able to access to the Diridon Station Area by low-cost, low-impact transportation modes such as walking, bicycling, and transit. This will reduce the financial and environmental burdens of transportation and improve quality of life, particularly for those of lesser means.

1 *Center for Neighborhood Technology's Housing and Transportation Affordability Index, htaindex.cnt.org.*



Driver's Road Rage



San Francisco, CA



Santana Row, CA

Figure 4-2-3 Modes and Social Interactions

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FOSTERING COMMUNITY DEVELOPMENT, SOCIAL INTERACTION, AND PUBLIC LIFE

Diverse types of transportation also affect quality of life differently. Generally, modes of transportation that are slower and smaller are "gentler"—they are more pleasant to be around and allow people to interact positively. While moving around on foot or bicycle, for example, people can frequently make eye contact with each other and develop a greater sense of belonging and community cohesion. Moreover, people walking and bicycling around a city contribute to its "public life"—what people create when they connect with each other in public spaces—the streets, parks, and spaces between buildings. Public life is about the everyday activities that people naturally take part in when they spend time with each other outside of their homes, workplaces, and cars.

In contrast, private modes that are bigger, heavier, faster, and more private tend to separate travelers more from the surrounding urban environment. As a result, these modes tend to foster fewer social interactions and in particular, fewer positive social interactions. Motorists, for example, generally move too quickly down a street to engage in chance encounters with other people. The glass and metal shield that a car provides further hampers interactions with people outside of the car.

The interactions that do occur between a motorist and other people on the road are often negative and unpleasant, both for the motorist and for other road users. Separated from others by metal and glass, motorists are often hard-pressed to perceive the facial or verbal cues of other road users and vice-versa, resulting in misunderstandings and even anti-social behaviors.

In the ***San José Public Life Field Guides*** (2019) developed for the City, Gehl suggests that furthering public life should be an explicit goal for the City of San José in making transportation investments. As suggested in ***Figure 4-2-3***, cities that are built to promote walking, cycling, and other modes that foster social interactions also tend to be places that people find most enjoyable to spend their time. They are the places with the most vibrant public life



Viva CalleSJ Open Streets



SOFA Street Fair

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SOCIAL AND ECONOMIC EQUITY

Transportation planning decisions have significant and long-lasting equity impacts. Decades of transportation investments supporting car traffic in the Diridon Station Area and Downtown have failed to serve the needs of low-income communities of color. Regionally, dispersed auto-oriented development has separated residents far from their workplaces and other daily activities. Facing a lack of affordable housing and diverse employment options in Downtown San José, many lower-income individuals have sought more affordable housing and employment opportunities outside of the city's core, contributing to longer and more expensive commutes. Within the Diridon Station Area and Downtown, transportation investments that have prioritized the free movement of cars have induced more traffic and have degraded the quality of life for the residents and people working there.

As this Plan applies the key principles to plan for transportation investments and policies in the Diridon Station Area, it is important to advance equity by ensuring that the transportation planning and decision-making process addresses the needs and concerns of the low-income communities of color, so that the distribution of transportation investments and policies accrue benefits as opposed to harm in these communities.

Communities of Concern is an equity framework established by Metropolitan Transportation Commission (MTC) to measure disadvantaged communities by census tract. Local governments and public agencies often use this framework to plan and prioritize transportation projects and funding. Communities of Concern include a diverse cross-section of populations and communities that could be considered disadvantaged or vulnerable now and in the future. ***Figure 4-2-4*** illustrates that most of the Downtown communities living on the east side of State Route 87 qualify as disadvantaged and vulnerable communities. According to the MTC's equity analysis, these communities have higher levels of households with minority, low-income status, severe rent burden, single parents, and people who have limited English proficiency than the regional average. ***Figure 4-2-4*** also shows that no communities located in the Diridon Station Area qualify as disadvantaged and vulnerable communities. To best meet the needs of the disadvantaged communities while maximizing benefits and minimizing burdens, this Plan places significant focus on improving transportation options and access to the Diridon Station Area for these communities.

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Figure 4-2-4:Communities of Concern within the Downtown San José Area

APPLYING KEY PRINCIPLES TO THE DIRIDON STATION AREA

Diridon Station is at the heart of this vibrant mixed-use district, welcoming people into the heart of the city while taking up little precious urban land. When BART, commuter rail, high-speed rail, light rail, and supporting bus services converge, the station will support more high-capacity transit connections than any other place in the Bay Area. By 2040, preliminary forecasts suggest that the station will accommodate more than 100,000 passengers daily, almost as many as the number of people who use San Francisco International Airport daily. Significant past and future public investments in high-capacity transportation in the Diridon Station Area will make the Diridon Station Area one of the most accessible places in the Bay Area and indeed all of California. A great rail station must do more than simply enable regional and statewide travel. It must be designed with an understanding of the ways that transportation infrastructure creates place. Regional and intercity mobility should not negatively affect local connections, neighborhoods, and people.

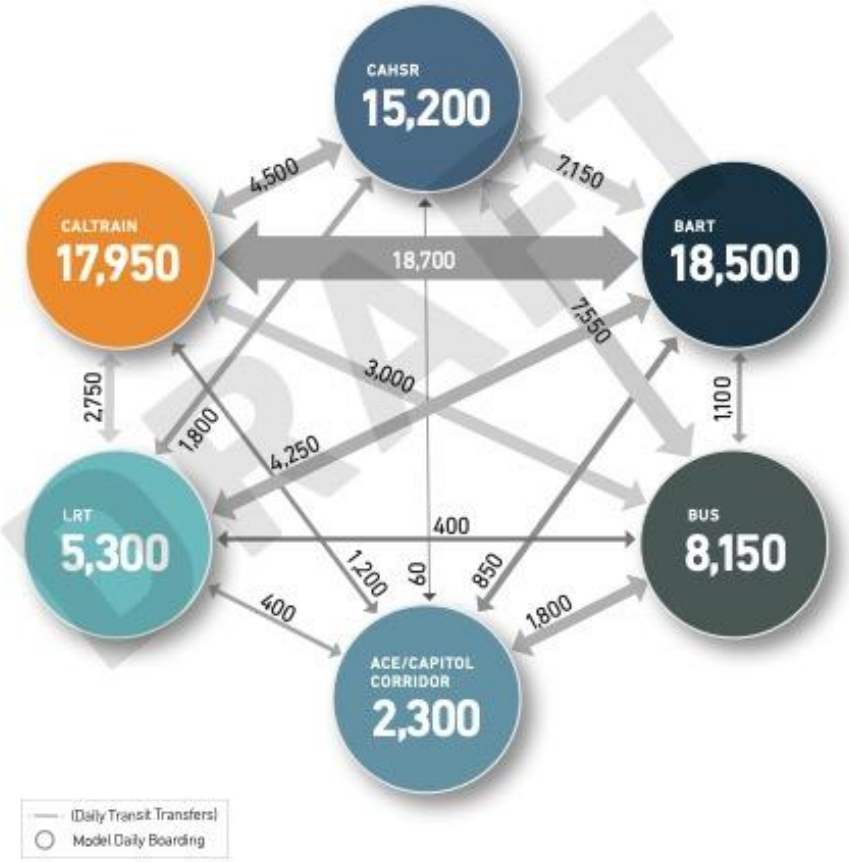
Today, people access Diridon Station as follows: 26 percent drive to the station and park there, 23 percent transfer from another transit operators, 18 percent walk to the station, 18 percent are dropped off at the station, and 16 percent bike to the station.[2] These trips constitute a relatively small proportion of the total trips within the Diridon Station Area. Among all trips that start and/or end in the Diridon Station Area, about 85 percent are made by automobile today—60 percent are in single-occupancy-vehicles (SOV) and the remaining 25 percent are in carpools and/or shared ride vehicles. Given the expected growth in transit trips, and as many as 44,000 jobs, 28,000 residents, and many additional visitors in the Diridon Station Area by 2040, the number of people moving around will grow tremendously. Attempting to accommodate this number of people will not be possible without reducing the share of car trips, since many cars would require far more space than is available.

The Diridon Station Area, which will offer a rich mix of places to go and things to do in the future, has the potential to be highly transit-supportive and vibrant. As described below, the station will be redesigned to connect neighborhoods on both sides of the tracks for people walking, bicycling, and using other forms of micro-mobility. The station should also be highly visible from surrounding areas and facilitate intuitive wayfinding, both for passengers arriving at the station by train, as well as passengers coming from the city and departing the station by train. The Diridon Station Area should prioritize walking, bicycling, and other space efficient, gentle, and sustainable transportation modes to allow growth while improving quality of place and life.

According to preliminary estimates, the greatest number of transfers at the station will be between the highest capacity heavy rail modes. This is shown in ***Figure 4-2-5***. There will be especially large volumes of transfers between high-speed rail and BART, high-speed rail and Caltrain, and Caltrain and BART. There will also be a significant number of passengers transferring between light rail, bus and these heavy rail modes. The Diridon Integrated Station Concept Plan "Concept Layout," described below, seeks to facilitate these high-volume transfers by locating these modes as close together as possible and providing quick, comfortable, and intuitive transfer routes between them.

2 *Caltrain 2040 Long Range Service Vision, Caltrain, October 2019.*

*Figure 4-2-5 Estimated transfer volumes between modes at Diridon Station in 2040**



The transfer volumes in this figure are based on preliminary analysis and are subject to future refinement.

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STATION ACCESS HIERARCHY

The value of a central city rail hub like Diridon Station is that it brings many people into the core of a city on relatively little land. It is "space-efficient," which is to say that it provides a lot of transportation benefit for the land that it requires. This makes train stations uniquely compatible with dense city centers, which, as discussed earlier in this chapter exist in order to facilitate exchange by bringing people, goods and services closer together. The station access hierarchy aims to maximize the potential of the station—both as a transportation facility and as a stage for public life—by prioritizing the modes of transportation that bring the greatest number of people to and through the station. The hierarchy prioritizes these modes by accommodating them closest to the core of the station.

People walking have top priority within the Diridon Station Area. Station patrons will always be pedestrians for part of their trips, whether the Diridon Station Area is the origin (the person who lives in the Diridon Station Area) or the destination (the person who visits the Diridon Station Area for work, entertainment, or other reasons). Therefore, the land uses closest to the station must be easily and comfortably accessed by foot and other low-impact modes of travel. This said, it is important to recognize that Diridon Station's purpose is to connect San José to other places farther away throughout the region and state. In order to fulfill its role as a regional and statewide transportation center, the station must prioritize quick, convenient, and intuitive transfers between the highest capacity modes at the station.

With good and intentional design, a train station can successfully promote mobility across these different scales. It can promote connections to places far away while also facilitating local movement and the quality of place in the neighborhood where it sits. And thankfully, in a complicated multi-level station hub like the future Diridon Station, not all modes need to circulate on the same level.



Figure 4-2-6: Station Access Hierarchy

In particular, the rail modes, which provide regional and statewide access, will either be below or above ground level and will generally not compete for the same scarce space on the ground level as pedestrians, bikes, and buses.

Recognizing that the initial reason for the station's existence is to serve as a regional and rail facility, the commuter and intercity rail modes that will be located on the elevated

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rail platform level are at the top of the hierarchy. This rail platform level forms the "core" of the station. Below the commuter and intercity rail, the hierarchy is divided into two tiers for local, citywide and regional modes that will generally not compete for the same physical space.

1. In the left tier are local and downtown-wide access modes. In this tier, pedestrians are at the top of the hierarchy, while other modes that take up more space and that contribute less to public life have lower positions on the hierarchy. In this tier, modes that are shared ("shared micromobility") are listed higher in the hierarchy since they require less space per user. For example, a shared bike can be used many times throughout the day by multiple people, while a private bike parked at a station is only used by a single person.
2. In the right tier are high-capacity modes for citywide and regional trips. In this tier, the most frequent and highest-capacity modes are listed above lower-capacity modes.

Below the two-tiered section of the hierarchy are private modes that are the least space-efficient. Company shuttles, which carry many people in the same vehicle, are listed above taxis, and private vehicles. Parking for private vehicles, which represents the least space-efficient way to access the station, is at the bottom of the hierarchy.

Figure 4-2-6 illustrates the Station Access Hierarchy developed in the Diridon Integrated Station Concept Plan. The hierarchy aligns with the key principles for the area—bringing people together in sustainable ways that support people and public life. The intent of this hierarchy is to guide decisions at the Diridon Station Area and project level and help resolve competing demands for funding and for physical space.

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4.3 RELATED TRANSPORTATION PROJECTS

THE DIRIDON STATION AREA CONCEPT PLAN

Diridon Station is the most significant component of the area's transportation system and will be the entry point into Downtown for a large proportion of the people who will come Downtown. The design of the station will have profound effects on the circulation network for the entire Downtown and beyond. Also, as the City's " front door," the station and public spaces around it must be designed as high-quality publicly accessible places that welcome everyone. While the station will connect the Diridon Station Area to places throughout the region and state more easily, it is important that it not divide the neighborhoods in which the station sits. Furthermore, safer and more efficient access into the Diridon Station Area and Downtown from surrounding low-income communities of concern will be critical.

To plan for the substantial growth of Diridon Station, the City of San José, the Peninsula Corridor Joint Powers Board (PCJPB, also known as Caltrain), Santa Clara Valley Transportation Authority (VTA), and the California High-Speed Rail Authority (CHSRA) (the "Partner Agencies") formed a public agency partnership in July 2018 to work on a station design effort called the Diridon Integrated Station Concept Plan (Concept Plan). The Metropolitan Transportation Commission (MTC) joined this partnership in 2020. Through this effort, the Partner Agencies, with considerable community input and participation, developed a spatial vision for a new and expanded station. The resulting "Concept Layout" optimizes transit and passenger needs, while supporting future development potential and balancing city and neighborhood impacts. The Concept Layout is illustrated in ***Figure 4-3-1***.

This section describes the key components of the station as they establish the framework for Downtown circulation.



Figure 4-3-1 Concept Layout in the Diridon Integrated Station Concept Plan

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Concept Plan Elements and Decisions

City Council, along with the Partner Agencies, formally adopted the following three elements of the Concept Layout:

- ***Elevated Station Platforms.*** Elevating the tracks and platforms to roughly 25 feet above the ground will allow for street-level east/west connections through the Diridon Station Area, knit together neighborhoods on either side of the tracks, and facilitate connections for people walking, bicycling, and driving.
- ***Station Entrances at Santa Clara Street and San Fernando Street.*** The Concept Layout includes two main concourses with four station entrances. One concourse is oriented toward Santa Clara Street and will be close to BART, light rail, bus, and other connecting modes to allow for quick transfers. The other concourse will be located near San Fernando Street and allow for easy connections to the bike network, creeks, existing neighborhoods, and future office and housing development projects. As illustrated in ***Figure 4-3-1***, the Concept Layout includes two prominent interconnected public plazas on the east side of the station between San Fernando Street and Santa Clara Street. These plazas will serve as important public gathering spaces. They will also serve important breaks in urban fabric that will make the station more visible from surrounding areas and help travelers orient themselves upon arriving at the station by affording clear sightlines to Downtown.
- ***Existing Track Approaches into the Future Station.*** Maintaining track approaches that generally stay within the existing northern and southern corridors to take advantage of existing rail infrastructure, minimize overall community impacts, and minimize the need to acquire land, as discussed in Chapter 2.

Though the Diridon Partner Agencies did not formally adopt these elements, the Concept Layout also makes proposals for the arrangement of local access modes, public plazas, and other items. The precise location and design of all of these elements will continue to evolve as part of the Diridon Integrated Station Plan process. Additionally, the Partner Agencies will continue to work together to develop the footprint of the station and approach tracks, as well as to clarify construction staging and phasing assumptions.

Generally, the Concept Layout reflects community desires for high-quality public plazas leading to the station entrances, as well as quick, convenient and intuitive transfers between high-capacity transit modes. The Concept Layout prioritizes pedestrian, bicycle, light rail, and local bus access, while accommodating intercity bus and vehicle drop-off and pick-up zones and parking just outside of the core of the station.

Additionally, the Partner Agencies are assessing the long-term space needs for the station and approach tracks through the Concept Plan process. As such, and as discussed in Chapter 2, Section 2.3 of this Plan, the City will evaluate rail corridor preservation and compatibility strategies in line with the Concept Plan.

Implications on Broader Circulation Network

Elevating the tracks at the station to allow for easy east-west street connections transforms the station from a barrier to a connector. Primary east/west auto routes will remain as they exist in 2021. However, the elevated station design means that pedestrians, cyclists, and people using various forms of micro-mobility can pass through the station and travel within the Diridon Station Area more easily and safely. ***Figures 4-3-2*** and ***4-3-3*** illustrate current and future connections across the rail corridor because of the decision to raise the tracks.

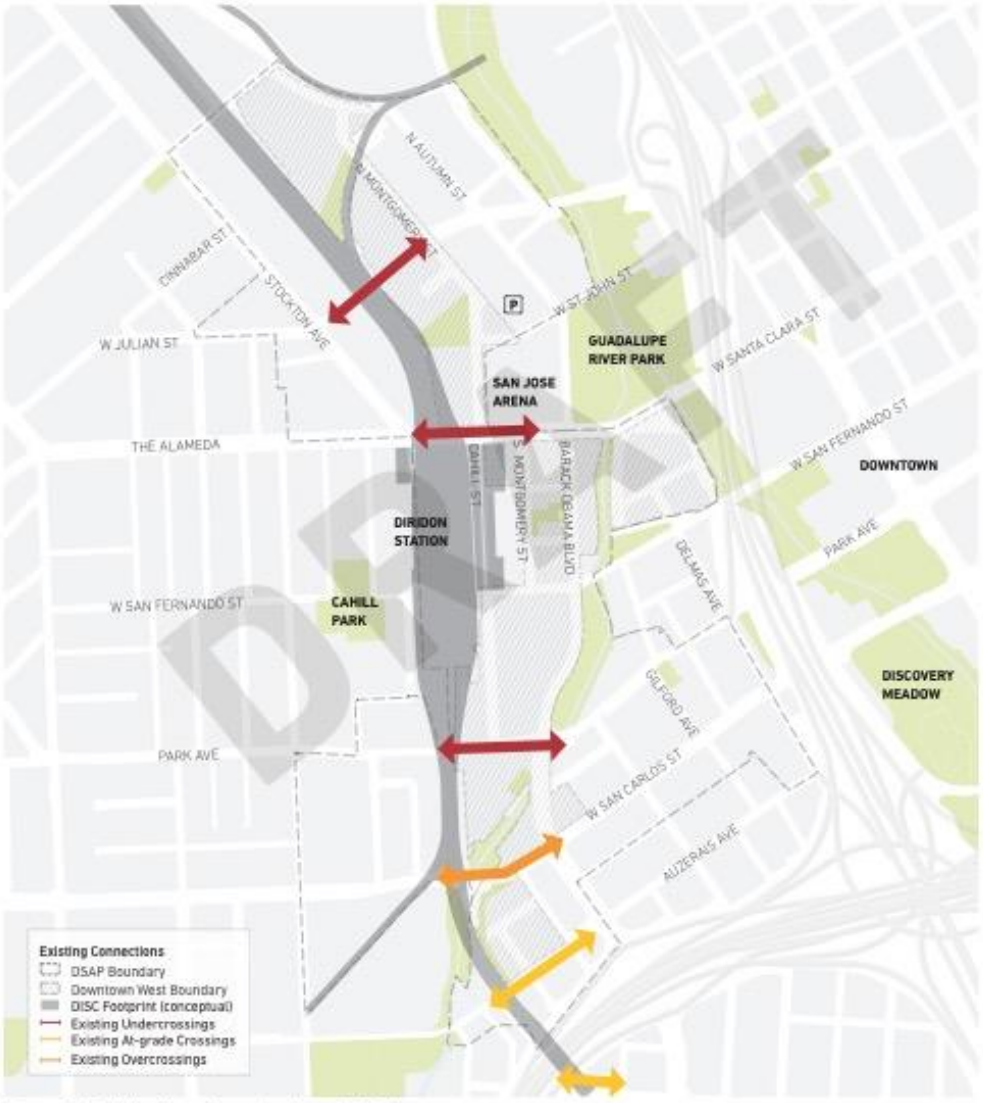

Figure 4-3-2: Existing Street Connections Across the Tracks

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A major goal of the plan is to provide safe, convenient connections across the rail corridor serving Diridon. In an effort to support a vibrant and people-focused district, the "New Connections" shown below are generally for people walking and bicycling, as further described in Section 4.4.



Figure 4-3-3: Planned Street Connections Across the Future Elevated Tracks

THE DOWNTOWN TRANSPORTATION PLAN

Since early 2020, the City has been developing a comprehensive plan for the broader Downtown transportation system, ***Downtown Transportation Plan***, that aims to create a vibrant and people-focused Downtown San José. The Downtown Transportation Plan will provide clear direction on improving access, mobility, circulation, navigability, 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 it to become—a more vibrant, dynamic, and interesting place that facilitates exchange and welcomes our whole community. The key principles discussed earlier in this chapter on spatial efficiency, sustainability, equity, and public life are essential principles as much for the Downtown Transportation Plan as they are for the transportation elements in this Plan.

Figure 4-3-4: Related Transportation Project Boundaries



Alignment/boundaries are understudy and not adopted, and provided for reference only.

The Downtown Transportation Plan rests on the following core community values: safety, social equity, affordability, environmental quality, public life, public health, fiscal health, sustainability, adaptability, comfort, convenience, and coordination and consistency. Based on these core community values, the plan aims to do the following:

- Facilitate movement while enhancing places
- Serve the needs of all Downtown users, including residents, workers, students, and visitors
- Provide space-, time-, and cost-efficient access
- Make Downtown easier to navigate through intuitive, and user-centered design
- Prioritize projects and programs based on Downtown community, City, County, and regional goals and values
- Incorporate trail systems

The ***Downtown Transportation Plan*** accelerated the circulation network planning on the western side of the Downtown in coordination with this Plan. Anticipated in 2021, the ***Downtown Transportation Plan*** will identify a comprehensive circulation network, develop a prioritized list of transportation projects, recommend curbside and parking management strategies, and advance "big moves" and high-priority projects that will help shape the desired future of Downtown. To achieve transportation outcomes that truly reflect community values, the plan includes a robust community engagement process to ensure that the community—including the underrepresented—supports, feels ownership of, advocates for, and helps implement the plan. The Downtown Transportation Plan includes the Diridon Station Area and is also carefully considering connections to areas farther west.

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4.4 TRANSPORTATION NETWORK

The section below describes the planned transportation network for the Diridon Station Area, including direction on how to make trade-offs between different modes within the network and specific planned improvements.

This Plan sets forth a transportation network that moves people to and within the Diridon Station Area in ways that are efficient, equitable, and safe, and that also supports the Diridon Station Area as an attractive people-focused place. As discussed above, Diridon Station—the place in the South Bay where the most high-capacity modes converge—plays a defining role in the shape of the surrounding transportation network. In addition, the network aims to connect existing neighborhoods—particularly low-income communities of concern east of State Route 87—to the Diridon Station Area. This Plan prioritizes walking, public transit, and bicycling within the core Diridon Station Area, while locating automobile circulation and parking facilities at the perimeter of the Diridon Station Area. This allows motorists to drive to and park on the perimeter of the Diridon Station Area easily without compromising the pedestrian and transit-oriented quality of the core area. On this point, it is important to note that everyone is a pedestrian at some point during their trip. This includes motorists, who will park their vehicles and then become pedestrians, bicyclists, or users of other modes of shared micro-mobility when they move into the core area to reach their destinations.

STREET TYPES AND PRIORITIES

This plan uses Envision San José 2040 General Plan Designations, called Street Typologies. Street Typologies reflect a street's primary function and adjacent land use context. In doing so, street typologies establish the need to accommodate multiple travel modes and promote desired travel speeds. Street typologies provide direction for a Complete Street network that accommodates all people traveling on it. Modal priorities by street type and the recommended transportation network are illustrated in ***Figure 4-4-1*** and ***Figure 4-4-2*** respectively. For more details on the design of streets by street type, please see the San José Complete Streets Design Standards & Guidelines.[3]

3 https://www.sanjoseca.gov/home/showdocument?id=33113

Transit Priority

Grand Boulevards are designated in the Envision San José 2040 General Plan as major transportation corridors that connect city neighborhoods. They are transit priority corridors for local bus and light rail transit services to accommodate moderate to high volumes of travel needs within and beyond the city. These streets should also accommodate bicycles and motor vehicles. However, if there is not enough space to accommodate all modes equally, high-quality transit facilities should be given priority. Examples of high-quality transit facilities include, but are not limited to, dedicated transit lanes, bus "queue-jumps" that allow buses to move easily through congested areas, transit signal priority, and transit stop enhancements. Grand Boulevards should also provide high-quality pedestrian facilities such as attractive lighting, wayfinding, ample sidewalks, enhanced crosswalks, and landscaping.

The following streets are designated as Grand Boulevards in the vicinity of Diridon Station:

- ***Santa Clara Street*** is an east-west corridor and continuation of The Alameda that runs through the middle of the Diridon Station Area, extending east from Stockton Avenue through Downtown and toward Alum Rock Avenue. Santa Clara Valley Transportation Authority (VTA) Rapid Bus routes 500 and 522, as well as Frequent Bus routes 22, 64A, and 64B, all of which offer service every 15 minutes or better during the day, run along Santa Clara Street. Routes 500, 64A, and 64B serve Diridon Station directly. Routes 522 and 22 currently have a stop at the intersection of Santa Clara Street and Cahill Street that is roughly 500 feet (roughly a two-minute walk) from the planned Santa Clara station entrance. entrance.

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Figure 4-4-1 Modal Priorities of Street Types



Grand Boulevard	PRIMARY	PERMITTED	PERMITTED	PERMITTED
Primary Bicycle Facility	PERMITTED	PRIMARY	PERMITTED	PERMITTED
Main Street	PERMITTED	PERMITTED	PRIMARY	PERMITTED
Connector	PERMITTED	PERMITTED	PERMITTED	PERMITTED
Trail		PERMITTED	PERMITTED	
Active Greenway		PERMITTED	PERMITTED	

San Jose Complete Streets Standards and Guidelines define sidewalk and other key street dimensions, recommended treatments, accessibility features, and more.

As described in the Complete Streets Standards and Guidelines, On-Street Primary Bikeways generally apply to the City and Local Connector Street General Plan Typologies, and are thereby consistent with them.

- ***The Alameda*** is an east-west corridor that is a continuation of Santa Clara Street. Extending northwest from Stockton Avenue to Santa Clara University, VTA's Rapid Bus route 522 and Frequent Bus route 22 use this corridor. The less frequent 64B line also runs along the Alameda with service every 30 minutes.
- ***San Carlos Street*** is an east-west corridor that runs through the southern portion of the Diridon Station Area. Extending west from San José State University to become Stevens Creek Boulevard, VTA's 523 Rapid Bus route and Frequent Bus route 23 operate along this corridor, both with buses coming every 15 minutes or better during the day. Both routes have stops at the intersection of San Carlos and Barack Obama Boulevard[4], which is roughly 2,000 feet, or 7 minutes of walk time, from the planned San Fernando station entrance.

4 *On January 5, 2021 the Council of the City of San José approved the renaming of portions of Bird Avenue, South Montgomery Street, South Autumn Street, and North Autumn Street to Barack Obama Boulevard, public streets extending approximately 4,300 feet between Interstate 280 in the south and West St John Street in the north.*

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Pedestrian and Bicycling Priorities

In addition to an attractive station building, well-designed plazas, parks, buildings and building facades are also key elements that will contribute to a high-quality public realm and that will make the Diridon Station Area unique. Given that there is limited space within the Diridon Station Area, it is critical to allocate this space properly. And as exemplified by the work of NACTO referenced earlier in this section (***Figure 4-2-2***), there has been a growing movement in cities worldwide to view streets not just as thoroughfares for moving car traffic, but more broadly as places for people, social activity, and public life. This thinking has also gained popularity in San José, as explained in the discussion of specific streets below.

Active Greenways are streets that are closed to motor vehicles and open to pedestrians, bicyclists, shared micro-mobility, and emergency vehicles. They serve as open spaces that connect people and places. The following are designated as Active Greenways in the vicinity of Diridon Station, and are expected to be designed and implemented in conjunction with the Diridon Integrated Station Concept or through new transit-oriented development:

- ***Cahill Street between San Fernando Street and Santa Clara Street*** will have open plazas in front of the San Fernando and Santa Clara station entrances on the east side, as shown in ***Figure 4-3-1*** once the station is rebuilt. In line with the Diridon Station Concept Plan's access hierarchy (***Figure 4-2-6***), these streets prioritize walking, because walking is the most space-efficient mode and these streets are closest to the station concourses.
- ***Underneath and Along the Elevated Rail Tracks.*** When Diridon Station is rebuilt and the tracks are elevated, the space underneath the tracks will be available for active uses—including the station and ancillary services (for example, secure bicycle storage), areas with retail and services, and a north-south active transportation corridor. The active transportation corridor would provide direct access to Diridon Station for pedestrians and bicyclists from the Los Gatos Creek Trail as well as all the east-west street crossings under the tracks.

  This new Active Greenway would extend east-west at roughly ***Lenzen Avenue*** and ***Cinnabar Street*** from Stockton Avenue to the Active Greenway under the tracks, and connecting to neighboring streets, parks, homes, and buildings. The new connection at Lenzen Avenue may be designed as an On-Street Primary Bicycle Facility, in lieu of an Active Greenway.



- ***Delmas Avenue between San Fernando Street and Santa Clara Street*** is a north-south street that is under consideration for closure to motor vehicle through traffic. If closed to motor vehicles, an alternative route would be needed for pedestrians and bicyclists connecting between San Fernando Street and Santa Clara Street on the east side of Barack Obama Boulevard and the Los Gatos Creek Trail. A trail option that runs in parallel to and on the west side of Delmas Avenue is under consideration in order to maintain this important pedestrian and bicycle connectivity.

The Envision San José 2040 General Plan encourages pedestrian travel between high-density residential and commercial areas throughout the City, including the Diridon Station Area. It designates ***Main Streets*** as roadways with high levels of pedestrian activity that make walking safe, comfortable, and convenient for individuals of all ages and abilities. Examples of pedestrian priority treatments include,

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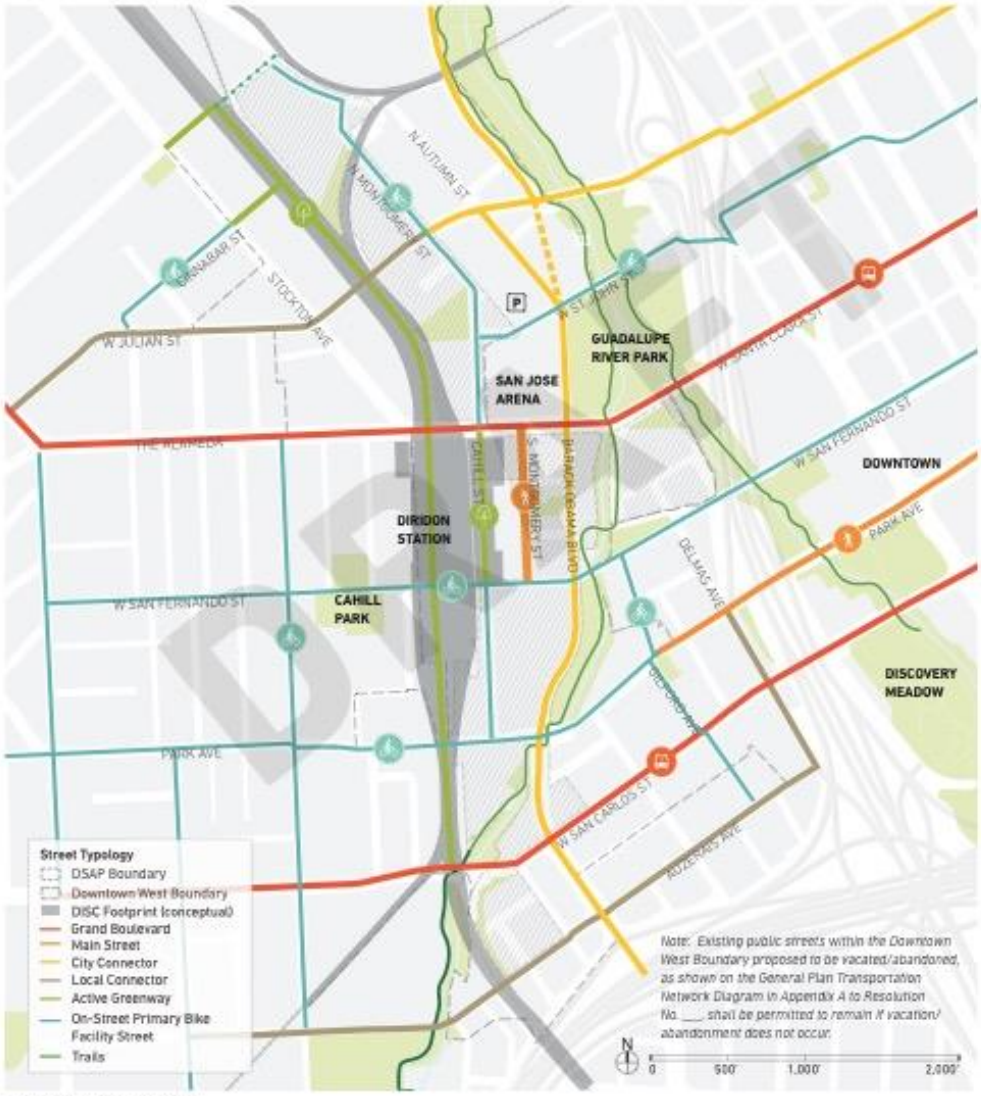

Figure 4-4-2: Street Typology





Miami's Underline is under construction, with Phase 1 (pictured above) open to the public and future phases under development (rendered above). Active retail and services, walking and bicycling paths provide "eyes" on the area under the track. The Underline is also well integrated into the surrounding street and trail network and provides pleasant and convenient connections to surrounding neighborhoods and businesses.

but are not limited to, wayfinding signage, street trees, pedestrian-scale street lighting, enhanced crosswalks, automatic pedestrian signals, reduced crossing length, sidewalk widening, and public seating areas. The following streets are designated as Main Streets in the vicinity of the Diridon Station:

- ***Park Avenue east of Gifford Avenue*** is an east-west corridor that connects with the Guadalupe River Trail, the planned Park Paseo, Plaza de Cesar Chavez, and Paseo de San Antonio to the east. The planned Park Paseo project extends the pedestrian experience along Park Avenue west of the Plaza de Cesar Chavez to the Guadalupe River Park and the undercrossing of State Route 87, connecting the natural qualities of the Guadalupe River Park with the city's cultural center. West of Gifford Avenue is an On-Street Primary Bikeway that runs through Diridon Station.
- ***Montgomery Street*** is a north-south corridor that runs between San Fernando Street and Santa Clara Street. It provides direct connection between the San Fernando station entrance, BART station entrance located at the intersection of Santa Clara Street and Montgomery Street, and the SAP Center.

San José has one of the nation's largest urban trail networks, which offers a wide variety of experiences. The City's planned 100-mile trail system offers an opportunity for recreation with access to quiet natural and landscaped areas and open space. It also provides off-street connections to major employment and residential centers through the city with linkages to public transportation and on-street bikeways, offering residents and workers an attractive option to leave cars at home. Refer to the Open Space and Public Life chapter of this Plan for more details on the existing and planned trail connections in the Diridon Station Area.

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Bicycle Priority

On-Street Primary Bicycle Facilities are designated in the Envision San José 2040 General Plan as streets that provide continuous access and connections to the local and regional bicycle network. Automobile through traffic, as well as high volumes of motor vehicle traffic generally, are discouraged. Transit, pedestrians, and motor vehicles can also be accommodated on these streets. However, if there are right-of-way conflicts, high-quality bicycle facilities such as bike boulevards and protected bike lanes should be given significant priority. Bicycle priority treatments generally provide separation between bicyclists and the adjacent motor vehicular travel lanes ("protected bike lanes"). This may include "low-stress" shared roadway bicycle facilities (e.g. bike boulevards, advisory bike lanes), right-of-way infrastructure improvements, signal enhancements for bicycles, turning-movement restrictions for motor vehicles, and end-of-trip bike facilities. The following streets are designated as On-Street Primary Bicycle Facilities in the vicinity of Diridon Station:

- ***Cinnabar Street between Julian Street and Stockton Avenue*** is an east-west corridor that runs along the north end of the Diridon Station Area and provides direct bicycle access to the commercial development in the north end of the Diridon Station Area. The segment of Cinnabar that crosses under the planned elevated tracks from Stockton Avenue to the east side is an Active Greenway that is closed to motor vehicles.
- ***Park Avenue west of Gifford Avenue*** is an east-west corridor that runs through the center of the Diridon Station Area on the south side of the station. Connected to the east of Gifford Avenue is a Main Street that includes the planned Park Paseo that runs through the Plaza de Cesar Chavez.
- ***San Fernando Street*** is an east-west corridor that runs through the heart of the station. It provides direct access to the major bike parking facility planned underneath the elevated tracks. From the station, it extends westward to Race Street and eastward to Downtown San José.



- ***St. John Street*** is an east-west corridor that runs along the north side of the Diridon Station Area. It provides cyclists in areas north of Santa Clara Street direct access between the station and Downtown San José.
- ***Cahill Street between Park Avenue and San Fernando Street*** is a north-south corridor that provides cyclists from the south direct access to the San Fernando station entrance.
- ***Cahill Street between Santa Clara Street and Montgomery Street*** and ***Montgomery Street between Cahill Street and Lenzen Avenue*** are north-south corridors that provide cyclists from the north side direct access to the Santa Clara station entrance.

  Once the station is rebuilt, these two stretches of ***Cahill Street*** meet at the open plazas in front of the two eastern station entrances.
- ***Gifford Avenue*** is a north-south corridor that runs between Auzerais Avenue and San Fernando Street. It connects two east-west On-Street Primary Bikeways, Park Avenue and San Fernando Street.

For more information about bicycling in San José, refer to the City's Better Bike Plan 2025 (adopted 2020).[5]

5 *The Better Bike Plan 2025 was adopted by the City Council on October 6, 2020. The full plan and associated maps are located at https://www.sanjoseca.gov/your-government/departments-offices/transportation/walking-and-biking/better-bike-plan-2025.*

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Connector Streets

City Connector Streets and Local Connector Streets are designated in the Envision San José 2040 General Plan as corridors that connect City neighborhoods with long-distance travel and limited transit options. Movements of transit, bicycles, pedestrians, and motorized vehicles are equally accommodated on these corridors as they access the Diridon Station Area. The following streets are designated as City Connector Streets or Local Connector Streets in the vicinity of the Diridon Station:

- ***Auzerais Avenue*** is an east-west Local Connector Street that runs along the southern border of the Diridon Station Area between Woz Way and Meridian Avenue.
- ***Julian Street*** is an east-west corridor that runs through the north side of the Diridon Station Area. The segment between Market Street and Montgomery Street is designated as a City Connector Street that connects with the State Route 87/Julian Street interchange, and the segment west of Montgomery Street is designated as a Local Connector Street.
- ***Barack Obama Boulevard*** includes portions of streets formerly named as North Autumn Street, South Autumn Street, South Montgomery Street, and Bird Avenue. It is a north-south City Connector Street that runs through the Diridon Station Area between St. John Street and Interstate 280. South of Interstate 280, the corridor continues as Bird Avenue, which is also designated as a City Connector Street. Barack Obama Boulevard is one-way south of Santa Clara Street and follows existing Autumn Street between St. John and Julian Streets; in the future, Barack Obama Boulevard will be a two-way street with vehicular lanes, protected bicycle lanes, and sidewalks on both sides of the street.



- ***Autumn Parkway*** is a north-south City Connector Street that runs between Coleman Avenue and Julian Street. Between St. John Street and Julian Street, the City will use either the current right-of-way along Autumn Street or a new alignment connecting directly with Autumn Parkway at and north of Julian Street (***Figure 4-4-2***). Autumn Parkway north of Julian Street may be reconfigured to accommodate elevated Union Pacific Railroad (UPRR) tracks, as planned per the Diridon Integrated Station Concept Layout.
- ***Delmas Street between Auzerais Avenue and San Fernando Street*** is a north-south Local Connector Street that runs along the eastern border of the Diridon Station Area. It connects local motor vehicle traffic with two State Route 87 ramps (the southbound off-ramp at Park Avenue and the southbound on-ramp at Auzerais Avenue) and Auzerais Avenue, an east-west Local Connector.

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Figure 4-4-3: Regional and Statewide Access

TRANSPORTATION NETWORK IMPROVEMENTS

Street Typologies define modal priorities for each corridor in the Diridon Station Area. With those priorities in mind, the following transportation improvement projects are identified to ensure an expansive and equitable network.

These transportation network improvements are grouped by the type of access they provide to the Diridon Station Area: (1) Statewide transit access; (2) Regional and citywide access; (3) Local and neighborhood access; and (4) Placemaking and new connections at and near the station.

Statewide Transit Access

How do people travel by transit to the Diridon Station Area from origins outside of the Bay Area?

San José has a high number of commuters that travel frequently—often daily—over long distances between cities. Rail travel times and service quality that are competitive to automobile travel encourage higher rail ridership for those who live or work near stations. Statewide access to the Diridon Station Area includes via High-Speed Rail, the Airport Connector and San José International Airport (SJC), and Intercity Rail and Bus services, as illustrated in ***Figure 4-4-3***.

- ***California High Speed Rail (T1):*** The California High-Speed Rail (HSR) will connect San José's Diridon Station to the Los Angeles Metropolitan Area, the Central Valley, and the San Francisco Bay Area with service scheduled to begin in 2029. At full buildout, California HSR will extend to Sacramento and San Diego.
- ***Airport-Diridon Connector (T2):*** The planned connection from SJC to Diridon Station will integrate Diridon Station and the airport as a single facility from the passenger's perspective by providing quick and reliable trips across the roughly three miles that separate the two facilities.

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- ***Amtrak Coast Starlight:*** This existing service runs along the Pacific Coast with stops in Seattle, Portland, San José, the California Central Coast, and Los Angeles with one northbound train and one southbound train departing from the station each day. Connecting Amtrak Thruway Bus service is also provided between the Diridon Station and the Amtrak San Joaquin service.
- ***Capitol Corridor:*** This existing service connects communities between San José and Sacramento with multiple trains departing from Diridon Station each day. Critical infrastructure improvements currently underway by Capitol Corridor will expand service, improve reliability, and increase safety in the coming years.
- ***Altamont Corridor Express (ACE):*** This existing service is operated by the San Joaquin Regional Rail Commission. It provides commuter rail service between Stockton, Tracy, Pleasanton, and San José during commute periods on weekdays. Four westbound trains arrive at the station during AM peak periods and four eastbound trains depart from the station during PM peak periods. ACE with its partners, Tri-Valley—San Joaquin Valley Regional Rail Authority and the San Joaquin Joint Powers Authority, are developing the Altamont Corridor Vision, which will increase service frequency and access for East Alameda and San Joaquin Counties to the Bay Area, including Diridon Station.
- ***Monterey County Rail Extension:*** This planned future service will provide a one-seat ride between Diridon Station and Salinas with stops at new station hubs in Pajaro and Castroville along the way. The Transportation Agency for Monterey County (TAMC), the project sponsor for this effort, is currently building station improvements in Salinas, planning rail improvements to the corridor including a new rail layover facility, and developing a new station at Pajaro / Watsonville to serve as a gateway to Santa Cruz County.
- ***Intercity Bus Access to Station (S1):*** Diridon Station is currently served by both private and public intercity and long-distance bus service. Monterey Salinas Transit (MST) operates express service on lines 55 and 86 connecting Diridon Station with Monterey and King City in Monterey County respectively. Santa Cruz Metropolitan Transit District (SC Metro) provides intercity and commute service on the Highway 17 Express route, linking Santa Cruz and surrounding communities with Diridon Station. Additionally, Greyhound and Bolt Bus provide connections throughout California, the United States, and Mexico. The Diridon Integrated Station Concept Layout proposes an Intercity Bus facility along the western edge of the rail tracks, in the current location of White Street.

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Regional and Citywide Access

How do people coming from places across the Bay Area get to the Station Area?

By allowing safe, efficient, and connected travel for both cyclists and pedestrians, residents, workers, and visitors can rely on the integrated mobility network for door-to- door service. To achieve this, the Diridon Station Area should be fully integrated into the City's mobility network and accessible by all modes. Regional and citywide access to the Station is illustrated in ***Figure 4-4-4***.

- ***Caltrain:*** This existing service is managed by the Peninsula Corridor Joint Powers Board. It provides commuter rail service between San Francisco and Gilroy seven days a week, with 92 trains on weekdays and 68 trains on weekends. Local, limited-stop, and Baby Bullet Caltrain services all stop at Diridon Station. Trains depart frequently during the weekday AM and PM peak periods, with hourly service during non-peak periods and weekends.

Caltrain Electrification (T3): The Caltrain electrification project, which is under construction as of this writing, will replace diesel-powered trains with electric trains. More frequent and faster train service will be provided for riders. The number of peak hour trains in each direction will increase from five to six and combined seating and standing capacity will increase by 31 percent. Caltrain electrification will also lay the groundwork to provide additional capacity improvements in the proposed Caltrain Business Plan.

Caltrain Long-Range Service Vision (T4): The Caltrain Business Plan addresses four major focus areas: service, business case, community interface, and organization. The Long-Range Service Vision as part of the Business Plan will increase the number of peak hour trains per direction to eight between Tamien Station and San Francisco, four between the Blossom

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Hill and Tamien Stations, and two between the Gilroy and Blossom Hill Stations. The Caltrain Board of Directors adopted a Service Vision as part of the Business Plan in October 2019 that envisions significantly expanding Caltrain service, roughly tripling the number of daily riders from 65,000 today to 180,000 by 2040. Diridon Station is currently one of the busiest stations in the system. It is planned as a core station that will see significantly enhanced service under the Business Plan.

- ***Bay Area Rapid Transit (BART):*** BART serves as the backbone of transit service in much of the Bay Area. The 2020 launch of service at the Berryessa / North San José station marked the first BART connection to San José. The Santa Clara Valley Transportation Agency (VTA) currently operates express bus service on the 500 line from Berryessa Station to Diridon Station, providing a viable link between BART, Downtown San José, Diridon Station and intercity rail service. In partnership with BART, VTA is constructing a service extension with direct service to Diridon Station, providing connectivity to seven lines, serving Oakland, San Francisco, and 50 additional stations.

  VTA's BART Silicon Valley Phase II Extension (T5): This project will extend BART service from its current terminus at Berryessa / North San José to the Santa Clara Caltrain Station with stops in Downtown San José and Diridon Station. Service is expected to begin as early as 2030.

  The Diridon Integrated Station Concept is evaluating how people using the BART system will quickly and seamlessly access other parts of the rebuilt station ***(BART Access to Station, S2)***. The Concept Layout is studying an access point to BART through a lobby entrance located at the corner of Santa Clara and Montgomery Streets. The Partner Agencies are considering additional access points and locations will be subject to final designs.

- ***Bus and Light Rail Transit:*** Diridon Station acts as the central hub for 13 Santa Clara Valley Transportation Authority (VTA) transit routes and two intercounty transit routes. The Diridon Station Area is served by VTA Rapid and Frequent Bus routes 22, 23, 64A, 64B, 68, 500, 522, and 523; VTA Express Bus routes 103, 168, 181, and 182; and VTA Light Rail Green and Blue lines. Specific improvements identified to bus and light rail transit include:

  Santa Clara Street Dedicated Public Service Lanes (T6): Dedicated public service lanes will provide buses and emergency service vehicles an exclusive right-of-way in both directions as they travel on Santa Clara Street. Bus passengers traveling between East San José areas and Downtown are expected to have much lower travel time than drivers especially during peak periods. The corridor will connect regional attractors such as Diridon Station, the SAP Center, San Pedro Square, City Hall, Roosevelt Community Center and Park, the Five Wounds Portuguese National Parish, Mexican Heritage Plaza, and Eastridge Mall and Transit Center.

  San Carlos Street Complete Street with Transit Priority Improvements (T7): Prioritizing transit, San Carlos Street will be designed to enable faster bus operations than automobile, especially during peak periods. It will connect Diridon Station to regional attractors such as the Children's Discovery Museum, San Jose McEnery Convention Center, Plaza de Cesar Chavez, and San José State University and—to the west—to the Stevens Creek Corridor.

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The ***Diridon Integrated Station Concept Layout*** proposes to greatly enhance connections to and from bus and light rail transit into the station, including through:

- ***Light Rail Access to Station (S3):*** The Concept Layout proposes that the two existing light rail stops near the station, one along Laurel Grove Lane on the west and the other near the intersection of Montgomery and San Fernando Street on the east, would be consolidated into a single centrally-located stop accessed on the east side of the station, roughly at the current intersection of Cahill and Crandall Streets.
- ***Bus Access to Station (S4):*** The Concept Layout proposes a VTA bus facility located south of the primary station hall along a bus-only or bus-priority street to the east of the heavy rail tracks along Post Street. Alternative bus facility locations—including along Santa Clara Street—are also under consideration.

- ***Light Rail Grade Separations and Realignment (T8):*** Extending east of the proposed centrally-located light rail stop in the rebuilt station, the light rail tracks may be realigned to improve transit travel times, safety for all roadway uses, and operational conflicts. The realignment may involve at-grade or underground solutions, and multiple routes to more directly connect to the other parts of the Downtown are under investigation. This realignment is being studied as part of the Downtown Transportation Plan.
- ***Motor Vehicles:*** While the automobile network to and within the Diridon Station Area is significantly built out, the following improvements will be important for people driving to and from the Area and station:

  Santa Clara Street / State Route 87 Ramp Modifications (C1): The proposed modifications to the freeway gateway at Santa Clara Street will complement the dedicated public service lanes to prioritize transit and safety. Motor vehicles traveling on northbound State Route 87 are encouraged to exit via the upstream Woz Way off-ramp or the downstream Julian Street off-ramp. Examples of ramp modifications include enhanced crosswalks, reduced crossing length, automatic pedestrian signals, signal timing changes, and lane modifications.

  Julian Street / State Route 87 Interchange Modifications (C2): Comprehensive modifications to the Julian Street interchange will improve pedestrian safety and convenience, while also facilitating regional vehicular access to key parking and destinations in the Diridon Station Area. It will complement the proposed Santa Clara Street ramp modifications and will connect vehicles to key parking locations and destinations on the perimeter of the Diridon Station Area.

  The ***Diridon Integrated Station Concept Layout*** and this Plan propose new vehicular access, including through:

  - ***Station Curb Space for Pick-Up / Drop-Off (S5):*** Space for pick-up and drop-off is provided at the southeast corner of the station, south of San Fernando Street and along western edge of Cahill Street. This facility is carefully sited away from the station core to minimize conflicts between pedestrians and cyclists who will be coming to the station. The City, with Caltrain (owner of Diridon Station), will evaluate active management of drop-off/pick-up to further reduce pedestrian/vehicular and other conflicts and minimize traffic into surrounding neighborhoods.
  - ***Station Park-and-Ride (S6):*** Parking spaces will be provided in shared facilities in the Diridon Station Area. Parking is discussed in more detail in the "Parking Management" section below. The future parking supply includes a planned structured parking facility just north of the Arena, which can be shared by Arena customers, transit-riders, employees, and others visiting the Diridon Station Area.

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Figure 4-4-4: Regional and Citywide Access To The Station Area

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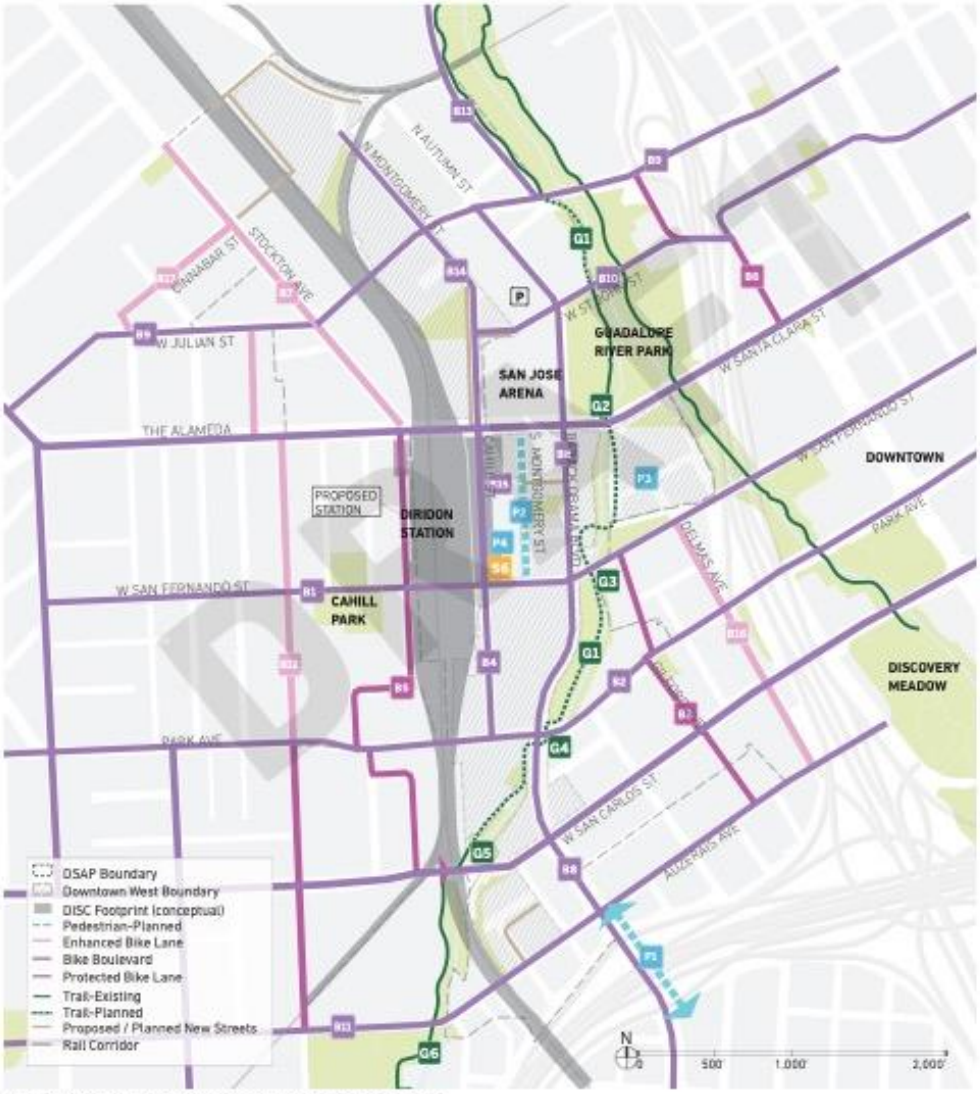

Figure 4-4-5: Local and Neighborhood Access to the Station Area

Local and Neighborhood Access

How do people travel between the Station Area, Downtown, and other key nearby destinations?

Providing low-stress, enticing, and attractive walking and bicycling connections within the Diridon Station Area is critical to supporting safe, comfortable, and convenient connection at the beginning and end leg of a trip. The first and last mile connections in the Diridon Station Area are illustrated in ***Figure 4-4-5***.

- ***Bird Avenue / I-280 Bicycle and Pedestrian Connection (P1):*** The proposed bicycle and pedestrian connection will provide a needed north-south active transportation link across Interstate 280, a major barrier. It will connect the residential neighborhoods south of Interstate 280—Gardner, Fuller-Drake, North Willow Glen, Broadway-Palmhaven, and Willow Glen, with the residential neighborhoods and commercial activities north of Interstate 280—Auzerais-Josefa, Hannah-Gregory, Midtown San José, and the Diridon Station Area. It will connect Diridon Station, Gardner Elementary School, and various open spaces and parks such as Biebrach, Fuller, and Del Monte parks. The proposed connection aims to minimize bicycle and pedestrian conflicts with motorized vehicles on Bird Avenue. Multiple alignment and design solutions will be evaluated.
- ***Montgomery Street Complete Street with Pedestrian Priority Improvements (P2):*** Montgomery Street between San Fernando Street and Santa Clara Street is planned to be a curbless, shared space for pedestrian, cyclists, and motor vehicles, lined with active ground floor uses. This will create a safer, more active, accessible, and attractive public space for the many people who use this street.
- ***Delmas Avenue Pedestrian Priority Improvements (P3):*** Delmas Avenue between San Fernando Street and Santa Clara Street will provide development driveway access and pedestrian access. Pedestrian access will be provided with the extension of the Los Gatos Creek Trail on the east side of the creek.



At Amsterdam Central Station, land is at a premium. When the station was recently renovated, the station architects incorporated this important downtown bicycle connection into the design of the station. It now serves as a key access route to and through the station for the growing number of cyclists in Amsterdam.



This photo of Cuyper's Passage is a dedicated pedestrian and bicycle tunnel underneath Amsterdam Central Station. As is the case at Diridon Station, there was a desire to make sure that the station did not divide both sides of the track. This elegantly designed tunnel was the solution.

- ***Bicycle Access to Station (S7):*** The rebuilt Diridon Station will include pedestrian and bicyclist connectivity under the tracks and a major bicycle parking facility with easy access to the station.

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Places that are easily navigable utilize a mix of intuitive design, subliminal signs (or clues), and literal signs and maps to communicate connections and place value. The City of San José is developing a comprehensive wayfinding program that extends through the Diridon Station Area.

- ***Wayfinding (P4):*** Intuitive design and wayfinding information will be important for people navigating the station and Diridon Station Area. The City's wayfinding program (pictured in draft form below) will extend throughout the Diridon Station Area.
- ***San Fernando Street Complete Street with Bicycle Priority Improvements (B1):*** San Fernando Street will enable safe, convenient, and comfortable travel and access for users of all ages and abilities. Prioritizing bicycles, San Fernando Street is planned to have protected bike lanes east of Cahill Street, a bike boulevard west of White Street, and enhanced bicycle and pedestrian at-grade crossing under State Route 87. Bikeway design through Cahill Park should prioritize park users and promote continuity of the Park.
- ***Park Avenue Complete Street with Bicycle Priority Improvements (B2):*** Prioritizing bicycles, Park Avenue is planned to have protected bike lanes, enhanced bicycle and pedestrian at-grade crossing under the elevated tracks and State Route 87, and other bicycle priority treatments.
- ***Gifford Avenue Complete Street with Bicycle Priority Improvements (B3):*** As an On-Street Primary Bikeway, Gifford Avenue is planned to have a bike boulevard and other bicycle priority treatments between Auzerais Avenue and San Fernando Street.
- ***Cahill Street Complete Street with Bicycle Priority Improvements (B4):*** Cahill Street south of the open plaza (between Park Avenue and San Fernando Street) and north of the open plaza (between Santa Clara Street

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and Montgomery Street) will give priority to bicycles in the complete street operations. Protected bike lanes are planned for these street segments.

- ***Laurel Grove Lane-Dupont Street Bike Boulevard (B5):*** As Residential Streets near the station, Laurel Grove Lane and Dupont Street are planned to provide bike boulevards and serve as a key north-south bike connection to the station entrances on the west side of the station.
- ***Almaden Boulevard Bike Boulevard (B6):*** The City's Better Bike Plan recommends a safe and "low-stress" bike connection between Julian Street and Santa Clara Street alongside Highway 87. The Plan calls for a bike boulevard starting at Julian Street, following North Almaden Boulevard on the west side of State Route 87. It then crosses under State Route 87 along St. John Street and continues on the east side of State Route 87 along Almaden Boulevard to Santa Clara Street.
- ***Stockton Avenue Complete Street (B7):*** As recommended in the City's Better Bike Plan, this north-south Residential Street is planned to have enhanced bike lanes and safer pedestrian and bicycle crossings at its intersections with major streets—Santa Clara Street and Julian Street.
- ***Barack Obama Boulevard Complete Street (B8):*** As a City Connector, Barack Obama Boulevard will be planned, designed, operated, and maintained to enable safe, comfortable, and convenient travel and access for all users. Barack Obama Boulevard is planned to have protected bike lanes between Park Avenue and St. John Street, as well as on other street segments where appropriate. This improvement will continue along Bird Avenue south of Park Avenue providing access to north Willow Glen and will complement the planned Bird Avenue / Interstate 280 Bicycle and Pedestrian Connection.
- ***Julian Street Complete Street (B9):*** As a Connector that provides safe and equal access to all modes, Julian Street protected bike lanes are planned between Montgomery Street and the Alameda. The improvement will be designed and operated to complement the planned Julian Street / State Route 87 interchange modifications.
- ***St. John Street Complete Street with Bicycle Priority Improvements (B10):*** Protected bike lanes along with an enhanced at-grade bicycle and pedestrian crossing under State Route 87 are planned for St. John Street. Bicycle Boulevard and other bicycle priority treatments will also be considered where appropriate.
- ***Auzerais Avenue Complete Street (B11):*** Designated as a Local Connector, Auzerais Avenue is planned to provide safe and equal access to all modes, including pedestrian, bicycles, and motorists. Where appropriate, Auzerais Avenue is planned to have protected bike lanes, enhanced bicycle and pedestrian at-grade crossing under the planned elevated heavy rail tracks and State Route 87.
  The street will also include two on-street trail linkages—one from the east side of the existing rail corridor to the Los Gatos Creek Trail, and another at-grade on the west side of the rail corridor.
- ***Sunol Street Enhanced Bike Lanes and Bike Boulevard (B12):*** Enhanced bicycle lanes are planned on Sunol Street between Park Avenue and The Alameda. The segment between Auzerais Avenue and Park Avenue is planned to have a shared-use bike boulevard.
- ***Autumn Parkway Complete Street (B13):*** As a City Connector, Autumn Parkway will be designed and operated to enable safe and equal access from Coleman Avenue to St. John Street for all users, including pedestrians, bicyclists, transit riders, and motorists. Between St. John Street and Julian Street, the City will use either the current right-of-way along Autumn Street or a new alignment connecting directly with Autumn Parkway at and north of Julian Street. The segment north of Julian Street may be reconfigured to accommodate the planned elevated Union Pacific Railroad (UPRR) tracks.

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- ***Montgomery Street Complete Street with Bicycle Priority Improvements (B14):*** Montgomery Street between Cahill Street and Lenzen Avenue will give priority to bicycles in the complete street operations. Protected bike lanes are planned for these street segments.
- ***Bike Share and Micro-mobility Program (B15):*** Bay Wheels is the Bay Area's bike share system and is being built out to eventually feature 1,000 shared bikes and e-bikes in San José, including the Diridon Station Area. Since March 2018, multiple e-scooter sharing programs have been available in Downtown, including the Diridon Station Area. The City has adopted a permit program and regulations in February 2019 to promote the safe and responsible operation of these systems. The shared bike and micro-mobility program is planned for expansion to accommodate the increase in short trips internal to the Diridon Station Area as well as the first- and last-mile connection of long trips.
- ***Delmas Avenue Complete Street (B16):*** As a Local Connector that directly connects with the southbound State Route 87 off-ramp at Park Avenue and the on-ramp at Auzerais Avenue, Delmas Avenue is planned to provide enhanced bike facilities between Auzerais Avenue and San Fernando Street.
- ***Cinnabar Street Complete Street with Bicycle Priority Improvements (B17):*** Enhanced Bike Lanes are planned on Cinnabar Street between Stockton Avenue and Julian Street. These lanes will provide an all ages and abilities bike and scooter connection from the active greenway proposed on Cinnabar Street under the elevated tracks to The Alameda via Julian Street.

As described in Chapter 3, the Diridon Station Area sits at the confluence of the Los Gatos Creek and the Guadalupe River. It is also the place where many pieces of an extensive and growing urban trail network converge. These core trails are heavily used not only by locals, but by people traveler longer distances both for recreational and transportation purposes. The following are key trail and street/trail interface projects within the Diridon Station Area:

- ***Los Gatos Creek Trail (G1):*** The planned Los Gatos Creek Trail alignment is the remaining unconstructed segment of the 19-mile trail. This mile-long segment between Auzerais Avenue and Santa Clara Street, once built, will complete the Los Gatos Greek Trail connection to the Guadalupe River Trail and other regional trail systems. It will provide an important link to the Diridon Station and Area.
- ***Santa Clara Street Grade-Separated Trail Crossing (G2):*** The Los Gatos Creek Trail will ultimately cross Santa Clara Street via a long-span bridge or under-crossing.
- ***San Fernando Street Grade-Separated Trail Crossing (G3):*** After crossing the light rail tracks via existing at-grade crossing, the Los Gatos Creek Trail will cross San Fernando Street via a long-bridge span. Two-way Class IV bikeways will be provided on the bridge.
- ***Park Avenue Grade-Separated Trail Crossing (G4):*** Once the rail corridor is raised as part of the Diridon Integrated Station Concept Plan, the City will seek a grade-separated crossing of Park Avenue along the Los Gatos Creek Trail. Class IV bikeways will be provided along Barack Obama Boulevard.
- ***San Carlos Street At-Grade or Grade-Separated Trail Crossing (G5):*** The Los Gatos Creek Trail will cross under San Carlos Street along the west bank. Along the east bank, it will cross San Carlos Street via a bridge or under-crossing, which will become a bike path alongside the track line ending at Auzerais Avenue.
- ***Auzerais Avenue At-Grade Trail Crossing (G6):*** The Los Gatos Creek Trail will cross Auzerais Avenue at-grade along the west bank. Trail improvements are further described in Chapter 3, Open Space and Public Life.

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Placemaking and New Connections At and Near The Station

As explained in Section 4.3, the big design moves proposed by the Diridon Integrated Station Concept Plan create new opportunities for public spaces and connections, particularly for pedestrians and cyclists. The intent is to make the Diridon Station Area an enjoyable place to spend time and not simply a place to pass through quickly and efficiently. Signage should be easy to understand and getting around should be easy and intuitive. Connections within the Diridon Station Area are illustrated in ***Figure 4-4-6***.

As part of the Diridon Integrated Station Concept Layout, numerous changes to the Station and surrounding places are enabled. These include:

- ***Elevated Station Platforms (S8):*** Elevated tracks and platforms allow for street-level east/west connections through the Diridon Station Area, knit together neighborhoods on either side of the tracks, and facilitate connections for people walking, bicycling, and driving.
- ***Station Entrances (S9):*** The Diridon Integrated Station Concept proposes two main concourses with four station entrances. One concourse is oriented toward Santa Clara Street and will be close to BART, light rail, bus, and other connecting modes to allow for quick transfers. The other concourse will be located near San Fernando Street and allow for easy connections to the bike network, creeks, existing neighborhoods, and future office and housing development projects.
- ***Track Approaches to Station (S10):*** As recommended in the Diridon Integrated Station Concept Plan, track approaches to the station will generally follow the existing northern and southern corridors to the extent feasible to leverage existing rail infrastructure, minimize overall community impact, and minimize the need to acquire significant land.
- ***Active Greenway Underneath and Along Elevated Tracks (A1):*** An active greenway and car-free open space will be provided underneath and alongside the elevated tracks. This will provide a needed north-south active transportation link connecting directly to Diridon Station via the space underneath and alongside the elevated tracks. It will address the issue that the existing bike network running north to south is not as strong as its perpendicular counterpart. It will also allow for specific placemaking opportunities underneath and alongside the elevated tracks—including retail and other activity nodes. Connected with the Los Gatos Creek Trail at San Carlos Street, it will decrease commuting times, separate cyclists and pedestrian from motorized vehicles, enhance air quality, and in turn, add joy to the art of bicycling and walking in a major metropolis.
- ***Lenzen Avenue Active Greenway or Complete Street with Bicycle Priority Improvements (A2):*** Lenzen Avenue is planned to have a linear open space that allows pedestrian and bicycle crossing under the elevated heavy rail tracks. A complete street option that prioritizes people walking and bicycling, but allows for motor vehicle crossing, is also an alternative.
- ***Cinnabar Street Active Greenway (A3):*** Cinnabar Street is planned to have a linear open space that allows pedestrian and bicycle crossing under the elevated heavy rail tracks from Stockton Avenue to Montgomery Street.
- ***San Fernando Street Active Greenway (A4):*** As the primary corridor for traveling to and through the station by bicycle, San Fernando Street from the east or west of the station will lead to the station open plaza and a major bicycle parking facility near the south station concourse. A linear path is planned to allow pedestrian and bicycle crossing from one side of the tracks and station to the other.

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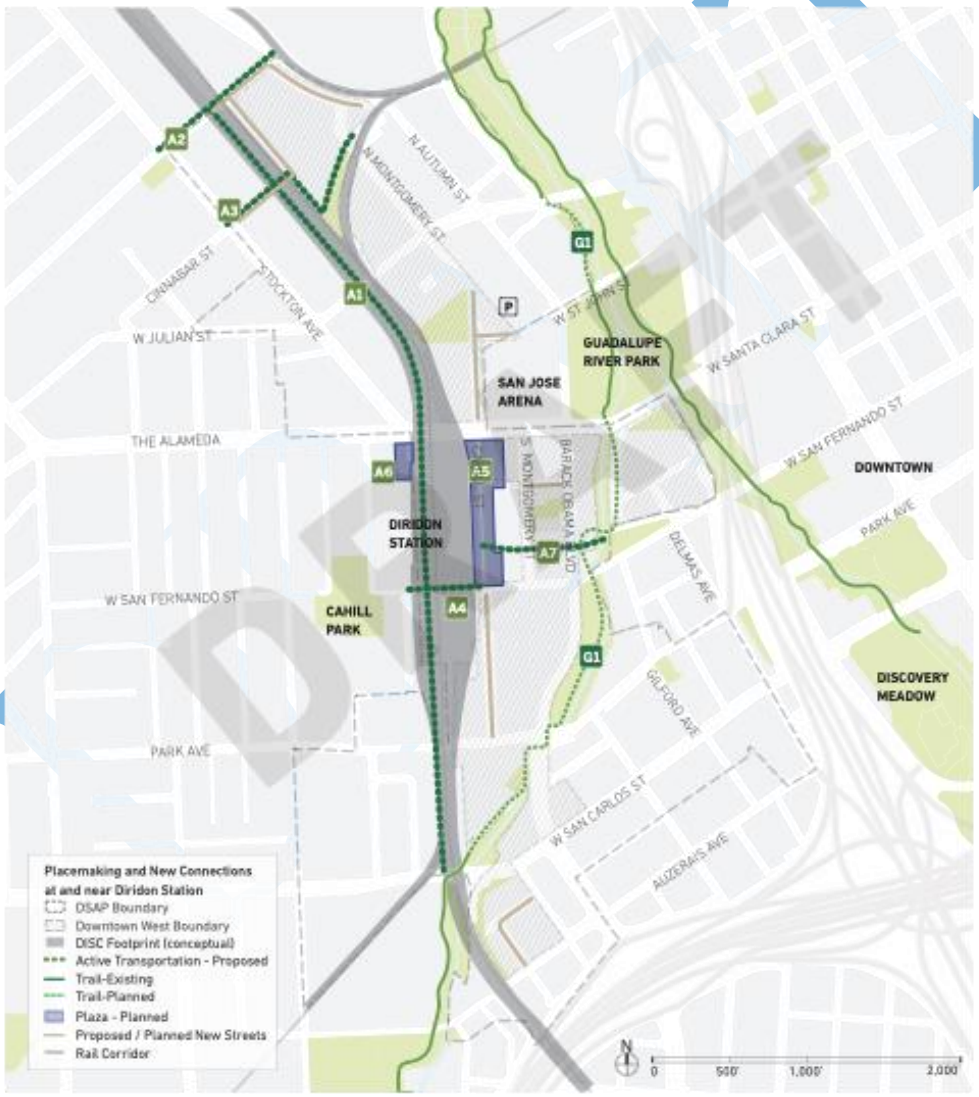

Figure 4-4-6: Placemaking and New Connections at and near Diridon Station

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- ***Station Plaza on Cahill Street (A5):*** A plaza that serves only active transportation and prohibits motor vehicles will be located on Cahill Street in front of the two station entrances on Santa Clara Street and San Fernando Street.
- ***Station Open Plaza on White Street (A6):*** A plaza for only pedestrian, bicycles, and other active modes will be located on White Street in front of the west station entrance. Little or no plaza space is planned for the west side of the station at San Fernando, given limited space available.
- ***Active Greenway Along Light Rail Tracks (A7):*** A linear east-west car-free open space will be located on axis with the historic Diridon Station, extending across Barack Obama Boulevard and reinforcing the existing pedestrian and bike routes which follow the light rail tracks, on to San Fernando Street and into Downtown.





The decision in the DISC process to elevate the tracks will create space for an active greenway and potential open spaces below. In Toronto, shown here, the long-neglected spaces below the Gardiner Expressway were transformed into much-needed and beloved open space for the city's rapidly growing downtown core. (Refers to A1-A3 from previous page)

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4.5 PARKING & TRANSPORTATION DEMAND MANAGEMENT (TDM)

As discussed in the Introduction, the Envision San José 2040 General Plan sets ambitious goals for access and mobility. Diridon Station, with its rich mix of land uses and transportation options, is key to meeting these goals. By 2040, of trips starting and/or ending in the Diridon Station Area, it is estimated that 75 percent should be made by transit, on foot, by bicycle, or by other alternatives to single-occupancy vehicles to help achieve citywide access and mobility goals.

While the City seeks to prioritize sustainable, affordable, and space-efficient modes in the Diridon Station Area, the area must accommodate all modes. Planning for private vehicles, taxis, ride-hailing vehicles, and service vehicles is critical to creating an accessible and economically vibrant place. Providing different modes with clear priority and separated networks to access the Diridon Station Area not only will improve conditions for pedestrians, cyclists, and transit users, but will also support Diridon Station Area growth in the most space-efficient and sustainable way.

In addition to the Diridon Integrated Station Concept Plan and enhancements to the surrounding street network, this Plan also seeks to support growth through well-located and managed parking and an effective transportation demand management (TDM) program. Promoting and expanding non-auto transportation options through transportation demand management will make it easier for people to access the Diridon Station Area while minimizing congestion and pedestrian-auto conflicts.

The parking and transportation demand management policies outlined in the following sections will also further community priorities as expressed in various public engagement efforts. These policies will:

- Reduce travel by car and associated congestion and safety concerns
- Support walking, biking, transit, and other low-cost, low-impact transportation modes
- Provide sufficient parking for SAP Center customers
- Provide sufficient, secure parking for modes other than cars
- Minimize land dedicated to parking and maximize land for homes and jobs
- Disperse parking to allow easy walking access to final destinations and minimize conflicts between people walking and driving
- Ensure that any above-ground parking is accommodated within structures that are visually appealing and wrapped with active uses
- Consider how any new parking structures that are constructed could be adapted or retrofitted as needed to respond to changing travel behaviors and/or redevelopment
- Create a shared parking program for private development, transit users, and visitors, including especially the patrons of events at the SAP Center
- Minimize parking impacts to adjacent neighborhoods.

The 2014 Plan contains numerous parking and transportation demand management strategies. This Plan reinforces those and recommends a Parking and Transportation Management District to carry out the strategies in a coordinated and efficient manner.

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PARKING MANAGEMENT

To effectively utilize the parking supply within the Diridon Station Area and achieve the mode shift goals for the area, several parking management strategies enumerated in the following section are encouraged of all new development in the area. These strategies are also important to maintaining the parking spaces needed for the SAP Center per the City's Arena Management Agreement, and include, but are not limited to, shared, priced, and unbundled parking.

San José Arena Management Agreement

The San José Arena Management Agreement commits the City to maintaining at least 6,350 parking spaces at off-site parking facilities available for SAP Center patrons within one-half mile of the West Santa Clara Street entrance to the SAP Center. Approximately half of such spaces must be within one-third mile of the West Santa Clara Street entrance. In addition, the City will facilitate convenient vehicular access to and from parking facilities located in the Diridon Station Area. The parking and transportation plan sections in this Plan align with the agreement and support the SAP Center as a regional attraction for thousands of visitors each year.

Shared Parking

The mix of land uses within the Diridon Station Area present an opportunity for shared parking, as different uses have different and complementary periods of peak parking demand. For example, parking for transit and offices is most heavily used during the daytime on weekdays, but parking for entertainment and retail is most heavily used in the evening and on weekends. Implementing a shared parking strategy in the Diridon Station Area will result in lower overall need for parking spaces, reduce the total parking footprint in the Diridon Station Area, preserve land for development, and reduce the cost of parking construction and operations.

Private commercial and retail developments in the Diridon Station Area are incentivized to make off-street parking facilities available for public use at any time. For existing private commercial and retail developments, this will be achieved through voluntary agreements with the Diridon Station Parking and Transportation Management District. For new commercial and retail developments, zoning code modifications in the Diridon Station Area will provide significant parking reductions for projects that agree to share the parking that they build.

Parking Supply

Parking in the Diridon Station Area enables access for people who need a car to get to and from the Area. This is particularly critical for those traveling at hours or from locations that make taking transit or other non-auto options difficult, if not impossible. At the same time, too much parking in the Diridon Station Area will lead to traffic congestion and potential spillover into neighborhoods surrounding Diridon. For these reasons, this Plan recommends maintaining a parking minimum for commercial property while requiring transportation demand management measures for new development. It also establishes a Parking and Transportation Management District, an integrated approach to managing public and private parking resources in the Diridon Station Area. The future parking supply includes a planned structured parking facility just north of the SAP Center, which can be shared by SAP Center customers, transit-riders, employees, and others visiting the Diridon Station Area.

Priced Parking

Coordination of parking pricing in the Diridon Station Area will encourage more efficient travel behavior, optimize curb space for shorter duration trips, and generate new sources of revenue for transportation services and infrastructure. All on-street and off-street public parking within the Diridon Station Area will be offered at market rate with the approval of the Director of Transportation in coordination with the Parking and Transportation Management District. Similarly, private off-street parking facilities within the Diridon Station Area that agree to make their parking available to the public through the Parking and Transportation Management District shall be priced to incent sustainable travel behavior, support multi-modal goals, and provide access to the SAP Center.

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Unbundled Residential Parking

Parking spaces in new residential structures are encouraged to be unbundled as part of a project's transportation demand management (TDM) program requirements, detailed below. Unbundling parking means the cost of leasing or buying parking stalls must be assessed and offered separately from the cost of the unit. By unbundling the price of parking from the unit, residents are prompted to carefully consider if they would like to take on the expense of a parking space. To mitigate the potential spillover effect of unbundled residential parking, the policy will be implemented with a suite of complementary parking and transportation management strategies described in the following sections.

Residential Parking Permit Program

As of 2021, there are six established residential parking permit (RPP) zones in the vicinity of the Diridon Station Area and the SAP Center. In the north are the Autumn/ Montgomery and Garden/Alameda zones; to the west of the Diridon Station are the Cahill Park and St. Leo zones; and to the east are the Delmas Park and Parkside zones. As development proceeds in the Diridon Station Area, the City may consider creating new RPP zones and/or expanding existing RPP zones in surrounding neighborhoods.

Parking Distribution

Off-street

Parking facilities should be located to facilitate vehicular access from freeways and other major roadways and to reduce vehicular footprint and conflicts with non-auto modes within the core Diridon Station Area. The Diridon Station Area is designed to be a "park once" environment, with major destinations within an easy walking distance of parking. Off-street public and private parking facilities should also provide adequate bikes, shared micro-mobility, and other non-auto modes to facilitate safe last-mile connection for motorists after they have parked their vehicles.

On-Street Curbside Management

Recognizing that the Diridon Station Area is a multi-modal transit hub with many different users and potential conflicts along the curb, establishing a curbside management strategy is critical to prioritizing safety and access for public transit. The approach to curbside management in the Diridon Station Area will reflect the City's Vision Zero, transit, and mode shift policies, promote shared mobility services like carshare, and feature zones for commercial loading and delivery. As the local transit provider, VTA will be a key partner in the development of the curbside management strategy in the Diridon Station Area. As part of this curb management strategy, the City, with Caltrain (owner of Diridon Station), will evaluate active management of drop-off/pick-up to further reduce pedestrian/vehicular and other conflicts and minimize traffic into surrounding neighborhoods.

TRANSPORTATION DEMAND MANAGEMENT

Key to achieving the transportation and mobility goals in the Diridon Station Area is a Transportation Demand Management (TDM) framework- comprised of three components: 1) a Parking and Transportation Management District; 2) a Transportation Management Association (TMA); and 3) project-level Transportation Demand Management (TDM) requirements.

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PARKING AND TRANSPORTATION MANAGEMENT DISTRICT

To implement parking and transportation demand management strategies in the Diridon Station Area, this Plan recommends the formation of a Parking and Transportation Management District. As a formal partnership between the City of San José and a third-party Transportation Management Association (TMA), the District would be responsible for managing, marketing, and enforcing public and privately-owned parking resources, setting parking rates, implementing transportation demand management programs and services, and overseeing monitoring and compliance of project-level transportation demand management measures required by the City of San José. The District would operate a unified, shared parking system by managing public parking resources as well as identifying and managing adjacent private parking resources. Roles, responsibilities, and governance between the City and TMA will be further defined at the time of the District's formation.

A Parking Benefits District (PBD) is recommended to implement the Diridon Parking and Transportation Management District, which would set aside a portion of the revenues derived from publicly operated and potentially privately owned parking resources for qualified programmatic and infrastructure-based transportation expenditures in the Diridon Station Area. Other potential funding mechanisms to support the Diridon PBD could include future on-street parking meters, a Community Facilities District, a Property Based Improvement District, a parking in-lieu fee, a parking surcharge, and TMA membership fees.

TRANSPORTATION MANAGEMENT ASSOCIATION

As part of the TDM program requirements in the Diridon Station Area, developments submitted for a new Planning permit or permit amendment following the effective date of this Plan will be required to join the Diridon Station Area's district transportation management association once it is established. The Diridon Station Area TMA will represent, coordinate, and administer transportation demand management programs of employers and development in the area. The TMA will also work closely with VTA and the community to ensure the overall success of transportation in the area. The key purpose of the Diridon Station Area TMA is to help its members fulfill their TDM requirements with the City of San José and develop transportation management strategies that encourage visitors, residents, and employees to travel by public transit and other sustainable, non-auto modes. Once established, the TMA may also serve the Parking and Transportation Management District by coordinating with private parking operators to provide additional off-street parking to the public.

All existing developments in the Diridon Station Area and surrounding areas are encouraged, but not mandated, to join the Diridon Station Area TMA. In addition, in order to allow robust TDM services to reach a broader socio-economic population, including those in Downtown San José, the Diridon Station Area TMA could be expanded over time.

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PROJECT-LEVEL TRANSPORTATION DEMAND MANAGEMENT

The Diridon Station Area TDM requirements ensure that new development projects are designed to make it an easier choice for new residents, tenants, employees, and visitors to get around by sustainable travel modes, such as transit, walking, and biking. By enhancing and expanding the transportation network through infrastructure and program-based transportation investments, the Diridon Station Area TDM requirement aims to accommodate new development while minimizing impacts to the transportation system. As the Diridon Station Area promotes the "right-sizing" and increased efficiency of available parking, effective and actively managed TDM will help ensure that people enjoy a complete set of mobility options while preserving access by all modes.

Per the City of San José's citywide TDM ordinance, expected to be in effect by the end of 2021, private development projects citywide may be required to implement TDM measures from a TDM menu of options, aligned with ***Table 4-5-1***, based on a project's location and proposed parking supply ratios. The citywide effort recommends the removal of the City's current minimum parking requirements, with the exception of Diridon Station Area which will retain a parking minimum requirement for commercial land uses, and establishes TDM requirements for new development. Under the citywide TDM ordinance, the TDM policy framework in the Diridon Station Area will require future project applicants, property owners, or employers to develop a TDM plan comprising infrastructure- and/or program-based TDM measures such as those listed in ***Table 4-5-1***. Project applicant TDM plans are designed so that the proposed package of TDM measures—in concert with project density, diversity of land uses, and transportation improvements and investments- will achieve the Plan's goal of a 50 percent reduction in VMT from current levels. All project sponsors will be required to implement a set of baseline mandatory TDM measures, including membership in the Diridon Station TMA. In addition, project sponsors may be required to select additional TDM measures to meet the citywide TDM ordinance requirements. The forty-eight TDM measures enumerated in ***Table 4-5-1*** are subject to modification pending adoption of the citywide TDM ordinance.

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Table 4-5-1: TDM Measures Menu

Category	Measures	Home-End[1]	Commute-End[2]	Visit-End[3]
Program-1	Transportation Management Association	*	*	*
Program-2	Free High Speed Wifi	X		
Program-3	Education, Marketing, and Outreach	X	X	X
Program-4	Transit Pass Subsidy	X	X	
Programs-5	Flexible Work Schedules		X	X
Programs-6	Family TDM Amenities	X		
Programs-7	Family TDM Package	X		
Programs-8	Ride-Matching Service Provision & Access		X	X
Programs-9	Vanpool Program		X	X
Programs-10	Guaranteed Ride Home		X	X
Programs-11	Mobility Wallet	X	X	X
Programs-12	Pre-Tax Commuter Benefits	X	X	X
Programs-13	Car Share Subsidy	X	X	X
Programs-14	Vanpool Subsidy	X	X	X
Programs-15	Bike Share Subsidy	X	X	X
Programs-16	Carpool Incentives		X	X
Programs-17	School Pool		X	
Programs-18	School Bus		X	
Parking-1	Unbundled Parking	X		
Parking-2	Shared parking	X	X	X
Parking-3	Priced Parking	X	X	X
Parking-4	Parking Cash Out		X	
Active-1	Bicycle Parking	X	X	X
Active-2	Complete Streets with Bike Priority Improvements	X	X	X
Active-3A	Complete Streets with Improved Walking Conditions: Site Access	X	X	X

** = Mandatory TDM measure for new home-end, commute-end, and visit-end development in the Diridon Station Area.*

X = The TDM measure applicable to the land use category regardless of location.

*** Mobility-as-a-Service (MaaS) is a type of service that enables users to plan, book, and pay for multiple types of mobility services through a digital platform.*

1. *Home-End Use TDM Measures focus on reducing vehicle ownership and drive-alone rates among a development's residents.*
2. *Commute-End Use TDM Measures focus on reducing drive-alone commuting.*
3. *Visit-End Use TDM Measures focus on reducing drive-alone visitor access.*

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Category	Measures	Home-End[1]	Commute-End[2]	Visit-End[3]
Active-3B	Complete Streets with Improved Walking Conditions: Traffic Calming	X	X	X
Active-4	Bike Valet			X
Active-5	Bike Station	X	X	X
Active-6	Bike Repair Station	X	X	X
Active-7	Bike Maintenance Services	X	X	X
Active-8	Showers, Changing Facilities, and Lockers		X	X
Active-9	Active Transportation Focused Wayfinding Signage	X	X	X
Land Use-1	Affordable Housing	X		
Land Use-2	Neighborhood School	X		
Land Use-3	On-Site Daycare	X	X	X
Land Use-4	Healthy Food Retail	X		
MaaS-1**	Neighborhood Electric Vehicle Carshare	X	X	X
MaaS-2	Car-Share Membership	X	X	X
MaaS-3	Car-Share Parking	X	X	X
MaaS-4	Bike Fleet and Bike Share	X	X	X
MaaS-5	Delivery-Supportive Amenities	X	X	X
MaaS-6	Delivery Services			X
Transit-1	Access to Public Transit	X	X	X
Transit-2	Transit Improvements	X	X	X
Transit-3	Complete Streets with Transit Priority Improvements	X	X	X
Transit-4	Public Transit Service Upgrade	X	X	X
Transit-5	Real-Time Transit/ Transportation-Service Tracking Display	X	X	X
Transit-6	Shuttle/Connector Bus Service		X	X

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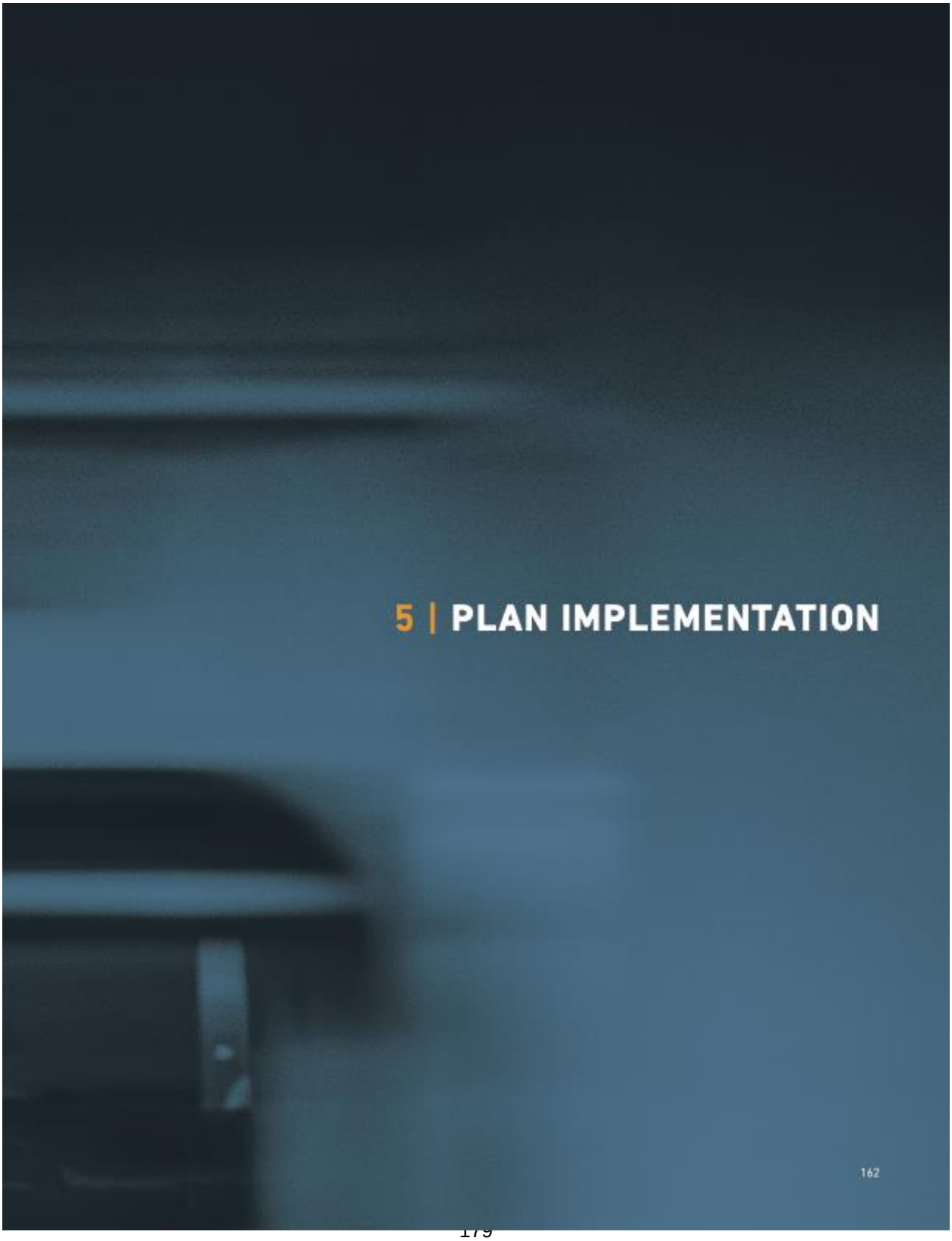
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5.1 CEQA AND ENVIRONMENTAL CLEARANCE

In coordination with the preparation of the 2021 amendments to this Plan, the City of San José as the lead agency, prepared an environmental document in accordance with the requirements of the California Environmental Quality Act (CEQA), and its implementing guidelines, as amended. The environmental document is commensurate with the level of detail provided in this Plan and will provide program-level analysis and CEQA compliance for as many issues as possible, including but not limited to air quality, biological resources, cultural resources, energy, greenhouse gas emissions, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, population and housing, public services, recreation, transportation, tribal cultural resources, and utilities and service systems. Property-specific impacts will be analyzed at a project level when development applications are submitted to the City, such that environmental review for future development projects could be tiered off this Plan's environmental document. This will allow these more detailed reports to be prepared as and when properties are redeveloped in accordance with the goals of this Plan, while at the same time allowing for streamlining by avoiding the need to re-analyze many subject areas.

5.2 KEY PLANNING AMENDMENTS

Zoning Ordinance changes were undertaken by the City of San José as part of the adoption of this Plan to comply with State law and support this Plan's vision for the Diridon Station Area. Properties within this Plan's boundary were rezoned to the conventional zoning districts that align with the underlying general plan designation of the respective sites. Zoning code changes and implementing documents will also be prepared for the Parking and Transportation Management District and associated Transportation Management Association, in line with Chapter 4, Section 4.5 (Parking and Transportation Demand Management) and in coordination with relevant stakeholders.

5.3 DIRECTOR UPDATE TO DOWNTOWN DESIGN GUIDELINES AND STANDARDS

This Plan includes urban design direction for modifications to the Framework Plans of the San José Downtown Design Guidelines and Standards to implement this Plan. These modifications will be incorporated into the Downtown Design Guidelines document through a Director Update after adoption of this Plan.

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5.4 COORDINATING AND CONSTRUCTING MAJOR PROJECTS OVER TIME

Implementation of this Plan requires thoughtful and continued coordination of major new development and public infrastructure projects over a prolonged period of time. This will include significant collaboration and leadership from the City to bring private and public partners together on an ongoing basis to properly plan for, coordinate, and construct various improvements.

Specifically, in conjunction with the anticipated update to the Diridon Station Area Plan infrastructure analysis, the City will summarize the inter-related projects identified in this Plan, provide information about their scope, cost, and schedule, and identify the primary agency responsible for their delivery. This will clarify how each project contributes to the whole, leverage investments for mutual benefit, minimize impact, and avoid duplicative efforts. Understanding and guiding investments based on anticipated phasing is critical, as is coordinating projects well in advance of construction. The City will be responsible for comprehensive Construction and Transportation Management Programs, bringing individual projects (e.g., BART Phase II, the Diridon Integrated Station Concept, and private development) together to minimize potential impacts to existing and future neighborhoods and businesses, including ensuring ongoing access to the SAP Center during construction.

5.5 MEASURING PROGRESS

Throughout the implementation of this Plan, the City intends to set objectives and measure progress in fulfilling ongoing activities recommended in this Plan, as well as the Diridon Housing Implementation Plan. Monitoring key indicators of equitable development will help the City respond to changing conditions and advance this Plan's equity goals as discussed in Chapter 1. Collecting, tracking, and reporting on equity-related data should be part of a broader citywide effort that may be accelerated with the new Office of Racial Equity and incorporated into existing processes, such as the General Plan Four-Year Review process. It will be important to track trends for the city as a whole, as well as different neighborhoods, to understand the full picture.

As described in Section 2.5 of this Plan, the Diridon Affordable Housing Implementation Plan establishes performance measures and indicators that the City will track over time, including:

- Increase in percentage of deed-restricted affordable apartments in the Diridon Station Area (25 percent goal at time of full build-out)
- Percent of new affordable apartments for extremely low-income residents (30 percent goal at build-out)
- No net loss in number of low- and moderate-income renter households (Income under $100,000 as of 2021)
- Decrease in share of severely cost-burdened renter households
- No net loss in number of deed-restricted apartments with long-term affordability restrictions
- Percent of rental units most likely to go up for sale that are preserved and turned into deed-restricted affordable homes (10 percent of these units, or 530 homes, Preservation goal at build-out)

- No net loss in number of homeless shelter beds and interim housing units for homeless residents
- Change in population by race/ethnicity.

Other potential indicators include:

- Mix of new ownership and rental housing
- Decrease in share of trips made by single-occupant vehicle
- Miles of trail completed
- Life expectancy
- Commute times
- Transportation costs
- Household income
- Access to park space

this Plan's goals and equity objectives will also require continued engagement of the community. The City intends for this to involve utilizing clear, consistent communication to inform people about planning processes and decisions, involving the public in the review of private proposals and development of public projects (consistent with City requirements and policies), and using inclusive strategies for engaging historically marginalized communities. Community members have dedicated a tremendous amount of time and energy contributing to planning decisions affecting the Diridon Station Area, not just in recent years but for decades. Outreach and engagement moving forward should build upon that strong foundation and commitment. For example, future engagement opportunities could include involving community members in monitoring key indicators, completing local needs assessments, and working together on neighborhood-driven projects and programs.

The opportunity in the Diridon Station Area is tremendous. Our community has never been closer to realizing its goals and values for a new neighborhood district. In addition, given the area's prominence as a regional connection and extension of Downtown, investments made here have the potential to benefit the entire San José community. Done well, planning for growth and development will "lift up" everyone in the community. The implementation road ahead is one that takes commitment to people—commitment to support economic mobility, including expanded access to affordable housing, education and jobs—for existing residents and those to come. Moving forward, there will be exploration of a range of ideas and solutions to help heal the wounds of the past and reduce disparities, all while creating a great place and fostering economic development.

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RESOLUTION NO. _____

A RESOLUTION OF THE COUNCIL OF THE CITY OF SAN JOSE MAKING CERTAIN FINDINGS REQUIRED BY CALIFORNIA PUBLIC UTILITIES CODE SECTION 21676 THAT PROPOSED GENERAL PLAN AMENDMENT AND CONFORMING REZONING OF PROPERTIES WITHIN APPROXIMATELY 262 GROSS ACRES EXTENDING APPROXIMATELY ONE MILE FROM NORTH TO SOUTH, AND GENERALLY BOUNDED BY: LENZEN AVENUE AND THE UNION PACIFIC RAILROAD TRACKS TO THE NORTH; THE GUADALUPE RIVER AND STATE ROUTE 87 TO THE EAST; INTERSTATE 280 TO THE SOUTH; SUNOL STREET AND THE DIRIDON STATION COMMUTER RAIL TO THE WEST, IS CONSISTENT WITH THE PURPOSES SET FORTH IN CALIFORNIA PUBLIC UTILITIES CODE SECTION 21670 AND OVERRULING THE SANTA CLARA COUNTY AIRPORT LAND USE COMMISSION'S (ALUC) DETERMINATION THAT THE PROPOSED GENERAL PLAN AMENDMENT AND CONFORMING REZONING IS INCONSISTENT WITH CERTAIN ALUC NOISE AND HEIGHT POLICIES AS DEFINED BY THE COMPREHENSIVE LAND USE PLAN FOR SAN JOSE INTERNATIONAL AIRPORT

FILE NOS. GP20-007 AND C20-002

WHEREAS, pursuant to the provisions of Section 21676 of the California Public Utilities Code ("Section 21676"), the City made a referral of the General Plan Amendment (File No. GP20-007) and Conforming Rezoning (File No. C20-002) to the Airport Land Use Commission of Santa Clara County ("ALUC") for a determination of consistency with the ALUC's plans to the extent that the area covered by the amended Diridon Station Area Plan falls within the ALUC's Airport Influence Area surrounding Mineta San José International Airport ("SJC"); and

WHEREAS, the proposed City-initiated General Plan Amendment amending the Diridon Station Area Plan, is to add development capacity and update sections on land use, design, transportation, and public spaces, and the Conforming Rezoning is in response

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to Senate Bill (SB) 1333 to bring the existing site's Zoning Districts into conformance with the existing and amended Diridon Station Area Plan on approximately 262 gross acres in the area generally bounded by Lenzen Avenue and the Union Pacific Railroad tracks to the north; the Guadalupe River and State Route 87 to the east; Interstate 280 to the south; and Sunol Street and the Diridon Station Commuter Rail to the west; and

WHEREAS, on December 16, 2020, the ALUC, acting pursuant to its authority under Section 21676, determined that the General Plan Amendment (File No. GP20-007) was inconsistent with ALUC noise and height policies, as defined in the "Comprehensive Land Use Plan for San José International Airport" ("CLUP"); and

WHEREAS, the ALUC found the General Plan Amendment would potentially allow development in conflict with Table 4-1 and Noise Policy N-4 in the CLUP and also potentially allow development to exceed 300 people per acre as prescribed within the Outer Safety Zone; and

WHEREAS, according to Table 4-2 of the SJC CLUP, the Outer Safety Zone allows non-residential uses to a maximum density of 300 people per acre with 20% of the gross area required as Open Space and provides that if non-residential uses are not feasible in the Outer Safety Zone, residential infill is allowed up to the existing density, and no regional shopping centers, theaters, meeting halls, stadiums, schools, large day care centers, hospitals, nursing homes or similar activities are allowed; and

WHEREAS, on December 16, 2020**,** the ALUC requested the City modify the General Plan Amendment to include language limiting development in the area covered by the amended Diridon Station Area Plan within the Outer Safety Zone, such as to a maximum density of 300 people per acre with 20 percent of the gross area required as Open Space or the Open Space requirement could also be achieved on the adjacent park land, Guadalupe River Park and Gardens, as well as State Route 87, so the General Plan

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Amendment to be consistent and comply with the Safety Zone Compatibility policies contained in the CLUP; and

WHEREAS, as part of this override, the General Plan Amendment will include an Outer Safety Zone Overlay with language limiting development in the area covered by the amended Diridon Station Area Plan within the Outer Safety Zone to a maximum density of 300 people per acre with 20 percent of the gross area required as Open Space to comply with the Safety Zone Compatibility Policies in the CLUP; and

WHEREAS, ALUC noted the Open Space requirement could also be achieved on the adjacent park land, Guadalupe River Park and Gardens, as well as State Route 87; and

WHEREAS, on February 24, 2021, the ALUC, acting pursuant to its authority under Section 21676, determined that the Conforming Rezoning (File No. C20-002) was inconsistent with ALUC noise and height policies, as defined in the CLUP; and

WHEREAS, the Outer Safety Zone overlay is both applicable to and enforced in the amended Diridon Station Area Plan and Zoning Districts, and therefore the General Plan Amendment and Conforming Rezoning would not conflict with any of the Safety Zone Compatibility policies contained in the CLUP; and

WHEREAS, in both referral determinations, the ALUC found the General Plan Amendment and Conforming Rezoning would be inconsistent with the CLUP Noise Policy N-4 and Table 4-1 because a portion of the area covered by the amended Diridon Station Area Plan would permit residential outdoor patios or outdoor activity areas within the ALUC CLUP's 65 A-weighted decibels (dBA) Community Noise Equivalent Level (CNEL) noise contour boundaries, and the ALUC CLUP discourages residential uses with outdoor patios or outdoor activity areas within the 65 dBA CNEL noise contour boundaries; and

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WHEREAS, in both referral determinations, the ALUC found the General Plan Amendment and Conforming Rezoning would also be inconsistent with the CLUP H-1 height policy, as development in the area covered by the amended Diridon Station Area Plan would allow building heights that exceed Federal Aviation Regulation Part 77 Civil Airport Imaginary Surfaces. The CLUP height policy uses FAR Part 77 Surfaces as a height restriction boundary to determine compatible land uses in the Airport Influence Area; and

WHEREAS, the ALUC made its Land Use Plan inconsistency determination prior to the issuance by the Federal Aviation Administration (FAA) of any "No Hazard" determination for future development in the area covered by the amended Diridon Station Area Plan; and

WHEREAS, if future development exceeds FAR Part 77 Civil Airport Imaginary Surfaces but receives an FAA "Determination of No Hazard" following, an FAA aeronautical study, CLUP Policy H-1 provides that the FAA determination shall prevail; and

WHEREAS, the ALUC found the proposed General Plan Amendment and Conforming Rezoning to be consistent with the CLUP except for noise and height as described above; and

WHEREAS, pursuant to the provisions of Section 21676 the City may after a public hearing on the matter overrule a determination by the ALUC by a two-thirds vote of the City Council so long as the City Council makes specific findings that a proposed action is consistent with the purposes set forth in Section 21670 of the California Public Utilities Code ("Section 21670"); and

WHEREAS, Section 21670 provides that the purpose of these sections of the California Public Utilities Code is to protect public health, safety, and welfare by ensuring the orderly

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expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses;

WHEREAS, the City notified the ALUC and California Department of Transportation Division of Aeronautics, in writing, of the City's proposed override of the ALUC's determination and provided a copy to the ALUC of the City's proposal to overrule their findings in a manner consistent with applicable State law; and

WHEREAS, on April 15, 2021, Caltrans submitted written comments to the City on the proposed overrule findings ("Caltrans letter") and a copy of the Caltrans letter is attached hereto as Exhibit "A," and incorporated by this reference; and

WHEREAS, ALUC submitted written comments to the City on the proposed overrule findings in a letter dated April 20, 2021 ("ALUC letter") and a copy of the ALUC letter is attached hereto as Exhibit "B," and incorporated by this reference; and

WHEREAS, the Caltrans letter and the ALUC letter are advisory to the City Council under Section 21676, and

WHEREAS, the ALUC considered and commented on the City's draft resolution for the proposed override of the ALUC's determination, which this City Council has received and considered; and

WHEREAS, the City Council heard and considered all testimony and other evidence presented and submitted, including a memorandum dated_____, from the Department of Planning, Building and Code Enforcement, related to this item; and

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NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SAN JOSE THAT:

SECTION 1. California Public Utilities (CPUC) Section 21676 authorizes a local governmental body to overrule the ALUC's determination if it makes specific findings that the proposed local government body's action is consistent with the purposes of CPUC Section 21670. The City Council hereby makes the following findings to overrule the ALUC's determination of inconsistency with noise and height policies listed in the CLUP:

A. The recitals above are incorporated herein as findings.

B. The purpose of Section 21670 is to protect public health, safety and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around the public airports to the extent that these areas are not already devoted to incompatible uses.

C. With respect to safety, the amended Diridon Station Area Plan (DSAP) will include an Outer Safety Zone overlay with language limiting new developments in the area covered by the DSAP within the outer safety zone overlay to a maximum density of 300 people per acre with 20 percent of the gross area required as Open Space. The Open Space requirement could also be achieved on the adjacent park land, Guadalupe River Park and Gardens, as well as State Route 87. The Outer Safety Zone overlay is both applicable to and enforced in the DSAP and Zoning Districts. Therefore, the General Plan Amendment and Conforming Rezoning would not conflict with any of the Safety Zone Compatibility policies contained in the CLUP.

D. Consistent with the purposes of CPUC Section 21670, the City's General Plan, development review process and methodology ensure that future development within the Airport Influence Area in the area covered by the DSAP would minimize the public's exposure to excessive noise and that a building will only be constructed if its heights and other characteristics result in an FAA Determination of No Hazard to Air Navigation following completion of an aeronautical study.

E. ALUC Policy N-4 provides no residential or transient lodging construction shall be permitted within the 65 dBA CNEL (CNEL measurement is the same as DNL but adds a 5 dB penalty between 7pm and 10pm) contour boundary unless it can be demonstrated that a) the resulting interior sound levels will be less than 45 dBA DNL (DNL is the Day-Night Average Sound Level over a 24 hour time weight

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energy average noise level, with a 10 dB penalty between 10pm to 7am to account for the higher sensitivity to noise at night due to lower background noise) and b) there are no outdoor patios or outdoor activity areas associated with the residential portion of a mixed-use residential project. The City's analysis shows that the Year 2027 65 dBA CNEL noise contour extends into several blocks in the area covered by the DSAP and that the DSAP would allow for residential or hotel use (see Figure 11 of the Initial Study/Addendum to the Downtown Strategy 2040 EIR for the DSAP Amendment). Although the DSAP would allow the above type of development in the 65 dBA CNEL noise contour, the DSAP is consistent with CPUC Section 21670 for the reasons stated below:

1. Consistent with Goal EC-1 of the Envision San José General Plan 2040, with the California Building Code, and with ALUC Policy N-4, interior noise levels in residences and hotel rooms will not exceed 45 dBA DNL. Future entitlements in the area covered by the DSAP would be conditioned to conform to the California Building Code, and with ALUC N-4 interior noise level requirements.

2. General Plan Transportation Policy TR-14.4 requires dedication of avigation easements to protect airport operations. Such easements will be required as conditions of approval for development in the area covered by the DSAP that falls within the ALUC's Airport Influence Area surrounding Mineta San José International Airport, establishing consistency with CLUP Policies G-5 and O-1, which call for avigation easements within the Airport Influence Area.

3. Consistent with CLUP's Noise Compatibility Policy N-5, "all property owners within the Airport Influence Area who rent or lease their property for residential use shall include in their rental/lease agreement with the tenant, a statement advising that they (the tenants) are living within an exterior aircraft noise exposure area designated by the ALUC as greater than the 65 dBA CNEL in a manner that is consistent with current state law including AB2776 (2002)." The policy will be enforced through a condition of approval for future development in the area covered by the DSAP that falls within an exterior aircraft noise exposure area of greater than 65 dBA CNEL.

4. The Envision San José 2040 General Plan identifies outdoor noise environments of 60-75 dBA DNL as "conditionally acceptable" for residential and hotel uses, as long as interior noise levels are mitigated to 45 dBA DNL. The residential outdoor activities areas in the area covered by the DSAP are located both in the environs of the Mineta San José International Airport and in Downtown. These areas are exempt from the 60 dBA DNL exterior noise limit the City applies in other residential areas.

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5. Residential exterior spaces such as apartment balconies and ground-floor common areas within the 65 dBA DNL noise contour would be consistent with orderly development of the Mineta San José International Airport. These spaces would be consistent with the recently adopted Airport Master Plan, whose noise analysis provides that residential uses within the 65 dBA DNL contour are considered compatible with airport operations because interiors are sound insulated. Exterior spaces do not preclude such residences from being considered compatible with airport operations.

6. Existing noise conditions in portions of the DSAP exceed 65 dBA CNEL, but these conditions are primarily due to highway, rail and street noise rather than aircraft. Vehicle traffic along I-280 and State Route 87 are the primary contributors to ambient noise levels in the DSAP area.

7. The benefits of access to outdoor spaces, including for multifamily residents, are well documented. The City encourages private outdoor space in multifamily developments. With the required notice, future residents will have the option of living in less urban areas further from the flight path; but in choosing to live in an urban area, they may have the option of spending time in their private balconies and communal outdoor spaces despite the potential annoyance of aircraft overflights. The purpose of the State Aeronautics Act would not be violated by allowing these options.

8. The Mineta San José International Airport maintains a webpage, https://www.flysanjose.com/noise/noise-complaint, through which it collects written noise complaints. Both the airport website and the County of Santa Clara website refer readers to this page. The City has examined the resulting records of noise complaints for a 10-year period and found that of 445,000 complaints received through the webpage,1,505 (0.34 percent), originated in a ZIP code that includes any portion of Downtown San José (95110, 95112, 95113, 95126, and 95192). This ratio reflects a longstanding pattern of more frequent airport noise complaints from less urbanized areas and fewer from downtown areas. To explore specifically whether construction of multifamily residential buildings with outdoor patios and/or outdoor activity areas results in significant noise complaints, the City identified six such existing buildings in Downtown within the 65 dBA CNEL airport noise contour boundary. The addresses were reviewed against the Airport's database. The review shows that in the last ten years, five of these multifamily residential buildings reported no noise complaints and one building nearer to the airport reported a total of twelve complaints. This level of complaint is not considered significant and is consistent with the pattern that Downtown San José generates few airport noise complaints compared

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to less urbanized neighborhoods, even from residential buildings that include outdoor activity areas.

F. ALUC CLUP Policy H-1 provides: "Any structure or object that penetrates the Federal Aviation Regulations Part 77, *Objects Affecting Navigable Airspace* (FAR Part 77) surfaces, as illustrated in Figure 6, is presumed to be a hazard to air navigation and will be considered an incompatible land use, except in the following circumstance. If the structure or object is above the FAR Part 77 surface, the proponent may submit the project data to the FAA for evaluation and air navigation hazard determination, in which case the FAA's determination shall prevail." General Plan Transportation Policy TR14.2 requires project proponents to submit this data to the FAA for evaluation and determination.

The DSAP and Conforming Rezoning is in compliance with General Plan Transportation Policy TR14.2 in that if the City Council approves the General Plan Amendment and Conforming Rezoning, future development will require a "Determination of No Hazard" to Air Navigation be issued by the FAA for all buildings prior to issuance of any building permits.

G. The Caltrans letter is summarized as follows, with responses in italics:

1. The Caltrans letter states; "On December 16, 2020, the SCCALUC found the proposed GPA and Rezoning inconsistent with the policies of safety, height and noise contained within the SJC CLUP."

   The ALUC did not find the General Plan Amendment or Rezoning inconsistent with any CLUP safety policy; the ALUC considered their consistency with the CLUP policies for safety, height and noise, but found inconsistencies only with specific noise and height policies.

2. The Caltrans letter found the City's existing General Plan, Rezoning and the City's proposed resolution are inconsistent with CLUP Noise Policies, Table 4-1 and Policy N-4.

   Although there are inconsistencies with CLUP Noise Policies, the City requires compliance with the cited Building Code maximum interior noise standards, regularly imposes Standard Condition of Approval NO-2 to ensure compliance for residential and hotel development, and requires acoustical analysis for residential type structures in areas that exceed 65 dB CNEL or DNL.

3. The Caltrans letter also addresses residential and hotel exterior use spaces within the 65 dBA CNEL noise contour boundaries, concluding some of the

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findings in the City's Resolution are individually insufficient to support the City's Conclusion that provision of these spaces would not cause inconsistency with the purposes of the Aeronautics Act.

This resolution does not rely on any single finding to support this conclusion, but rather on all the findings taken together; these findings include not only benefits of exterior spaces and minimal airport noise complaints from Downtown residents within the 65 dBA CNEL noise contour boundaries who have outdoor spaces, but all six other findings, including requirements for aviation easements and pre-contract notices to residential buyers and tenants.

4. Regarding building heights, Caltrans differs with the City's reliance on the FAA's regulatory process to ensure that heights of buildings that will be proposed for development under the General Plan Amendment and Rezoning will be studied by the FAA as required by federal regulation and receive a determination of no hazard as a condition for issuing a building permit.

   The FAA is the only authoritative source on airspace utilization. FAR Part 77 and its imaginary airspace surfaces are used by the FAA to identify structures requiring aeronautical studies and airspace determinations. If a proposed building exceeds Part 77 surfaces, then the FAA is required to determine the potential aeronautical effect. The FAA's studies account for all known and proposed structures in the airport environment and consider broth project-specific and cumulative effect.

5. The Caltrans letter emphasizes the importance of the San José International Airport and expresses concern that the building heights permitted by the project would reduce the operating utility or constrain future Airport development.

   City policy also emphasizes the importance of the Airport, and the City Council has concluded that a vital Downtown and local economy are important to protecting the Airport's future. In addition, the City's Airport Department has been actively engaged in reviewing the General Plan Amendment and Rezoning and considers them to be consistent with Airport planning, safety and economic interests.

H. The ALUC letter is summarized as follows, with response in italics:

1. ALUC acknowledges that the City of San José has prescribed the density for the area within the Outer Safety Zone to be in compliance with the 300

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people per acre maximum through the General Plan Amendment and Rezoning.

Accordingly, ALUC's ground for its finding of inconsistency based on the potential for the General Plan Amendment to allow future development to exceed 300 people per acre as prescribed within the outer safety zone is no longer accurate as the General Plan Amendment is consistent.

2. The ALUC letter states that the ALUC believes a settlement agreement providing for the ALUC to modify the CLUP "to include no outdoor residential space within the 65 dBA noise contour or greater" would be violated by allowing the General Plan Amendment and Rezoning to move forward.

The statement that the adoption of the Envision San José 2040 General Plan "included a court order settlement agreement" is incorrect. Instead, in 2011, the City and the ALUC settled the City's CEQA challenge to the 2010 version of the CLUP. The ALUC's statement that the settlement agreement provided for modification of the CLUP "to include no outdoor residential space within the 65 dBA CNEL noise contour" is also incorrect. The settlement agreement listed changes to other CLUP provisions, but none pertaining to outdoor patios or any noise issue. In addition, the settlement agreement could not, and did not purport to, divest the City of its statutory right, and obligation under appropriate circumstances, to overrule an ALUC determination of CLUP inconsistency under Section 21676.

3. The ALUC letter states that resolution findings regarding the consistency between City General Plan, City of San José Master Plan and Diridon Station Plan are not relevant to the decision-making responsibility of the ALUC.

This statement is accurate, but the resolution is for consistency with the purpose of the Aeronautics Act. The findings that cite the City's General Plan and Master Plan are relevant to airport land use issues of safety, height and noise, and are relevant to the City Council decision to overrule the ALUC's determination under Section 21676.

4. The ALUC letter states "Also, on January 13, 2021, the Federal Aviation Administration ("FAA") published, in the Federal Register, Vol. 86, No. 8, Docket No. FAA-2021-0037 a noise analysis of impacts to receptors adjacent to airports. The ALUC notes regarding noise that document has direct applicability to the subject project and would be inconsistent with it."

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As stated in the Federal Register, the FAA has only released the cited document for public comments; accordingly, the document has no direct applicability to any project. The Federal Summary States: "The FAA is releasing a summary to the public of the research programs it sponsors on civil aircraft noise that could potentially inform future aircraft noise policy. The FAA invites public comment on the scope and applicability of these research initiatives to address aircraft noise. The FAA will not make any determination based on the findings of these research programs for the FAA's noise policies, including any potential revised use of the Day-Night Average Sound Level (DNL) noise metric, until it has carefully considered public and other stakeholder input along with any additional research needed to improve the understanding of the effects of aircraft noise exposure on communities."

5. The ALUC letter states that the ALUC uses FAA Part 77 Surfaces as a height restriction boundary. It further states that the General Plan Amendment would also allow building heights in conflict with FAA Part 77 Surfaces by using TERP surfaces to define future building heights.

   This comment does not take into consideration the fact that any building proposed under the General Plan Amendment with a height that conflicts with FAA Part 77 Surfaces will be required to obtain a determination of no hazard from the FAA before any building permits will be issued. Accordingly, all buildings that will be proposed for development under the General Plan Amendment and Rezoning in conflict with Part 77 surfaces will be studied by the FAA as required by federal regulation and receive a determination of no hazard as a condition of development and therefore the use of TERP surfaces in the General Plan Amendment does not create a conflict. In addition, see response above to Caltrans letter regarding FAA Part 77 Surfaces.

6. ALUC incorporates Caltrans April 15, 2021 letter by reference.

   Please see responses to Caltrans letter dated April 15, 2021, in Section 1.G., above.

SECTION 2. Therefore, based upon the findings set forth above, the City Council hereby finds that the General Plan Amendment (File No. GP20-007) and Conforming Rezoning (File No. C20-002) are not in conflict with and would be consistent with the purposes set forth in California Public Utilities Code Section 21670, regarding protection of public

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health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports, to the extent that these areas are not already devoted to incompatible uses.

SECTION 3. Based upon all of the foregoing findings and conclusions, the City Council hereby overrules the ALUC determination of nonconformance of General Plan Amendment (File No. GP20-007) and Conforming Rezoning (File No. C20-002) with the noise and height polices within the CLUP.

ADOPTED on this ___day of _____, 2021 by the following vote:

AYES:

NOES:

ABSENT:

DISQUALIFIED:

SAM LICCARDO
Mayor

ATTEST:

TONI J. TABER, CMC
City Clerk

DRAFT

EXHIBIT "A"

Caltrans Letter dated 4/15/2021

DRAFT

DEPARTMENT OF TRANSPORTATION
DIVISION OF AERONAUTICS – M.S. #40
1120 N STREET
P. O. BOX 942874
SACRAMENTO, CA 94274-0001
PHONE (916) 654-4959
FAX (916) 653-9531
TTY 711
www.dot.ca.gov

Making Conservation a California Way of Life.

April 15, 2021

Mr. José Ruano, Planner II
Building and Code Enforcement
Department of Planning
City of San José
200 East Santa Clara Street, 3rd Floor Tower
San José, CA 95113-1705

Electronically Sent
Jose.ruano@sanjoseca.gov

Dear Mr. Ruano:

The California Department of Transportation (Caltrans), Division of Aeronautics (Division) received a proposed overrule by the city of San José (City) on March 16, 2021. Pursuant to California Public Utilities Code (PUC) section 21676(a)[1], an overrule may be proposed by the City after the Santa Clara County Airport Land Use Commission (SCCALUC) finds a general or specific plan, including amendments, inconsistent with the Comprehensive Land Use Plan (CLUP)[2] for Norman Y. Mineta San José International Airport (SJC).

The proposed overrule involves a General Plan Amendment (GPA) and Conforming Rezoning, City File Nos. GP20-007 and C20-002, also known as the Diridon Station Area Plan[3]. These proposed land use actions were submitted to the Santa Clara County Airport Land Use Commission (SCCALUC) for a consistency determination with the SJC Comprehensive Land Use Plan (CLUP). On December 16, 2020, the SCCALUC found the proposed GPA and Rezoning inconsistent with the safety, height, and noise policies contained within the SJC CLUP.

In response to the SCCALUC's inconsistency finding, the City prepared a resolution with draft findings in support of the GPA and Rezoning. The Division has reviewed the City's proposed findings and has determined the proposed findings are not consistent with the declaration and purposes of the statutes set forth in PUC section 21670[4] and with the foundational principles contained in the California Airport Land Use Planning Handbook (Handbook)[5]

The SCCALUC found the GPA and Rezoning inconsistent with the SJC CLUP noise policies, Table 4-1 and Policy N-4. The Table shows residential uses are "Generally Unacceptable" between the 65-70 decibel (dB) Community Noise Equivalent Level (CNEL) Noise Contours. Further, Policy N-4 of the SJC CLUP states, "that no

EXHIBIT "A"
(File Nos. GP20-007; C20-002)

residential or transient lodging construction shall be permitted within the 65 dB CNEL contour boundary unless the resulting interior sound levels will be less than 45 dB CNEL and there are no outdoor patios or outdoor activity areas." The City's resolution includes a finding that states, "Although the project is proposing residential type development in the 65-70 dB CNEL noise contour, the City finds the project consistent with Section 21670." This finding is inconsistent with PUC section 21670 in that it does not promote the overall objectives of the California airport noise standards pursuant to PUC section 21669 and prevent the creation of new noise problems. It is also inconsistent with the Handbook Table 4B that shows 65 dB CNEL is generally not acceptable for most new development.

The finding pertaining to Goal EC-1 of the Envision San José General Plan 2040 (General Plan) is not consistent with the Handbook, which references the California Building Code (Building Code)[6] section 1207.11. The Building Code establishes a maximum interior noise of 45 dB CNEL[7] The Division cautions the City that if interior noise exposure exceeds 45 dB, then the City may be liable for future retrofits. Further, the Building Code requires a general plan that includes an airport's noise contours. According to the Building Code, if residential type structures exceed 60 dB CNEL or DNL, per the Noise Element, then an acoustical analysis is required.

The Division finds that the City's General Plan policies regarding outdoor noise limits within the environs of SJC and in downtown San Jose inconsistent with PUC section 21670, 21674.7(b), and PUC section 21675(a).

- The City's General Plan does not discourage incompatible land uses near existing airports (PUC section 21674.7)
- Proposed buildings are not guided by the noise criteria compatible with airport operations (PUC section 21674.7); and
- The GPA does not safeguard the inhabitants within the vicinity of airports (PUC section 21675(a)).

The finding regarding exterior spaces being consistent with the SJC Airport Master Plan is not consistent with PUC section 21670(a), and PUC section 21676(a)[8]. Further, the SJC Master Plan noise analysis does not supersede SJC CLUP policies (PUC section 21676(c)).

The finding regarding the largest contributing factor to 65-70 dB CNEL noise measures is from highways, streets, and rail systems is not supported.

The Division finds that the City's noise complaint tracking system indicating minimal noise complaints from existing development is not consistent with PUC section 21670. This finding does not account for future conditions and does not prevent new noise problems.

The City's resolution states that "the ALUC made its Land Use Plan inconsistency determination prior to the Federal Aviation Administration's issuance of any "No Hazard" determination for the subject project and that CLUP Policy H-1 provides that the FAA determination shall prevail." Federal Aviation Administration (FAA) aeronautical studies are typically conducted upon submission of Code of Federal Regulations (CFR), Part 77, Form 7460-1[9], which pertains to specific structures, objects, or natural features. FAA aeronautical studies do not typically consider broad policies and standards applicable to a general or specific plan or a cumulative number of future buildings, objects, or natural features as proposed with the GPA and Rezoning. If the FAA has made a "Determination of No Hazard," it was not submitted with the proposed resolution and findings

Further, the Legislature enacted PUC sections 21402[10] and 21659(a)[11] for airspace protection purposes. According to the California State Aeronautics Act, CFR Part 77 (Part 77) is used as the primary airspace protection standard for the State. In addition, the provisions of PUC section 21670 (inclusive) reference Part 77 for ALUCs' use in airport land use compatibility planning and policy formation. FAA Determinations on an Airspace Study is a finding relative to Part 77 surfaces surrounding an airport. If a local agency proposes policies with respect to building heights that cover large areas, a cumulative number of future buildings, several objects, or swaths of natural features, then Part 77 is the appropriate standard for establishing building height maximums. The SCCALUC adopted their policies consistent with the Handbook's foundational principles.

The City resolution also includes a finding that states, "the project is in compliance with General Plan Transportation Policy TR14.2." The City's finding is not consistent with PUC section 21670 because it requires future determinations by the FAA for individual buildings, objects, or specific natural features. It does not demonstrate that cumulative future conditions would ensure the orderly development of SJC or maintain protection of SJC airspace. Such consequences may reduce the operating utility of SJC. Ultimately, it may be more appropriate for the City to seek the FAA's assistance in conducting an aeronautical study that evaluates all potential development scenarios to best protect SJC and SJC's airspace.

Development encroachment upon an airport is likely to constrain an airport's vital contribution to the community, region, and State, and exposes people to safety hazards and excessive noise. In addition, SJC provides economic stimulus, generates on and off airport jobs, and is a hub for domestic and international commerce and tourism.

Caltrans concurs with SCCALUC's inconsistency determination because SJC is important to the California Aviation System Plan.

If you have questions or need further assistance, please contact me at (916) 654-5314 or via email at robert.fiore@dot.ca.gov .

Sincerely,

Original signed by

ROBERT FIORE
Aviation Planner

c: Ryan Sheelen, C.M., Airport Planner III, Planning and Development Division San José International Airport; rsheelen@sjc.org

Laurie Suttmeier, FAA, SFO; laurie.suttmeier@faa.gov

Mark Connolly, Program Manager, Santa Clara County Airport Land Use Commission; Mark.Connolly@PLN.SCCGOV.ORG

ENDNOTES

[1]PUC section 21676(a), each local agency whose general plan includes areas covered an airport land use compatibility plan must submit a copy of its plan or specific plan to the airport land use commission (ALUC).

[2]PUC section 21675(a): Each commission shall formulate an airport land use compatibility plan that will provide for the orderly growth of each public airport and the area surrounding the airport within the jurisdiction of the commission, and will safeguard the general welfare of the inhabitants within the vicinity of the airport and the public in general.

[3]The proposed City-initiated General Plan Amendment amending the Diridon Station Area Plan, is to add development capacity and update sections on land use, design, transportation, and public spaces, and the Conforming Rezoning is in response to Senate Bill (SB) 1333 to bring the existing site's Zoning Districts into conformance with the existing and amended Diridon Station Area Plan on approximately 262 gross acres.

[4]PUC section 21670(a): The Legislature hereby finds and declares that: (1) It is in the public interest to provide for the orderly development of each public use airport in this state and the area surrounding these airports so as to promote the overall goals and objectives of the California airport noise standards adopted pursuant to Section 21669 and to prevent the creation of new noise and safety problems. (2) It is the purpose of this article to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses.

[5]PUC section 21674.7

[6] California Code of Regulations, Title 24

[7] The Building Code states that "interior noise levels shall not exceed 45 (dB) for either the Day-Night Average Sound Level (DNL) or the CNEL. The worst-case noise level of existing or 10 years in the future shall be used." The City's resolution does not provide the General Plan noise contours and analysis regarding a future worst-case scenario for residential type uses as required by the Building Code.

[8] PUC 21676(c): Each public agency owning any airport within the boundaries of an airport land use compatibility plan shall, prior to modification of its airport master plan, refer any proposed change to the airport land use commission.

[9] Title 14, Code of Federal Regulations (CFR) Part 77, "*Safe, Efficient Use and Preservation of the Navigable Airspace.*"

[10] The ownership of the space above the land and waters of this State is vested in the several owners of the surface beneath, subject to the right of flight described in Section 21403. No use shall be made of such airspace which would interfere with such right of flight; provided, that any use of property in conformity with an original zone of approach of an airport shall not be rendered unlawful by reason of a change in such zone of approach.

[11] No person shall construct or alter any structure or permit any natural growth to grow at a height which exceeds the obstruction standards set forth in the regulations of the Federal Aviation Administration relating to objects affecting navigable airspace contained in Title 14 of the Code of Federal Regulations, Part 77, Subpart C, unless the Federal Aviation Administration has determined that the construction, alteration, or growth does not constitute a hazard to air navigation or would not create an unsafe condition for air navigation.

EXHIBIT "B"

Airport Land Use Commission Letter dated 4/20/20

DRAFT

DRAFT – Contact the Office of the City Clerk at (408) 535-1260 or CityClerk@sanjoseca.gov for final document.

ALUC
SANTA CLARA COUNTY
AIRPORT LAND USE
COMMISSION

Airport Land Use Commission
County Government Center, 70 W. Hedding Street, East Wing, 7th Fl., San Jose, CA 95110
(408) 299-5786 FAX (408) 288-9198

April 20, 2021

Jose Ruano, Planner II
City of San José | 200 E. Santa Clara St. 3rd Floor San José, CA 95113
Department of Planning, Building and Code Enforcement

RE: ALUC comments on Overrule findings proposed by the City San Jose for the for the Diridon Station Area Plan Amendment (City of San Jose file number GP20-007 and C20-002), affecting lands within the San Jose International Airport Influence Area (AIA).

Dear Mr. Ruano:

The ALUC considered the City's proposed overrule of Diridon Station Area Plan Amendment at its March 24, 2021 meeting and concluded that the proposed overrule is not consistent with the purposes of Article 3.5 of Chapter 4 of Part 1 of Division 9 of the Public Utilities Code, sections 21670 through 21679.5, which are to protect public health, safety and welfare by, among other things, ensuring the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses. The specific reasons for the ALUC's determination are provided below.

In general, the ALUC finds that the overrule findings made by the City of San Jose are insufficient and not factual, as well as inconsistent with the purposes of the CLUP.

The ALUC acknowledges that despite the project being located partially within the Outer Safety Zone, the City of San Jose has prescribed the density for this area to be in compliance with 300 people per acre through the Diridon Station Area Plan (General Plan) and referenced Rezoning.

Although the SJC Masterplan is an operational document for SJC, not an ALUC CLUP document, the Overrule resolution states on page 7, among other citations, that the Diridon Station Area Plan Amendment is consistent with the SJC Masterplan. The Diridon Station Area Plan uses TERP surfaces to dictate future building height. Using TERP surfaces creates a conflict with the SJC Masterplan and the City General Plan because both use Part 77 surfaces. Also, only the SJC CLUP is used by the ALUC to make their consistency determinations.

Unless and until the City pursues the appropriate means to propose CLUP amendments, Federal Aviation Administration(FAA) Part 77 Surfaces are the guiding surfaces for height restriction boundaries for the San Jose International Airport AIA. Applying TERP surfaces in the proposed Diridon Station Area Plan Amendment is both inconsistent with the SJC Airport Masterplan and the ALUC SJC CLUP.

Regarding noise; The Envision San Jose 2040 General Plan adoption by the City, included a court order settlement agreement, accepted by the City and ALUC, that the San Jose International Land Use Plan (CLUP) would be modified to include no outdoor residential space within the 65 dBA noise contour or greater. The ALUC believes that allowing the project to

EXHIBIT "B"
(File Nos. GP20-007; C20-002)

move forward as proposed would be in violation of the settlement agreement and inconsistent with the SJC CLUP.

Also, on January 13, 2021, the Federal Aviation Administration ("FAA") published, in the Federal Register, Vol. 86, No. 8, Docket No. FAA-2021-0037 a noise analysis of impacts to receptors adjacent to airports. The ALUC notes regarding noise that the document has direct applicability to the subject project and would be inconsistent with it.

The April 15th Cal Trans division of Aeronautics letter from Bob Fiore, transmitted to the City of San Jose, is incorporated by reference, which strongly supports the ALUC's decision.

The ALUC wishes to reiterate the following were the grounds under which the ALUC found the project **Inconsistent**:

The ALUC considered the above referral for consistency with the policies of safety, height and noise contained within the San Jose International Airport Comprehensive Land Use Plan (SJC CLUP), at their December 16, 2020 Meeting.

The proposed General Plan Amendment would allow development in conflict with Table 4-1 and Noise policy N-4 of the SJC CLUP.

Table 4-1 of SJC CLUP states: "residential uses are "Generally Unacceptable" between the 65-70 dBA CNEL Noise Contours. New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design. Outdoor activities are likely to be adversely affected."

Policy N-4 of the SJC CLUP states: "No residential or transient lodging construction shall be permitted within the 65 dB CNEL contour boundary unless it can be demonstrated that the resulting interior sound levels will be less than 45 dB CNEL and there are no outdoor patios or outdoor activity areas associated with the residential portion of a mixed-use residential project or a multi-unit residential project. (Sound wall noise mitigation measures are not effective in reducing noise generated by aircraft flying overhead.) "

The General Plan Amendment would potentially allow future development to exceed 300 people per acre as prescribed within the outer safety zone (OSZ).

An approximate eight (8) acres of the plan area would allow an approximate population density of 2,400 people per acre. The proposed General Plan designations in this area would be Downtown and Downtown Commercial.

The Downtown land use designation would allow a very broad range of uses up to 800 dwelling units per acre and an FAR of 30.

The Downtown Commercial land use designations would allow a floor area ratio FAR of 15.0.

The height allowed in these areas is between 180 and 205 feet tall above grade. Parcel sizes vary and would dictate the specific floor area ratio allowed. However, the proposed density and height would likely allow an exceedance of 300 people per acre for the sites within the Outer Safety Zone.

According to Table 4-2 of the SJC CLUP, the OSZ allows non-residential uses to a maximum density of 300 people per acre with 20% of the gross area required as Open Space.

Table 4-2 also provides that, if non-residential uses are not feasible in the OSZ, residential infill is allowed up to the existing density. No regional shopping centers, theaters, meeting halls, stadiums, schools, large day care centers, hospitals, nursing homes or similar activities are allowed. However, no specific development is proposed with the project.

The proposed General Plan Amendment would also allow building heights in conflict with FAA Part 77 Surfaces by using TERP surfaces to define future building heights. The ALUC uses FAA Part 77 Surfaces as a height restriction boundary.

If you have any questions, please feel free to contact ALUC staff, Mark Connolly, at 408-299-5786, or via e-mail at mark.connolly@pln.sccgov.org.

Sincerely,



Mark J. Connolly
Senior Planner / ALUC Program Manager

Cc: John Tu; Supervising Planner, City of San Jose

DRAFT

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF SAN JOSE REZONING CERTAIN REAL PROPERTY WITHIN APPROXIMATELY 262 GROSS ACRES LOCATED WITHIN THE BOUNDARIES OF THE DIRIDON STATION AREA PLAN GENERALLY BOUNDED BY LENZEN AVENUE AND THE UNIION PACIFIC RAILROAD TRACKS TO THE NORTH; THE GUADALUPE RIVER AND STATE ROUTE 87 TO THE EAST; INTERSTATE 280 TO THE SOUTH; AND SUNOL STREET AND THE DIRIDON STATION COMMUTER RAIL TO THE WEST FROM ZONING DISTRICTS THAT INCLUDE COMBINED INDUSTRIAL/COMMERCIAL, COMMERCIAL GENERAL, COMMERCIAL NEIGHBORHOOD, COMMERCIAL PEDESTRIAN, HEAVY INDUSTRIAL, INDUSTRIAL PARK, LIGHT INDUSTRIAL, TWO-FAMILY RESIDENTIAL, AND TRANSIT EMPLOYMENT CENTER TO ZONING DISTRICTS THAT INCLUDE DOWNTOWN PRIMARY COMMERCIAL, OPEN SPACE, AND R-M RESIDENCE ZONING DISTRICTS (MULTIPLE UNIT/LOT)

WHEREAS, all rezoning proceedings required under the provisions of Chapter 20.120 of Title 20 of the San José Municipal Code have been duly had and taken with respect to the real property hereinafter described; and

WHEREAS, an Initial Study/Addendum to the Downtown Strategy 2040 Final Environmental Impact Report (Resolution No. 78942), and Addenda thereto was prepared in conformance with the California Environmental Quality Act of 1970 (CEQA), as amended, for the subject rezoning to Downtown Primary Commercial, Open Space, and R-M Residence Zoning Districts (Multiple Unit/Lot) under File Number PP19-082 (the "Addendum"); and

WHEREAS, the City Council of the City of San José is the decision-making body for the proposed subject rezoning to the Downtown Primary Commercial, Open Space, and R-M Residence Zoning Districts (Multiple Unit/Lot); and

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WHEREAS, this Council of the City of San Jose has considered, approved, and adopted the Addendum to the Downtown Strategy 2040 Final Environmental Impact Report (Resolution No. 78942), and Addenda thereto under separate Council Resolution prior to taking any approval actions on this project; and

WHEREAS, the proposed rezoning is consistent with the designation of the sites in the applicable General Plan.

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF SAN JOSE:

SECTION 1. The recitals above are incorporated herein.

SECTION 2. All that real property hereinafter described in this section, hereinafter referred to as "subject property," is hereby rezoned to the Downtown Primary Commercial, Open Space, and R-M Residence Zoning Districts (Multiple Unit/Lot), as more particularly shown in Exhibit "A".

The subject property referred to in this section is all that real property situated in the County of Santa Clara, State of California, within the City of San José and generally bounded by Lenzen Avenue and the Union Pacific Railroad (UPRR) tracks to the north, Interstate 280 (I-280) to the south, the Guadalupe River and Delmas Avenue to the east, and Sunol Street and the Diridon Station Commuter rail tracks to the west, depicted in Exhibit "A" attached hereto and incorporated herein by this reference.

SECTION 3. The district map of the City is hereby amended accordingly.

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SECTION 4. Any land development approval that is the subject of City File No. C20-002 is subject to the operation of Part 2.75 of Chapter 15.12 of Title 15 of the San José Municipal Code. The applicant for or recipient of such land use approval hereby acknowledges receipt of notice that the issuance of a building permit to implement such land development approval may be suspended, conditioned or denied where the City Manager has determined that such action is necessary to remain within the aggregate operational capacity of the sanitary sewer system available to the City of San José or to meet the discharge standards of the sanitary sewer system imposed by the California Regional Water Quality Control Board for the San Francisco Bay Region.

PASSED FOR PUBLICATION of title this ___ day of _____, 2021 by the following vote:

AYES:

NOES:

ABSENT:

DISQUALIFIED:

SAM LICCARDO
Mayor

ATTEST:

TONI J. TABER, CMC
City Clerk

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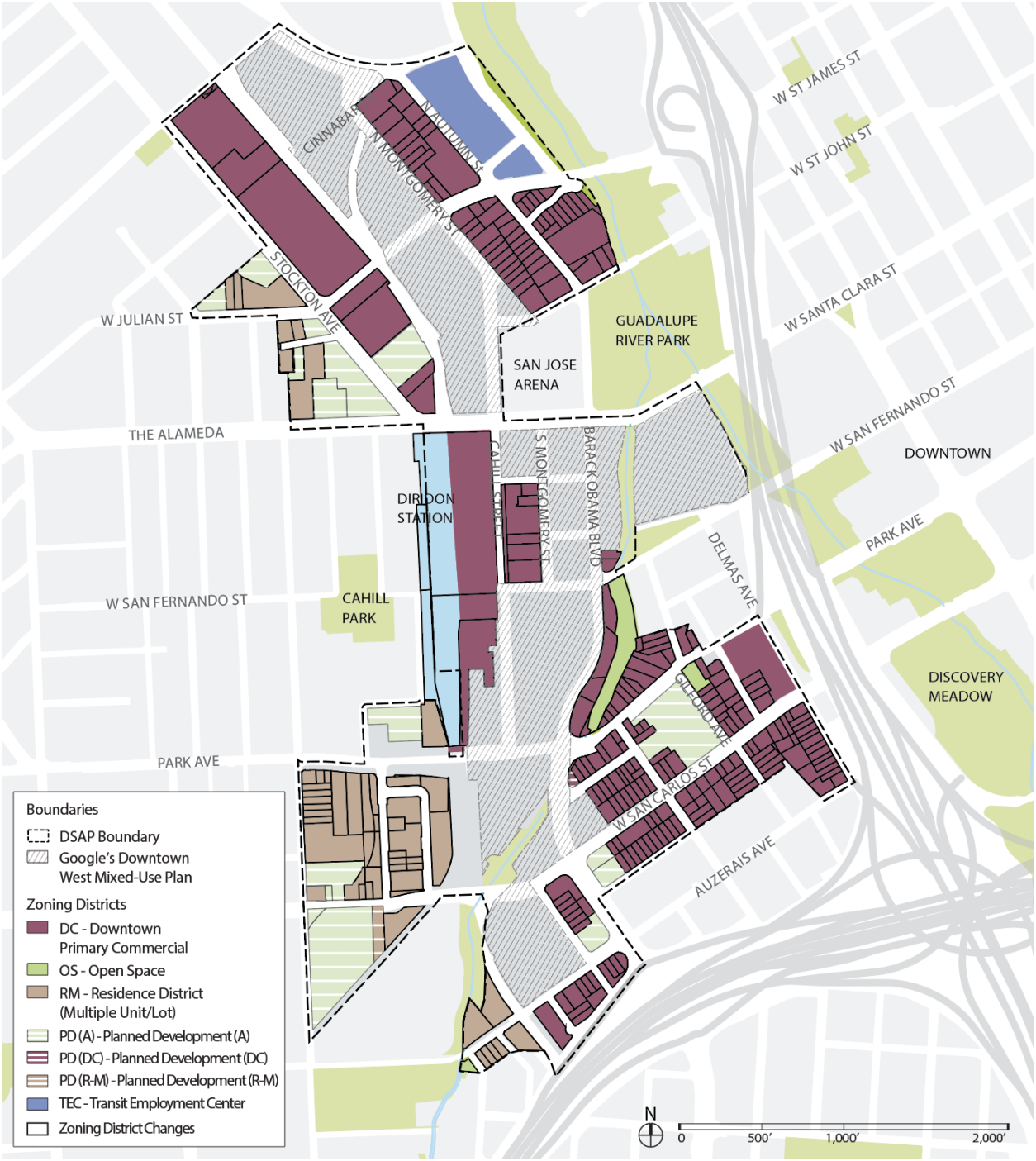
EXHIBIT "A"

Zoning Districts



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CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

DIRIDON STATION AREA PLAN

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SANITARY
OF SAN JOSE
CITY
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DIRIDON STATION AREA PLAN

DRAFT | April 2021

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For The City of San José

PREPARED BY

Skidmore, Owings & Merrill | SWA Group



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Acknowledgements

CITY COUNCIL
Sam Liccardo, Mayor
Charles Jones, Vice Mayor
David Cohen
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Magdalena Carrasco
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Rachel Royer
Stephen Polcyn

CITY ATTORNEY
Johnny Phan
Joan Douglas-Fry
Jannie Quinn

PROJECT STAFF
Jose Ruano, Project Manager
Tim Rood, Division Manager

OTHER PARTICIPATING STAFF
Bill Ekern
Brian Stanke
Casey Hirasaki
David Keyon
Emily Breslin
Eric Eidlin
Yves Zsutty
Jacky Morales-Ferrand
James Han
Jared Hart
Jeff Sinclair
Jeffrey Provenzano
Jessica Zenk
John Tu
Julie Benabente
Kieulan Pham
Kim Walesh
Kristen Clements
Larissa Sanderfer
Lori Severino
Michael Brilliot
Michael Ogilvie
Nanci Klein
Nicholas Frey
Nicolle Burnham
Rachel VanderVeen
Rey Sadorra
Robert Manford
Robert Rivera
Rosalynn Hughey
Shannon Hill
Shelley Guo
Vivian Tom
Wilson Tam
Winola Cheong
Zacharias Mendez

COMMUNITY GRANT PARTNER ORGANIZATIONS
African American Community Service Agency (AACSA)
Catalyze SV
Friends of Caltrain
Latino Business Foundation
San José Jazz
SOMOS Mayfair
Trinity Episcopal Cathedral

OTHER ORGANIZATIONS
Caltrain
Diridon Area Neighboorhood Group (DANG)
California High-Speed Rail Authority
San Jose Park Advocates
Silicon Valley at Home (SV@Home)
Santa Clara Valley Transportation Authority

CONSULTANTS
Skidmore, Owings, and Merrill (SOM)
SWA Group
Skip Stone
HR&A

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The City of San José would like to thank all those who participated in the community workshops, provided comments, or otherwise contributed to the development of this document.

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1 | INTRODUCTION

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1.1 EXECUTIVE SUMMARY

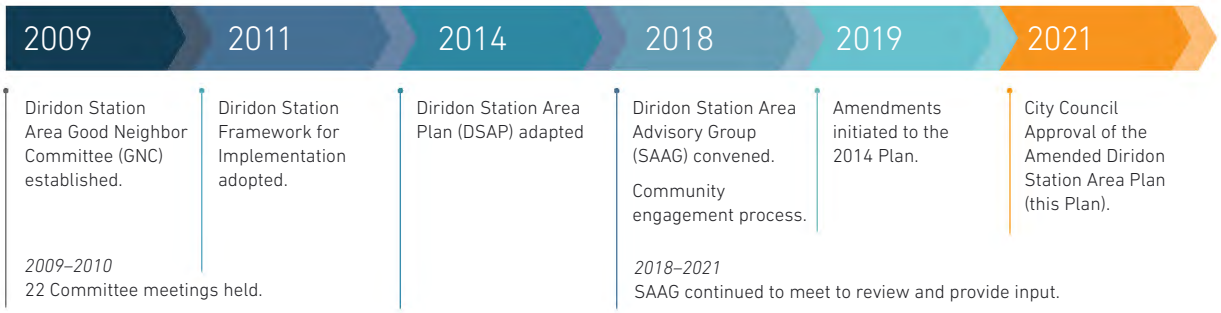
In 2014, the City of San José adopted the Diridon Station Area Plan (referred to in this document as the 2014 Plan) in anticipation of major transportation investments and a major league ballpark. The 2014 Plan set forth a blueprint for development in the approximately 250-acre area. The 2014 Plan was formulated with numerous stakeholders, including individuals, businesses, agencies, institutions, and many private and public entities over a five-year period.

In 2009, the City Council and Redevelopment Agency Board established the Diridon Station Area Good Neighbor Committee (GNC) to provide a forum for neighbors to work collaboratively in solving problems in the neighborhood arising from development in the Diridon Station Area. The 31-member committee met 22 times over a 14-month period and achieved its purpose through the creation and unanimous adoption of the Diridon Station Framework for Implementation (Framework) in 2011[1]. The Framework focused on six interest areas: land use, neighborhood quality of life, parking and traffic, parks and trails, pedestrian and bicycle connections and connectivity, and public transportation systems. In addition, three public community workshops and a considerable number of community events by related groups contributed to the creation of the 2014 Plan.

The City convened the Diridon Station Area Advisory Group (SAAG) in January 2018. It includes 38 member organizations appointed by the City Council. The primary purpose of the SAAG is to provide input to the City Administration on land use, development, transportation, and construction plans affecting the Diridon Station Area.

In 2018, the City held a community engagement process that centered on the SAAG and culminated in a comprehensive Diridon Station Area Civic Engagement Report (2018). From 2019 to 2021, the SAAG continued to meet to review and provide input on transportation, planning and affordable housing in the Diridon Station Area, as well as community benefits associated with Google's Downtown West Mixed-Use Plan. During this time, the City continued to conduct outreach and engagement with the general public and stakeholders as well.

In 2019, the City initiated amendments to the 2014 Plan to reflect major changes that had occurred since its adoption. This amended Diridon Station Area Plan (referred to in the document as this Plan) adapts the 2014 Plan to current conditions and reflects the City's goals of advancing equity as development and investment occurs in the area. Major changes include expanding the 2014 Plan boundary, adding development capacity, increasing building height limits, and updating sections on land use, urban design, open space, and mobility. In addition, the City initiated separate, detailed areawide studies and implementation plans on affordable housing and parking, which contributed greatly to the development of this Plan and are summarized in the relevant sections. The City will also prepare a separate infrastructure financing study following the adoption of this Plan.



[1] *https://www.diridonsj.org/s/FINAL-DiridonStationAreaCivEngagementReport10312018.pdf*

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The City of San José and the greater Bay Area region have the unique opportunity to build an internationally prominent transportation hub and to develop a world-class destination within the area around Diridon Station. This Plan presents an overview, a direction, and critical aspects for the successful future of an equitable Diridon Station Area. This Plan integrates land uses, urban design, open spaces, and mobility to enhance Downtown San José, while respecting existing surroundings. This plan weaves new ideas and new development possibilities within existing city fabric and strong neighborhoods. Large proposals, such as the Diridon Integrated Station Concept Plan (DISC) and Google's Downtown West Mixed-Use Plan, are reflected in this Plan. In addition, proposals are made to strengthen existing features of the area, such as Los Gatos Creek, and enhance connectivity to surrounding neighborhoods.

This Plan proposes ideas for twenty years or more into the future for the Diridon Station Area. It establishes a bold framework for development, while also being flexible for change within that framework. This Plan sets large physical realities while acknowledging that is it impossible to predict the future with assurance. Development actions will occur in different forms as markets and other circumstances evolve over the coming decades. This Plan proposes the largest ideas for the Diridon Station Area that are founded on many guiding principles and physical design concepts for the future.



Beginning with the project vision, this Plan describes the many guiding principles of the area, as well as the planning process and schedule. Diridon Station Area Development follows, which is a tool to guide the future implementation of this Plan by public and private development. This Plan then describes the area's open space and public life, and mobility. Finally, this Plan discusses the next steps in the planning implementation process, including environmental analysis and actions for implementation.

This Plan has several companion documents. Related documents are referenced in the Appendices and when printed, are separate reports. The related documents include:

- Diridon Station Area Amendment Initial Study/Addendum to the Downtown Strategy 2040 Environmental Impact Report
- Diridon Affordable Housing Implementation Plan

San José is poised to create a model urban transportation hub within an exciting and livable downtown environment. This Plan is a vital step on the way toward the creation of an equitable and innovative urban place, a place which has the potential to serve as a model for the United States and the world.



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1.2 PROJECT VISION

INTRODUCTION

In November 2008, California voters approved Proposition 1A to fund the initial stages of developing a High-Speed Rail (HSR) system linking Northern and Southern California. Diridon Station in San José was identified as one of the stations along the route, thus eventually establishing this location as one of the best-connected multi-modal transit hubs in the Western United States.

In 2014, the City adopted the Diridon Station Area Plan (2014 Plan) to guide development in an approximately 250-acre area around Diridon Station. The 2014 Plan envisioned the transformation of the station area—an area which has been dominated by parking lots and old industrial buildings—into a dynamic mixed-use urban neighborhood anchored by a world-class transportation hub and the SAP Center.

The City began the process of amending the 2014 Plan in November 2019, informed by an extensive public outreach process for the broader Diridon Station Area that began in early 2018. The purpose of the amendment is to align the 2014 Plan with current circumstances, complement other adopted and ongoing plans, and support Plan implementation through facilitating private development and public investments.

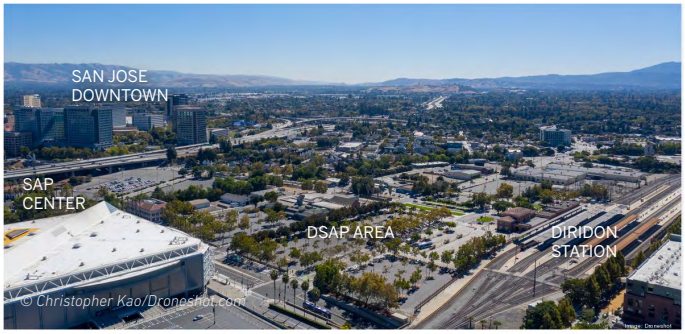
This Plan establishes new General Plan designations and allowable building heights to support the preferred development framework, along with design standards and guidelines that build on the Downtown Design Guidelines and Standards (DDG) adopted in 2019 to assist the City with subsequent development review and implementation. The DDG applies generally to the General Plan Downtown Growth Area, including the Diridon Station Area, with exception of properties within Google's Downtown West Mixed-use Plan, which are required to comply with the Downtown West Design Guidelines and Standards (DWDSG) and the DDG Standards that are not superseded by the DWDSG.

This Plan analyzes the expansion of the 2014 Diridon Station Area and the development of land uses within the amended 262-acre plan boundary surrounding the station. This Plan's boundary is illustrated in ***Figure 1-2-1.***

The goal is to develop a sustainable and equitable plan around Diridon Station that capitalizes on an anticipated possible build-out of new transit-oriented development to allow for more urban vitality and economic activity, to act as a catalyst for similar development in surrounding neighborhoods, and to obtain environmental clearance under the California Environmental Quality Act (CEQA).

Changes in circumstances since the 2014 Plan was adopted include the following:

- The City is no longer planning for a ballpark
- City Council adopted comprehensive Downtown Design Guidelines and Standards in 2019
- City Council approved a policy to allow for greater height limits
- City Council directed City staff to implement a 25 percent affordable housing goal for the Diridon Station Area and the City initiated an Affordable Housing Implementation Study
- City staff initiated updates to park and trail planning in the area
- The City initiated a Diridon Parking Study to identify parking supply and management strategies
- The Diridon Integrated Station Concept Plan (DISC) was initiated by the City and partner agencies
- The Downtown Transportation Plan was initiated
- Google submitted the Downtown West Mixed-Use Plan development proposal at the core of the Diridon Station Area.



Diridon Station Area

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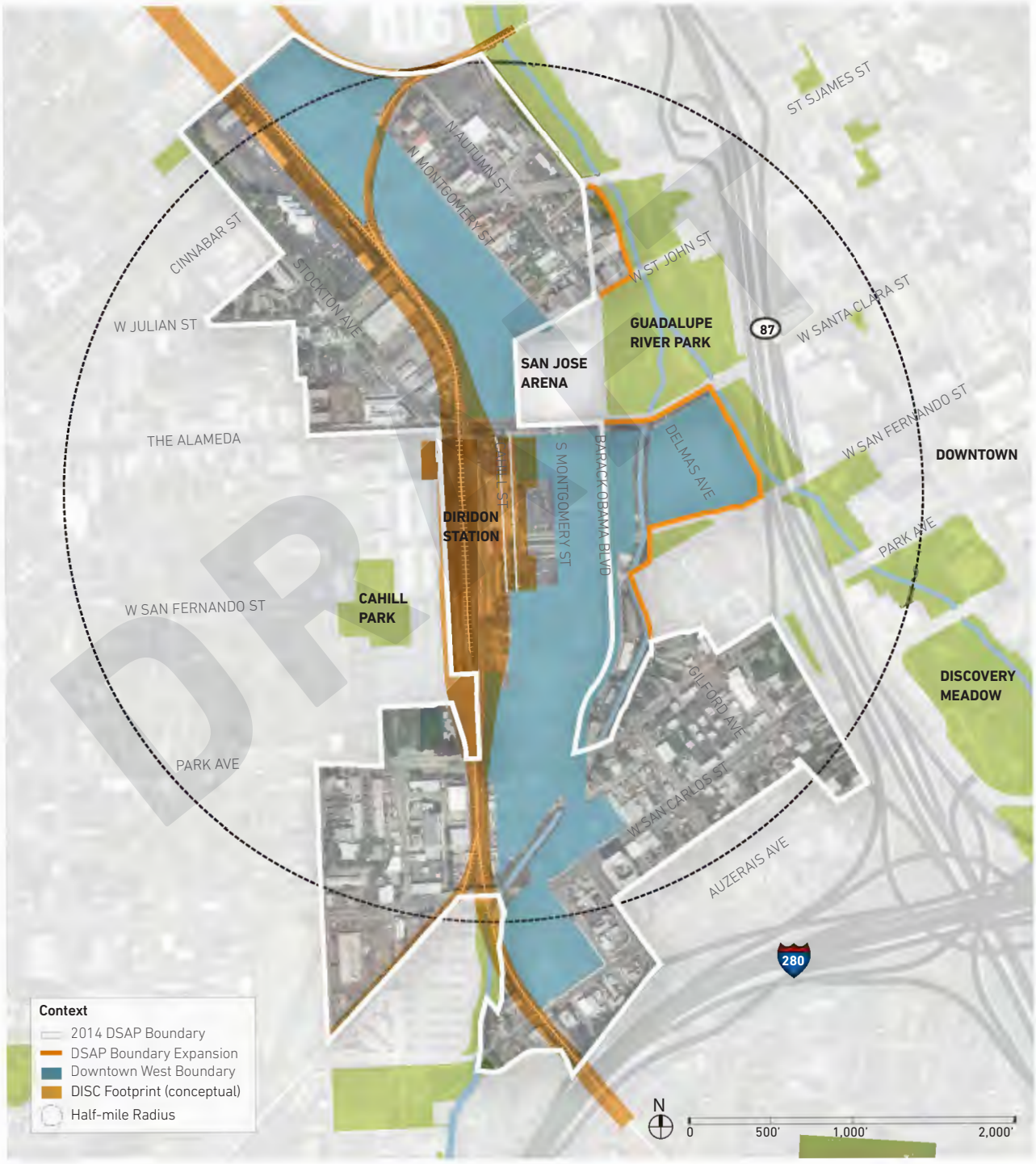

Figure 1-2-1: Diridon Station Area In Context

GUIDING PRINCIPLES

The following guiding principles reconfirm and adapt the 2014 Plan's objectives, themes and goals to include input received through the broader Diridon Station Area outreach process in 2018-21. The 2014 themes and goals were based on the collective input received during the Existing Conditions Report phase of the project, to gain consensus on the primary goals and objective established in the 2014 Plan.

This Plan includes the following guiding principles that embody the overall spirit and characteristics the community indicated are important to include in this Plan. They can also be used as a basis for ongoing evaluation and subsequent detailed planning projects, a framework for policies in the Diridon Station Area, and for review of planning applications for individual projects as they come forward.

Area-Wide

A.1 Consider social equity throughout implementation of this Plan.

A.2 Consider the effects on climate change throughout the implementation of the Plan.

A.3 Ensure the area is accessible and welcoming to all.

A.4 Promote a healthy, safe neighborhood environment that is resilient in the face of natural disasters, public health emergencies, and economic cycles.

A.5 Advance economic opportunities by supporting small/local businesses, entrepreneurship, and living wage jobs, education, and job training.

A.6 Establish Diridon Station and the surrounding area as a local, citywide, and regional destination where all residents and visitors, regardless of race, ethnicity, age, gender identity, physical ability, and income level can live, work, and play.

A.7 Preserve and build upon existing cultural assets, reflect the city's cultural diversity, and honor the history of the Ohlone people and other indigenous peoples.

A.8 Understand and respond to local context and community needs.

A.9 Educate and inform the public about the area planning process and Equitable Transit-Oriented Development (eTOD) concepts.

A.10 Practice community engagement that utilizes clear, consistent communication and inclusive strategies for involving historically marginalized communities and that builds trust, relationships, and capacity over time.

A.11 Foster connection between community members through design, programming, and civic engagement.

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Diridon Station Area Development

D1. Prepare a program-level environmental compliance document which anticipates a maximum build out to facilitate subsequent project-level environmental review, possible changes to existing policy/regulatory documents, capital improvement projects, and private development proposals.

D2. Establish a land use plan and policy framework that will guide future development and redevelopment toward land uses that support housing opportunities for people of all incomes, low-cost, low-impact transportation modes, equitable economic development, and a world-class cultural destination.

D3. Develop strategies to produce new affordable housing units, preserve the affordability of the neighborhoods for lower income residents, and protect vulnerable residents from displacement to ensure low-income residents benefit from new development.

D4. Enhance the existing neighborhoods and add high-density residential-commercial mixed-use development to allow for more urban vitality and, economic activity, and to act as a catalyst for similar developments in surrounding areas.

D5. Provide a variety of commercial and mixed-use development opportunities, ranging from large-scale corporate or institutional sites to smaller infill development sites to create opportunity-rich neighborhoods.

D6. Create a pedestrian-focused mixed-use urban district with buildings that maximize height potential to allow for more urban vitality and economic activity, with appropriate transitions to surrounding lower-density residential neighborhoods.

D7. Develop and implement urban design standards that promote walkable, livable, and business-supportive places.

Open Space and Public Life

O1. Enhance the open space network to provide accessible, flexible, and well-maintained amenities, support the area's natural environment, and ensure recreation, active transportation, education, and cultural benefits to all residents and visitors alike.

O2. Create a variety of open spaces including neighborhood parks, plazas, trails and the Los Gatos Creek throughout the Diridon Station Area that serve as nodes of public life, establish an identity unique to the Diridon Station Area, and meet the variety of community needs.

O3. Provide equity in the quality and style of park amenities and spaces regardless of ownership.

O4. Activate the streets, parks, station, and other public spaces with art that build on the identity of the area, that engages visitors and residents alike, and is integrated into infrastructure to humanize and enliven standard features.

O5. Consider design, maintenance, and management strategies that facilitate stewardship of open space to create safe, clean and active green spaces.

O6. Provide for future open spaces and trail connections after elevation of the train tracks planned in the Diridon Station Integrated Concept Plan, particularly bicycle and pedestrian connections from West San Carlos to Diridon Station.

O7. Provide access to nature and educational opportunities by providing parkland along Los Gatos Creek.

O8. Complete the Los Gatos Creek Trail from Auzerais Avenue to the Guadalupe River Trail at Arena Green West through off-road routes.

O9. Make the plazas around Diridon Station focal points of public life by encouraging uses that foster social connections.

O10. Develop community space to provide services to existing and future residents of all ages and socioeconomic status.

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Mobility

M1. Establish a mobility network that brings people together, is environmentally and economically sustainable, fosters community development, social interaction among people, and public life, and promotes social and economic equity.

M2. Create a highly active, safe, and lively pedestrian and bicycle friendly environment with excellent connectivity to Downtown destinations and regional transit to reduce greenhouse gas emissions that contribute to climate change.

M3. Improve pedestrian, bicycle, motorized and transit connectivity and wayfinding between the station site and existing adjacent commercial and residential areas to ensure seamless multi-modal access.

M4. Expand and redesign Diridon Station to create a well-integrated center of architectural and functional significance.

M5. Prioritize shared car parking and disperse parking through a right-size parking approach in different locations to ensure easy walking access to destinations.

M6. Ensure the continued vitality of the SAP Center, recognizing that it is a major anchor for both Downtown San José and the Diridon Station area, and pursue best efforts to maintain a sufficient supply of parking and efficient vehicular and pedestrian access for SAP Center customers, compliant with the standards set forth in the Arena Management Agreement.

The Diridon Station Transit Center is located along the Union Pacific/Caltrain/Amtrak/Altamont Commuter Express (ACE) right-of-way. With the addition of BART and planned California High-Speed Rail (HSR) service, the Transit Center, already a major transit hub, will emerge as one of the premier multimodal stations in California. This Transit Center will serve as a station of the proposed BART extension to Silicon Valley and the proposed High-Speed Rail to San Francisco and Los Angeles.

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Denver Union Station

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1.3 RELATED PROJECTS

Two major projects—the Diridon Integrated Station Concept Plan (DISC) to expand and redesign Diridon Station and Google's Downtown West Mixed-Use Plan development proposal—have had an important influence on the evolution of this Plan and are discussed below, as well as in Chapter 4, Mobility.

THE DIRIDON INTEGRATED STATION CONCEPT PLAN

Diridon Station is the most significant component of the area's transportation system and will be the entry point into Downtown for a large proportion of the people who will come Downtown. The design of the station will have profound effects on the circulation network for the entire Downtown and beyond. Also, as the City's "front door," the station and public spaces around it must be designed as high-quality publicly accessible places that welcome everyone. While the station will connect the Diridon Station Area to places throughout the region and state more easily, it is important that it not divide the neighborhoods in which the station sits. Furthermore, safer and more efficient access into the Diridon Station Area and Downtown from surrounding low-income communities of concern is critical.

The Southern Pacific Depot (Diridon Station) is a designated City Landmark and is listed on the National Register of Historic Places. Construction of the railroad tracks that are now used by Caltrain was completed in 1864. The depot was built in 1935 to serve the Southern Pacific Railroad and was originally named the Cahill Depot. The main building was designed by Southern Pacific Architect John Christie, who later worked on Union Station in Los Angeles. The depot building was constructed in the Italian Renaissance Revival style with Streamline Modern elements and consists of a central section containing the passenger waiting room with two-story side wings. In 1994, the depot underwent a substantial rehabilitation, which included a seismic upgrade and the addition of concrete shear walls. Accessibility improvements were made in 2003. As a designated City Landmark, any alterations to the Southern Pacific Depot and contributing outbuildings would require a Historic Preservation Permit in accordance with Chapter 13.48 of the Municipal Code. Diridon Station and the surrounding 4.7 acres are also covered by a Preservation Covenant between the Peninsula Corridor Joint Powers Board and the South Bay Historical Railroad Society. The covenant requires the Joint Powers Board to preserve and maintain the station in accordance with the Secretary of the Interior's Standards for Rehabilitation. Any demolition, destruction, or significant alteration cannot occur without approval of the California Legislature.

Significant past and future public investments in high-capacity transportation will make the Diridon Station Area one of the most accessible places in the Bay Area and indeed all of California. When BART, commuter rail, high-speed rail, light rail, and supporting bus services converge, Diridon Station will support more high-capacity transit connections than any other place in the Bay Area. By 2040, preliminary forecasts suggest that the station will accommodate over 100,000 passengers daily, almost as many as the number of people who use San Francisco International Airport daily.

To plan for the substantial growth of Diridon Station, the City of San José, the Peninsula Corridor Joint Powers Board (PCJPB, also known as Caltrain), Santa Clara Valley Transportation Authority (VTA), and the California High-Speed Rail Authority (CHSRA) (the "Partner Agencies") formed a public agency partnership in July 2018 to work on a station design effort called the Diridon Integrated Station Concept Plan (Concept Plan). The Metropolitan Transportation Commission (MTC) joined this partnership in 2020. Through this effort, the Partner Agencies, with considerable community input and participation, developed a spatial vision for a new and expanded station. The resulting "Concept Layout" optimizes transit and passenger needs, while supporting future development potential and balancing city and neighborhood impacts. The Concept Layout is illustrated in Section 4.3, ***Figure 4-3-1*** of this Plan.

City Council, along with the Partner Agencies, formally adopted the following three elements of the Concept Layout:

- ***Elevated Station Platforms.*** Elevating the tracks and platforms to roughly 20 feet above the ground will allow for street-level east/west connections through the Diridon Station Area, knit together neighborhoods on either side of the tracks, and facilitate connections for people walking, bicycling, and driving.

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- ***Station Entrances at Santa Clara Street and San Fernando Street.*** The Concept Layout includes two main concourses with four station entrances. One concourse is oriented toward Santa Clara Street and will be close to BART, light rail, bus, and other connecting modes to allow for quick transfers. The other concourse will be located near San Fernando Street and allow for easy connections to the bike network, creeks, existing neighborhoods, and future office and housing development projects. As illustrated in Figure 4-3-1, the Concept Layout includes two prominent interconnected public plazas on the east side of the station, between San Fernando Street and Santa Clara Street. These plazas will serve as important public gathering spaces. They will also serve important breaks in urban fabric that will make the station more visible from surrounding areas and help travelers orient themselves upon arriving at the station by affording clear sightlines to Downtown.
- ***Existing Track Approaches into the Future Station.*** Maintaining track approaches that generally stay within the existing northern and southern corridors to take advantage of existing rail infrastructure, minimize overall community impacts, and minimize the need to acquire land.

As discussed in Section 4.3, the Concept Layout also makes proposals for the arrangement of local access modes, public plazas, and other items. The precise location and design of all of these elements, as well as the treatment of the historic station, will continue to evolve as part of the Diridon Integrated Station Concept Plan process. Additionally, the Partner Agencies will continue to work together to develop the footprint of the station and approach tracks, as well as to clarify construction staging and phasing assumptions.

GOOGLE'S DOWNTOWN WEST MIXED USE PLAN

Google's Downtown West Mixed-Use Plan for the redevelopment of approximately 80 acres of the Diridon Station Area's 262 acres seeks to build upon and implement the vision of the 2014 Plan, while recognizing evolving realities and aspirations since its original adoption. The City's review of the development application was closely coordinated with the development of this Plan to ensure a cohesive vision for the Diridon Station Area.

Google's Downtown West Mixed-Use Plan proposes the construction of approximately:

- Up to 7,300,000 gross square feet (GSF) of office space, including approximately 1,000,000 GSF on the previously entitled San José Water Company Building site east of Los Gatos Creek
- Up to 5,900 units of new housing
- Up to 500,000 GSF of active uses, which may include retail, cultural, arts, etc.
- Up to 300 hotel rooms along with event space and limited-term corporate accommodations
- Additionally, the proposal includes infrastructure, utilities, and public space

As part of the application, the development proposal includes the Downtown West Design Standards and Guidelines (DWDSG) which describes the vision for Google's Downtown West Mixed-Use Plan and provides requirements and recommendations for new development within the project site.

Google's Downtown West Mixed-Use Plan development program is provided for reference purposes only. Google's Downtown West Mixed-Use Plan approvals and project documents (City Council File Nos. GP19-009, PD19-029, PDC19-039, HL20-004, HL20-005, HP20-002, PT20-027) establish the land use regulations, approved land uses and development program for Google's Downtown West Mixed-Use Plan, including permitted adjustments to land use square footages and modifications and/or additions of uses. The DWDSG establishes objective and mandatory standards and subjective guidelines. These standards and guidelines balance new development flexibility, which allows for innovation and evolution, with specificity to ensure the delivery of high-quality urban spaces and building design. The standards and guidelines are separate from — yet expand upon — the Downtown Design Guidelines and Standards (DDG) the City Council adopted in 2019 for Downtown San José and the Diridon Station Area, and the San José Complete Streets Design Standards and Guidelines (CSDSG).

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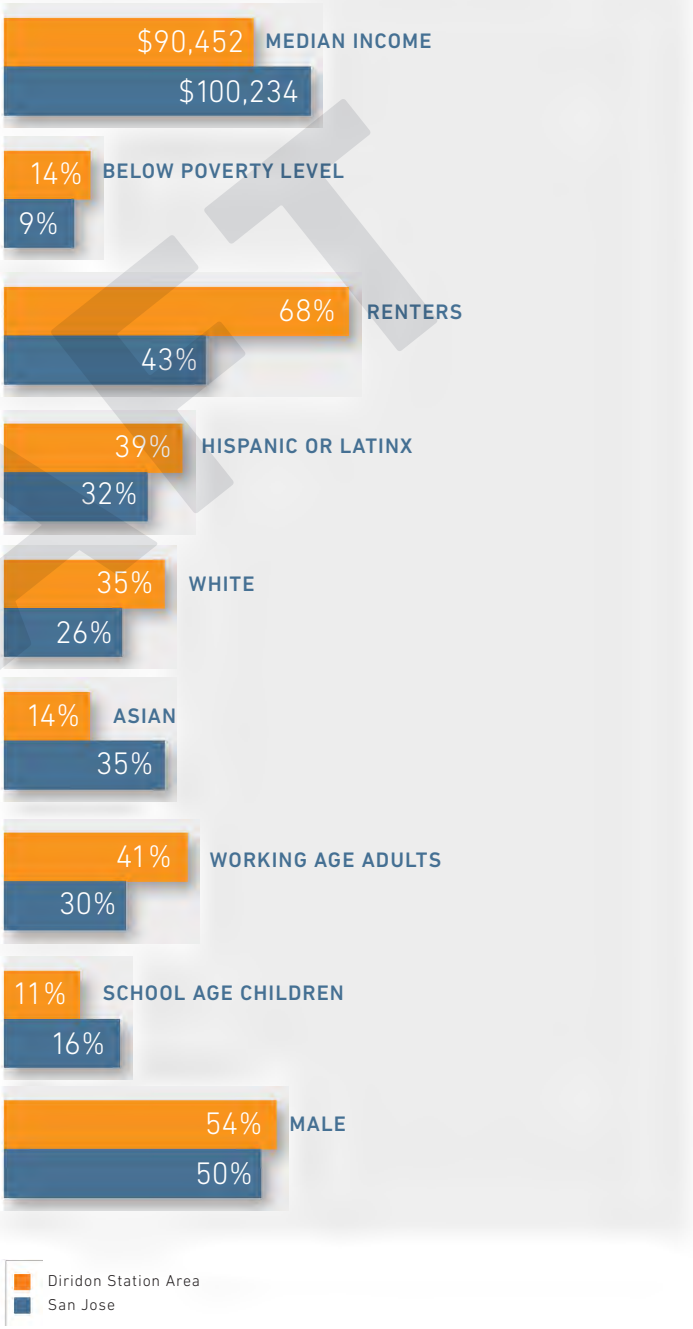
1.4 STATION AREA PROFILE

STATION AREA POPULATION

As part of the broader Diridon Station Area outreach effort, in 2020 a Community Profile was prepared that includes information about the population living within approximately one mile of Diridon Station and compares it to the population of the entire City of San José[2]. The profile found some significant differences between the population of this area and that of the entire city. Within the Community Profile area:

- The median income is lower ($90,452 compared to $104,234 in San José as a whole)
- A higher percentage of residents are below the poverty level (14% compared to 9% in San José as a whole)
- A much higher percentage of residents are renters (68% compared to 43% in San José as a whole)
- A higher percentage of residents are Hispanic or Latinx (39% compared to 32% in San José as a whole)
- A higher percentage of residents are White alone (35% compared to 26% in San José as a whole)
- A much lower percentage of residents are Asian alone (17% compared to 35% in San José as a whole)
- Working age adults make up a higher percentage of the population (41% are ages 25 to 44, compared to 30% in San José as a whole)
- School age children make up a smaller percentage of the population (11% of residents are children aged 5 to 17, compared to 16% in San José as a whole)
- A higher percentage of residents are male (54% compared to 50% in San José as a whole)

2020 Community Profile



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The Diridon Affordable Housing Implementation Plan also analyzed the population in the Diridon Station Area and surrounding neighborhoods. The Census Study Area includes six census tracts that roughly align with areas within a one-half mile radius of the Diridon Station Area. Within this Census Study Area:

- 63% of the approximately 11,700 households are renters, who are more vulnerable to displacement than homeowners.
- Nearly half of renter households are very low income, with approximately 3,900 low-income renters who earn less than 80% of the Area Median Income (AMI) in this area. Many of these renters have inadequate protections from rent increases and evictions.
- 90% of renters earning less than $50,000 are cost-burdened.

[2] *The Community Profile study area includes Census block groups that have any portion within a one-mile buffer around Diridon Station, so this study area extends up to 1.5 miles from the station in certain areas. The Community Profile area extends as far as Interstate 880 to the north and includes portions of Japantown to the northeast, the San Jose State University campus to the east, portions of the Gardner and Washington neighborhoods south of I-280, and portions of the Buena Vista and Rose Garden neighborhoods to the west.*

STATION AREA HOUSING STOCK

The Diridon Affordable Housing Implementation Plan proposes a Neighborhood Stabilization Study Area/ Preservation Area encompassing a one-half mile radius from the Diridon Station Area. Data from this area is used to understand the characteristics of the existing housing stock. A half-mile radius was used because studies show that indirect displacement occurs within one-half mile of transit investments and other major investments which will occur in the Diridon Station Area. Within the Neighborhood Stabilization Area, as of 2020:

- There are 840 Apartment Rent Ordinance units, of which approximately two-thirds, or 560 units, are estimated to be occupied by low- and moderate-income households.
- There are 1,300 existing deed-restricted affordable units and another 320 units in the pipeline.

The Diridon Station Area, not including the half-mile buffer, contained 698 housing units as of January 2019. The housing stock included 69 single-family units, 32 duplex units, 456 unsubsidized multifamily units, and 141 deed-restricted affordable multifamily units. Overall, 20 percent of the existing housing units in the Diridon Station Area are deed-restricted affordable units.



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1.5 PLANNING FOR EQUITY

Equitable development and outcomes are part of the City's vision for a "more urban future." Social equity and diversity are included in the Envision San José 2040 General Plan, as identified by the community and approved by the City Council in 2011. The Envision San José 2040 General Plan states, "Social equity for San José is defined broadly to include equitable access to municipal services and public amenities, sensitivity to environmental concerns, efforts to promote economic prosperity for all of the City's residents and to foster a culture that recognizes the value of San José's diverse community."

Equity has been a key theme of public input in the community engagement process that began in early 2018 to refine the 2014 Plan, including Google's proposal to locate here. Additionally, in recent years the City of San José has promoted adoption of a racial equity lens for City services and policymaking, and the City established an Office of Racial Equity in 2020. The COVID-19 pandemic and racial justice movement have added considerable weight to the need to address racial and social equity in policymaking.

The City's amendments to the 2014 Plan provided an opportunity to address equity in the context of area planning. This section summarizes the approach for thinking about equity when planning for the Diridon Station Area.

EQUITY AND CITY PLANNING

PolicyLink defines ***equity*** as "just and fair inclusion into a society in which all can participate, prosper, and reach their full potential—unlocking the promise of the nation by unleashing the promise in us all."

In planning physical places and spaces, city planners can take steps to ensure that development facilitates what all residents need to participate, prosper, and reach their full potential. For example, a person's health is affected by their physical and social environments, such as neighborhood conditions, the quality of education they receive, workplace safety, and the cleanliness of water and air. These conditions influence why some people are healthier than others, and why where people live and work matters. In the United States, we can estimate how long people will live based on their zip code.[3] People live the longest in zip codes that offer safe neighborhoods, clean air, well-maintained public spaces, high performing local schools, access to good paying jobs, and other health-supporting features. Those with low incomes have the best outcomes when they have affordable, safe and stable housing around people with a mix of incomes in neighborhoods with amenities. They tend to have the worst outcomes when they live in high-poverty neighborhoods that lack amenities and affordable, stable housing—creating an intergenerational cycle that is difficult to escape.

The influence of place on health is connected with how communities of color and low-income households have currently and historically experienced environmental injustices. For example, redlining and other forms of institutionalized racial discrimination helped to create and perpetuate segregation throughout the U.S.—with San José as no exception. Impacted communities typically have limited access to the healthier benefits of planning decisions and have a greater share of burdens that can lead to various health problems which can impact a family for generations. These injustices may include:

- Displacement from their neighborhood
- Only being able to rent or afford homes near environmental contamination sources such as industrial properties or freeways (due to price, discrimination, and/or exclusionary policies in other neighborhoods)

3 *National Center for Health Statistics. U.S. Small-Area Life Expectancy Estimates Project (USALEEP); Life Expectancy Estimates File for San Jose, California, 2010-2015. National Center for health Statistics. 2018. Available from https://www.cdc.gov/nchs/nvss/usaleep/usaleep.html*

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- No or poor access to well-maintained schools, parks, libraries, health clinics, or community centers
- Barriers to providing input on developments and investments coming into their neighborhoods

Low-income residents typically own fewer vehicles, drive less, and are more ***transit dependent***; ideally, these residents have opportunities to live near transit hubs. This both improves quality of life for the residents and is good for transit ridership and the environment. However, improvements in public transit services tend to increase property values and spur private development. Without careful, intentional planning and strategies, transit-oriented development can result in disproportionate impacts to disadvantaged populations. These may include:

- Rent increases in the surrounding area that contribute to displacement of existing residents and the pricing out of potential residents
- Loss of racial/ethnic diversity as lower-income people of color are priced out, relative to an influx of wealthier residents
- Loss of unique small businesses, nonprofits, and cultural organizations

Equitable transit-oriented development or eTOD (an initiative of Enterprise Community Partners) is a planning concept that uses development within walking distance of transit stations to benefit existing lower-income communities and communities of color in the area. eTODs support affordable, healthy, and walkable neighborhoods. In addition to great transit access, they offer amenities such as grocery stores, restaurants, health centers, parks, and job opportunities.[4] As public and private investments occur over time, these neighborhoods remain affordable and healthy with improved air quality, renter protections, new and preserved affordable housing, and support for small and local businesses.[5] They are safe, welcoming, and accessible to people of all ages, abilities, and genders.

4 *https://allincities.org/toolkit/equitable-transit-oriented-development*
5 *https://www.enterprisecommunity.org/solutions-and-innovation/equitable-transit-oriented-development*

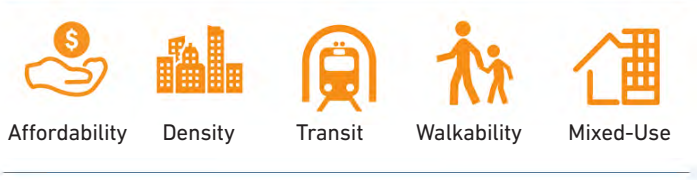
eTOD has many benefits for existing residents and the City overall:

- Reduced displacement of residents
- Better access to jobs, goods, services, and opportunities
- Stable, mixed-income, diverse neighborhoods
- Safe, well-maintained streets, parks, and community amenities
- Resilient small and local businesses
- Improved health outcomes related to pollution, financial stress, and access to resources—such as increased life expectancy
- Shorter commutes and more transit usage
- Reduced greenhouse gas emissions and other impacts associated with commuting.

Lastly, equity is one of the three "Es" of ***sustainable community***. A balance of equity, economy, and environment are the ingredients for a sustainable future. The overall goal of sustainable development is to ensure that future generations can remain local and can thrive here, enjoying the benefits of community investments.

For these reasons, it is important to apply an equity lens as the City plans for the future. Having an equity lens means considering potential differences in needs, impacts, and benefits across population groups when developing goals, policies, and actions. It also involves inclusive community engagement. These equitable processes can greatly improve outcomes at the individual, community, and city levels.

Principles of eTOD



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EQUITABLE DEVELOPMENT IN SAN JOSÉ

There has been progress in the past two decades to develop and advance goals related to equity in San José. Equity goals are reflected in the Envision San José 2040 General Plan, as well as the Welcoming San José Plan, the ActivateSJ Strategic Plan, and the Citywide Residential Anti-Displacement Strategy.

In the last two years, two City Council study sessions have been held on equity and anti-displacement. At the October 1, 2019 City Council Study Session, staff presented the commitment to equitable development: "As San José grows and secures planned investment, we will maximize the positive opportunities and prevent or minimize the negative impacts for our vulnerable residents, so they can succeed in our changing City." The study session also brought together academic, housing advocate, and real estate perspectives to provide a common understanding on the issue of displacement.

In June 2020, the City established a new Office of Racial Equity, building upon two years of involvement with the Government Alliance for Race and Equity (GARE). The Office's inaugural director was appointed in October 2020.

The approach to equity varies across the City's programs, policies, and practices. For example, there are many ways in which the City has considered and incorporated equity into the emergency and recovery response to the COVID-19 pandemic. The City considers equity in the context of hiring/promoting in the City's organization. While the City has expressed equity values and set equity goals in the past, the City organization and community are now in a stage of accelerated learning and change and heightened commitment, and there is much work still to be done.

Equity in the context of approving private real estate development, making public investments in infrastructure, and managing neighborhood change will require developing a unique and specific framework.

Development and public infrastructure covered by an area plan are subject to citywide policies and plans. However, area planning also offers the opportunity to develop specific strategies that address the local context and project characteristics. Public investments in streets, utilities, parks, and other community facilities should consider ways to intentionally benefit populations that have the greatest needs.

While the City's control over private development has regulatory limits, there are ways in which land use, design, and infrastructure improvements can promote equitable development. For example, the review of development proposals should seek to minimize impacts to disadvantaged populations through its design, mitigation measures, and project conditions. Development agreements — common for large, multi-phased projects — offer additional opportunity to increase benefits for residents and advance equity goals. In exchange for certainty of development rights, developers can provide investments that go beyond City requirements and mitigation measures to address the community's needs and aspirations.

San José's goal of equitable development is part of a national challenge. The American Planning Association's (APA) "Planning for Equity Policy Guide" emphasizes that "planning for equity does not stifle growth or impede development. Instead, it expands opportunities for all members of a community and builds local capacity to respond to equity concerns going forward." APA, PolicyLink, and other organizations offer resources to help guide San José's work.

Inclusive community engagement is critical to understanding the variety of needs, perspectives, and aspirations of existing residents and to developing strategies that effectively reduce disparities across population groups while improving outcomes for all. This framework will evolve over time as the City continues to study, adopt, and implement equitable development policies.

ADVANCING EQUITY IN THE DIRIDON STATION AREA

Equity has been a key theme of public input throughout the community engagement process for the Diridon Station Area. Top concerns include preventing further displacement of residents from San José; the shortage of affordable housing for low-income households; and ensuring job opportunities for disadvantaged residents. Top opportunities expressed by community members include making the Diridon Station Area a nicer place to live with more development and

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amenities, improving the safety and quality of the multi-modal transportation network; and investing in education to help youth succeed in the future economy.

The community engagement process has had equity as a key consideration. The goal has been to hear from all segments of the San José community and to pay special attention to reaching populations that are typically under-represented in planning processes. Examples include including equity advocates on the 38-member advisory group, establishing a small grant program for community-based organizations to assist with outreach and engagement, offering many of the meetings and materials in Spanish and Vietnamese, and reducing logistical barriers to participation in community meetings.

In the Diridon Station Area and surrounding neighborhoods, we know that 63% of the approximately 11,700 households are renters; that nearly half of renter households are very low income; and that 90% of renters earning less than $50,000 are rent-burdened. The area has experienced demographic change over the past several decades as private development adds new housing, and past planning decisions have resulted in the displacement of disadvantaged residents in the Diridon Station Area and greater Downtown San Jose. For example, Redevelopment Agency investments in State Route 87, the Guadalupe River, and the Tech and Children's Discovery museums disproportionately impacted Hispanic people, lower-income households, and renters[6]. It is important to acknowledge the area's history, recognize the power of policy and planning decisions, and move forward with strategies for reconnecting communities, advancing equitable outcomes, and building upon the area's strengths.

Some of the features that make the area supportive of improved health and economic outcomes include great transit access, proximity to jobs and cultural amenities in Downtown, trails and open space along the Guadalupe River, and a mix of housing types that support a range of income levels—including several affordable housing buildings.

6 *Center for Community Innovation, University of California, Berkeley, Urban Redevelopment around Diridon Station Case Study on Gentrification and Displacement Pressures around Diridon Station of San Jose, CA, June 2015.*

The goal is to retain and leverage these features, increase opportunities for low-income residents to live and work in this highly connected area, and increase access to the new and existing resources for all San José residents, especially those with the greatest needs. With these goals and community input in mind, the City used an equity lens when developing the amendments to the 2014 Plan. The City will center these goals in the review of development proposals, negotiation of development agreements, and design of public infrastructure projects.

The Guiding Principles in Section 1.2 incorporate equity. The chapters in this Plan further highlight equity as a key consideration in the planning process. Examples include:

Diridon Station Area Development

- This Plan will greatly increase capacity for both residential and commercial development, which in turn will increase opportunities for people to live and work near the City's largest transit hub.
- The City prepared a Diridon Affordable Housing Implementation Plan to complement this Plan and establish strategies for the production and preservation of affordable housing and protection of renters. The Affordable Housing Plan builds upon existing policies, programs, and strategies—including those in the newly adopted Citywide Residential Anti-Displacement Strategy. These recommendations were created after more than two years of staff doing deep listening from those in the community most affected by displacement concerns and housing needs.
- The Affordable Housing Plan recommends the goal for 25% of all housing to be affordable at this Plan's buildout. This is much higher than the City's inclusionary requirement for private development of 15%.
- The market-rate residential and commercial development allowed under this Plan will generate fees that the City will use to build affordable housing. This type of revenue is the main local source of affordable housing funding in San José.

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- The Affordable Housing Plan acknowledges, based on research, that investments in high quality transit and private development can contribute to rising rents within a half mile. It includes the goal of no net loss of low-income renters in the Diridon Station Area and its surroundings, as well as the intention to establish a pilot program for preserving housing as affordable in that broader study area.

Open Space and Public Life

- This chapter states that the City has a responsibility to develop a parks and recreation system that serves each neighborhood and demographic group with equity. This means that all residents - regardless of race, age, gender identity, income, ability or culture - have the right to health, wellness and access to parks and recreational opportunities.
- It includes the guiding principles that define the approach to the open space plan in the Diridon Station Area to provide multi-generational recreational and social opportunities and experiences for San José's diverse community and to provide equity in the quality and style of park amenities and spaces, regardless of whether the space is owned by the city, other public agencies or is a privately owned public space.

Mobility

- The Mobility chapter includes equity as a guiding principle. The Plan aims to promote social and economic equity, supporting inclusive access to transportation modes that provide the most economic and health benefits for a wide variety of people who live, work, and play in the Diridon Station Area.
- The section on Transportation Equity acknowledges that transportation planning decisions have significant and long-lasting equity impacts. It commits to addressing the needs and concerns of the low-income communities and people of color, so that the distribution of transportation investments and policies accrue benefits as opposed to harm in these communities.
- To better meet the needs of the disadvantaged communities living in the Downtown area east of State Route 87, this Plan places significant focus on improving transportation options and access to the Diridon Station Area for these communities.
- This Plan complements the Diridon Integrated Station Concept Plan process, which aims to improve the experience for transit riders and make the station a better community asset. These investments will benefit low-income people, who are more likely to depend on transit.

CONCLUSION

The opportunity in the Diridon Station Area is tremendous. The San José community has never been closer to realizing its goals and values for a new neighborhood district adjacent to rich transit service. Done well, planning for growth and development will help "lift up" everyone in the area and the broader community. The implementation road ahead is one that takes commitment to people — commitment to support economic mobility, including expanded access to affordable housing, education and jobs — for existing residents and those to come. Moving forward, across the City there will be exploration of a range of ideas and solutions to help heal the wounds of the past and reduce disparities, all while creating a great place and robust economy serving all.



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1.6 ENGAGEMENT PROCESS AND TIMELINE

2014 DIRIDON STATION AREA PLAN

The Diridon Station Area planning process that culminated in the 2014 Plan was initiated in June 2009. Throughout the study, extensive efforts were made to engage members of the business and development community, as well as residents within the immediate area and surrounding long-established neighborhoods. The surrounding areas have neighborhood associations with a history of active participation in both City and private development proposals and activities. Many of these associations have been supportive of improving transit and pedestrian access and circulation but remain focused on ensuring that new future development within their neighborhoods will enhance the area's amenities and will not detract from current residents' quality of life.

In 2009, the City Council and Redevelopment Agency Board established the Diridon Station Area Good Neighbor Committee (GNC) to provide a forum for neighbors to work collaboratively in solving problems in the neighborhood arising from development in the Diridon Station Area. The GNC discussed potential impacts of existing and planned development and collaborated to recommend reasonable implementation priorities. The 31-member committee met 22 times over a 14-month period and achieved its purpose through the creation and unanimous adoption of the Diridon Station Framework for Implementation (Framework) in 2011.[7] The Framework focused on six interest areas: land use, neighborhood quality of life, parking and traffic, parks and trails, pedestrian and bicycle connections and connectivity, and public transportation systems. For each of the GNC's interest areas, the Framework identified the top three objectives to guide future implementation. In addition, three public community workshops and a considerable number of community events by related groups contributed to the creation of the 2014 Plan.

In April 2011, the City Council accepted the plan that defined the maximum development potential for the area and the project description and directed the consultant team to begin the environmental analysis. In June 2014, City Council approved the Final Plan and certified the Environmental Impact Report.

2021 AMENDED PLAN (THIS PLAN)

In 2018, the City launched a community engagement process to ask people about their vision for the Diridon Station Area given Google's interest in a development at the core of the Diridon Station Area. As part of this process, the City Council appointed 38 organizations to a new Diridon Station Area Advisory Group (SAAG). The City also set up a new website (www.diridonsj.org) and held a variety of events and activities to engage the general public. The 2018 process generated a list of desired outcomes related to Housing and Anti-Displacement; Jobs and Education; Land Use and Design; Transportation and Parking; Parks and Public Space; and Environmental Sustainability. Key findings from the process were that the community's overall vision for the area had not changed and that social equity should be a top consideration (see ***Appendix B.2*** for a complete summary).

In 2019, the focus of the City's community engagement was on the Diridon Integrated Station Concept Plan (DISC), a collaboration between the City and transit agency partners. It generated feedback on the future station's design, layout, access, and effects on and integration with surrounding neighborhoods. The community input informed a Concept Layout for Diridon Station and informed the development of this Plan.

In fall 2019, the City officially launched the process of amending the 2014 Plan—along with reviewing Google's Downtown West Mixed-Use Plan development proposal and completing areawide studies to comprehensively plan for the Diridon Station Area. The process included three rounds of public outreach and engagement in fall 2019, spring 2020, and fall 2020. As part of the fall 2019 round, staff shared initial thinking about the scope of changes under consideration and the intended process for analyzing and proposing the amendments to the 2014 Plan. In spring 2020, staff shared draft concepts related to land use, heights, design, mobility, parks, open space, and trails. In fall 2020, staff released the Draft Amended Plan and Draft Affordable Housing Implementation Plan for the Diridon Station Area for public review.

7 https://www.diridonsj.org/s/FINAL-DiridonStationAreaCivEngagementReport10312018.pdf

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The 2019-21 engagement process evolved from the original plan due to the COVID-19 crisis. The City had to extend the process and switch to digital tools for the 2020 rounds. Throughout the process, the goal was to hear from all segments of the San José community, such as residents living in the area, Downtown businesses, developers, transit riders, and affordable housing, labor, and environmental advocates. To help reach populations that are typically under-represented in planning processes, the City established a small grant program and partnered with seven community-based organizations to assist with 2020-21 outreach and engagement. The City also offered many of the meetings and materials in Spanish and Vietnamese. For in-person community meetings, the City typically offered refreshments and supervised activities for children.

From early 2018 through Spring 2021, City-led community engagement related to the Diridon Station Area included:

- 19 Station Area Advisory Group (SAAG) meetings
- 14 SAAG small group discussions
- Over 20 community meetings hosted by the City or its partners
- 3 online surveys with over 2,000 responses
- Over 200 online feedback forms submitted
- Over 75,000 page views and 36,000+ unique visitors on diridonsj.org
- 9 pop-ups at community events
- 5 virtual office hours
- Many meetings with community groups

In addition to these efforts, Google and the City's transit partners conducted their own outreach to guide their projects (see ***Appendix B.1*** for a complete summary).

Community input has been central to the development of this Plan. For example, based on community input, the amendments to the 2014 Plan: emphasize equity as a primary objective, significantly add development capacity, include design standards for providing transition between new mid- and high-rise buildings and existing low-rise residences, proposes a wider mix of uses across the area, identifies new ways to improve the pedestrian environment, and revises the open space plan to ensure better access to recreational, nature-based, and community amenities. These changes and others balance the range of aspirations and concerns expressed by community members throughout the engagement process.

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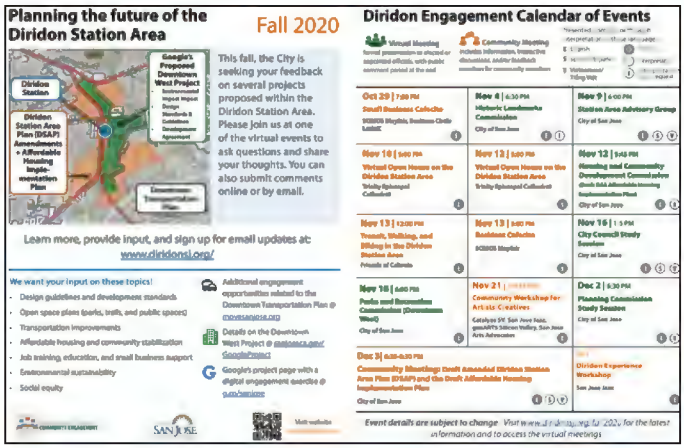
Planning the future of the Diridon Station Area
Fall 2020
This fall, the City is seeking your feedback on several projects proposed within the Diridon Station Area. Please join us at one of the virtual events to ask questions and share your thoughts. You can also submit comments online or by email.
Learn more, provide input, and sign up for email updates at:
www.diridonsj.org/
We want your input on these topics!
Design guidelines and development standards
Open space plans (parks, trails, and public spaces)
Transportation improvements
Affordable housing and community stabilization
Job training, education, and small business support
Environmental sustainability
Social equity
Additional engagement opportunities related to the Downtown Transportation Plan @ movesanjose.org
Details on the Downtown West Project @ sanjoseca.gov/GoogleProject
Google's project page with a digital engagement exercise @ g.co/sanjose
Diridon Engagement Calendar of Events
Virtual Meeting
Community Meeting
Oct 29 | 7:00 PM
Nov 4 | 4:30 PM
Nov 9 | 6:00 PM
Nov 10 | 5:00 PM
Nov 12 | 5:00 PM
Nov 12 | 5:45 PM
Nov 13 | 12:00 PM
Nov 13 | 5:00 PM
Nov 16 | 1:5 PM
Nov 18 | 6:00 PM
Nov 21 |
Dec 2 | 6:30 PM
Dec 3 | 6:30-8:30 PM
Event details are subject to change. Visit www.diridonsj.org for the latest information and to access the virtual meetings











1.7 ORGANIZATION OF THIS PLAN

This Plan builds on the Envision San José 2040 General Plan and other City plans to establish a framework for future public and private investment in the Diridon Station Area. Chapters 2, 3 and 4 address broadly related topics. Each of these chapters includes a framework section, key principles, and a discussion of related plans and projects, followed by more detailed discussion of related topics.

Chapter 2, Station Area Development, discusses multiple topics related to development within the Diridon Station Area, including land use, building heights, urban design, affordable housing, and infrastructure capacity and demand. It includes a discussion of Google's Downtown West Mixed-Use Plan within the Diridon Station Area.

Chapter 3, Open Space and Public Life describes the envisioned open space and trail network, public art, and public life strategy for the area, including the trail and open space systems that connect to the Diridon Station Area as well as those within it.

Chapter 4, Mobility, includes a description of the envisioned mobility network connection to the Diridon Station Area. It discusses important related plans, including the Diridon Integrated Station Concept Plan, and includes a framework for an area-wide parking and Transportation Demand Management strategy.

Chapter 5, Plan Implementation, describes the actions the City will take together with the adoption of this Plan and after this Plan is adopted. These include CEQA and environmental clearance, key planning amendments, director's update to the Downtown Design Guidelines and Standards, coordinating and constructing major projects over time, and possible ways to measure progress as this Plan is implemented.

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2 Chapter, Station Area Development	3 Open Space and Public Life	4 Mobility	5 Plan Implementation
• Land Use • Building Heights • Urban Design • Affordable Housing • Infrastructure Capacity and Demand	• Open Space and Trail Network • Public Art • Public Life Strategy	• Mobility Network • Diridon Station Concept Plan • A Framework For An Area-wide Parking and Transportation Demand Management Strategy	• CEQA and Environmental Clearance • Key Planning Amendments • Director Update To Downtown Design Guidelines and Standards • Coordinating and Constructing Major Projects Over Time • Measuring Progress

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2 | DIRIDON STATION AREA DEVELOPMENT

2.1 FRAMEWORK

INTRODUCTION

The ***2014 Diridon Station Area Plan (2014 Plan)*** was adopted after extensive community outreach and built upon the various Strong Neighborhood Initiative Improvement Plans (SNI) and/or Business Improvements Plans prepared in the past. The 2014 Plan envisioned transit-oriented development, established physical parameters to accommodate a forecasted maximum build-out, and presented urban design proposals based on the following three distinct zones:

- ***Northern Zone:*** a high-intensity business district with a higher concentration of businesses and commercial uses.
- ***Central Zone:*** a commercial-focused area which included the Diridon Station, a planned baseball stadium, and a mix of employment, retail, hotel, and entertainment uses.
- ***Southern Zone:*** a residential-focused area including mixed-use, residential, parks, business, and hotel uses.



This Plan builds on the 2014 Plan and the community's recommendations to reflect changed conditions and City Council direction since the SNI Plans were adopted and to transform the Diridon Station Area into a more dynamic, sustainable, and equitable mixed-use urban neighborhood. This chapter is founded on the following guiding principles that support the City's development and equity goals and reflect the overall spirit and characteristics the community indicated are important in planning for future development in the Diridon Station Area.

D1. Prepare a program-level environmental compliance document which anticipates a maximum build out to facilitate subsequent project-level environmental review, possible changes to existing policy/regulatory documents, capital improvement projects, and private development proposals.

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D2. Establish a land use plan and policy framework that will guide future development and redevelopment toward land uses that support housing opportunities for people of all incomes, low-cost, low-impact transportation modes, equitable economic development, and a world-class cultural destination.

D3. Develop strategies to produce new affordable housing units, preserve the affordability of the neighborhoods for lower income residents, and protect vulnerable residents from displacement to ensure low-income residents benefit from new development.

D4. Enhance the existing neighborhoods and add high-density residential-commercial mixed-use development to allow for more urban vitality and, economic activity, and to act as a catalyst for similar developments in surrounding areas.

D5. Provide a variety of commercial and mixed-use development opportunities, ranging from large-scale corporate or institutional sites to smaller infill development sites to create opportunity-rich neighborhoods.

D6. Create a pedestrian-focused mixed-use urban district with buildings that maximize height potential to allow for more urban vitality and economic activity, with appropriate transitions to surrounding lower-density residential neighborhoods.

D7. Develop and implement urban design standards that promote walkable, livable, and business-supportive places.

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2.2 KEY PRINCIPLES

STRATEGY

The Station Area Development strategy is founded on an Equitable Transit-oriented Development approach as discussed in Section 1.5 of this Plan. The strategy includes removing the 2014 Plan's three distinct zones to establish a more mixed land use approach, increasing building height limits to help support equitable development, and updating urban design direction to build on the San José Downtown Design Guidelines and Standards to ensure design excellence and sensitivity to surrounding established lower-density residential neighborhoods.

The mix of uses throughout the Diridon Station Area puts residential, commercial, and recreational uses closer together, promoting an increase in walking, biking, and other low-impact and affordable ways of travel. It provides for a more diverse and sizable population and increased commercial activity to support public transit use. This can also enhance the vitality and safety of neighborhoods by increasing the number of people and amount of activity on the street. The dynamic experience can attract pedestrians and help increase economic activity and enhance public life, making streets, public spaces, and active uses into places where people meet.

Residential uses are strategically located throughout the Diridon Station Area to enhance vitality, to achieve a jobs/housing balance, and maximize the competitiveness for state funding affordable housing sources. For stand-alone affordable housing projects, the City assumes that units will be provided in a mix of mid-rise and high-rise buildings. Incorporating a range of height limits not only provides transitions in building heights adjacent to lower density residential areas, but also provides opportunities for a variety of affordable housing types to be developed close to public transit (see Section 2.5 for further details on affordable housing strategies).

Increased building height limits create a supportive environment for equitable development and make more efficient use of scarce transit-adjacent land and preserves natural resources by accommodating urban growth in the city's core instead of undeveloped areas at the city's edge. It also creates new housing opportunities and provides for opportunities for an increase in quality housing for people of all income levels through the City's Inclusionary Housing Ordinance. Reaching the Plan's goal for 25 percent affordable housing in the Diridon Station Area, along with strategies for tenant protection and the preservation of existing affordable units, will also ensure low-income residents benefit from new development.

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Equitable Transit-Oriented Development

2.3 LAND USES

LAND USE DIAGRAM

This Plan establishes a mix of vibrant uses that build off the synergy and activity of the SAP Center, an expanded Diridon Station, and future development of Google's Downtown West Mixed-Use Plan. The land use concept strategically locates residential, commercial and recreational uses throughout the area in order to achieve the objectives of this Plan. While there is flexibility in the land use designations to allow for office or housing, ***Figure 2-3-1*** illustrates a predominant land use structure for the Diridon Station Area that reflects this Plan's guiding principles. Land uses shown within Google's Downtown West Mixed-Use Plan boundary in this Plan represent predominant land uses and are for illustrative purposes only. The estimated build-out program for the predominant land use structure illustrated in ***Figure 2-3-1*** is shown in ***Table 2-3-1***.

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Table 2-3-1: Diridon Station Area Illustrative Build-Out Scenario Program

	Google's Downtown West Mixed Use Plan (DTW)		Diridon Station Area Outside DTW		Complete Diridon Station Area*	
Land Use	**Total**	**Unit**	**Total**	**Units**	**Total**	**Units**
Residential	Up to 5,900	Units	Up to 7,000	Units	Up to 12,900	Units
Office	Up to 7,300,000	SF	Up to 6,400,000	SF	Up to 13,700,000	SF
Active Use/Retail	Up to 500,000	SF	Up to 536,000	SF	Up to 1,036,000	SF
Hotel	Up to 300	Rooms	–	–	Up to 300	Rooms

**The estimated illustrative build-out outside of Google's Downtown West Mixed Use Plan is based on identified potential development sites.*

Google's Downtown West Mixed-Use Plan also contemplates other uses, such as Limited-term Corporate Accommodations, event center(s), Central Utilities, Plant(s), and logistics/warehouse

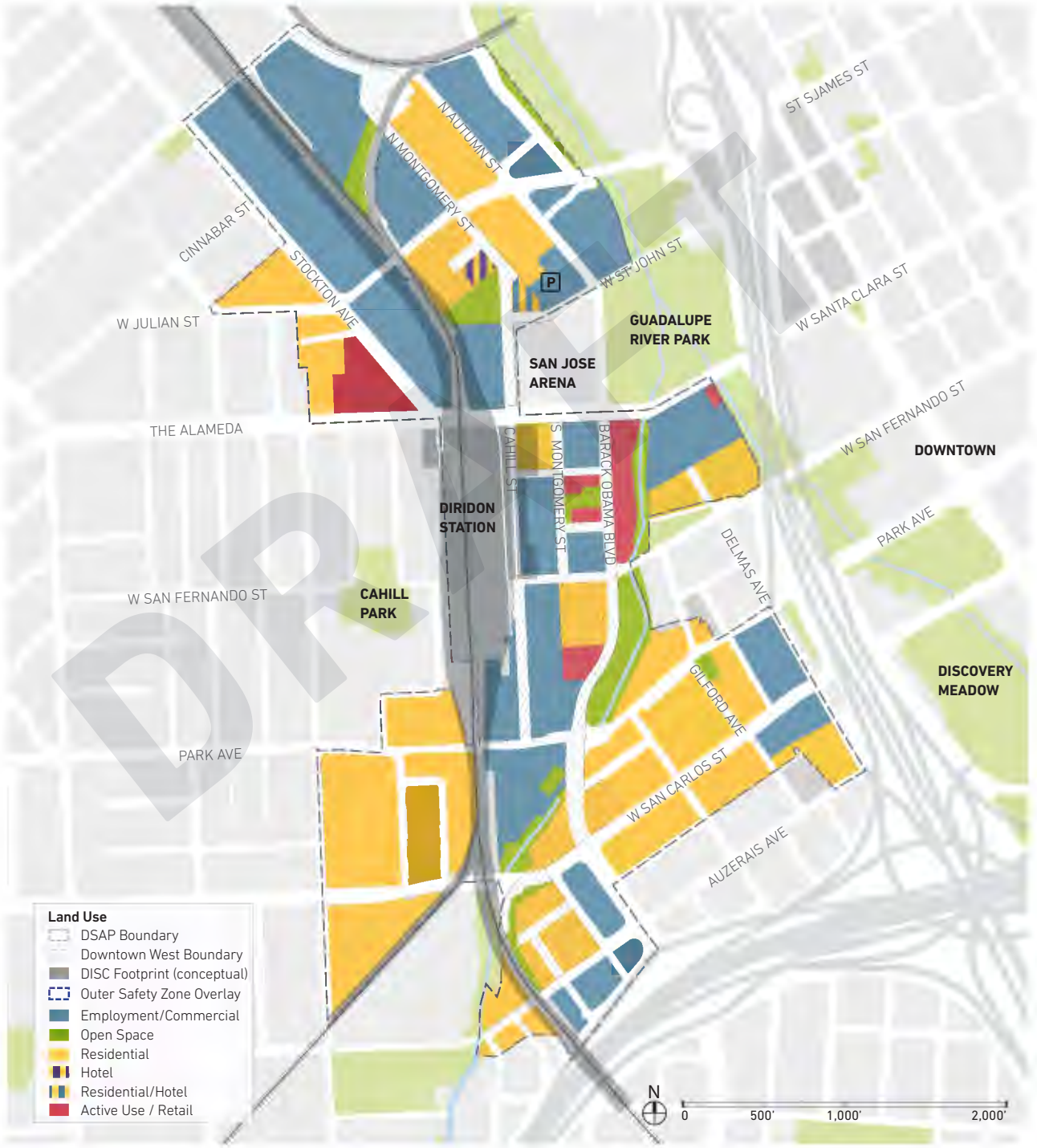

Figure 2-3-1: Illustrative Predominant Land Use Structure

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LAND USE DESIGNATIONS

The land use designations define the uses and urban form of future development in the Diridon Station Area. ***Figure 2-3-3*** illustrates the General Plan designations in the area. These land use designations are not specific to this Plan but are existing designations within the Envision San José 2040 General Plan and are applied elsewhere in the City. However, some of the designations are modified to facilitate development consistent with the vision of this Plan. In addition to being consistent with the given land use designation below, new development should also be consistent with the San José Downtown Design Guidelines and Standards (DDG) and the urban design standards and other policies set forth in this Plan. Urban design direction for the Diridon Station Area is provided in Section 2.3 of this Plan. Properties within Google's Downtown West Mixed-Use Plan are required to comply with the Downtown West Design Standards and Guidelines (DWDSG) and DDG Standards that are not superseded by the DWDSG.

Fig 2-3-2 illustrates a potential building massing and predominant land use concept for the entire Diridon Station Area. Sites within the Downtown West Mixed-Use Plan are illustrated with predominant land uses and massing that reflects the combination of density allowed in the project's zoning and applicable Downtown West Design Standards and Guidelines. Development opportunity sites outside the Downtown West Mixed-Use Plan are illustrated with predominant land uses and massing that could be built under this Plan and the City's Downtown Design Guidelines and Standards. See Appendix A for more details.

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*Figure 2-3-2: Illustrative development concept**

**Building massing is illustrative*

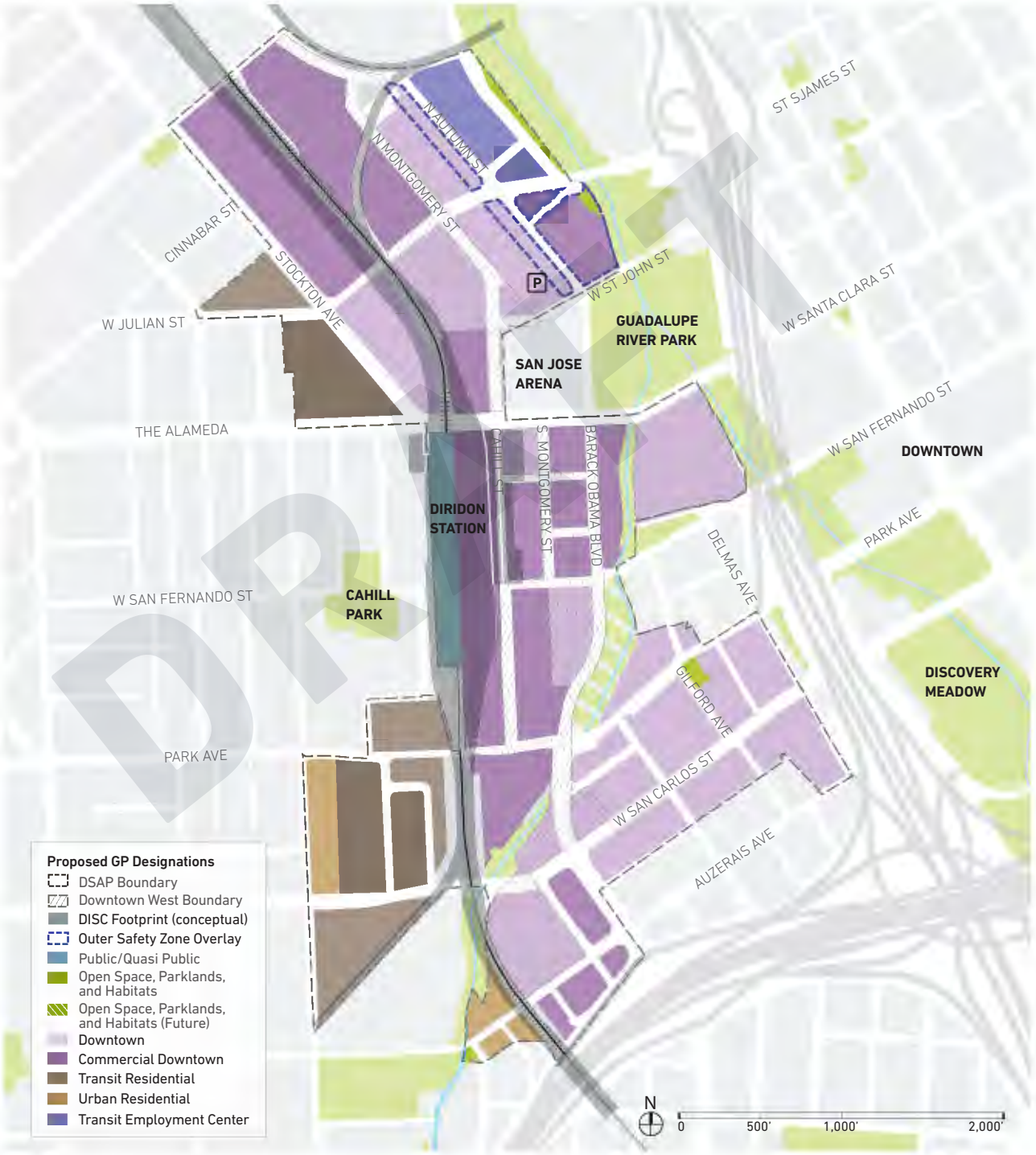

Figure 2-3-3: General Plan Land Use Designations

Downtown

Density: Up to 800 DU/AC; FAR Up to 30.0

The Downtown land use designation is located throughout the Diridon Station Area to create a mixed-use urban neighborhood (***Figure 2-3-4***). This designation includes office, retail, service, residential, and entertainment uses in Downtown. The broad range of uses allowed in Downtown could also facilitate medical office uses or full-service hospitals. Redevelopment should be at very high intensities, unless incompatible with other major policies within the Envision San José 2040 General Plan (such as Historic Preservation Policies), must be consistent with this Plan's height limits (***Figure 2-3-13***), and compatible with the surrounding residential neighborhoods. Where single-family detached homes are adjacent to the perimeter of the area designated as Downtown, new development should serve as a transition to the lower-intensity use while still achieving urban densities appropriate for the perimeter of downtown in a major metropolitan city. All development within this designation should enhance the "complete community" in Downtown, support pedestrian and bicycle circulation, and increase transit ridership.

Residential projects within the Downtown designation should generally incorporate ground floor commercial uses. This designation does not have a minimum residential density range (DU/AC) in order to facilitate mixed-use projects that may include small amounts of residential in combination with significant amounts of non-residential use. Such mixed-use projects should be developed within the identified Floor Area Ratio (FAR) range of up to 30.0. While this land use designation allows for up to 800 dwelling units to the acre, achievable densities may be much lower in a few identified areas to ensure consistency with the Santa Clara County Comprehensive Land Use Plan (CLUP) Outer Safety Zone (See Safety Restriction Area Section).

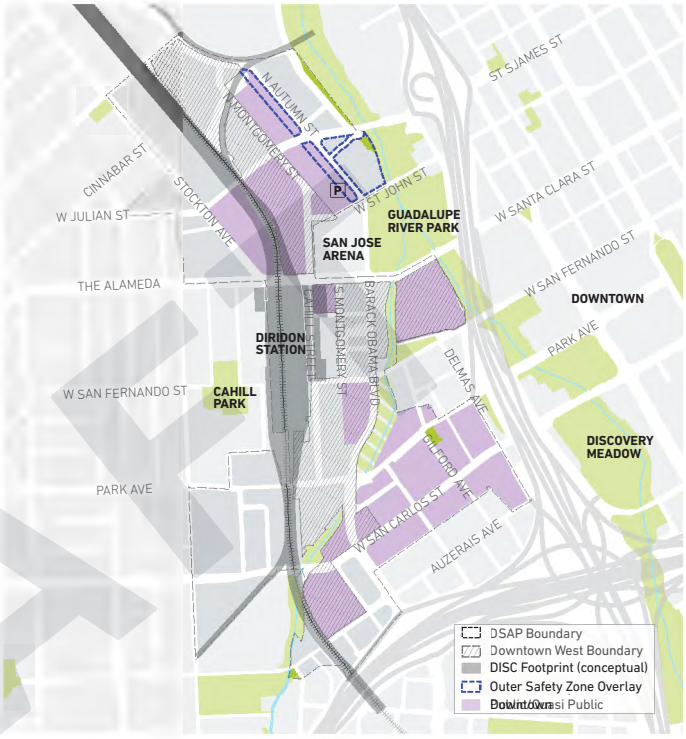

Figure 2-3-4: Downtown General Plan Designations

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The Downtown Design Guidelines and Standards and urban design direction in this Plan speaks to the urban, pedestrian-oriented nature of this area. Land uses that serve the automobile should be carefully controlled in accordance with the Downtown Design Guidelines and Standards and the vision of this Plan.

To help activate the corridor, new development along Primary and Secondary Addressing Streets in the Downtown designation must incorporate active uses as illustrated in ***Figure 2-4-4*** in Section 2.4 of this Plan and further discussed in the Downtown Design Guidelines and Standards. Active use locations within Google's Downtown West Mixed-Use Plan are governed by the DWDSG.

Figure 2-3-5: Commercial Downtown General Plan Designations





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Commercial Downtown

Density: FAR Up to 15.0

The Commercial Downtown designation includes office, hotel, retail, service, and entertainment uses in the City's Downtown, consistent with those supported by the Downtown designation but denotes areas in which residential uses are not appropriate and are therefore excluded. Development should be at very high intensities, unless incompatible with other major policies within the Envision San José 2040 General Plan (such as Historic Preservation Policies), must be consistent with this Plan's height limits (***Figure 2-3-13***), and compatible with the surrounding residential neighborhoods. Achievable densities may be much lower in a few identified areas to ensure consistency with the Santa Clara County Comprehensive Land Use Plan (CLUP) Outer Safety Zone (See Safety Restriction Area Section). Where single-family detached homes are adjacent to the perimeter of the area designated as Commercial Downtown, new development should serve as a transition to the lower-intensity use while still achieving urban densities appropriate for the perimeter of Downtown in a major metropolitan city. All development within this designation should enhance the "complete community" in Downtown, support pedestrian and bicycle circulation, and increase transit ridership. The broad range of uses allowed in Commercial Downtown could also facilitate medical office or full-service hospitals.

The Downtown Design Guidelines and Standards and urban design direction in this Plan speak to the urban, pedestrian-oriented nature of this area. Land uses that serve the automobile should be carefully controlled in accordance with the Downtown Design Guidelines and Standards and the vision of this Plan.

This Commercial Downtown designation is located throughout the Diridon Station Area to create a mixed-use urban neighborhood (***Figure 2-3-5***). To help activate the corridor, new development along Primary and Secondary Addressing Streets in the Commercial Downtown designation must incorporate active uses as illustrated in ***Figure 2-4-4*** in Section 2.4 of this Plan and further discussed in the Downtown Design Guidelines and Standards. Active use locations within Google's Downtown West Mixed-Use Plan are governed by the DWDSG.

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Figure 2-3-6: Transit Employment Center General Plan Designations







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Transit Employment Center

Density: FAR Up to 12.0 (4 to 25 stories)

The Transit Employment Center designation is applied to areas planned for intensive job growth because of their importance as employment districts to the City and high degree of access to transit and other facilities and services. The Transit Employment Center designation is located along Autumn Parkway, north of West Julian Street and adjacent to the Guadalupe River (***Figure 2-3-6***). Uses allowed in the Industrial Park designation are appropriate in the Transit Employment Center designation, as are supportive commercial uses. The North San José Transit Employment Center also allows limited residential uses, while other Employment Centers should only be developed with industrial and commercial uses.

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Figure 2-3-7: Transit Residential General Plan Designations





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Transit Residential

Density: 65-450 DU/AC; Commercial FAR 2.0 to 12.0 Residential/Commercial Mixed-Use minimum of 65 DU/AC with maximum FAR of 12.0

The Transit Residential designation is the primary designation for high-density, mixed-use residential development sites that are located in close proximity to transit, jobs, amenities, and services. This designation also supports intensive commercial employment uses, such as office, retail, hotels, hospitals, and private community gathering facilities.

While this land use designation allows between 50 to 250 dwelling units to the acre in the Envision San José 2040 General Plan, the sites designated Transit Residential in this Plan have a minimum residential density of 65 dwelling units to the acre and a maximum of 450 dwelling units to the acre to facilitate the development of residential densities that are supportive of the vision of this Plan. The allowable density/intensity for commercial projects is a FAR of 2.0 to 12.0 with a minimum FAR of 2.0. Residential/commercial mixed-use development shall require a minimum of 65 DU/AC with a maximum FAR of 12.0. Given the potential noise, vibration, and aesthetic impacts, residential uses should not be located directly adjacent to train lines unless a residential project can be designed to mitigate these impacts and create a high-quality living environment.

This designation is located within walking distance to transit, jobs, amenities, and services, and along key transportation corridors like Stockton Avenue and West San Carlos Street (***Figure 2-3-7***). All development within the Transit Residential designation is required to be pedestrian oriented with an emphasis on activating the ground level. To help activate the corridor, new development along Secondary Addressing Streets in this designation must incorporate active uses as illustrated in ***Figure 2-4-4*** in Section 2.4 of this Plan and further discussed in the Downtown Design Guidelines and Standards.

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Figure 2-3-8: Urban Residential General Plan Designations





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Urban Residential (30-95 du/ac)

Density: 30-95 DU/AC; Commercial FAR 1.0 to 4.0 Residential/Commercial Mixed-Use minimum of 50 DU/AC with maximum FAR of 4.0

The Urban Residential designation allows for medium density residential development and a fairly broad range of commercial uses, including retail, offices, hospitals, and private community gathering facilities. The Urban Residential designation is also used to identify areas where the density of new development should be limited to a medium intensity in order to provide for a gradual transition between surrounding low-density neighborhoods and other areas suitable for greater intensification. The allowable density/intensity for commercial projects is a FAR of 1.0 to 4.0 with a minimum FAR of 1.0. Residential/commercial mixed-use development shall require a minimum of 30 DU/AC with a maximum FAR of 4.0

This designation is found in the southern portion of the Diridon Station Area along Auzerais Avenue, and along Sunol Street, between Park Avenue and West San Carlos Street, providing a transition to lower density residential uses (***Figure 2-3-8***). To help activate the corridor, development along West San Carlos Street (a Secondary Addressing Street) must incorporate active uses.

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Open Space, Parklands, and Habitat

Density: N/A

The Open Space, Parklands, and Habitat designation includes lands that can be publicly or privately owned areas that are intended for low intensity uses. Lands in this designation are typically devoted to open space, parks, recreation areas, trails, habitat buffers, nature preserves and other permanent open space areas. This designation also includes privately owned publicly accessible parks within the Diridon Station Area. This designation is applied within the Urban Growth Boundary to lands intended to be used permanently as open space, including lands adjacent to various creeks throughout the City.

New development on lands within this designation should be limited to minimize potential environmental and visual impacts. Developments of public facilities such as restrooms, playgrounds, educational/visitors' centers, or parking areas can be an inherent part of City or County park properties and are appropriate for this designation. Community centers and other amenities open to the public would also be allowed within publicly-owned properties in this designation. Privately-owned lands in this designation are to be used for low intensity, open space activities.

Park and recreation areas are essential for new and existing neighborhoods within the Diridon Station Area and are therefore proposed throughout the entire area to serve each neighborhood and demographic group with equity. ***Figure 3-4-1*** in Section 3.4 of this Plan illustrates the various open space types for the Diridon Station Area, which consists of parks, plazas, and community facilities that, taken together and in conjunction with adjacent open spaces, weave an urban fabric that will enhance public life for residents and visitors alike.

Private properties along the west side of Los Gatos Creek between West San Fernando Street and Park Avenue are identified as Open Space, Parklands, and Habitat (***Figure 2-3-9***). These properties are identified for additional park land. Until the City can purchase these properties for parkland, they could be redeveloped, consistent with the Envision San José 2040 General Plan, which designated them as Commercial Downtown. Further details on the open space related projects and park assets are provided in Section 3.3 of this Plan.



Conceptual Sketch of proposed Neighborhood Park on Park Ave and Gilford Avenue.



Figure 2-3-9: Open Space, Parklands, and Habitat General Plan Designations

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Figure 2-3-10: Public/Quasi Public General Plan Designations





Public/Quasi Public

Density: N/A

The western half of Diridon Station is the only site designated Public/Quasi Public within the Diridon Station Area (***Figure 2-3-10***). Allowed uses include government, civic, cultural, educational, and public service uses.

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SAFETY RESTRICTION AREA

Safety of people on the ground and in the air and the protection of property from airport-related hazards are among the responsibilities of the Airport Land Use Commission (ALUC). The 2002 Handbook presents guidelines for the establishment of airport safety areas in addition to those established by the FAA.

Airport safety zones are established to minimize the number of people exposed to potential aircraft accidents in the vicinity of the Airport by imposing density and use limitations within these zones. The safety zones are related to runway length and expected use.

Outer Safety Zone

The Outer Safety Zone is a rectangular area centered on the extended runway centerline starting at the outer end of the Inner Safety Zone and extending away from the runway end. There are areas within the Diridon Station Area Plan boundaries that are located either partially or completely within the Outer Safety Zone (approximately 20 gross acres).

To achieve consistency with the Outer Safety Zone, this Plan includes an Outer Safety Zone Overlay, illustrated in ***Figure 2-3-11***. The overlay includes density restrictions that apply to new development within the overlay boundary. The following criteria, shown in ***Table 2-3-2***, apply to new development within the Outer Safety Zone Overlay.

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Table 2-3-2: Outer Safety Zone Overlay Criteria

Maximum Occupancy	Open Space Requirement	Land Use
Non-residential, maximum 300 people per acre (includes open area and parking area required for the building's occupants and one half of the adjacent street area).	20% of gross area or could be achieved on the adjacent park land, Guadalupe Garden and Creek area, as well as State Route 87.	Residential – if non-residential uses are not feasible, allow residential infill to existing density. No regional shopping centers, theaters, meeting halls, stadium, schools, large day care centers, hospitals, nursing homes or similar activities. No above ground bulk fuel storage.

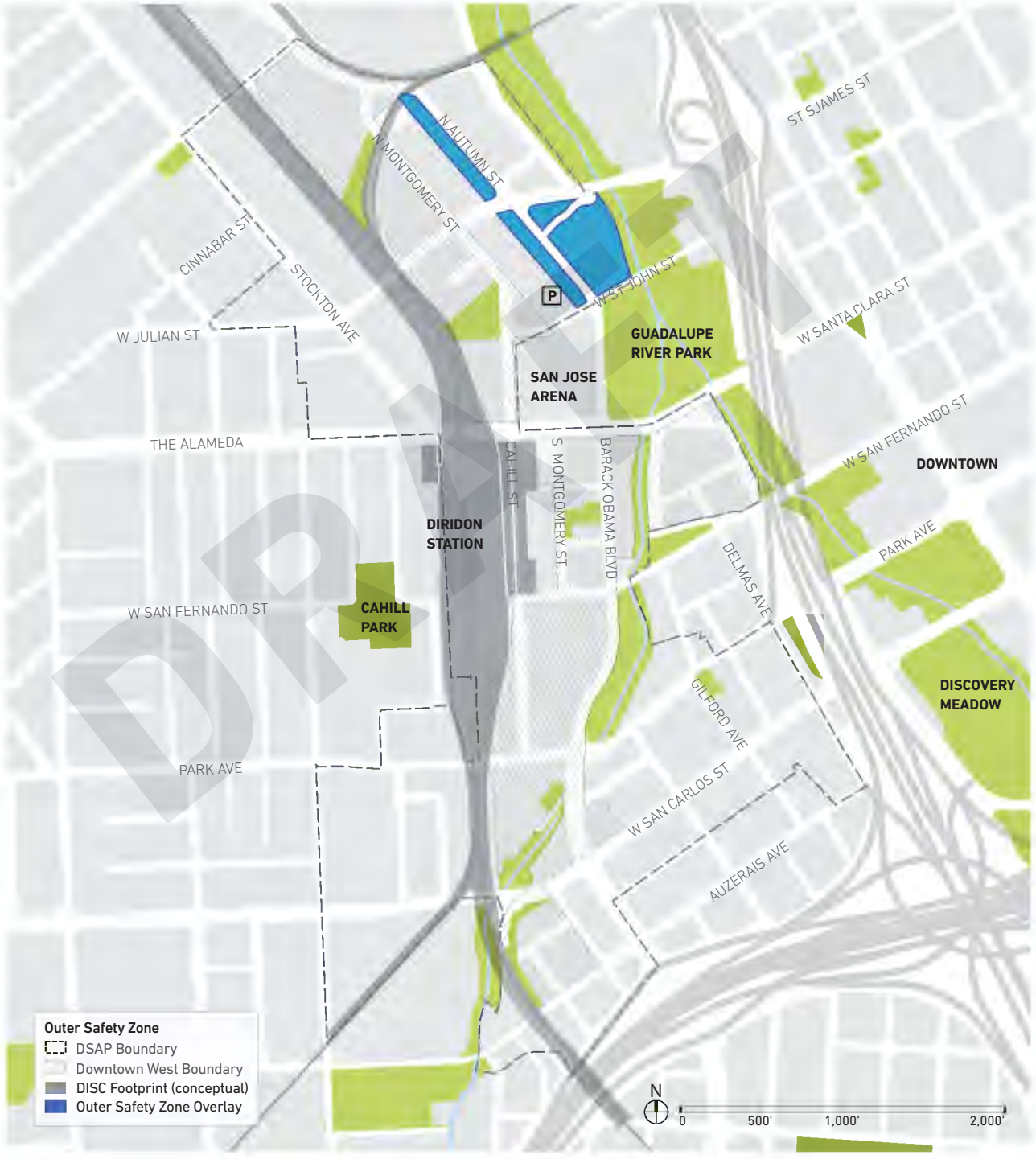

Figure 2-3-11: Outer Safety Zone Overlay

BUILDING HEIGHT

Flight Path Restrictions

The Diridon Station area is subject to height and land use restrictions related to the Norman Y. Mineta International Airport. Restrictions are defined by the Federal Aviation Administration (FAA) and Santa Clara Airport Land Use Commission (ALUC). The City also establishes aviation policies in the Envision San José 2040 General Plan.

The Federal Aviation Administration (FAA) administers regulations to protect the airspace for safe aircraft operations. In particular, Federal Aviation Regulations, Part 77, Objects Affecting Navigable Airspace (commonly referred to as "FAR Part 77"), sets forth standards and review requirements for airspace protection, primarily through restricting the height of proposed structures and minimizing other potential hazards (such as reflective surfaces, flashing lights, and electronic interference) to aircraft in flight. These regulations require that the FAA be notified of proposed construction projects located within an extended zone defined by an imaginary slope radiating outward for several miles from the airport's runways, or which otherwise stand at least 200 feet in height above ground. The entire Diridon Station Area falls under the imaginary airspace notification surface for San José International Airport, ranging in elevation from approximately 120 feet above mean sea level at the north end of the Diridon Station Area to approximately 170 feet above mean sea level at the south end (note: ground elevation within the Diridon Station Area varies roughly from about 75-95 feet above mean sea level in a north/south direction). Therefore, any proposed structure or object which would penetrate the imaginary notification surface, whether permanent or temporary, must be filed with the FAA for an aeronautical study to determine whether the specific structure would constitute a hazard to aircraft. Please refer to the FAR Part 77 for further details. Pursuant to the City's Envision San José 2040 General Plan, all such projects must obtain "determinations of no hazard" from the FAA and comply with any conditions set forth in those determinations.

The ALUC, under State regulations, maintains a Comprehensive Land Use Plan (CLUP) for Areas Surrounding Santa Clara County Airports, including the Norman Y. Mineta International Airport. The CLUP establishes land use policies for the regulation of height, air safety, and noise compatibility within the defined Airport Influence Area (AIA). As a large portion of the Diridon Station Area (primarily the eastern half) falls within the CLUP's AIA, certain proposed land use projects within the AIA, including General Plan, specific plan, zoning, or building regulation changes must be submitted to the ALUC for a CLUP consistency determination.

The City's Envision San José 2040 General Plan also requires projects within the AIA to be consistent with height, safety and noise policies identified in the CLUP, or find, by a two-thirds vote of the governing body, that the proposed action is consistent with the purposes of Article 3.5 of Chapter 4 of the State Aeronautics Act, Public Utilities Code Section 21670 et seq.

All property owners in the Diridon Station Area within the AIA who rent or lease property for residential use shall include in the rental/lease agreement with the tenants, where applicable, a statement advising that the tenants are living within an exterior aircraft noise exposure area designated by the ALUC as greater than the 65dBA CNEL in a manner that is consistent with current state law including AB2776 (2002). Consistent with Goal EC-1 of the Envision San José General Plan 2040, with the California Building Code, and with ALUC Policy N-4, interior noise levels in residences, hotels, motels, residential care facilities, and hospitals will not exceed 45 dBA DNL. See the Santa Clara County ALUC CLUP for San José International Airport for further details. The AIA for the Norman Y. Mineta International Airport is illustrated in ***Figure 2-3-12.***

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Figure 2-3-12: Airport Influence Area (AIA)

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BUILDING HEIGHT LIMITS

The establishment of maximum building heights is essential to ensuring that new development is integrated and compatible with the surrounding neighborhoods and with key City assets, including historic resources and the Guadalupe River Park.

This Plan establishes new allowable building heights outside Google's Downtown West Mixed-Use Plan (***Figure 2-3-13***). Building height limits within Google's Downtown West Mixed-Use Plan are governed by the Downtown West Design Guidelines and Standards (DWDSG). Heights shown within Google's Downtown West Mixed-Use Plan in this Plan are approximate and are shown for illustrative purposes only.

This Plan's allowable heights for areas outside of Google's Downtown West Mixed-Use Plan take into account community input, the City's published elevation limits which are based on FAA flight procedures for the Norman Y. Mineta San José International Airport, height transition concepts, the Downtown Design Guidelines and Standards massing transition standards, and typical heights for mid-rise and high-rise construction.

This Plan establishes three types of height limits:

High-Rise Height Limits, ranging from 170 to approximately 295 feet, are intended to allow development up to the maximum height permitted by the City, contingent upon required FAA airspace safety determinations. High-Rise height limits increase from north to south across the Diridon Station Area and are primarily located on sites near Diridon Station, the rail line, freeways, and the Guadalupe River Park. For both office and residential projects, maximizing allowable height is crucial for making high-rise building construction economically feasible given the City/ FAA height restrictions for the area. The High-Rise heights in this Plan are approximate and are provided for reference; applicants will need to coordinate with San José Airport Department staff and the FAA airspace safety review process for site-specific allowable height determinations. In some areas adjacent to lower-height contexts, additional height and massing transition standards apply; see ***Figure 2-4-7*** for setback plane locations.

Mid-Rise Height Limits, ranging from 110 to 130 feet, are intended to create urban districts and neighborhoods that are lower in scale than High-Rise areas, in order to transition from High-Rise areas to existing low-rise residential neighborhoods. Mid-Rise height limits are located in the Sunol Street and West San Carlos Street area, and Central Delmas Park areas. Building codes typically require any building with an occupied level more than 75 feet above grade to be constructed to high-rise standards, which can make it economically challenging to take full advantage of these allowable heights; however, lower-rise development is still permitted in these areas. In some areas adjacent to lower height contexts, additional height and massing transition standards apply; see ***Figure 2-4-7*** for setback plane locations.

Transitional Height Limits, ranging from 65 to 90 feet, are generally located near relatively low density single-family residential areas and are accompanied by height transition standards for specific locations. These lower height limits can apply to standalone development or to portions of sites where additional height is permitted, such as the podium portion of a high-rise building.

In all height areas, subject to FAA determination of no hazard, limited extrusions exceeding the maximum building height limits in this Plan by up to 15 feet may be allowed for elevator shafts, rooftop amenities and equipment, and architectural treatments, as long as such extrusions do not exceed the City's elevation limits and receive required airspace safety determinations.

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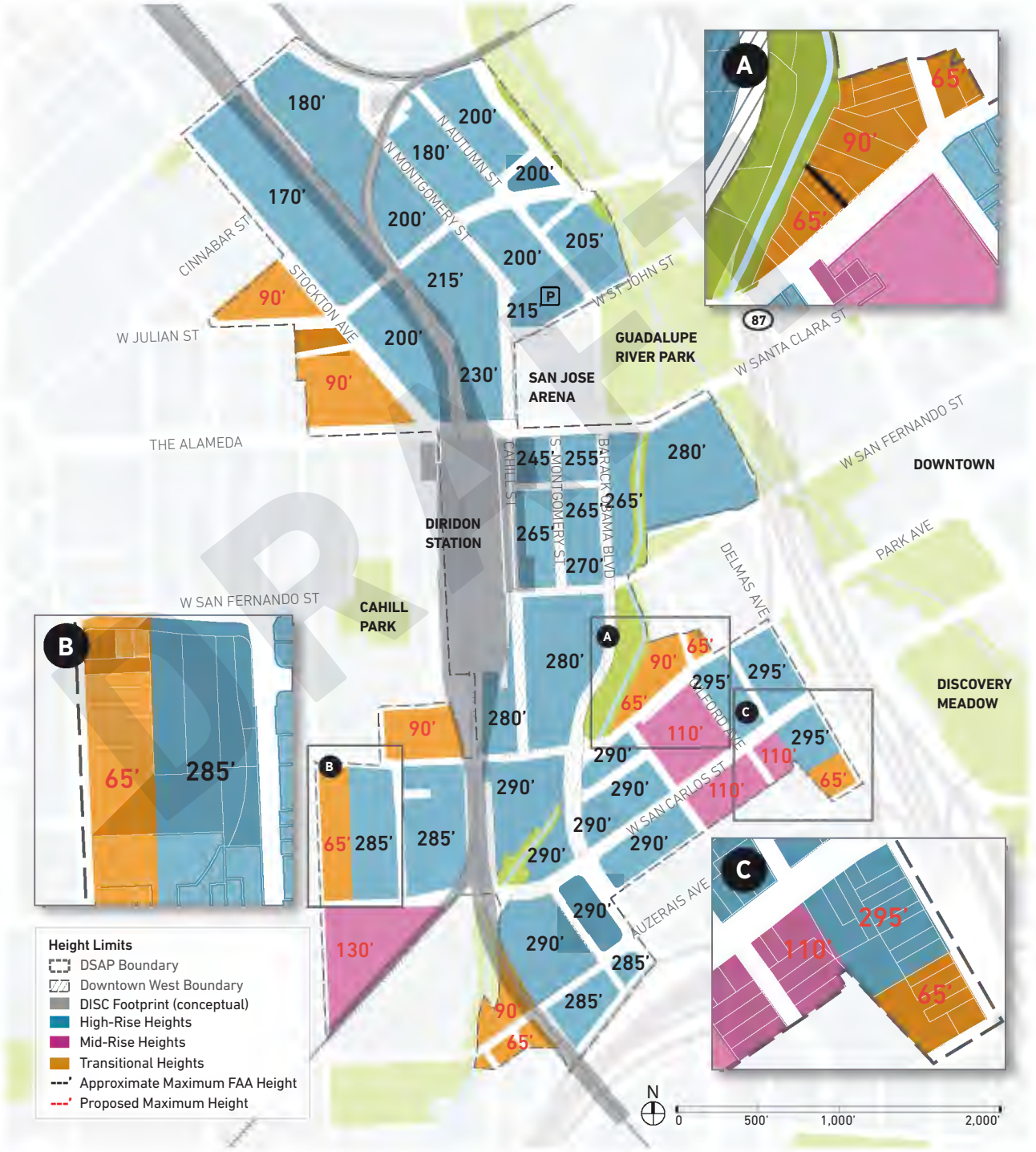

Figure 2-3-13: Building Heights





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High-Rise Height Limits





Left © Handel Architects, Right © DLR Group/Kwan Henmi Architecture/Planning

Mid-Rise Height Limits





Left © SOM, Right © David Wakely Photography

Transitional Height Limits

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Table 2-3-3: Diridon Station Area Theoretical Maximum Build-out used in Environmental Analysis

	Google's Downtown West Mixed Use Plan (DTW)		Diridon Station Area Outside DTW		Complete Diridon Station Area*	
Land Use	**Total**	**Unit**	**Total**	**Units**	**Total**	**Units**
Residential	Up to 5,900	Units	Up to 7,619	Units	Up to 13,519	Units
Office	Up to 7,300,000	SF	7,144,154	SF	Up to 14,444,154	SF
Active Use/Retail	Up to 500,000	SF	Up to 536,000	SF	Up to 1,036,000	SF
Hotel	Up to 300	Rooms	–	–	Up to 300	Rooms

* *The estimated theoretical maximum build-out outside of Google's Downtown West Mixed Use Plan used in the environmental analysis is based on identified potential development sites.*
Google's Downtown West Mixed-Use Plan also contemplates other uses, such as Limited-term Corporate Accommodations, event center(s), Central Utilities, Plant(s), and logistics/warehouse

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MAXIMUM BUILD-OUT

To inform the planning effort, this Plan developed a maximum build-out estimate based on identified potential development sites in the area outside of Google's Downtown West Mixed-Use Plan, which is covered by separate assumptions and its own environmental review (***Table 2-3-3***). The figures in the table for land uses within Google's Downtown West Mixed-Use Plan are included for reference only. This maximum build-out estimate does not preclude the development of projects under planning review prior to establishing the capacity framework or of other permitted uses for which capacity is available. The Diridon Station Area is within the Downtown Strategy 2040 boundary, which includes capacity beyond what is shown in ***Table 2-3-3***.

This Plan's land use framework allows for flexibility in allowable land uses in many areas to encourage a range of future development proposals that are consistent with the objectives of this Plan. Therefore, the build-out program analyzed reflects the maximum amount for each land use that could be built under the Plan. Please see Appendix A for further details on the maximum build-out.

SMALL BUSINESS APPROACH

The 2018 engagement process on the future of the Diridon Station Area resulted in the desired outcome of a development designed to protect, support, and involve local, small businesses up to and during the construction and operation phases. Based on concerns about rising commercial rents, City Council directed staff to explore citywide strategies to mitigate small business displacement. The initial focus of the anti-displacement work was on the Alum Rock area, which like the Diridon area, is experiencing transit and real estate investment. Concurrently, VTA has been preparing to construct the BART extension to San Jose, which has involved preparing plans and programs related to relocation, construction, education/outreach, and business resources. Most recently, the COVID-19 emergency has had devastating effects on many local businesses and the City is actively working on economic recovery.

The City's approach to small businesses the Diridon Station Area is to: consider insights from anti-displacement, VTA, and economic recovery work, collect and monitor data on business trends in the Diridon Station Area and surrounding corridors, and to conduct ongoing community and stakeholder engagement.

As of October 2020, there are about 260 active businesses in the Diridon Station Area. About half are sole proprietors and 7% have more than 10 employees. The share of sole proprietor businesses ranges from about 63-89% in the surrounding predominantly residential areas. Business with more than 10 employees collectively employ 4,900 people, or 65% of the total employment in the Diridon area and surrounding neighborhoods (west of SR 87).

Private development and public investments planned for the Diridon area will expand opportunities for existing businesses and entrepreneurs through:

- hiring local businesses and workers during construction phases
- increasing access and visibility for businesses in and around the Diridon Station Area, expanding customer bases
- creating new commercial spaces
- sourcing local businesses as suppliers
- promoting "buy local" campaigns and incentives

There is also the potential for negative effects: direct displacement due to demolition and construction, indirect displacement due to increased rents, and disruption due to nearby construction. There are about 100 active businesses with at least two employees within the Diridon Station Area but outside of the Downtown West project boundaries; these have the greatest potential for experiencing direct displacement. The effects on any given business will depend on many factors, such as if the business owner also owns the underlying property.

As plans and development progress, the City will continue to explore strategies to support small, local businesses in and around the Diridon area. Based on input from local business owners and lessons learned from recent anti-displacement work, the approach may include a combination of the following activities:

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- Provide clear, culturally sensitive and timely information to businesses about plans and development projects, including potential impacts and opportunities
- Coordinate with transit partners on construction and business support programs, including exploration of a business disruption fund
- Design construction contracts and procurement policies for public projects to be accessible to small businesses, minority-owned business enterprises (MBEs), and disadvantaged business enterprises (DBEs)
- Improve access to technical support, loan capital, financial assistance, and source other resources
- Partner with trusted organizations on outreach, education, and the delivery of support services
- Support existing business associations and the creation of new organizations
- Offer programs that enhance the physical appearance of commercial properties
- Encourage entrepreneurship to create new, local businesses, promote self-employment and enhance owner networking
- Partner with businesses on "buy local" campaigns
- Facilitate connections between local businesses, brokers, developers, and property owners
- Develop a plan for assisting businesses with relocation, including identifying opportunities to integrate into new development or otherwise stay within the area
- Continue to engage small business owners, associations, and workers in the planning and development review processes - using inclusive practices to share information, gather feedback, and understand their evolving needs
- Develop specific information and strategies to support immigrant-owned businesses, including language support and access to services

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RAIL CORRIDOR EXPANSION AND COMPATIBILITY

As discussed elsewhere in this Plan, the attractiveness of the Diridon Station Area and Downtown San Jose is driven in large part by the many transportation systems that converge at Diridon Station. With future BART, electrified Caltrain, and high-speed rail service, the station area will be one of the most accessible urban neighborhoods in California. Diridon Station is a transportation node of regional and statewide significance. The area's unparalleled level of high-capacity transit service is part of what is attracting significant private sector investment today.

The purpose of the Diridon Integrated Station Concept Plan, discussed in Sections 1.3 and 4.3 of this Plan, is to ensure quick, convenient and intuitive connections between the modes, and to establish the future space needs of the various modes for the proper functioning of the station over a long period of time. As envisioned through the Diridon Integrated Station Concept Layout, the station and surrounding rail right-of-way will need to expand to accommodate increased rail service and operate as a "through station," rather than a place where some trains are stored and turned around. Track approaches to the station will generally follow the existing northern and southern corridors, to the extent feasible, to leverage existing rail infrastructure, minimize overall community impact, and minimize the need to acquire significant land. However, the expanded station and rail infrastructure will create additional noise and vibration, require space for additional tracks, and involve significant construction disruption. The elevation of the rail line will separate rail services from streets, reconnect neighborhoods and allow for new, activated spaces under and along the right-of-way, and introduce new emergency access and egress options.

Further development (beyond what is currently anticipated as of the adoption of this Plan) immediately adjacent to the tracks could also greatly increase the cost of the expansion of rail services and reconstruction of the station. This would reduce Diridon Station's ability to efficiently handle future train volumes and by extension harm the long-term economic competitiveness of San José. Further, the significant improvements in urban integration and public space that are core to the Diridon Integrated Station would not be realized.

These factors point to the need for thoughtful planning to guide, control, and regulate future growth and development adjacent to the Caltrain right-of-way (ROW) to realize the goals and purposes of the Envision San José 2040 General Plan, and to provide access to property and prevent undue interference with and hazards to transportation on public rights-of-way.

As part of the implementation of this Plan, the City will:

- Explore potential rail corridor compatibility strategies that establish criteria and regulations to ensure future development can accommodate planned increases in transit services and infrastructure.
- Further develop plans for the Station and for areas underneath and adjacent to the rail line, with active uses and greenways that become community assets after the tracks are elevated and expanded. Before the rail is elevated, interim uses along the rail right-of-way are encouraged, but will not prevent rail elevation or expansion.

Continue inter-agency collaboration on the Diridon Integrated Station Plan to align the development of individual agencies' projects, environmental review processes, and property acquisition strategies with the broader joint efforts in the Diridon Station Area.

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SUSTAINABLE SITE PLANNING

The Diridon Station Area will significantly increase overall sustainability through a mix of uses, high-density, sustainably-designed buildings, and an urban environment that promotes walking, biking, and transit. Making sustainable systems and materials visible and comprehensible throughout the Diridon Station Area can contribute to San José's vision of becoming the World Center of Clean Tech Innovation. In accordance with City's policies for reducing greenhouse gas emissions and green design (e.g. Climate Smart San José, San José's Green Building Ordinance, Building Reach Code and Natural Gas Infrastructure Prohibition Ordinances, Zero Waste Strategic Plan, the Downtown Transportation Plan, the Downtown Design Guidelines and Standards, and the Green Stormwater Infrastructure Plan), site planning should integrate sustainable practices early in the process. Considerations should expand beyond the scale of a building or a site to the larger context of the district and can include but are not limited to the following strategies:

- Respond to existing and planned context:
  - Integrate and connect to local and on-site natural assets such as the Los Gatos Creek, large trees, or topography
  - Connect to built assets such as pedestrian paths, parks, trails, and public buildings that are on or near the site
  - Consider solar orientation and topography for energy and water conservation purposes when siting buildings and new streets
- Integrate rain-and storm water collection, infiltration, distribution, and retention systems on site, or in the streetscape
- Consider a water reuse and efficiency strategy to minimize the additional amount of imported water required to support the project area
- Consider the use of district-based co-generation plants that provide heat and electricity
- Construct all-electric buildings and infrastructure
- Consider the integration of systems to enhance operational resiliency, including energy resiliency measures such as microgrids with renewable energy generation and battery storage
- Use pervious materials for paths and parking areas throughout the area to increase rainwater infiltration
- Develop a street tree and greening plan that uses native or drought-tolerant species to reduce need for irrigation
- Create a waste management and reduction program
- Meet SB 1383 requirements by planning for food recovery of edible food, signing agreements with local food recovery organizations, and planning for organic waste separation and recycling

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2.4 URBAN DESIGN

INTRODUCTION

The San José Downtown Design Guidelines and Standards adopted in 2019 (DDG) provide guidance for the form and design of buildings in Downtown, their appearance in the larger cityscape, and their interface with the street level public realm. The DDG defines the design objectives for the elements that determine the image of Downtown and refines the concepts of other plans, translating them into an operational document that increases predictability for developers and their architects for development in Downtown.

The DDG applies generally to the General Plan Downtown Growth Area, including the Diridon Station Area. Any Planning application submitted for a new permit or permit amendment within the Diridon Station Area is required to comply with the DDG, with the exception of the properties within Google's Downtown West Mixed-Use Plan, which are required to comply with the Downtown West Design Guidelines and Standards (DWDSG) and the DDG Standards that are not superseded by the DWDSG.

The urban design direction in this section expands upon and will be incorporated into the DDG document after the adoption of this Plan. The following urban design direction highlights additions to the DDG for the Diridon Station Area.

FRAMEWORK PLANS

The Downtown Design Guidelines and Standards (DDG) include Framework Plans that provide site-specific guidance for development projects on certain sites, which have specific guideline requirements in addition to the requirements for all parcels. The Framework Plans assign characteristics to various streets, blocks, and parcels in Downtown. These characteristics affect the treatment of urban design elements in DDG Chapters 3-5 (site, building, and pedestrian level). These Framework Plans are not specific to this Plan but are existing framework plans within the DDG.

Prominent Site and Frontages (DDG section 2.1)

Rationale –The skyline and highly visible building facades create the first impression of Downtown from other locations within San José and beyond. The skyline is also visible inside Downtown from certain vantage points. The skyline is shaped by many factors, but one of the foremost is the limitation of building heights by the Mineta San José International Airport, located north of Downtown. This limit, in combination with zoning height standards, has created a "mesa" (table) shaped skyline, with most buildings at similar heights (***Figure 2-4-1***). Among the most memorable Downtown skyline views are those from parks such as Arena Green, from highways that pass through and adjacent to the site, and from some major streets, such as the Alameda (***Figure 2-4-2***).

Prominent Locations – Due to the flat shape of the skyline and limited view locations, some sites have more impact on the Downtown skyline. Based on analysis of this pattern, the resulting Gateway Sites and Image Defining Frontages in the Diridon Station Area are illustrated in ***Figure 2-4-3***. Buildings on these sites will have a large impact on the image of the City. For this reason, their design receives special attention in the Downtown Design Guidelines and Standards and this Plan.

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Figure 2-4-1: Skyline Mesa Shape



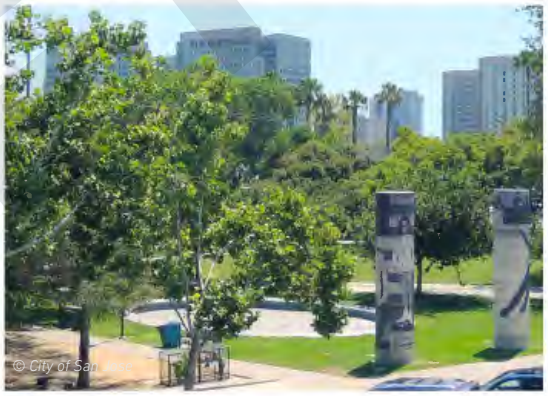



Figure 2-4-2: Rendering views from highway and skyline view from park

ADDITIONS TO THE DOWNTOWN DESIGN GUIDELINES AND STANDARDS

Image-Defining Frontages were added to a portion of Cahill Street between The Alameda and West San Fernando to ensure the new expanded and redesigned Diridon Station receives special design attention. A portion of Delmas Avenue between West San Carlos Street and Auzerais Avenue also includes an image-defining frontage to ensure development visible from State Route 87 is appropriately designed and adds to the image of the City.

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Podium Level and Pedestrian Level (DDG section 2.2)

Rationale – The interface with the streets is the primary organizing element at the base of a building. The design should be attractive and engage pedestrians with the activities within the building. The public realm treatment of streets varies by their location, land uses, and commercial and symbolic importance within Downtown. Street design is governed by the San José Complete Streets Design Standards & Guidelines (2018). ***Figure 2-4-4*** illustrates the Podium Level and Pedestrian Level Designations within the Diridon Station Area.

Street Frontage Classifications

There are no unimportant streets. However, the built form treatment along streets can vary. Street frontage classification indicates the role of the streets in the Downtown urban fabric.

- ***Primary Addressing Street:*** This is a primary commercial street that includes retail and other active ground floor uses.
- ***Secondary Addressing Street:*** This is a street with a commercial or residential focus. While it may provide some active ground floor uses, retail is not the primary function of the street.
- ***Paseos:*** Paseos are pedestrian connections that can have a variety of uses
- ***Alleys:*** Alleys have no Streetwall requirements.[1] An alley should always be the location of services, if one is available.
- ***Other Streets:*** Other streets are streets within the Guidelines boundary without the designations stated above.

1 Streetwall refers to the building façade(s) along a public street, public open space, or a paseo from ground level up to 70 feet above.

WHAT TO DO

Locate the proposed development site to determine if it:

1. Has an Image-Defining Frontage
2. Is a Gateway Site

This will affect its treatment in the relevant Downtown Design Guidelines and Standards:

4.2.1 Form, Proportion, and Organizing Idea
4.3.2 Skyline Level Massing (Above 70')
4.4.1 Façade Pattern and Articulation
4.4.3 Materials and Colors
4.4.6 Parking Garages

Parks and Open Spaces –Urban parks and natural open spaces are amenities that form part of Downtown's ecological systems and address the need for natural spaces that support mental and physical health.

- ***Urban Park/Plaza Frontage:*** These facades from the urban framework for the existing civic spaces in Downtown. They should create a sense of enclosure for the spaces.
- ***Open Space Frontage:*** These facades define the experience within Downtown's natural spaces and should have an urban form that provides visual permeability toward the open space.

Gateways –Entry points into Downtown from transit and pedestrian and bicyclists create special opportunities for high levels of amenity and safety at the small scale. These are different from Gateway Sites which relate to the visual entry experience at the larger scale and for longer views.

Transit Gateway: Rail transit stations are key permanent locations for entry into and exit from Downtown.

Pedestrian and Bicycle Gateway: Certain pedestrian and bicycle routes take on additional importance at entry points into Downtown.

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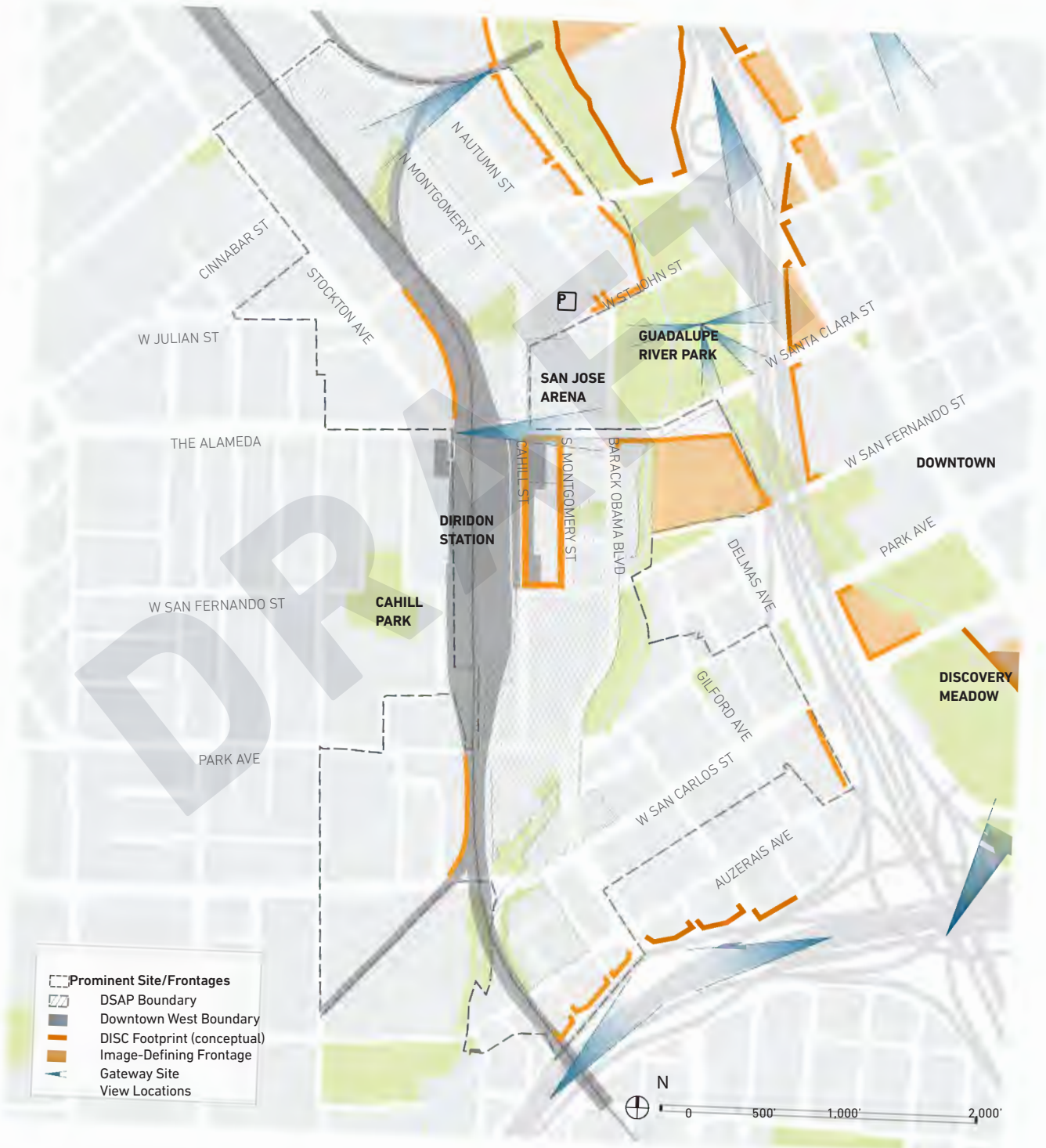

Figure 2-4-3: Prominent Sites and Frontages

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ADDITIONS TO THE DOWNTOWN DESIGN GUIDELINES AND STANDARDS

Primary Addressing Street classifications were added to a portion of Cahill Street and North Montgomery Street between The Alameda and West San Fernando Street to ensure development along the street incorporates active uses, and a Secondary Addressing Street was added on North Montgomery Street between Cinnabar Street and The Alameda. Given the properties along North Montgomery Street are within Google's Downtown West Mixed-Use Plan, development is subject to the Downtown West Design Guidelines and Standards (DWDSG). Transit Gateways locations were updated for consistency with transit entrances in the Diridon Integrated Station Concept Plan for the expansion and redesign of Diridon Station.

WHAT TO DO

Locate the proposed development site to determine if it is adjacent to:

1. Primary Addressing Street
2. Secondary Addressing Street
3. Paseo
4. Urban Park/Plaza Frontage
5. Open Space Frontage
6. Transit Gateway
7. Pedestrian and Bicycle Gateway

This will affect its treatment in the relevant Downtown Design Guidelines and Standards:

3.3.2 Relationship to Transit
3.4.4 Vehicle and Bicycle Parking Location
3.5.1 Pedestrian and Bicycle Entrance Location
3.5.2 Service Entrance Location
3.5.3 Parking and Vehicular Access Location
4.3.1 Podium Level Massing
4.3.3 Streetwall
4.4.6 Parking Garages
5.2 Public Art in Private Development
5.3.1.a Active Frontages
5.3.2 Ground Floor Non-Residential Space
5.3.4 Lighting – Pedestrian Level
5.3.5 Signage – Podium Level and Pedestrian Level

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Figure 2-4-4: Podium and Pedestrian Level Framework

Street Level View Corridors (DDG Section 2.5)

Rationale – Street level views are essential to orientation within Downtown and a way to connect to the surrounding landscape. Level topography makes these corridors crucial because there are few high public vantage points. ***Figure 2-4-5*** illustrates the Street Level View Corridors within the Diridon Station Area.

Within the Diridon Station Area there is one type of street level view corridor to be protected:

- ***Urban View*** – Distinctive view to buildings and along corridors within the district

WHAT TO DO

Locate the proposed development site to determine if it is adjacent to a:

1. View Corridor – Urban View

This will affect its treatment in the relevant Downtown Design Guidelines and Standards:

3.2.1 Block Size
3.2.2 Building Placement
4.3.1 Podium Level Massing
4.4.8 Pedestrian Bridges

ADDITIONS TO THE DOWNTOWN DESIGN GUIDELINES AND STANDARDS

The urban view corridor along West Santa Clara Street was modified to ensure street level views to and from the new expanded and redesigned Diridon Station and Downtown.

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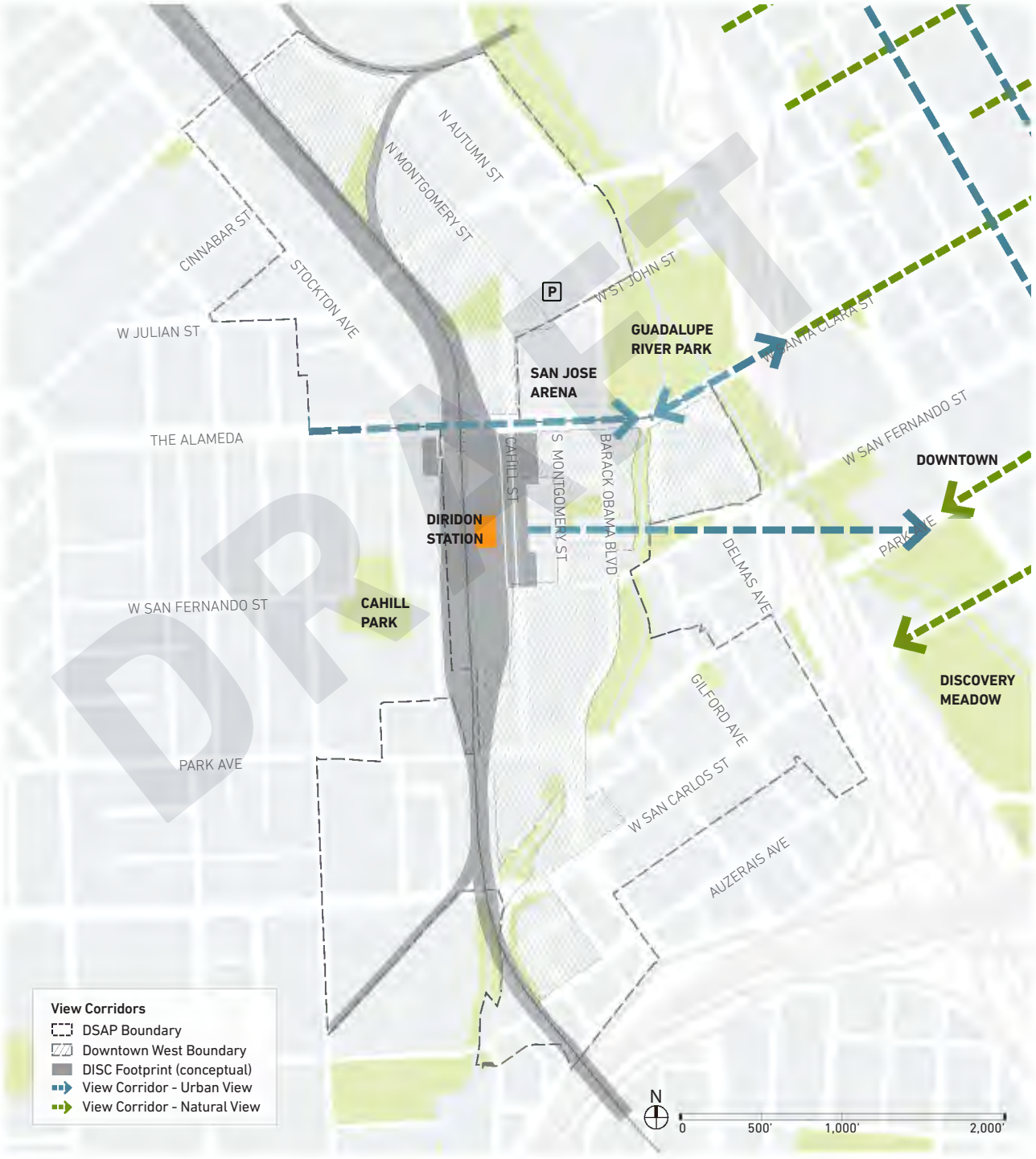

Figure 2-4-5: View Corridors Framework Plan

Special Lighting (DDG Section 2.6)

Rationale – Lighting at all levels of a building is a place-making quality that provides around-the-clock legibility to Downtown. Lighting that illuminates the pedestrian space without creating glare makes that space more comfortable and safe. Lighting on the building can emphasize interesting architectural features and create a more distinctive and memorable urban fabric. This framework plan creates lighting to enhance the experience of pedestrians as well as Downtown's Skyline Level and distant image. See the relevant guidelines in the Downtown Design Guidelines and Standards for specific information. ***Figure 2-4-6*** illustrates Special Lighting within the Diridon Station Area.

Lighting Gateways – These special points aid orientation by serving as markers for specific areas and as points of transition at the ground level as people pass through and experience Downtown.

Enhanced Lighting Corridors – These corridors form the core commercial and active districts in Downtown. Employing distinctive lighting techniques or artistic illumination along these streets will contribute to the creation of more interesting nighttime urban spaces for pedestrians and other occupants of these spaces.

Image-Defining Frontages – These frontages, noted previously, offer opportunities to create interesting and dramatic façade lighting in prominent location.

Gateway Sites – These sites are particularly prominent in long views of Downtown. As noted in the relevant guidelines, they are good locations for special lighting in buildings' skyline level.

WHAT TO DO

Locate the proposed development site to determine if it is:

1. Adjacent to an Enhanced Lighting Corridor
2. Adjacent to a Lighting Gateway
3. Has an Image-Defining Frontage
4. Is a Gateway Site

This will affect its treatment in the relevant Downtown Design Guidelines and Standards (Note that lighting guidelines apply to all locations in Downtown, but locations noted in this Framework Plan have special guidance):

4.4.9.a Lighting – Podium Level
4.4.9.b Lighting – Skyline Level
5.2 Public Art in Private Development
5.3.4 Lighting – Pedestrian Level

ADDITIONS TO THE DOWNTOWN DESIGN GUIDELINES AND STANDARDS

A lighting gateway and image defining frontages were added to land adjacent to Diridon Station to ensure opportunities for interesting and dramatic façade lighting. Properties within Google's Downtown West Mixed Use Plan are subject to the Downtown West Design Guidelines and Standards.

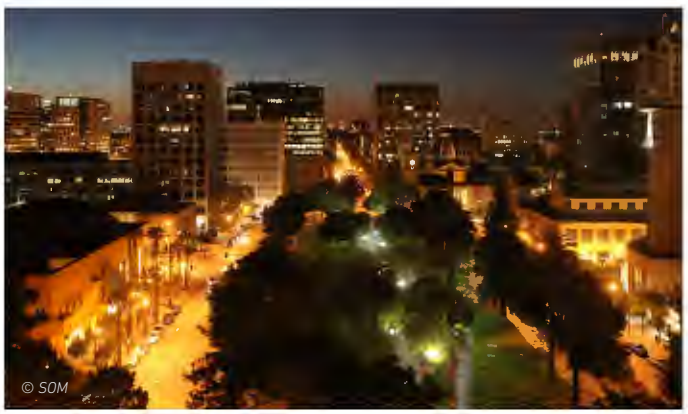

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Figure 2-4-6: Lighting Framework Plan



Conceptual Sketch of massing transition between the tall buildings to the lower height context. View is taken from Willis Avenue, near Auzerais Avenue, looking north.

HEIGHT AND MASSING TRANSITION DESIGN STANDARDS

These additional design standards are specific to this Plan and build on the existing Downtown Design Guidelines and Standards (DDG) to facilitate development consistent with the objectives of this Plan. Projects within the Diridon Station Area must be consistent with these standards in addition to the Downtown Design Guidelines and Standards, with exception of properties within Google's Downtown West Mixed-use Plan, which are required to comply with the Downtown West Design Guidelines and Standards (DWDSG) and the DDG Standards that are not superseded by the DWDSG.

Massing Relationship to Context (DDG Section 4.2.2)

Rationale – In some Downtown locations, tall new buildings will be adjacent to historic buildings of lower height and to properties at the edge of Downtown where the General Plan land use designations limits buildings to lower heights. In these conditions, a massing transition for the tall buildings to the lower height context, creates compatibility between new and old. ***Figure 2-4-7*** illustrates stepback plane locations.



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Figure 2-4-7 Stepback Plane Locations

Stepback Plane – The primary stepback plane standards apply to the areas shown in ***Figure 2-4-***7, which are adjacent to properties at the edge of the Diridon Station Area where mid-rise and high-rise height limits are found and where the adjacent properties have a Neighborhood Residential General Plan land use designation that limits buildings to lower heights. In order to facilitate an informed dialogue with nearby residents, development on sites affected by the stepback plane standards must provide perspective renderings from ground level, illustrating the proposed development in relation to the adjacent properties, as part of their Planning permit application.

1. Provide building stepbacks from rear shared property lines within a stepback plane of 75 degrees from horizontal.

   For building frontage along a rear shared property line, start the stepback plane from the intersection of the rear setback line at a height of 35 feet (***Figure 2-4-8a***).

   – Each building stepback must be a minimum of six feet in depth.

2. Provide a minimum 15 foot landscaped buffer for interior lot lines affected by stepback planes.

3. Provide building stepbacks from public rights-of-way within a stepback plane of 75 degrees from horizontal.

   – For building frontage along public rights-of-way, start the stepback plane from the intersection of the front setback line at a height of 35 feet (***Figure 2-4-8b***).

   - Each building stepback must be a minimum of six feet in depth.



Columbia Avenue: Existing



Columbia Avenue: Illustrative

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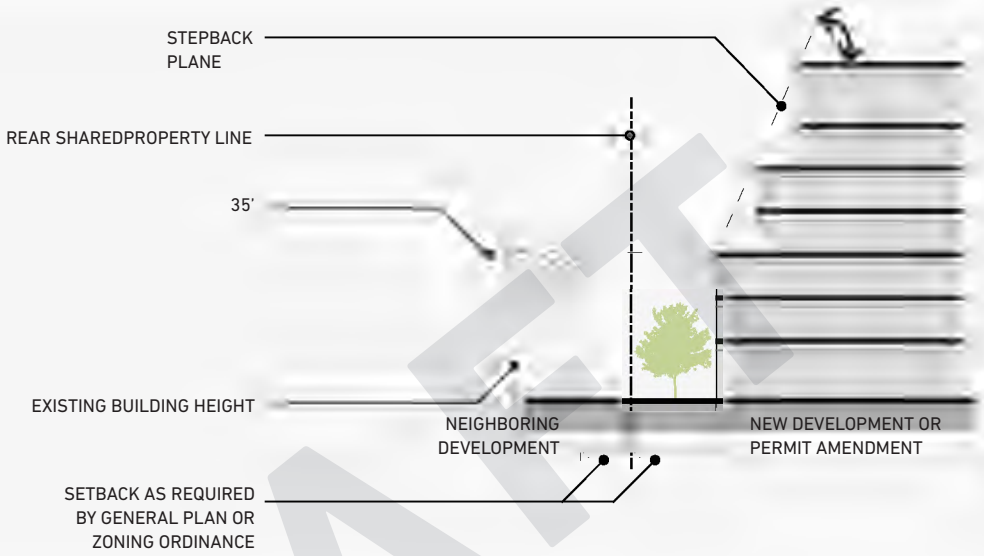

Figure 2-4-8a: Lot Line Stepback Plan Diagram

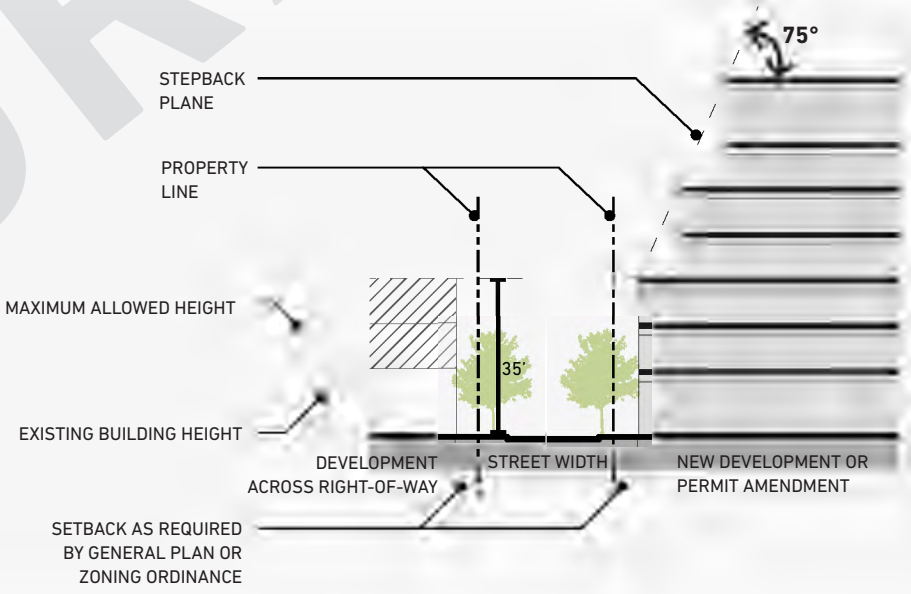

Figure 2-4-8b: Right of Way (ROW) Stepback Plan Diagram

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2.5 AFFORDABLE HOUSING

The Diridon Affordable Housing Implementation Plan (Affordable Housing Plan) summarized here characterizes the need for affordable housing in the Diridon Station Area and surrounding communities, in light of the large-scale transit investments planned for Diridon Station, Google's Downtown West Mixed-Use Plan, and other future development, which will transform the Diridon Station Area. These combined investments will enhance job and transit access to the region. They are likely to increase the value of properties in the area and attract new development and more residents, workers, and visitors. At the same time, it is important to ensure that existing residents—especially lower-income households—can also benefit from these investments.

In 2015, U.C. Berkeley and Working Partnerships USA published a case study on the Diridon Station area that documented uses over time and identified displacement of former residents as a key issue. This work illustrates the need to house residents at a variety of incomes as the Diridon Station Area grows. It also supports the City's taking a holistic approach to consider not just incremental production of housing, but also complimentary strategies that protect existing renters and existing affordable homes in the area. While the Affordable Housing Plan does not reach back to document residents who used to live in this area, the City intends to redocument the history of these former residents in its future work.



As a comprehensive approach to housing growth in the Diridon area, the Affordable Housing Plan outlines potential strategies to ***produce*** new affordable housing units, ***preserve*** the affordability of the neighborhoods for lower-income residents, and ***protect*** vulnerable residents from displacement. It applies to the Diridon Station Area and surrounding neighborhoods within approximately one-half mile (the Neighborhood Stabilization Area) and is based on an analysis of demographic and housing data, the local policy context, and best practices from other cities and regions.

TARGETS AND GOALS

Production

Build-out of this Plan, including Google's Downtown West Mixed-Use Plan if approved, has the potential to add between 10,619 and 13,519 new housing units in the Plan area by 2040. Based on City Council direction, staff is recommending a ***goal that 25 percent of all housing units in the Diridon Station Area be affordable to a renters with a range of incomes from extremely low-income to moderate-income households***, including Google's Downtown West Mixed-Use Plan, at buildout of the land use plan (2040). While there are currently 141 units of income-restricted affordable housing (or 20%) in the Diridon Station Area as of 2019, the overall goal is to achieve 25% affordability for the Diridon Station Area including existing units. Therefore, it is assumed that at least 25% of future housing production would need to be deed-restricted affordable units.

The Affordable Housing Plan envisions the production of new affordable units for households at a range of incomes, from extremely low- to very low-, low-, and moderate-income households. The new apartments will house the general public as well as formerly-homeless residents, families, seniors, residents with disabilities, and other populations. Under the 25 percent goal, the number of affordable housing units to be added is estimated at between 2,655 and 3,380 units by 2040 in the Diridon Station Area. In addition, this Affordable Housing Plan includes a ***sub-goal that 30 percent of new affordable units be for extremely low-income residents at or below 30 percent of area median income***, including those eligible for permanent supportive housing. This sub-goal

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would result in 797 to 1,014 extremely low-income units created or preserved by 2040. To the extent enough public subsidies were available, this target could be exceeded.

Preservation

In the area within a half-mile of the Diridon Station Area, or the Neighborhood Stabilization Area, about 15 percent of housing units (1,322 units) are deed-restricted affordable units that provide long-term affordability to lower-income residents. In addition, there are another 319 deed-restricted affordable units in the pipeline as of mid-2020. This Affordable Housing Plan establishes a goal to preserve the affordability of all existing affordable units, as well as forthcoming new deed-restricted units, ongoing.

In addition, about 10 percent of existing housing units (840 units) in the Neighborhood Stabilization Area are in older multi-family buildings that are regulated by the City's Apartment Rent Ordinance (ARO). The ARO provides tenants with protections by limiting rent increases to five percent annually and requiring defined "just causes" for evictions. It is estimated that approximately two-thirds of ARO units (560 units) are occupied by low- and moderate-income households. However, the units are not deed-restricted, and therefore do not provide long-term affordability. Acquiring, rehabilitating, and converting these units to deed-restricted homes is an important strategy for ensuring that the lower- and moderate-income tenants of multi-family apartments in the Neighborhood Stabilization Area can remain in place. As many of these units occur in small buildings, doing this work will require intensive work.

The Affordable Housing Plan establishes a ***goal to develop a Preservation Pilot program*** to acquire and rehabilitate existing duplexes and multi-family units, and turn them into long-term, deed-restricted affordable homes that are affordable to lower- and possibly moderate-income households. It also sets a goal to ***preserve 10%*** of duplexes and multi-family units most likely to go up for sale, or ***530 units***. The Affordable Housing Plan also sets a ***goal of no net loss of existing restricted affordable units.***

1 *U.S. Census, American Community Survey 2014-2018 5-Year data for San José.*

Protection

Lower-income renter households are more vulnerable to displacement than homeowners. It is estimated that there are approximately 3,900 low-income renter households in the Neighborhood Stabilization Area with an income below 80% of the area median income. Lower-income households are far more likely to be Black/African American, Hispanic/Latinx, American Indian/Alaskan Native, and Native Hawaiian/Pacific Islander than the general San José population.[1] Many of these renters have inadequate protections from rent increases and evictions. Anti-displacement policies, including enhanced renter protections, can help to reduce incidences of homelessness.

About 27 percent of renters live in single-family, duplex, or condo units, which have very weak tenant protections compared to multi-family units protected under the City's Apartment Rent Ordinance. The majority of renters who live in single-family homes and duplexes are not protected by existing local and State laws.

The Affordable Housing Plan ***aims to maintain the number of low-income renters in the Neighborhood Stabilization Area*** (approximately 3,900 households) to ensure that existing lower-income residents can stay in place and benefit from the new investments that will occur in the Diridon Station Area.

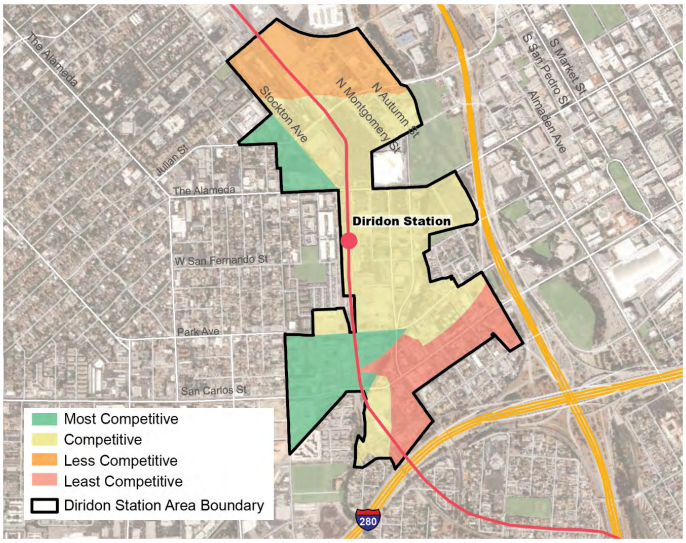

Figure 2-5-1: Measure a: locational scoring competitiveness in Diridon Station Area (Diridon Affordable Housing Implementation Plan DRAFT, Nov 2020)

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STRATEGIES

Production

The strategies around affordable housing production are listed below. The affordable housing production goal is focused primarily on construction within the Diridon Station Area. New affordable units will be provided through a variety of methods, such as inclusionary requirements for market-rate development projects and stand-alone deed-restricted affordable projects subsidized by public, private, and philanthropic funders.

1. ***Maximize competitiveness for State funding sources by prioritizing sites within a one-half mile walkshed of Diridon Station for affordable housing.*** Affordable housing projects can apply for competitive funding sources, including the state's Affordable Housing for Sustainable Communities program (AHSC), Transit-Oriented Development (TOD) Housing Program, and Infill Infrastructure Grant Program (IIG), as well as the County's Measure A funds. Projects will be most competitive for these sources when located within a short walk—ideally within the one-half mile walkshed of Diridon Station. Therefore, to the extent possible, the sites within this walkshed should be prioritized for future affordable housing development projects.
2. ***Partner with transit agencies and affordable housing developers to leverage Affordable Housing for Sustainable Communities grants for affordable housing developments near the Station.*** Affordable housing proposals near Diridon Station are potentially most competitive for AHSC funds because of the potential to leverage GHG reductions associated with transit investments at Diridon, including Caltrain electrification and eventually VTA's BART Silicon Valley Phase II Extension Project. First-last mile pedestrian and bike improvements may also be leverageable.[2]
3. ***Prioritize the use of Commercial Linkage Fee revenues generated in the Diridon Station Area for affordable housing projects within the Plan area.*** The City Council approved a new Commercial Linkage Fee in September 2020. Depending on the amount of commercial space approved in the Diridon Station Area, this could produce tens of millions of dollars for affordable housing over the next two decades.
4. ***Update regulations to facilitate mass timber and other innovative and cost-effective construction technologies.*** The introduction of cost-effective innovative technologies such as mass timber has the potential to greatly reduce the cost of housing construction, making mid-rise and high-rise development projects more financially feasible. The City of San José can put policies in place to facilitate the transition to new construction technologies by updating building codes and permitting processes. San José's building code would need to adopt new standards consistent with the Universal Building Code in order for mass timber to be implemented at a larger scale, especially for taller buildings.
5. ***Implement park fee credit changes that support the Inclusionary Housing Ordinance.*** The City discounts its park fees by 50 percent for deed-restricted housing units affordable at 80 percent of the area median income and below. The City Council also recently approved a time-limited reduction of up to 50 percent for deed-restricted moderate-income housing units (with rents for households at 81 to 100 percent of the area median income) to encourage the production of a broader cross section of units.[3] In addition, a proposed change to the fee on a per-square-foot basis rather than on a per-unit basis may improve the development feasibility of certain market-rate units. An evaluation and update of the park fee program is underway and should be complete by 2022.

2 Timing is key for AHSC applicants in that the transit improvement must be a near-term project in order to be incorporated. For example, the Caltrain electrification project is likely suitable for an AHSC application soon, while the BART extension, which will be substantially completed by 2028 (followed by testing), will take place too far in the future to be leverageable now.

3 Resolution 79913, https://records.sanjoseca.gov/Resolutions/RES79913.pdf.

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6. ***Support policies that increase the production of accessory dwelling units (ADUs) in the Diridon Station Area and surrounding neighborhoods.*** Facilitating ADU construction is one way that the City can meet its goals to produce more moderate-income and middle-income housing. Building small ADUs in established residential neighborhoods is a straightforward and sensitive way to increase the housing supply while providing existing homeowners opportunities to supplement mortgage payments with rental income. The City has implemented reforms that facilitate accessory dwelling unit production, including easing multiple building requirements in conformance with new State laws[4] and offering pre-approved ADU designs through the ADU/Single-Family Master Plan Program.[5] The City should further explore ways to incentivize the creation of new deed-restricted ADUs, not just for single-family properties, but also for lots that currently contain duplexes or small multi-family buildings.
7. ***Explore ways to increase access to new affordable housing for residents with disabilities.*** Living close to major transit is a necessity for many residents with physical disabilities. As the Diridon Station Area integrates housing at a range of affordability levels, the City should explore ways to ensure access to new affordable homes in this area for residents with disabilities. The City should incent or require universal design for the affordable apartments it subsidizes. The City should also require that marketing plans for affordable apartments include outreach to people with disabilities, and should explore requiring or tracking that affordable, accessible apartments are occupied by people with disabilities.
8. ***Design and implement City-approved local tenant preferences for affordable homes in the Diridon Station Area.*** As part of its work on San José's Citywide Residential Anti-Displacement Strategy, City staff are developing an Anti-Displacement Tenant Preference and Neighborhood Tenant Preference. Both preferences have the potential to help prevent local lower-income renters vulnerable to displacement from being forced to leave San José. Preferences give applicants to affordable apartments who meet the preference eligibility criteria the ability to apply for set-asides of affordable apartments that would otherwise be available to the general public. In this way, preferences may increase the likelihood of priority applicants getting into the housing they seek. The City should analyze and design its local preferences for City Council and State of California approval so they are implemented on affordable units in the Diridon Station Area and Neighborhood Stabilization Area on a deal-by-deal basis.
9. ***Approve a City subsidy per unit amount appropriate for the Diridon Station Area.*** Standalone affordable housing developments are likely to contain deeply-affordable units, including permanent supportive housing, in the Station Area. Urban building forms appropriate for the Station Area are also likely to be more expensive than developments in lower-rise areas. For project feasibility, the City should acknowledge and preapprove higher affordable housing subsidy amounts per unit appropriate for the product to be built in this Area. The Affordable Housing Plan's analysis indicates that $225,000 per unit is an appropriate subsidy target, assuming a development obtains no development funding from the County.

4 In conformance with new state laws that took effect in 2020, San José eliminated minimum lot size requirements and design standards, increased maximum ADU building size, and relaxed parking replacement requirements for ADUs in garages. The full list of changes is located here: https://www.sanjoseca.gov/business/development-services-permit-center/accessory-dwelling-units-adus/secondary-unit-ordinance-updates

5 Strategic Economics, "San José Moderate-Income Housing Analysis Appendix," 2019; City of San José Planning, Building and Code Enforcement, "Pre-approved ADUs," https://www.sanjoseca.gov/business/development-services-permit-center/accessory-dwelling-units-adus/adu-permit-plan-review-process/adu-single-family-master-plan-program

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Preservation

Preservation of existing multifamily units would formalize the affordability of older properties for the long term. The City does not have a history of acquiring, rehabilitation, and converting privately-owned multifamily housing into deed-restricted affordable housing. The first step is to develop a Preservation Pilot Program specifically for the Neighborhood Stabilization Area, which is a half-mile area around the DSA. Considering that this selection process may ultimately depend on which property owners are motivated to sell, a screening process is needed to prioritize properties that could be good candidates for preservation. The program could screen properties based on the condition/quality, adjacent development activity, or location.

The City goal is to preserve 10% of duplexes and multi-family units most likely to go up for sale, or 530 units. The Affordable Housing Plan also sets a goal of no net loss of existing restricted affordable permanent units, and no net loss of homeless shelter beds and interim housing units for the unhoused.

The Preservation Pilot program and achieving the goals set would require multifaceted strategies that streamline acquisition, affordability restriction implementation, property rehabilitation and property maintenance. These include:

1. ***Conduct outreach to non-profit and community-based organizations with capacity to conduct preservation activities.*** The City could provide information to interested nonprofits to develop a base of qualified developers for preservation activities and begin to build the program.
2. ***Identify funding sources for preservation.*** Typically, preservation projects require a significant amount of subsidy from cities, because it is harder to qualify for Low Income Housing Tax Credits and other funding sources focused on production. The City could potentially access its Measure E revenues to fund preservation projects.
3. ***Identify funding sources and partners to build local organizations' capacity.*** Preservation activities are often focused on particular neighborhoods and are driven by local residents' desire to improve conditions for their area. Local community-based and tenant organizations are natural candidates to do this challenging work that has limited profitability. San José lacks experienced community development corporations as many other cities have. Therefore, dedicated funding for ongoing capacity building and partner organizations to teach real estate development skills are needed to grow the capacity of existing local organizations that want to do preservation work in the Neighborhood Stabilization Area around Diridon.
4. ***Implement complimentary policies that support preservation activity.*** Right of first refusal policies (such as Tenant Opportunity to Purchase and Community Opportunity to Purchase acts) elevate the position of lower-income tenants interested in communal ownership models and non-profit housing entities. The City could also identify candidates for acquisition/rehabilitation based on the property conditions and the financial capacity of the property owner to make improvements. This could entail bringing problematic buildings with multiple tenant complaints and/or tax delinquencies under public or non-profit stewardship.

Protection

The Affordable Housing Plan's protection strategies incorporate many of the elements from the recently approved Citywide Residential Anti-Displacement Strategy, in addition to other implementation actions that are specific to the needs of residents in the Diridon Station Area and surrounding neighborhoods in the Neighborhood Stabilization Area.

Because the majority of the tenant protection strategies would be implemented Citywide, it is not possible to quantify the costs associated with implementing these strategies specifically at the Neighborhood Stabilization Area scale.

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1. ***Establish a Housing Collaborative Court to provide legal support for tenants facing eviction.*** Many households in the Diridon Station Area are vulnerable to eviction, and this will be exacerbated after the expiration of the temporary COVID-19 moratorium. The Citywide Residential Anti-Displacement Strategy recommends coordinating with the Santa Clara County Courts and the State to establish a Housing Collaborative Court and partially fund the costs for legal services for evictions during COVID-19. If this strategy is successful, the City could explore a longer-term arrangement together with the County to continue providing funding for legal services to increase tenant representation and help prevent evictions. The cost of implementation is not yet determined, but this strategy would be applicable to the entire City. Until this model is established, the City should devote additional funding for legal support to prevent local tenants against evictions.
2. ***Create a "satellite office" in the Plan area to provide education resources to tenants and landlords.*** The City of San José currently provides support for tenant and landlord education of their rights under the Apartment Rent Ordinance (ARO), Tenant Protection Ordinance (TPO), and Ellis Act Ordinance through its Rent Stabilization Program (RSP). The City also has local enforcement tools so that tenants who have experienced violations to these laws can submit a petition to the City's Rent Stabilization Program for an administrative hearing. Establishing a satellite office in the Diridon Station Area would improve residents' access to services, so that they can understand their rights under existing local and state laws, and potentially reduce unlawful evictions and rent increases. Having a space to use could also make it easier for City staff and other organizations to give "Know Your Rights" trainings to residents and property owners pertaining to City ordinances and other laws.
3. ***Consider options for enforcing AB 1482.*** AB 1482, signed into law in 2020, prevents rent-gouging and requires just causes for eviction. AB 1482 covers many homes in the Diridon Station Area and surrounding neighborhoods, but the only enforcement mechanism is suing under State Law. The Council-approved Citywide Residential Anti-Displacement Strategy recommends the City sponsor State legislation for local education and enforcement to help increase understanding and compliance with AB 1482 as well as the City's ordinances.
4. ***Expand San José's existing Tenant Protection Ordinance to include all rental units (including duplex, single-family, and condo/townhome rental units).*** The TPO in its present form only protects renters in buildings with three or more units. Expanding the TPO to units in these other types of buildings would provide just cause eviction protections and relocation assistance for an additional 2,318 renter households, who comprise 27 percent of renter households in the Neighborhood Stabilization Area.
5. ***Expand San José's existing Apartment Rent Ordinance to include duplexes.*** The ARO, which limits rent increases for existing leases to 5 percent annually, only protects buildings occupied in 1979 or earlier with three units or more. There are currently 422 renter households in duplexes that were built in this timeframe, 380 of which are in investor-owned duplexes. Expanding the ARO to protect renters in either all older duplexes, or just investor-owned duplexes, would increase the share of renters in the Neighborhood Stabilization Area covered by the ARO from just 10 percent to 14 percent.
6. ***Explore applicability of a Certificate of Preference program.*** In addition to implementing all approved tenant preferences in new and preserved units, City staff should explore whether a Certificate of Preference program could be established in the Diridon area. It is possible that this type of program could allow current, and perhaps past, residents who lived in this area and were displaced due to the Station development to receive enhanced preferences to rent affordable units, or to buy a home using a City program. These types of programs have benefitted residents displaced by federal redevelopment programs in the 1950s and 1960s, but it is possible they could be supported by remaining State redevelopment law or federal law under certain circumstances.

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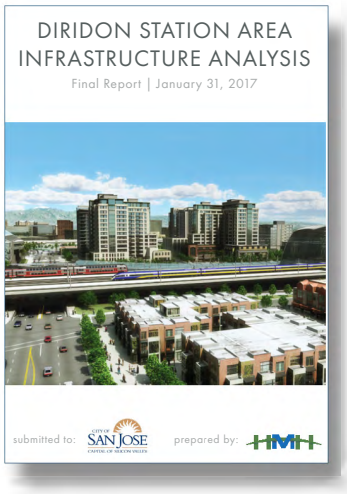
2.6 INFRASTRUCTURE CAPACITY AND DEMAND



The existing utility infrastructure serving the Diridon Station Area may need augmentation to support the desired or required capacity for full build-out of this Plan. This section discusses infrastructure capacity and demand for the Diridon Station Area outside of Google's Downtown West Mixed-Use Plan boundary. Google's Downtown West Mixed Use Plan leverages district-scale systems to address infrastructure needs and to improve efficiency and resilience for a mixed-use urban development; it also includes infrastructure improvements that may serve some of the capacity and/or infrastructure needs of the Diridon Station Area outside of Google's Downtown West Mixed-Use Plan boundary. Please see the Downtown West Infrastructure Standards, Infrastructure Plan and Development Agreement for further details.

The majority of infrastructure systems in the Diridon Station Area outside of Google's Downtown West Mixed-Use Plan may need to be improved to meet the increased demand, improved reliability and distribution objectives. The studies called for in this section will be conducted as part of the City's update to the Diridon Station Area Infrastructure Analysis (2017) after adoption of this Plan, and will consider improvements in Google's Downtown West Mixed-Use Plan boundary, subject to the City's nexus and feasibility analysis that such improvements benefit the broader Plan Area and are feasible as part of an area-wide fee program.

STORMWATER FACILITIES

Implementing stormwater infrastructure requires consideration of flood plain, stormwater conveyance upgrades, river/creek outfall improvements, and stormwater quality management compliance.

Flood Plain

Low-lying areas close to the Guadalupe River and Los Gatos Creek are currently subject to flood inundation during extreme storm events. These areas will require improvements that either raise the properties above the existing flood levels or sufficiently lower the current flood level designations to remove them from the flood plain mapping and the requirements for flood insurance. It is unlikely that Santa Clara Valley Water District considered these areas for storm water storage when modeling the capacity of the rivers and creeks. Raising or "filling"
the sites, therefore, should not negatively impact the overall storage capability of the areas storm water conveyance facilities.

Stormwater Conveyance

The stormwater conveyance lines that bisect and collect runoff from the Diridon Station Area appear to have been sized to accommodate roughly a three-year statistical storm event. With the City's current stormwater design policy requiring attenuation of the 'ten-year storm event,' many of the gravity conveyance lines in the area will need to be upsized to meet current requirements.

River/Creek Outfalls

The current system is collected and discharged directly to the Guadalupe River and Los Gatos Creek via multiple outfall structures located in the channel banks. An analysis of each individual outfall is needed to determine its condition and suitability for reuse.


Portland © Jersey Water Works

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If new or replacement outfalls are needed, each will require permitting from the Army Corps of Engineers, the California Regional Water Quality Control Board, the California Department of Fish and Wildlife, and multiple other local, regional, and federal agencies.

Stormwater Quality Management

The potential need for new outfall structures into the river and creek would likely require a US Army Corps of Engineers Permit(s) along with Regional Water Quality Control Board Water Quality Certification. There may be an opportunity to study a possible regional solution to address stormwater quality issues. The study should address the potential for treating stormwater runoff in vegetative treatment systems integral with open spaces. While each specific project within the area should develop its own stormwater quality plan to treat stormwater at the point source, the backbone infrastructure that supports the entire plan may need regional areas to treat stormwater runoff from the streets and other public areas. In addition to regional areas of treatment, Green Streets shall be implemented according to the City of San José's Green Stormwater Infrastructure Plan for local public streets.

WATER FACILITIES

The potable water system in the Diridon Station Area is owned and maintained by the San José Water Company (SJWC) an investor-owned private company regulated by the California Public Utilities Commission (CPUC). SJWC operates a model that is used to identify flow and pressure conditions within the system. Pipes that are found to be deficient are subject to improvements that will meet current standard design guidelines prescribed in the SJWC Specifications and Standard Drawings along with State drinking water regulations.

Currently distribution lines within the area range from asbestos cement, cast iron, polyvinyl chloride and ductile iron pipes. Many of the distribution lines in the Diridon Station Area are 6-inch in diameter. The land use, densities, and building heights associated with the maximum build-out of the area outside of Google's Downtown West Mixed-Use Plan will require replacement of the water distribution system to meet both the domestic demand and the fire service demands for new building structures. Trunk water mains that feed the area may also need to be upsized to meet increased fire service demands.

Water Demand Analysis

Based on the maximum build-out in Section 2.1 of this Plan, and land use and associated consumption rates, the comparative water demand for the Diridon Station Area outside of Google's Downtown West Mixed-Use Plan is approximately 2.98 million gallons per day.

Recycled Water

The City of San José administers the South Bay Water Recycling (SBWR) Program, a long-term recycled water program of the Regional Wastewater Facility, currently serving the cities of Milpitas, San José, and Santa Clara. While originally implemented to reduce fresh water effluent into the Lower South Bay, SBWR also supplies reliable, sustainable, and drought-proof supply of non-potable water to the South Bay Area. Wastewater from the sanitary sewer system that travels to the San José-Santa Clara Regional Wastewater Facility is treated to tertiary levels and distributed to the SBWR system. The finished product is certified by the State Department of Health Services and suitable for non-potable water uses including irrigation, industrial purposes, and others.

The Diridon Station Area is not serviced by the recycled water system and there are currently no improvements



South Bay Water Recycling (SBWR)

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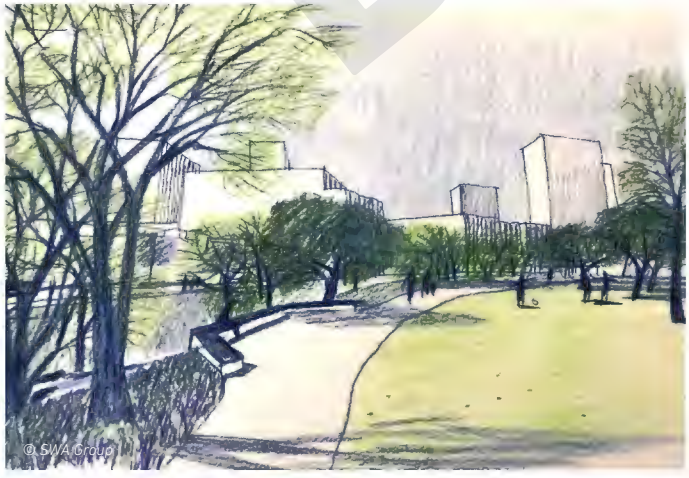
programmed to extend the system to the area. Recycled water can be used to irrigate food crops, parks, schools, golf courses, street medians, and commercial property landscaping. Extending the recycled water system to serve the Diridon Station Area would benefit potable water conservation and will provide a drought-proof water supply.

The Diridon Station Area is located in the San José Water Company (SJWC) service area. The closest recycled water main serves Columbus Park and portions of Guadalupe River Park and has been extended in Autumn Parkway south of Coleman Avenue to the Union Pacific Railroad (UPRR) tracks.

ELECTRIC, GAS AND TELEPHONE

The Diridon Station Area is served by many private utility companies. In general, it will be the obligation of the private utility company to provide adequate service for any planned developments. This analysis will identify major facilities within the area which may require more substantial planning and implementation than a conventional development.

In some portions of the Diridon Station Area, electrical and telecommunications facilities occupy overhead poles, it is assumed that these relocations will be undergrounded through a Rule 20B process which requires the developer to fund and coordinate the undergrounding process.



Conceptual Sketch of proposed Linear Park along Los Gatos Creek.

WASTEWATER FACILITIES

Wastewater from the development area is conveyed to the City's Regional Wastewater Facility (RWF) for treatment via gravity sewer mains of different sizes as well as siphons. The maximum build-out of the Diridon Station Area outside of Google's Downtown West Mixed-Use Plan will increase wastewater flow generation beyond the current condition.

An analysis to determine if the existing sewer system could accommodate the increased wastewater flows was conducted by the City. Based on the land use and associated generation rates for the Diridon Station Area outside of Google's Downtown West Mixed-Use Plan, the comparative wastewater generation is approximately 2.44 million gallons per day (MGD). Several downstream gravity mains are deficient and need to be upsized to meet the maximum build-out needs.

In addition to conveyance capacity, pipe conditions of sewer mains and siphons within the Diridon Station Area and immediately downstream of it should also be inspected prior to adding more connections.

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3 | OPEN SPACE & PUBLIC LIFE

3.1 FRAMEWORK



Pacific Plaza, Dallas, TX



Hunter's Point South, New York City, NY

VISION

This amended Plan provides San José with a unique opportunity to strengthen its open spaces and public life. The COVID-19 pandemic has shown the City the critical role that open space plays in health and wellness, particularly in urban areas. With the urbanization planned for the Diridon Station Area Plan it is critical for the City to act now to preserve and protect park space for future generations.

Working in concert with the planned development and mobility plans, the City envisions a future where residents and visitors arrive to Diridon Station and are greeted with plazas and parks that are vibrant and provide active and passive recreation for residents, workers, and visitors. The plazas' design will promote urban interactive uses, such as concerts and farmers' markets. Surrounding cafes and commercial uses will help activate the plazas near the station. Moving north and south from the station, large green spaces for active play, including basketball and frisbee, will be sought. Open spaces become more peaceful along Los Gatos Creek where nature takes the center stage. The Los Gatos Creek Trail will lead residents, workers and visitors to Guadalupe River Park, where they can relax and play in the green open spaces, or south toward Del Monte Park and beyond.

Public art will play a key role in emphasizing the vision of the Diridon Station Area as a crossroads for innovation, engagement, and ecology. The park, plaza, trail, and mobility networks, along with public art envisioned in this plan, provide a hub of activity and transitions to nearby neighborhoods and Downtown. Together, these assets will provide for a vibrant public life. ***Figure 3-1-1*** illustrates this vision showing the existing conditions and planned parks, and plazas and trails which will be described in detail later in this chapter.

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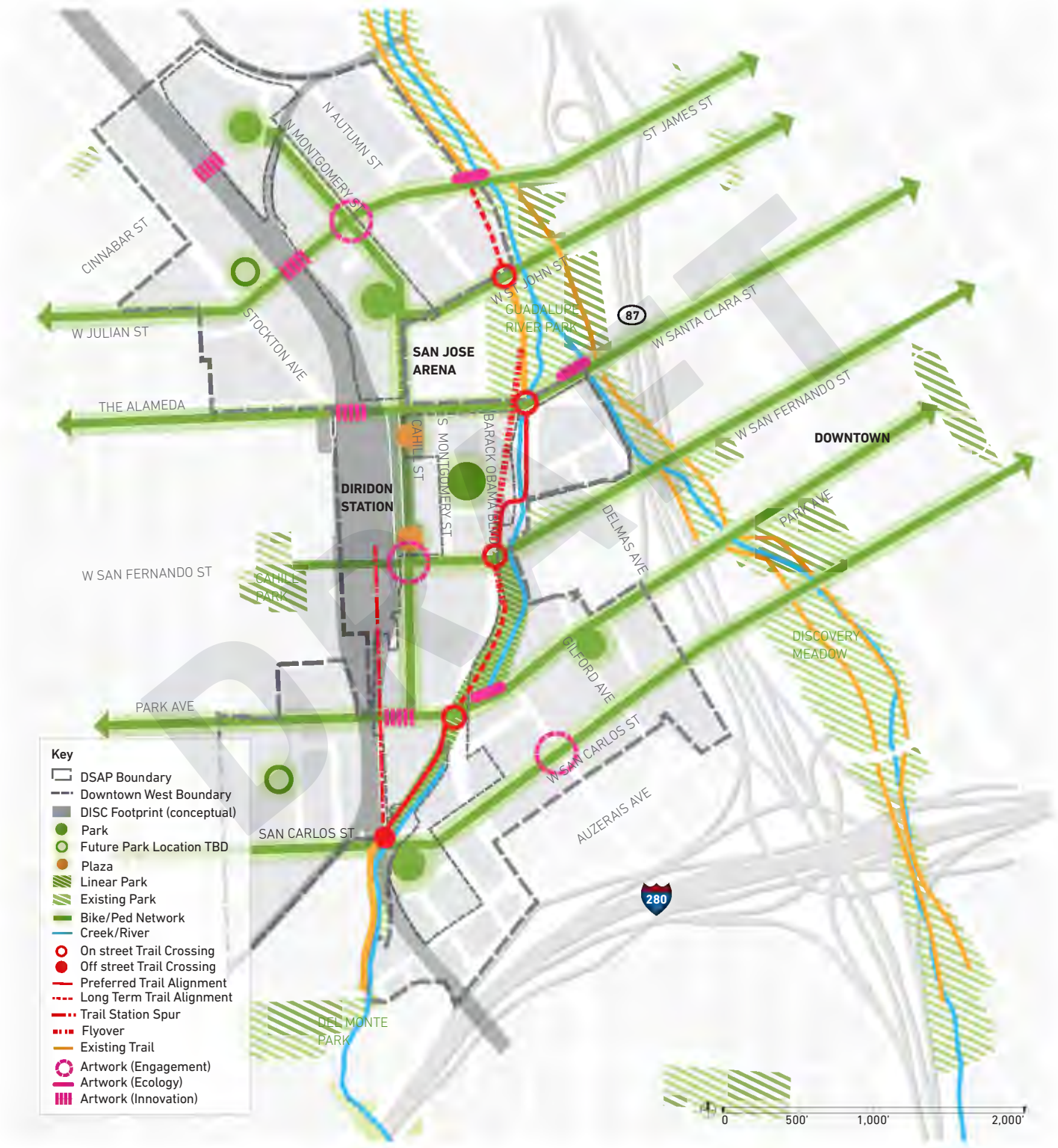

Figure 3-1-1: Open Space and Public Life Vision



Ricardo Lara Linear Park, Lynwood, CA



Guadalupe River Trail, San José, CA



Hunters Point South, Long Island City, NY

PARK AND RECREATION GOALS

The City's open space strategy is guided by the *San José Envision 2040* (General Plan) and the Department of Parks, Recreation and Neighborhood Services' 2020 *ActivateSJ Strategic Plan* (Activate SJ). The General Plan outlines a variety of goals and policies that guide the Diridon Station Area's open space vision. The General Plan establishes the service level goals of:

- 3.5 acres of parkland per 1,000 residents through a combination of neighborhood parks and school grounds
- 7.5 acres per 1,000 residents of citywide or regional serving parks
- 500 square feet of community center space per 1,000 residents

ActivateSJ guides how the Department of Parks, Recreation and Neighborhood Services cares for and prioritizes development of open space systems and recreational programs and services for all of San José. ActivateSJ integrates social and ecological factors to support a livable and sustainable urban environment through its five guiding principles:

- ***Stewardship:*** We take care of what we have and invest for the future.
- ***Nature:*** We protect, promote and preserve natural areas for all people.
- ***Equity and Access:*** We embrace people of all ages, cultures and abilities.
- ***Identity:*** We aim to be a premier parks, recreation and neighborhood services system.
- ***Public Life:*** We promote community spaces for a safe, fun and healthy San José.

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The open space strategy for the Diridon Station Area is people-focused and service-driven. The vision is consistent with ActivateSJ to maintain, improve and expand facilities, programs, and services as well as the City's General Plan to promote good access to a large and diverse variety of parks, trails, and recreational facilities for all residents. The strategic priorities outlined in this amendment will help to carry the City's open space system into the future and will identify opportunities and guiding decisions that result in more equitable and accessible public spaces for all.

FUNDING PARK AND RECREATION NEEDS

Currently, the main mechanism to acquire parkland in San José is through the Park Impact Ordinance (SJMC 14.25) and the Parkland Dedication Ordinance (SJMC 19.38). These ordinances require residential projects to dedicate land for park or trail purposes, improve existing parks or trails, and/or pay an in-lieu fee based on the metric of three acres per 1,000 new residents added by the housing development. The City does not have an ordinance to mitigate the impact on parks and trails from non-residential projects. There are areas throughout the City that are park deficient. The disproportion of parkland is a critical issue that impacts many major cities. The imbalance is also a result of inequitable historical policies that allowed wealthier, primarily white neighborhoods to have an abundance of parkland, while others, often lower-income, minority communities, received little to no access to parkland. This systematic inequity of open spaces still impacts San José today.

The City recognizes these historic inequitable practices and current land acquisition limitations. The City has identified park-deficient areas throughout the City and is targeting future parkland acquisition in these areas, guided by the General Plan's Service Level Goals and ActivateSJ, including the goal of providing parks within a 10-minute walk of every resident. There are currently no parks within the Diridon Station Area, although this Plan and the Downtown West Mixed-Use Plan propose parks and open space.

With the City's goal of providing equitable access to parkland and the opportunity to acquire parkland with the addition of residential development, the City has the opportunity to develop memorable parks, plazas, and trails in the Diridon Station Area.

Aside from the issue of acquisition, the City does struggle to maintain and operate its existing park and recreation spaces. Years of chronic underfunding of operations have reduced maintenance levels in existing parks and have led to inconsistent operations in certain community centers. Despite this, the City needs to pursue opportunities to construct additional park and recreation amenities as development occurs, while also pursuing the funds needed to operate and maintain these spaces.

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PREVIOUS PLANNING EFFORTS

Three significant previous planning efforts have been undertaken in the Diridon Station Area and this Plan builds on these efforts. The Midtown Specific Plan created a vision of a vibrant urban core; the Los Gatos Creek Trail Master Plan outlined a concept for providing riparian trail access through this area; and the 2014 Plan built upon the Midtown Specific Plan but called for major assets like a baseball stadium and an eight-acre community park.

The 1992 Midtown Specific Plan acknowledged that intense development would occur around Diridon Station and along the West San Carlos Street Corridor as former food processing facilities and canneries were closing down, opening opportunity for new and different land uses. In expanding residential and commercial development for the Midtown Area, the Specific Plan called for:

- Implementing the Los Gatos Creek Master Plan to support the Bay to Ridge trail system;
- Providing park facilities that reinforce the sense of neighborhood. (Cahill Park and O'Connor Park were both concepts put forward in this plan)
- Constructing community facilities such as community and senior centers, branch libraries, and schools to support the new residential development.

The Los Gatos Creek Master Plan was originally developed in 1985 and laid out a vision for a trail extending from Los Gatos to Downtown San José. In 2008, the Los Gatos Creek Trail Reach 5 Master Plan (Reach 5) was adopted. Reach 5 extends from Auzerais Avenue to the Guadalupe River Trail at West Santa Clara Street. This reach required more detailed study to evaluate crossing the Caltrain tracks north of Auzerais Avenue and to navigate the limited land area available along the creek in this reach. While the preference for the trail system is to provide off-road bicycle connectivity, this Master Plan contemplated on road connections through the heart of the Diridon Station Area due to property ownership constraints.

The 2014 Diridon Station Area Plan emphasized the opportunity presented by the Los Gatos Creek and Guadalupe River Trails to connect users to the ecological and open space assets in the area. The 2014 Plan outlined six open space types and specific strategies for the development of these open space types:

- Complete the Guadalupe River and Los Gatos Creek Trails
- Construct an eight-acre community park at the former Fire Training Station
- Connect public spaces with green fingers and pedestrian connections
- Provide an urban public plaza at Diridon Station
- Develop a network of smaller neighborhood squares
- Connect the Diridon Station Area to Downtown with green streets
- Daylight the Los Gatos Creek

Many of the strategies in the 2014 Plan remain in this Plan. However, with the newly planned density in the area, the City has shifted its open space network strategy toward the planning of a dispersed network of open spaces and neighborhood parks, rather than one large community park. The eight-acre community park, including the Fire Training Station site among other properties, was envisioned as the central open space for not only existing and future residents of the Diridon Station Area, but residents of the broader San José community. The Fire Training Station Site was sold by the City to Google with the understanding that there will be no net loss of parkland for the area.

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EXISTING OPEN SPACES

The Diridon Station Area is surrounded by single-family homes to the north, west, and south, and Downtown to the east. Residential development in these neighborhoods and in Downtown have created more opportunities for parkland dedication and funding through the Park Impact Ordinance and Parkland Dedication Ordinance. While these open spaces are not part of the Diridon Station Area, their adjacency makes them important assets when considering the future plans for this urbanized area. Understanding the uses and design of existing parks will guide future open space design to complement rather than copy these spaces. The City recognizes that the surrounding parkland and trails will see an increase in use with the increase in residents, workers, and transit users anticipated in the Diridon Station Area. To account for this increased use, the City recognizes that more funding will need to be allocated to the maintenance and enhancement of these spaces. The City may also target additional parkland in the surrounding area to help mitigate the increased use. ***Figure 3-1-2*** illustrates the existing parks and open spaces adjacent to the Diridon Station Area.

- ***Guadalupe River Park:*** One of the largest parks in the city system, the Guadalupe River Park (GRP) serves as the spine of San José and is just east of the Diridon Station Area. The GRP extends from Interstate 280 at the south to Interstate 880 at the north. It is operated in a hybrid model by the City of San José and the Guadalupe River Park Conservancy. The GRP provides parks and recreation to the Diridon Station Area, Downtown, and the City as a whole. The GRP includes five cohesive spaces, each with specific uses.
  - Discovery Meadow is an attraction to residents citywide and is the largest open space in the GRP. It includes Monopoly in the Park, the Children's Discovery Museum, and a regional field that can hold up to 20,000 people for festivals and other events.
  - John P. McEnery Park is designed for children's play and activities. It includes a rope and net structure, play water feature, and spring toys.
  - Arena Green West provides families with an active place to play, which includes a playground, carousel, and large playing field. The existing Los Gatos Creek Trail runs through Arena Green West.
  - Arena Green East is home to Confluence Point, where the Los Gatos Creek and Guadalupe River meet. Arena Green West has many outlook plazas to enjoy the water views and natural features.
  - Guadalupe Gardens has public gardens for enjoyment and education. The area pays homage to San Jose's historic Garden City and provides more passive recreation.
- ***Guadalupe River Trail:*** The Guadalupe River Trail runs through the GRP, to the heart of Downtown, past the Children's Discovery Museum, and the Center for Performing Arts and Adobe. The Guadalupe Trail provides active transportation for bicycles and pedestrians and exercise opportunities. Once complete, the trail will connect south all the way to the Almaden Valley and North to Alviso and the San Francisco Bay.
- ***Cahill Park:*** Located immediately west of Diridon Station, Cahill Park is currently the only park serving a large portion of the St Leo's and Shasta Hanchett Park neighborhoods. This 3.7-acre park includes a playground, a half-sized basketball court, and open grass fields.
- ***Del Monte Park:*** South of the Diridon Station Area, along Auzerais Avenue is the newly constructed Del Monte Park. The 6.1-acre park includes a lighted artificial turf soccer field, a dog park, and playground and open grass areas. Another phase of this park is in planning and development. The Los Gatos Creek Trail provides a paved connection from under Interstate 280 through Del Monte Park and crosses Auzerais Avenue into the Diridon Station Area.

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- ***Los Gatos Creek Trail:*** The existing Los Gatos Creek Trail effectively continues the Three Creeks Trail north, at Lonus Street. The trail travels under Interstate 280 and follows the creek across Auzerais Avenue. North of Auzerais this incomplete trail ends at DuPont Street. Even though the trail is currently incomplete, the trail sees an estimated 171 users during peak hours.
- ***Discovery Dog Park:*** This small pocket park is nestled between State Route 87 and the VTA Light Rail tracks south of Park Avenue. It is an underutilized space due to its limited access and surrounding transportation uses.
- ***Theodore Lenzen Park:*** This small, half-acre pocket park is well loved by the nearby residents, who run volunteer programs to keep it clean and well-manicured. It has two playgrounds and a picnic area.

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Figure 3-1-2: Existing Open Space

3.2 KEY PRINCIPLES



Hunters Point South, Long Island City, NY



Buffalo Bayou, Houston, TX

STRATEGY

Public spaces in San José need to celebrate the area's diverse culture. The City has a responsibility to develop a parks and recreation system that serves each neighborhood and demographic group with equity. Equity and Access is a guiding principle in ActivateSJ and is a key interest when planning for open space and public life. Emphasizing equity in open space and public life planning is necessary to undo historic wrongs of park-deficient neighborhoods. This includes targeting open space in areas that have little to no parkland and providing a variety of experiences and park styles that reflect the interests of a variety of ethnic groups and ages. All residents regardless of race, age, gender identity, income, physical ability or culture have the right to health, wellness and access to parks and recreational opportunities. One key planning outcome in ActivateSJ is to ensure all residents are within a 10-minute walk to a park. This goal is especially important in dense, urban areas, such as the Diridon Station Area. The planned location of the parks, plazas, and trail segments described in Section 3.4 will ensure this goal is met. Open spaces in the Diridon Station Area will be accessible and provide multi-generational recreational and social opportunities and experiences for San José's diverse community.

The open space strategy presented in this plan calls for approximately 10 acres of publicly owned open spaces, including neighborhood parks, trail segments, and plazas dispersed through the existing neighborhoods and future developments. The 10 acres will supplement the existing open space surrounding the Diridon Station Area.

The Los Gatos Creek Trail will provide clear connections to the parks and plazas in the Diridon Station Area, with on-road (and future under rail) connections from the neighborhoods west of Diridon Station to Downtown in the east. Open space will be centered around the Los Gatos Creek to preserve, protect and celebrate the natural

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environment. The riparian corridor will not be publicly accessible but will enhance adjacent open spaces and foster a connection with nature. Wherever possible the Los Gatos Creek Trail's alignment will be outside of the riparian setback but may include passive recreational features that provide recreational use and will not disturb the creek.

A balanced distribution of interconnected parks, trail segments, and plazas will complement and enhance the existing parks and trails that surround the Diridon Station Area. The proposed network will provide active and passive recreation, transportation, education, and cultural benefits to residents, workers, and visitors throughout the Diridon Station Area. The neighborhood parks and plazas can respond to the character and needs of the existing neighborhoods while also serving as the catalyst to spur new development. The trail segments will allow for recreation and active transportation that connect the Diridon Station Area's open space network and key features to the broader neighborhood and Downtown. Connecting neighborhood parks, plazas and other open spaces to the existing planned street network with a consistent system of signage and public art will create coherent and accessible open spaces.

It is important to note and consider the difference between active and passive recreational amenities. Active features in parks include playgrounds and playing fields. Passive features include picnic areas and shade structures. Active and passive amenities are both important components of parkland. The inclusion of both types of features in open space will provide a range of activities for all users. Some open spaces will have a higher ratio of active features while others will have a higher ratio of passive features, depending on the surrounding land uses and community needs.

ADDITIONAL PARKLAND AND RECREATION NEEDS

The proposed open space network does not meet the General Plan's Service Level Goal of 3.5 acres of neighborhood parks and school grounds per 1,000 residents, with approximately 13,000 housing units planned in the Diridon Station Area. The City acknowledges this deficiency and intends to plan for more open space. To meet the Service Level Goal, approximately 78 acres of parkland would be needed. The City's goal is to have this parkland within easy access of our residents. However, finding enough land in urban areas to meet this goal is a challenge.

As the Diridon Station Area, Downtown, and surrounding neighborhoods grow and rail expands, land will become more scarce and acquiring parkland will become more difficult and costly. The City is in a crucial period of time where parkland acquisition decisions made today will be a major factor in ensuring residents in and surrounding the Diridon Station Area have their parkland and recreational needs met in the future. Even though 10 acres of open space are included in this Plan, the City is exploring ways to add more open space in and around the Diridon Station Area.

Although the location of the additional parkland has not been determined, the City will target areas that:

- Have limited access to parks
- Have a high density of residents
- Are of prime location, such as not near freeways or other encumbrances
- Are square or rectangle shaped
- Where possible, are adjacent to existing parks to allow expansion

Exploring updates to the City's policies and procedures to acquire and fund new and existing parkland will be necessary to increase the proposed parkland in the Diridon Station Area, and throughout the City. These updates will help achieve more equitable access to parks and open space. Potential changes that may be considered include:

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- Exploring innovative strategies that would encourage developers to receive credit on their parkland obligation for acquiring off-site parkland
- Updating the Park Impact Ordinance and the Parkland Dedication Ordinance fee schedule on a regular basis to better align with the current market
- Exploring measures, such as a parcel tax, to increase funding for operation and maintenance of existing open spaces

OPEN SPACE GUIDING PRINCIPLES

The following guiding principles define the approach to the open space plan for the Diridon Station Area. These guiding principles build on the principles in the City's General Plan and ActivateSJ with an emphasis on equity, but are tailored to the Diridon Station Area, and reflect the overall spirit and characteristics the community indicated are important in planning for open space in the Diridon Station Area.

01. Enhance the open space network to provide accessible, flexible, and well-maintained amenities, support the area's natural environment, and ensure recreation, active transportation, education, and cultural benefits to all residents and visitors alike.
02. Create a variety of open spaces including neighborhood parks, plazas, trails and the Los Gatos Creek throughout the Diridon Station Area that serve as nodes of public life, establish an identity unique to the Diridon Station Area, and meet the variety of community needs.
03. Provide equity in the quality and style of park amenities and spaces regardless of ownership.
04. Activate the streets, parks, station, and other public spaces with art that build on the identity of the area, that engages visitors and residents alike, and is integrated into infrastructure to humanize and enliven standard features.



Hunter's Point South, New York City, NY

05. Consider design, maintenance, and management strategies that facilitate stewardship of open space to create safe, clean and active green spaces.
06. Provide for future open spaces and trail connections after elevation of the train tracks planned in the Diridon Station Integrated Concept Plan, particularly bicycle and pedestrian connections from West San Carlos to Diridon Station.
07. Provide access to nature and educational opportunities by providing parkland along Los Gatos Creek.
08. Complete the Los Gatos Creek Trail from Auzerais Avenue to the Guadalupe River Trail at Arena Green West through off-road routes.
09. Make the plazas around Diridon Station a focal point of public life by encouraging uses that foster social connections.
10. Develop community space to provide services to existing and future residents of all ages and socioeconomic status.

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3.3 RELATED PROJECTS AND PARK ASSETS



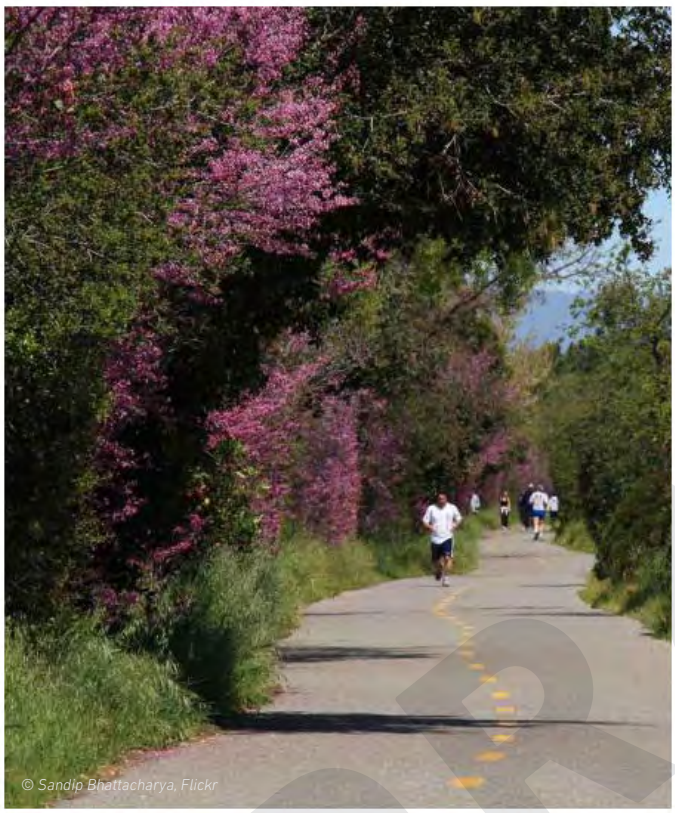
Guadalupe River Park, San Jose, CA

The Diridon Station Area is in a pivotal location with adjacent uses that play a critical role in the park system. As such, certain spaces and uses adjacent to the Diridon Station Area will influence the future success of the area and need to be considered in implementing this Plan. These areas include the Guadalupe River Park, the Urban Confluence Silicon Valley project concept, the City's Trail Network, and various transportation and mobility plans. ***Figure 3-3-1*** illustrates the location of these projects in relation to the Diridon Station Area.

GUADALUPE RIVER PARK

The Guadalupe River Park (GRP) serves as the spine of the Downtown San José Park System. The park includes Discovery Meadow, John P. McEnery, Arena Green West, Arena Green East, and Guadalupe Gardens. They all provide distinct areas with different characters and amenities that are well-connected by an active river trail.

The GRP is owned by the City of San José and managed jointly by the Guadalupe River Park Conservancy (GRPC) and the Department of Parks, Recreation and Neighborhood Services (PRNS). PRNS currently provides the maintenance services for the park and trail. GRPC provides programming and activation. As the Diridon Station Area builds out, supporting GRPC and their role in managing the GRP will be critical to the vibrancy of all the public spaces.



Los Gatos Creek Trail, San Jose

Although this park is not within the Diridon Station Area boundary, the proximity of this major park asset to the Diridon Station Area requires consideration of how the GRP and the Diridon Station Area will interact and provide for a seamless user experience. Additionally, much of the GRP lies right between the historic Downtown and the Diridon Station Area—enabling the park to serve as an outdoor living room where community members can gather and connect, both for events and as part of their daily lives. Changes in the Diridon Station Area will certainly impact the GRP, just as changes in the GRP will impact the Diridon Station Area. This necessitates that the open space strategy consider how the GRP will interact, be managed, and be funded in the long term.

URBAN CONFLUENCE SILICON VALLEY PROJECT CONCEPT

The Urban Confluence project has been in development since 2017. The project is a philanthropic endeavor to build an artistically inspired landmark that will be presented to the City of San José as a gift. Arena Green was identified as the preferred location for this project and the aspiration is to "provide a place of hope, healing and human connection."

The Urban Confluence team coordinated an international competition to solicit ideas for the project. A total of 963 submissions were received from 72 countries around the world. A community panel and professional jury both evaluated the concepts. In March 2021, Breeze of Innovation was selected as the preferred designand council action on this project is pending.

The Urban Confluence project has the potential to dramatically change how Arena Green is used in the future. The exact nature of the change is not known at this time, but it should be consistent with the Guadalupe River Park Master Plan vision. The Master Plan vision includes promoting nature based and ecological education; encouraging art; increasing social cohesion and community health; advancing the identity of San José; and enhancing the connectivity and accessibility to the park from all neighborhoods.

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SAN JOSÉ TRAIL NETWORK

The build-out of the Los Gatos Creek Trail within the Diridon Station Area is a critical strategy in this Plan, but its importance to the overall trail network cannot be understated. San José has one of the nation's largest urban trail networks, with over 61 miles developed and open to the public. The network of trail systems offers a wide variety of experiences with core trails like the Guadalupe River, Coyote Creek, and Los Gatos Creek, extending long distances and providing opportunities for both recreation and transportation. The transportation aspect of the trails creates a safe, well connected transportation corridor that is accessible for all.

The Los Gatos Creek Trail Master Plan envisions a trail system that starts in Los Gatos and extends through Campbell and San José before intersecting with the Guadalupe River Trail, just north of West Santa Clara Street near Arena Green. Currently, there are incomplete sections throughout the Diridon Station Area and between Meridian Avenue and Lincoln Avenue. Once complete, this trail system will provide approximately 11 miles of linear recreational opportunities from Lexington Reservoir to Downtown San José. Improvements and enhancements to the trail segments south of the project area are in the planning and development stages. This includes the undercrossing of Caltrain north of Auzerais Avenue, in the planning stage, and enhancements to the undercrossing of Interstate 280 which are under consideration to enhance the sense of user safety.

Once complete, the Guadalupe River Trail will extend approximately 16.1 miles from Almaden Lake Regional Park to the San Francisco Bay. In Alviso, the trail will connect with the 500-mile San Francisco Bay Trail. This will provide recreational opportunities through 47 communities in nine counties around the San Francisco Bay. In Almaden, the trail provides connection to Los Alamitos Creek Trail and the southern foothills of the city.

PROPOSED MOBILITY ENHANCEMENTS

The open space plan presented in this Plan is intended to work hand in hand with the mobility improvements planned within and adjacent to the Diridon Station Area. People coming to and moving around the Diridon Station Area will frequently use the streets, parks, trails, and plazas as part of their journey—as such, these parts of the public realm are designed to seamlessly connect for people walking, bicycling, or using other forms of human-powered transportation. The combination of enhanced mobility and trail connections in the Los Gatos Creek Trail with the robust existing and planned open space and public life will provide opportunities for residents to come to the Diridon Station Area for a unique experience. They can then move easily to the vibrant spaces of Downtown, surrounding neighborhoods, and surrounding open spaces. Proposed mobility enhancements, such as the elevated rail tracks proposed in the Diridon Integrated Station Concept Plan will reconnect the street grid and active transportation corridors. As a result, these improvements will smoothly connect the open space network to open spaces and neighborhoods east of the station.

The Diridon Integrated Station Concept Plan (DISC), explained in Section 4.3, was in the early planning stage as of 2021. The City's goal is to limit the impact of the Diridon Integrated Station Concept Plan on existing and planned open spaces, although in some cases impacts may not be avoidable. The City also plans to find innovative opportunities for open space within the new environment created from the implementation of DISC. This may include creating open spaces, bikeways and gathering spaces under future elevated rail segments.

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3.4 PARKS, PLAZAS AND COMMUNITY FACILITIES



Shekou Promenade, China



Culver Steps, Culver City, CA

The open space plan for the Diridon Station Area includes parks, plazas and community facilities that, taken together and in conjunction with adjacent open spaces, weave an urban fabric that will enhance public life for residents, workers and visitors alike. ***Figure 3-4-1*** illustrates the proposed park and plaza network. Diridon Station is projected to serve more than 100,000 passengers daily, almost as many as the number of people who use San Francisco International Airport daily. The increase of new visitors and projected new residents and workers whether traveling through or to the Diridon Station Area will need places to play, sit, rest, or explore. The COVID-19 pandemic has reinforced the importance of and need for distributed areas of green space that allow for safe outdoor recreation for every resident. This need is especially important in dense, urban areas where there are limited private backyards. The open spaces will provide residents, workers and visitors with a variety of user experiences from creek side paths, to green spaces, to active amenities like hardcourts, to hardscaped plazas. The open spaces will emphasize the importance of community activation, such as farmers' markets, exercise classes, and cultural events. The presence of a community center space will provide access to programs and services that meet the needs of a broad range of residents, promote social interaction and grow community character.

NEIGHBORHOOD PARKS

Neighborhood parks provide important, intimate spaces where people can gather to relax and play. San José has a goal of providing a park within a 10-minute walk of all residents and 3.5 acres of neighborhood parks and school grounds per 1,000 residents. These parks will include a variety of uses, so people of all ages and physical abilities can use and enjoy the space. These goals help prioritize equitable access to parks and open space throughout the City.

The network of smaller parks throughout the Diridon Station Area will create focal points of recreational opportunities within the different neighborhoods, anchored by transit and trail connectivity. Many are centered on significant intersections of commercial, civic, and natural spaces that could become memorable places for public life and serve as nodes for gathering. Walking from one space to the next will be quick and easy thanks to the frequency of these parks and their proximity to the bicycle and trail networks. The entire area will benefit from improved pedestrian connectivity through an evenly distributed collection of outdoor urban spaces. In addition to the stand-alone neighborhood parks, a linear park along the Los Gatos Creek Trail from West San Carlos Street to Park Avenue (approximately 0.3 acres) and from Park Avenue to West San Fernando Street will provide an open space experience along the Los Gatos Creek in a convenient and walkable environment.

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Figure 3-4-1: Open Space Types

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Neighborhood parks are typically located adjacent to new development and defined by the buildings around the edges being 'set-back' on one or more sides of the development. This arrangement creates room for activity areas, picnicking, playgrounds, passive areas, landscaping, trees, and shade. The City recognizes the highly urban, high density nature of the Diridon Station Area, which includes increased building heights. There is a possibility that high-rises will shade portions of neighborhood parks. With that in mind, the parks' orientation, location and design will maximize the amount of sunlight reaching the parks. The City will look at other high-density areas for guidance during the parks' design phase.

These parks, including a linear park along portions of the Los Gatos Creek, will create a network of local spaces that meet the needs of nearby residents of all ages. They will offer recreational and leisure space, such as seating, tot-lots, exercise equipment, hardscapes and softscapes, that encourage community interaction and use throughout the day. Residents who perceive their local parks to be a safe, secure and well-maintained will embrace them and facilitate the long-term stewardship of these public spaces.

The design and character of the parks will match the surrounding land uses. The characters range from more nature-based spaces in the linear park surrounding the Los Gatos Creek, to larger traditional parks on the northern and western portions of the Diridon Station Area to support existing neighborhoods, to more urban parks near the station.



Conceptual Sketch of proposed Neighborhood Park on Park Ave, San Jose

Other Planned Neighborhood Parks

There are a number of well-dispersed City-owned neighborhood parks in the Diridon Station Area. The parks through the core of the Diridon Station Area are within Google's Downtown West Mixed-Use Plan and will be guided by the Downtown West Design Guidelines and Standards (DWDSG), their form will generally be consistent with required and optional amenities and will follow a similar color scheme. As the location of parks move away from Google' Downtown West Mixed-Use Plan, they will seek to reflect a more diverse set of needs of San Jose's residents. This may include parks and public spaces that accentuate San Jose's diversity, as well as honor the City's history as an agricultural center and hub of labor rights activism. The following are the planned neighborhood parks with working titles that will be subject to a naming process that will involve the community.

- Los Gatos Creek Connector is located within Google's Downtown West Mixed-Use Plan along the rail corridor west of Auzerais Avenue. The space will provide recreational opportunities and a walking path that will lead to West San Carlos Street. This path will provide additional pedestrian connection between Auzerais and West San Carlos Street. This park space may

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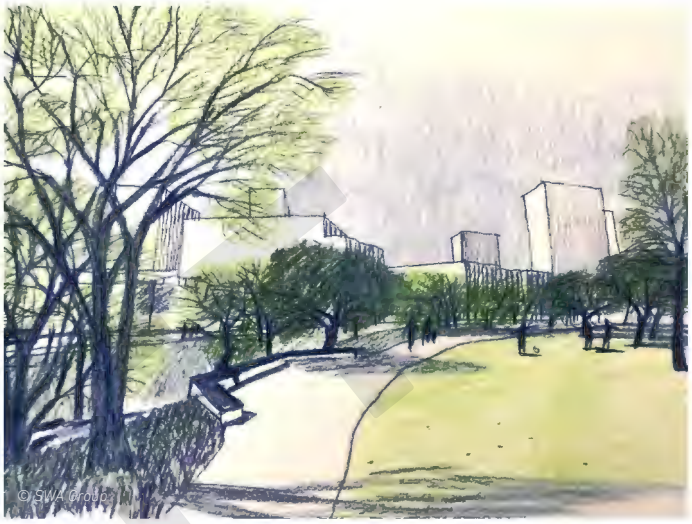
be expanded in the future when the rail corridor is elevated, as proposed in the Diridon Integrated Station Concept Plan.

- The Social Heart is located within Google's Downtown West Mixed-Use Plan north of the Santa Clara Valley Transportation Authority tracts and between Barack Obama Boulevard and South Montgomery Street. This public park will be in close proximity to the station and will attract users traveling from the station to Downtown and from the surrounding active uses.
- St John Triangle is located within Google's Downtown West Mixed-Use Plan near the northwest corner of North Montgomery Street and West Saint John Street. This park will have a flexible lawn and plaza to support a variety of active play and events.
- Northend Park is located within Downtown West near North Montgomery Street and the existing Union Pacific freight rail line. This park will have recreational areas and a flexible lawn.
- A neighborhood park is located near the south end of the Diridon Station Area on a City-owned undeveloped parcel at the corner of Park Avenue and Gifford Street. This neighborhood park will provide an open space for the well-established Delmas Park neighborhood. As property surrounding the park becomes available, the City will purchase adjacent lands to expand the park.

Two additional parks are envisioned near the northwest corner of McEvoy Street and West San Carlos Street and near the northeast corner of Stockton Avenue and West Julian Street; an ideal location would be the parcel currently occupied by PG&E. These parks have a "floating" designation which indicates the general area where the park should be located; however, the City does not currently own the land. The specific size, exact location and configuration of such park sites will be finalized through future development of particular parcels in the Diridon Station Area. In both cases the City will seek larger parks of one to two acres in these spaces. The intent is for these larger parks to accentuate the smaller



Conceptual Sketch of proposed Linear Park along Los Gatos Creek, San Jose

parks proposed through the core of the Diridon Station Area. They will provide opportunities for larger play areas or fields to meet the needs of a variety of users.

The land acquired or dedicated for the two "floating" Parks (P's) is:

- Preferred to have southern exposure to provide the most sun exposure during peak hours
- Preferred to generally be square or rectangular shaped

When the rail system through this area is elevated, the use of the space under the elevated tracks will be considered for new or expanding trails, open spaces and parkland. While this may not be traditional green park space, this undercrossing space will play a critical role in meeting the recreational needs of this area and will provide better connectivity to adjacent neighborhoods. South of the station the rail corridor presents an opportunity for a direct bicycle and pedestrian alignment from the Los Gatos Creek Trail to the station. This alignment may also include play features, exercise equipment or other recreational amenities. Parks and open space located in undercrossings have been developed successfully throughout the world in a broad range of climates and with varying uses.

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For each of the proposed neighborhood parks the following goals have been established:

- Connect the park network with pedestrian paths and neighborhoods.
- Provide a diverse array of flexible recreational opportunities for all ages of park users.
- Include a mix of active, passive and contemplative spaces over the Planning Area.
- Encourage high density mixed-use development along the perimeter of parks.
- Encourage pedestrian-friendly, active uses such as retail, restaurants, and cafés as ground-floor uses in surrounding buildings.
- Provide park frontage onto public streets or pathways to clearly define them as public space.
- Integrate public art into the design to reinforce a sense of identity.
- Design for both daytime and evening use by providing lighting and safety features.
- Include in each location:
  - A play features for children and adults of all abilities (e.g., playgrounds, ping pong tables, basketball, etc.)
  - A variety of seating opportunities and shade
  - A mix of hardscape and softscape elements that respond to the surrounding conditions
  - Public art elements, ideally designed as a core element of the park



Proposed Bassett Street Park, San José, CA

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Culver Plaza, Culver CIty, Los Angeles, CA

PUBLIC PLAZAS

Public plazas will enhance public life by creating outdoor spaces where residents, workers and visitors can gather and meet. The design of these plazas will consider relationships to other public open spaces and amenities including active uses, and Diridon Station. Plazas will be flexible and be able to accommodate events, such as performances or temporary outdoor markets, as well as activities that will occur on a more frequent basis, in order to serve as a gathering place for all.

Two plazas are planned for the east side of Diridon Station; one at the Station's West Santa Clara Street entrance and the second near the West San Fernando Street entrance. These plazas will welcome visitors from the station into the Diridon Station Area and will act as San José's front door. The plazas will allow for a variety of activities and comfortable transitions between travel modes and be well integrated into surrounding land uses.

New public plazas demonstrate the City's commitment to creating a gathering place and transitional space with a predominantly urban focus in the Diridon Station Area. Plazas will accommodate high volumes of people. The flexible space will allow for a variety of activities, such as exercise, painting, concerts, farmers' markets and cultural events. The plazas may also be an ideal place for Viva Calle, Viva Parks, or other City events. Due to their proximity to Diridon Station, the plazas will act as a transition from one area to another. They will be highly visible to street frontages on at least one side of the plaza, with deep and narrow sites discouraged. To accommodate a wide range of community events, these plazas will be mostly hardscaped and will incorporate carefully curated public art.

The City has historically designed traditional, larger scale parks in suburban neighborhoods. The City recognizes that the urban and dense environment of the Diridon Station Area will create new design visions and opportunities for open space. Examples for this type of design exist all over the world. For example, Mexico City's public plazas have been named the best in the world. These flexible and semi-blank spaces support a range of activities for all ages. Plazas in the Diridon Station Area are encouraged to:

- Be built for the human-scale
- Be well programmed through City or private organizations
- Support a range of activities
- Be colorful
- Include public art
- Have active uses surrounding the plaza

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The plazas developed in this area should provide:

- Connections to nearby paseos, pathways, the Guadalupe River and Los Gatos Creek Trails, and to other areas of Downtown
- Sightlines to Diridon Station and other areas of Downtown, along with intuitive wayfinding
- Pedestrian-friendly active frontages such as retail, restaurants, and cafés on the ground-floor of surrounding buildings
- A seamless user experience between adjacent land, while allowing the plazas to remain as a distinct feature
- Spaces that support flexible rather than fixed program elements
- Balanced use of hardscape and softscape areas to accommodate events like concerts, performances, parades, farmers' markets, rallies, and film screenings
- A variety of smaller-scaled seating areas and shade structures for day-to-day use
- Design for both daytime and evening use
- Large-scale public art with iconic qualities that help to establish unique identities for each plaza
- Opportunities for temporary art that supports activation and enjoyment of the plaza spaces, while not diminishing their functional spaces
- Strategically placed utilities that provide adequate resources for large events but don't impact day to day enjoyment of the area
- Load bearing capacities that will support large events
- Integrated bike and pedestrian circulation, connecting with adjacent through bike and pedestrian routes
- Key features from other cities that have created successful urban plazas

COMMUNITY CENTER

Parks, plazas and open spaces will take center stage in the Diridon Station Area but a community center, a key public amenity, is also planned. The community center will add to the area's identity and sense of community. It will complement, not compete with nearby parks and open space. San José has 50 regional and neighborhood serving community centers that provide a wide variety of amenities and programming. These centers deliver services ranging from Senior Nutrition to preschool and after school care to fitness classes and more. These facilities serve as a center of public life in communities and provide a valuable space for residents of all ages and abilities to gather and connect with each other.

The closest community centers to the Diridon Station Area are the Gardner Neighborhood Community Center to the south, Roosevelt Community Center to the east and Bascom Community Center to the west. While the management, maintenance and activation of other existing community centers is a high priority for the City, the City acknowledges there is no community center in the Diridon Station Area or Downtown. The Diridon Station Area and Downtown are two targets of much of the City's planned growth. The planned housing in the Diridon Station Area will leave the City without adequate local community center space to provide necessary programming and services. In addition, the existing residents in the nearby St. Leo's and Alameda neighborhoods do not have adequate community center space. The City has identified a significant need for a community center in the Diridon Station Area with the planned growth of the area, existing neighborhoods, and the Envision San José 2040 General Plan's Service Level Goals.

The City acknowledges that Gardner Neighborhood Community Center is 0.3 miles from the southernmost corner of the Diridon Station Area, just across Interstate 280, and 1.45 miles from the northernmost corner of the Diridon Station Area. Even though portions of the Diridon Station Area are within walking distance to Gardner Neighborhood Community Center, the two community centers will serve different residents. The City's vision is to have the community center in the northern or eastern

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portion of the Diridon Station Area. The location would support future and existing residents and will optimize the distance between existing community centers and the Rose Garden YMCA.

The specific model and location of the community center has not been identified. The community center may be a traditional standalone center, similar to Gardener Neighborhood Community Center or Roosevelt Community Center, or it may be located at the ground floor of a commercial building. The City acknowledges potential constraints with leased property and will fully evaluate the potential models when the community center enters its next phase in development. The exact size of the community center has not been determined. However, to meet the General Plan's Service Level Goal of community center space, the City envisions a minimum of a 13,000 square foot space.

The City strives to provide its residents with innovative and unique services and recreational opportunities through its community centers and other public facilities. Community centers typically provide a wide variety of programs for young children to older adults. Vital to achieving this are community centers that are designed to be flexible, allowing the center to evolve as the needs of the residents change over time. Subsequent design and programming of a future community center in the Diridon Station Area would be determined through additional community outreach and engagement. The Diridon Station Area is projected to have a younger median age, with a lower proportion of seniors and children than the City as a whole. As a result, the programming will be different than traditional community centers. Key services and amenities may include, but are not limited to:

- Fitness centers and classes, such as Pilates, kickboxing, and yoga
- Art classes, such as pottery and painting
- Dance classes that celebrate San Jose's cultural diversity
- Teen and adult programs focused on leadership development, digital and media arts, sports and recreation
- Community meeting space

Once the City has identified a preferred location for the community center, public engagement will guide the programing, use, and design. The center is meant to serve the local residents, so community engagement is an essential part in the planning and development of this center.

The City acknowledges current operation and maintenance issues that have impacted existing community centers. Limited funding has led some community centers, including the nearby Gardner Neighborhood Community Center, into the Neighborhood Center Partner Program. This program creates partnerships between the City and community service providers to program the center. The Neighborhood Center Partner Program has benefits but has also impacted centers' hours of operations and range of services. The City is exploring new funding mechanisms to solve the operation and maintenance funding issue, including a ballot measure targeted for 2022. The City will not proceed with the planning or development of a community center in the Diridon Station Area until this operation and maintenance funding issue is resolved.



Elk Grove Community Center, Elk Grove, CA

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3.5 LOS GATOS CREEK TRAIL AND SPUR SEGMENTS

The completion of the Los Gatos Creek Trail improvements through the Diridon Station Area will complete the incomplete sections of a much larger trail and open space network. The trail connects the City with surrounding communities, from the San Francisco Bay at Alviso to the Santa Cruz Mountains. This trail passes through the heart of the Diridon Station Area. It will provide improved recreational opportunities and active transportation through enhanced north-south pedestrian and bicycle connections that will serve residents throughout San José. ***Figure 3-5-1*** illustrates the proposed trail alignment through this area.

The Los Gatos Creek Trail will be designed for all users and will accommodate all abilities. The City's vision is to have this trail act as both an active transportation corridor and a space that will support more nature-centric activities such as bird watching. The 2019 trail count found the adjacent Guadalupe River Trail had 43% of users primarily using the trail for active transportation and the future Los Gatos Creek Trail segments through the Diridon Station Area are expected to see similar uses. Thoughtful planning is needed to limit the conflict between commuting bicyclists with other users, such as pedestrians, dog walkers, or bird watchers. The long-term plan for the area contemplates a flyover through the most congested area between San Fernando street and Santa Clara Street to mitigate use conflicts. The trail crossings also need to be safe, secure and limit conflict between vehicles and trail users.

Building upon previously approved master plans, the design of these trail system improvements will use the Trail Program Planning and Design Toolkit to ensure design conformance with the rest of the City's trail network. The concept plan for the Los Gatos Creek Trail was defined in the Los Gatos Creek Trail—Reach 5 Master Plan (2008). That plan was developed with a focus on building bicycle elements on City-owned or controlled land. The long-term goal is to have the trail be a fully separated, off-street, Class I bikeway system, guided by the Envision San José 2040 General Plan and other guiding documents. This Plan proposes to maximize the off-street alignment, but will require acquisition of property to fully implement.

Auzerais Avenue To Park Avenue

At the south end of the Diridon Station Area, design is underway by the City to extend the trail on the west side of the Creek under Caltrans land and West San Carlos Street. The trail would extend along the west bank, similar to the alignment proposed in the Reach 5 Master Plan, through the former fire training station site to Park Avenue.

On the east side of the creek, on-street bike facilities will allow users to cross the rail tracks and head north. The City's vision is for this trail to accommodate a variety of recreational uses, including cycling, walking and nature based activities. Coordination with the Department of Transportation for long-term improvements to Auzerais Avenue, such as widening, realigning, elevating the road, will provide continuity of the Los Gatos Creek Trail system.

In the future, once the train tracks are elevated as proposed in the Diridon Integrated Station Concept Plan, a direct trail connection from Auzerais Avenue across Park Avenue to Diridon Station will be sought. The current plan would require trail users to take a less than desirable route to the station. The City envisions that the long-term direct connection will be used heavily by commuting bicyclists and envisions the trail separating pedestrians and bicyclists to ensure safety.

Park Avenue To West San Fernando Street

Acquiring land along Los Gatos Creek between West San Fernando Street and Park Avenue will allow for the development of an urban green space to support a creekside trail alignment and landscaped open space. This is consistent with the 2014 Plan. Until the necessary property is acquired, the bicycle route through this segment will be on-street, with bike lanes on each side of Barack Obama Boulevard (formerly South Autumn Street), and pedestrians would be accommodated through sidewalks.

The City acknowledges the high-volume traffic at Park Avenue and South Montgomery Street. Once necessary property is acquired, the City will analyze the potential for an off-street crossing.

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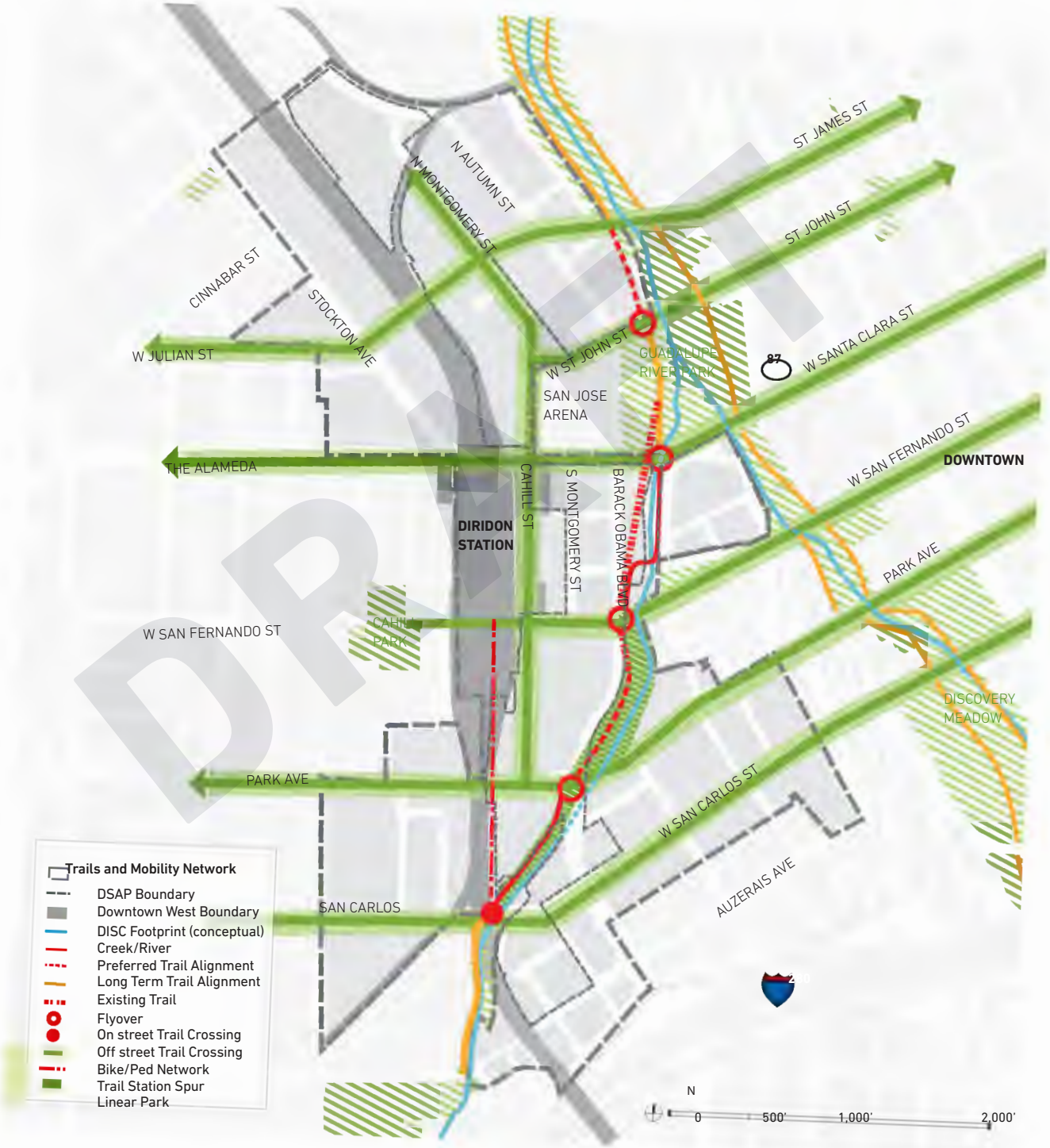
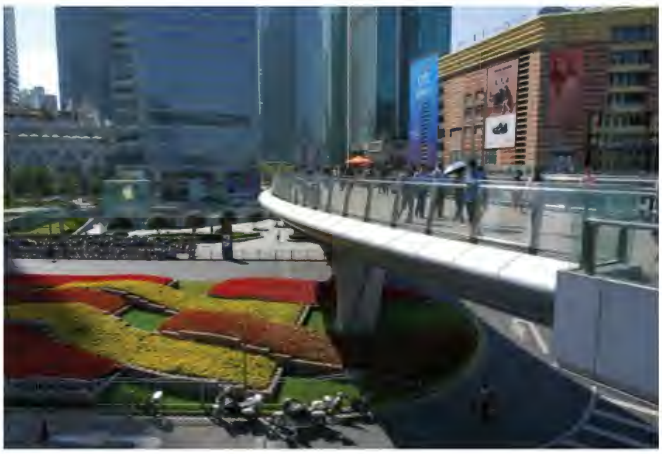


Figure 3-5-1: Trails and Mobility Network



Ljublijana, Slovenia



Guangming Trail, Shenzen, China



Hunters Point South, Long Island, NY

West San Fernando Street To West Santa Clara Street

From West San Fernando Street when traveling north on Barack Obama Boulevard (formerly South Autumn Street), the trail will be via on-street bikeway until after crossing the VTA light rail tracks. From the north side of the light rail tracks, the off-road alignment will continue, crossing the creek on the north side of the light rail bridge and heading north to West Santa Clara Street. As an interim solution, crossing Santa Clara Street will be at street level, but alternative long-term solutions will be pursued.

The at-grade crossing presents challenges due to the high-volume traffic with potential user conflicts on West Santa Clara Street. An existing pedestrian crosswalk exists at Delmas Avenue and a signalized intersection exists at South Montgomery Street approximately 325 feet to the west. An at-grade crossing would use the existing crosswalk at Delmas Avenue, allowing trail users access to the sidewalks at Confluence Point before traveling east to the Guadalupe River Trail at Arena Green East. This at-grade arrangement is the only viable short-term measure for a trail crossing.

An undercrossing at West Santa Clara Street has been considered but is likely not feasible. The bridge soffit is relatively low and the bridge is narrow, suggesting that an undercrossing would regularly be inundated by water, even in non-flood events. In addition, this undercrossing would come back to grade in the Confluence Point area. Confluence Point has existing flood control infrastructure, public art and Ohlone history that would make significant excavation challenging, if not impossible.

An overcrossing is the preferred long-term vision for West Santa Clara Street to ensure safe crossing and make Los Gatos Creek Trail a convenient transportation path. The trail alignment between West San Fernando Street north of Arena Green as currently proposed is less than optimal. As people bicycling cross West San Fernando and enter the more densely planned areas along the creek, there is potential for conflicts between cyclists and pedestrians.

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The preference is to construct a flyover that extends the Los Gatos Creek Trail approximately from West San Fernando Street to Arena Green West. This iconic structure would provide a unique user experience and separate "through users" from the local users and pedestrians looking for a more leisurely experience on the ground plane. The flyover would land in Arena Green West near the existing Guadalupe River Trail west of the bank. This would allow users a clear off-road route from Los Gatos to the San Francisco Bay.

West St. John Street To West Julian Street

The Guadalupe River Park Master Plan (2005) proposed construction of the Guadalupe River Trail along both the east and west side of the river. The east side trail is complete, and implementation of this Plan affords the potential to complete the west side trail segment. Intensification of urban development in this reach may encroach upon or assume lands once planned for park expansion. Therefore, a minimum 50-foot riparian setback from the top of the bank to the proposed buildings is recommended. This space will be allocated to bank stabilization, a 16-foot wide section of trail (12-foot wide asphalt with gravel shoulders) and a 22-foot landscaped buffer. Projects like the Erie Canal in Syracuse, New York offers a good example of riverside development that preserves the riparian environment (***Figure 3-5-2***). If additional land is available surrounding the trail, the City may acquire it as additional parkland. This would allow tot lots, exercise equipment, picnic tables, and other amenities to complement the trail and act as a destination.



Figure 3-5-2 Erie Canal, Syracuse, NY

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3.6 PUBLIC ART



Buffalo Bayou, Houston, TX



Lupe the Mammoth, 2015, Artist Freya Bardell and Brian Howe

INTRODUCTION

In 2010 an artist team prepared a separate summary report for the public art component of the 2014 Plan, entitled At the Crossroads: Diridon Station Area Art Master Plan.

The City of San José Office of Cultural Affairs Public Art Program initiated the Diridon Station Area Art Master Plan in conjunction with the City's effort to develop a forward-thinking land use plan, capitalizing on the dramatic changes anticipated over the next decade. The expansion of the Diridon Integrated Station, including High Speed Rail (HSR), BART, and expanded regional rail service created an opportunity for the City to stimulate new commercial and residential development that adds dynamism to the City life.

The document articulates a vision for art at the heart of the experience of the urban realm, defining the character of the community and engaging the public in their daily comings and goings. It provides a framework for giving the area a distinctive character as a unique part of downtown focused on entertainment and multimodal transportation, creating connectivity throughout the region.

This section builds on the At the Crossroads: Diridon Station Area Art Master Plan to create a public art plan that reflects the current vision for the Diridon Station Area.

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PUBLIC ART MASTER PLAN

The City of San José values public art as a reflection of its creative character. Public art in the Diridon Station Area can enrich the public realm, capture the changing character of the area, memorialize history and contribute to its visual identity.

The Diridon Station Area is at a crossroads. The current Diridon Station spans the historic El Camino Real, also known as the California Mission Trail, which historically linked San Diego to San Francisco and on to Sonoma via the 21 missions. Later through state highways, the same route was charted from San Francisco, through San José to the southern U.S. border. With an expanded Diridon Station, El Camino Real is recreated by historically linking pathways, and San José and the Diridon Station Area stand at a 21st Century crossroads—that of the international network created by technology. The City wishes to capitalize on this opportunity and reinforce and escalate its iconic identity as a regional center serving as an international platform for technological innovation. Art in infrastructure and natural systems can support the goals of promoting environmental sustainability and urban livability, it can help shift the relationship between people and place.

Art Approach

The Art Approach follows the land uses identified in this Plan, embracing a varied approach to art integration, responding to the concept of San José at the Crossroads. The San José Public Art Program will be the lead agency in implementing the public art program in the Diridon Station Area. It will work with other public and private entities to achieve the vision of the Master Plan.

Mission

The mission of the Diridon Station Area Art Program is to identify San José as a diverse global center for innovation and change.

The Diridon Station Area Art Master Plan celebrates San José as a Crossroads:

- of engagement
- of innovation
- of ecology

This thematic approach creates a broad framework within which artists may work. It envisions art that takes many forms and may:

- Use technology and/or comment upon it
- Reveal natural systems or alternative energy use
- Be celebratory, adding spectacle, whimsy, and a sense of play
- Draw upon San José's rich ethnic mix and be interactive, creating opportunities for cross-cultural communication and public engagement
- Encourage the location of art exhibitions, studios, and community spaces in underutilized lots as the area is built out to support safe, active public life and strengthen the sense of community.

Vision

The long-term vision for the Diridon Station Area is to be a lively and engaging part of Downtown defined by its dynamic and sustainable built and natural environments with a character that is manifest by art, architecture and an aesthetic approach to infrastructure that is integrated into its surroundings.

Public art will play key role in emphasizing the vision of the Diridon Station Area as a crossroads for innovation, engagement, and ecology. Artworks can be commissioned to reinforce the goals of these guidelines and to create landmarks, opportunities for community interaction, temporary exhibitions and human-scaled places.

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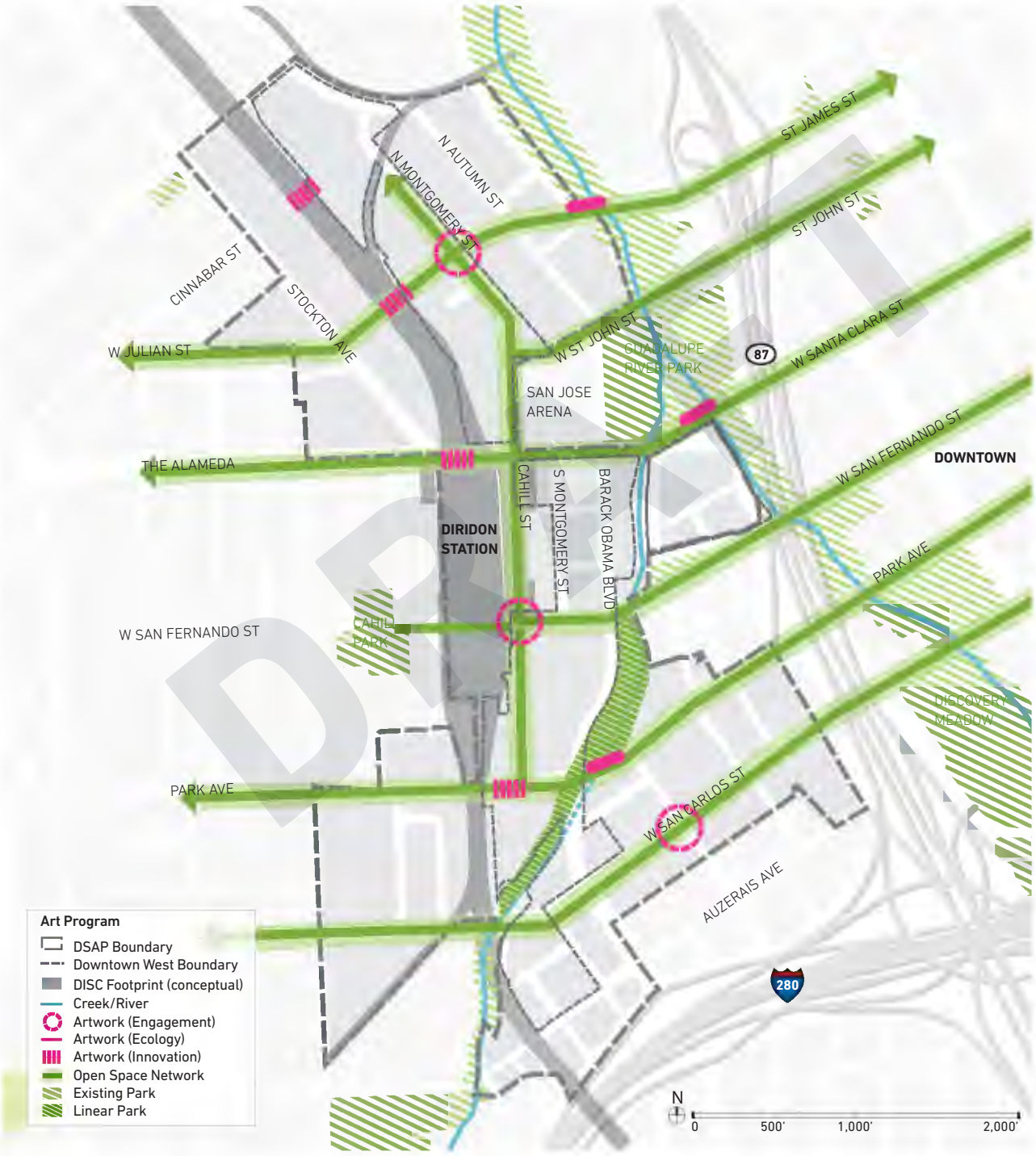

Figure 3-6-1: Art Zone Master Plan

Framework

This Public Art Master Plan envisions the Diridon Station Area with artwork that is differentiated in aesthetic approach, influenced by the character of development and uses (***Figure 3-6-1***). However, this differentiation is not a hard distinction. Overlapping approaches are anticipated in some areas.

The Crossroads of Engagement corresponds to the areas with active uses in the Land Use Diagram. The artwork here should invoke a sense of excitement and encourage interaction among people (***Figure 3-6-2***). The intention is that art creates a strong sense of civic identity. Artwork associated with the Diridon Integrated Station Concept Plan and future development should be dynamic and theatrical and can be either permanent or temporary. Both the art and the architecture of the expanded station should be iconic in nature, reinforcing San José as a destination for technological innovation.

The Crossroads of Innovation defines the areas with a commercial/office uses in the Land Use Diagram. Since most of the development in these areas will be commercial, public investment will be in the public right-of-way. As such, artists should be engaged in infrastructure projects to ensure that streets and underpasses create interesting and engaging experiences for pedestrians, bicyclists and drivers (***Figure 3-6-3***). Many businesses, however, may be interested in commissioning artworks for their buildings or open spaces.



Figure 3-6-2 Sonic Runway, 2017, Artists Rob Jensen and Warren Trezevant, San Jose, CA

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The Crossroads of Ecology is defined by the area's parks and open spaces, and natural features that link the entire Diridon Station Area ***(Figure 3-6-4)***. These areas include residential land uses, along with Los Gatos Creek and Trail, Guadalupe River Park, and the development anticipated south of Diridon Station. It also includes W. San Carlos Street from Lincoln to Vine. Park Avenue and W. Julian Street and the existing neighborhood, south of W. San Carlos Street. The type of artworks envisioned in these areas would typically be of pedestrian scale and of a more intimate character. Los Gatos Creek and the new park lend themselves to artworks that are highly integrated into the environment.

In each of these areas, artists should be engaged as members of design teams to ensure that art is an integral and identifiable part of the experience of place. In addition to serving on design teams, individual artists will be commissioned to create specific works to enhance the public realm. Potential art locations are shown in ***Figure 3-6-1***.

Summary of Key Recommendations

- Embrace the conceptual approach "at the crossroads—of engagement, of innovation, of ecology"—to guide artistic exploration in the Diridon Station Area.
- Seize opportunities for artists to play a leadership role in creating dynamic places.
- Use strategic partnerships to increase resources for art acquisition and programming.
- Engage the private sector in commissioning and presenting public art. Consider maintenance requirements for artworks when allocating resources for commissioning.
- Encourage inclusion of basic public utility infrastructure of power, water and data capability in public spaces to create a platform for a wide variety of art.



Figure 3-6-3 Sensing You, 2015 , San Jose, CA. Artist: Dan Corson



Figure 3-6-4 Frontier Village Birdhouses, 2007, Artist Jon Rubin, San Jose, CA

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Hands, 2010, Christian Moeller, San José CA

Conclusion

Art in the Diridon Station Area will help forge a new dynamic neighborhood for San José, defining and infusing the area with vital "essence and identity" while fostering the spirit of innovation and environmental stewardship. The artwork will make this a landmark destination that reinforces San José's identity as a center for innovation. Artists working as visionaries and collaborators will apply their talents helping to sculpt and define the public realm, inspiring us and helping us dream.

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IMPLEMENTATION

The placement of public artworks in the Diridon Station Area will be determined through an area-wide strategy that identifies the best opportunities. Public art projects funded through eligible City of San José capital construction projects will be commissioned for all elements of the Diridon Station Area as detailed in the master plan. Public funds will also be pooled to commission prominent public artworks of area-wide significance. Private developers will be encouraged to integrate permanent and temporary public art into communal spaces at their retail, commercial, and residential development projects, or to contribute to public art pooled funds for the creation of significant public artworks.

Public Art Goals

- Include public art in unexpected places and unexpected ways to infuse the Diridon Station Area with an element of surprise, playfulness, and whimsy.
- Locate public art to mark key paths of movement (such as trails, corridors, and connections), to highlight major entries (to both the Diridon Station Area as a whole and to specific sub-areas), and to anchor key spaces.
- Commission public artworks that act as "community hearths", stimulating interaction where people of different communities or user groups meet.
- Commission public artworks at a variety of scales
  - Large-scale "City Image" projects that create the postcard" image that people think of when they think of the Diridon Station Area
  - Area-scale projects that provide orientation and identity to different sub-areas in the Diridon Station Area; and
  - Neighborhood-scale projects that relate to the way that people work and live in the Diridon Station Area
- Create "strong spots" and "hot spots" for the placement of temporary public artworks, focused on gathering spaces and pedestrian-oriented experiences, that create a sense of excitement and expectation.
- Locate public art in interstitial places, weaving together zones where different kinds of uses overlap, such as places where parks and schools, businesses and residential areas, or transit and pedestrian areas meet.
- Use public art to enhance the trail system, creating unique artworks at areas where trails meet parks or schools; also include smaller-scaled functional and interpretive art elements along the trail.

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4 | MOBILITY

4.1 FRAMEWORK

INTRODUCTION

The ***2014 Diridon Station Area Plan (2014 Plan)*** envisioned the transformation of the Diridon Station Area into a dynamic mixed-use urban neighborhood anchored by a world-class transportation hub and the SAP Center, home of the National Hockey League's San Jose Sharks. Already a major transit hub, Diridon Station will emerge as one of the premier multimodal hubs in the region and state with the electrification of Caltrain, extension of BART to Silicon Valley, and the proposed California High Speed Rail projects.

The ***Envision San José 2040 General Plan (General Plan)*** sets ambitious goals for access and mobility. This is most clearly articulated by its goals to grow citywide trips taken on foot, public transit, bicycle, shared micro-mobility, and carpooling from the current citywide level of roughly 20 percent to 60 percent of trips by 2040. Diridon Station, with the rich mix of land uses and space-efficient transportation options present there, is key to meeting this target. By 2040, an estimated 75 percent of all trips that begin or end in the Diridon Station Area will need to be made on foot or by public transit, bicycle, or other alternatives to single-occupancy vehicles in order for the City to meet its access and mobility goals.

The following guiding principles build on the vision of the 2014 Plan, the goals of the General Plan, and reflect the overall spirit and characteristics the community indicated are important in planning for mobility in the Diridon Station Area.

M1. Establish a mobility network that ***brings people together, is environmentally and economically sustainable, fosters community development, social interaction among people, and public life, and promotes social and economic equity.***

M2. Create a highly active, safe, and lively pedestrian and bicycle friendly environment with excellent connectivity to Downtown destinations and regional transit to reduce greenhouse gas emissions that contribute to climate change.

M3. Improve pedestrian, bicycle, motorized and transit connectivity and wayfinding between the station site and existing adjacent commercial and residential areas to ensure seamless multi-modal access.

M4. Expand and redesign Diridon Station to create a well-integrated center of architectural and functional significance.

M5. Prioritize shared car parking and disperse parking through a right-size parking approach in different locations to ensure easy walking access to destinations.

M6. Ensure the continued vitality of the SAP Center, recognizing that it is a major anchor for both Downtown San José and the Diridon Station Area, and pursue best efforts to maintain a sufficient supply of parking and efficient vehicular and pedestrian access for SAP Center customers, compliant with the standards set forth in the Arena Management Agreement.

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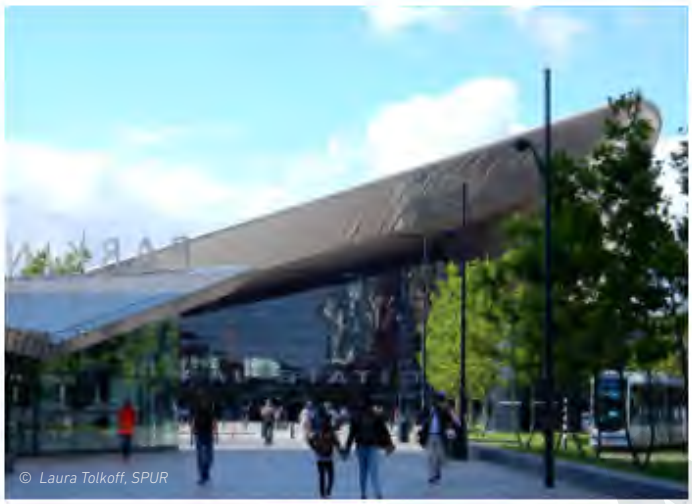

Rotterdam Central Station



Denver Union Station

Great transit hubs such as Rotterdam Central Station (left) and Denver Union Station (right) balance the many important goals that the City of San Jose is seeking to advance at Diridon Station. The station should be architecturally significant and be a destination in and of itself, it should accommodate all modes of travel, but should also be an attractive urban place where travelers and non-travelers alike enjoy spanding time.

This chapter begins with a discussion of key access and mobility principles and how they can transform the Diridon Station Area into a dynamic mixed-use urban district that welcomes everyone. The chapter then describes a transportation hierarchy based on these key principles that creates a vibrant, people-focused and equitable Downtown. Building on this hierarchy, the chapter then discusses specific transportation and parking investments and programs most critical for this transformation shown in illustrative figures. Chief among them is an expanded and re-envisioned Diridon Station, the place where most of the South Bay's high-capacity transit lines converge.

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4.2 KEY PRINCIPLES

This Plan aims to increase the share of people moving around in the Diridon Station Area on foot or by public transit, bike, shared micro-mobility, carpooling, and other alternatives to single-occupancy vehicles (SOV) from the current level of 40 percent to at least 75 percent by 2040. Achieving these targets will require that the Diridon Station Area become much more people-centered. This is not only to improve the mobility network and outcomes, but also to create a place that is more attractive, sustainable, vibrant, and equitable. Non-SOV modes tend to be better for the environment, they take up less space, they are more affordable, and they do more to promote access to opportunities for disadvantaged populations. ***Figure 4-2-1*** compares mode share today versus 2040 goals for the Diridon Station Area.

There are four key principles to transform the Diridon Station Area into the envisioned dynamic mixed-use urban district. The Diridon Station Area's transportation system must:

- ***Bring people together,*** prioritizing walking, transit, and bicycling as modes that move the greatest number of people while using up the least amount of land, and addressing their need for safety, health, dignity, comfort, and enjoyment;
- ***Be environmentally and economically sustainable***, emphasizing easy access to transportation options that are affordable and clean, and that allow residents and workers—especially those of lesser means—to access jobs, services, and housing, both within the Diridon Station Area and throughout the city and region;
- ***Foster community development, social interaction among people, and public life***, advancing the vision for a vibrant and livable Diridon Station Area with neighborhoods that are complete, unique, and reflective of its diverse history;
- ***Promote social and economic equity***, supporting inclusive access to transportation modes that provide the most economic and health benefits for a wide variety of people who live, work, and play in the Diridon Station Area.

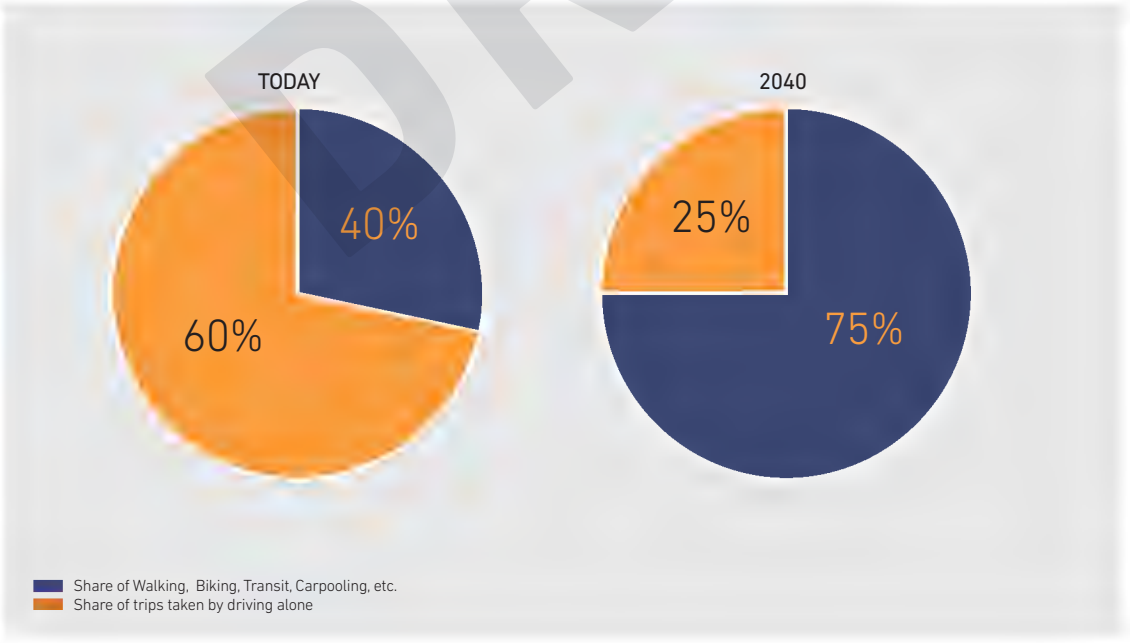

Figure 4-2-1 Mode Split Today vs. 2040 Goals For Diridon Station Area

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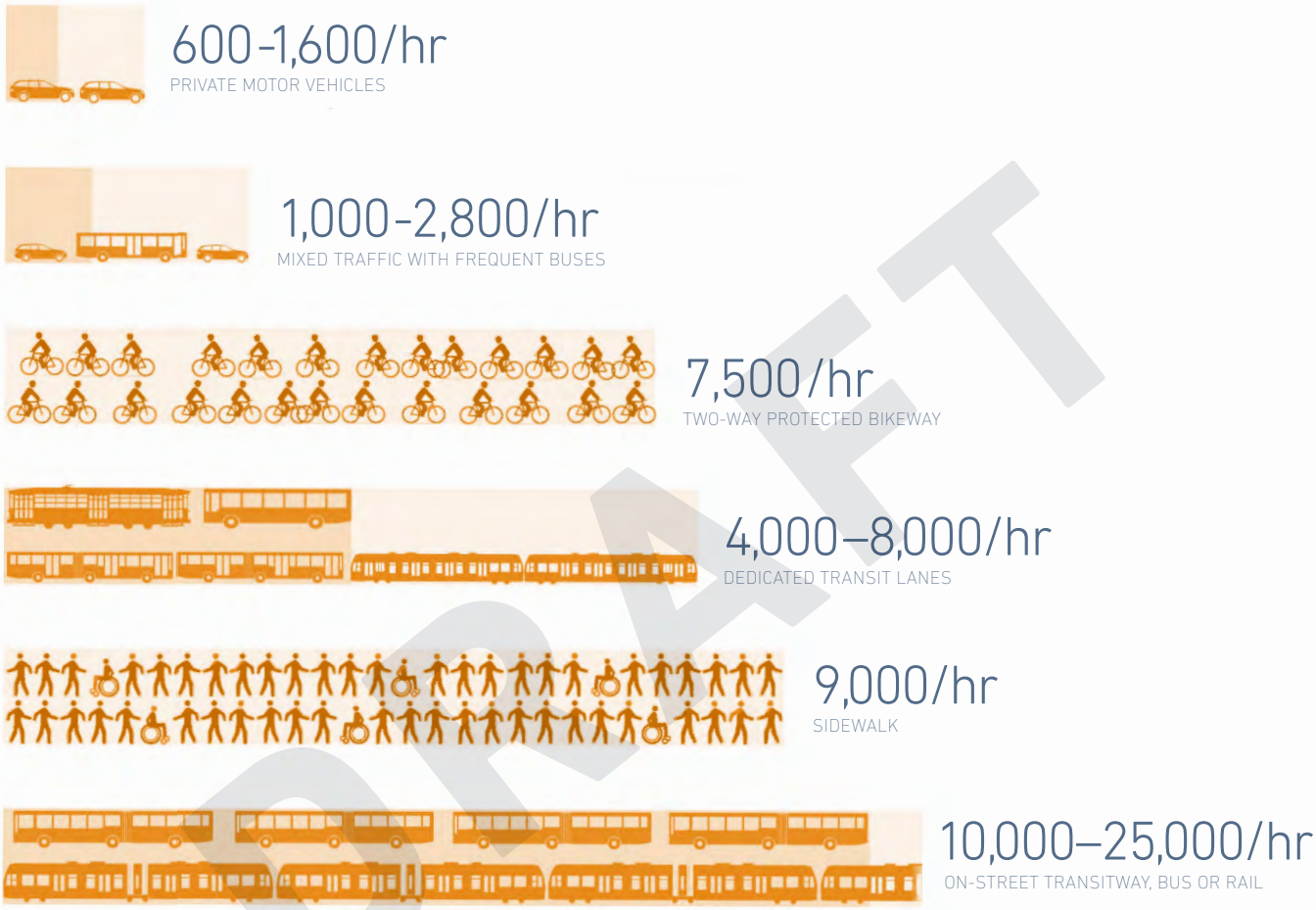

Figure 4-2-2 Maximum Number of People a 10-foot lane can carry in different modes during peak time

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BRINGING PEOPLE TOGETHER

Cities bring people and the goods and services they need close together. City centers, where people and activities are typically most highly concentrated, thrive because of their ability to allow social and economic activity on relatively little land. The modes of transportation that are most suitable for downtowns should also be the most "space-efficient." They bring the greatest number of people where they need to go, while requiring the least amount of land.

As illustrated in ***Figure 4-4-2*** from the National Association of City Transportation Officials (NACTO), transportation modes differ greatly in their ability to move people in a given amount of space. This graphic shows the capacity of a single 10-foot lane (or equivalent width) by transportation mode at peak travel times.

ENVIRONMENTAL AND ECONOMIC SUSTAINABILITY

The Diridon Station Area is a critical element for San José to meet a range of General Plan and statewide sustainability goals—both environmental and economic, giving people clean and affordable ways to travel.

Today, approximately 63 percent of greenhouse gas emissions in San José come from transportation, and the City has set a goal in ***Climate Smart San José*** reducing its carbon footprint significantly to limit global warming to less than 2 degrees Celsius—the point at which dangerous climatic impacts are triggered. Climate Smart San José includes numerous strategies to reduce our reliance on fossil fuels while improving quality of life—embracing walkable neighborhoods, improving bike-ability and other micro-mobility, expanding public transit and access to electric vehicles, and bringing more people and services (jobs, housing, and the other things people need) close to high-quality transit.

In San José, the cost of transportation is significant—roughly 16 percent of average household income is spent on transportation annually. Transportation is second only to the cost of housing (nearly 30 percent of household income on average), with the combined burden of housing and transportation consuming roughly 45 percent of households' annual income. For moderate income households, the combined housing and transportation burden is even higher at 53 percent of annual household income on average.[1]

The Diridon Station Area should be accessible from all parts of the City. San José residents and workers should be able to access to the Diridon Station Area by low-cost, low-impact transportation modes such as walking, bicycling, and transit. This will reduce the financial and environmental burdens of transportation and improve quality of life, particularly for those of lesser means.

1 *Center for Neighborhood Technology's Housing and Transportation Affordability Index, htaindex.cnt.org.*



Driver's Road Rage



San Francisco, CA



Santana Row, CA

Figure 4-2-3 Modes and Social Interactions

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FOSTERING COMMUNITY DEVELOPMENT, SOCIAL INTERACTION, AND PUBLIC LIFE

Diverse types of transportation also affect quality of life differently. Generally, modes of transportation that are slower and smaller are "gentler"— they are more pleasant to be around and allow people to interact positively. While moving around on foot or bicycle, for example, people can frequently make eye contact with each other and develop a greater sense of belonging and community cohesion. Moreover, people walking and bicycling around a city contribute to its "public life"—what people create when they connect with each other in public spaces—the streets, parks, and spaces between buildings. Public life is about the everyday activities that people naturally take part in when they spend time with each other outside of their homes, workplaces, and cars.

In contrast, private modes that are bigger, heavier, faster, and more private tend to separate travelers more from the surrounding urban environment. As a result, these modes tend to foster fewer social interactions and in particular, fewer positive social interactions. Motorists, for example, generally move too quickly down a street to engage in chance encounters with other people. The glass and metal shield that a car provides further hampers interactions with people outside of the car.

The interactions that do occur between a motorist and other people on the road are often negative and unpleasant, both for the motorist and for other road users. Separated from others by metal and glass, motorists are often hard-pressed to perceive the facial or verbal cues of other road users and vice-versa, resulting in misunderstandings and even anti-social behaviors.

In the ***San José Public Life Field Guides*** (2019) developed for the City, Gehl suggests that furthering public life should be an explicit goal for the City of San José in making transportation investments. As suggested in ***Figure 4-2-3***, cities that are built to promote walking, cycling, and other modes that foster social interactions also tend to be places that people find most enjoyable to spend their time. They are the places with the most vibrant public life



Viva CalleSJ Open Streets



SOFA Street Fair

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SOCIAL AND ECONOMIC EQUITY

Transportation planning decisions have significant and long-lasting equity impacts. Decades of transportation investments supporting car traffic in the Diridon Station Area and Downtown have failed to serve the needs of low-income communities of color. Regionally, dispersed auto-oriented development has separated residents far from their workplaces and other daily activities. Facing a lack of affordable housing and diverse employment options in Downtown San José, many lower-income individuals have sought more affordable housing and employment opportunities outside of the city's core, contributing to longer and more expensive commutes. Within the Diridon Station Area and Downtown, transportation investments that have prioritized the free movement of cars have induced more traffic and have degraded the quality of life for the residents and people working there.

As this Plan applies the key principles to plan for transportation investments and policies in the Diridon Station Area, it is important to advance equity by ensuring that the transportation planning and decision-making process addresses the needs and concerns of the low-income communities of color, so that the distribution of transportation investments and policies accrue benefits as opposed to harm in these communities.

Communities of Concern is an equity framework established by Metropolitan Transportation Commission (MTC) to measure disadvantaged communities by census tract. Local governments and public agencies often use this framework to plan and prioritize transportation projects and funding. Communities of Concern include a diverse cross-section of populations and communities that could be considered disadvantaged or vulnerable now and in the future. ***Figure 4-2-4*** illustrates that most of the Downtown communities living on the east side of State Route 87 qualify as disadvantaged and vulnerable communities. According to the MTC's equity analysis, these communities have higher levels of households with minority, low-income status, severe rent burden, single parents, and people who have limited English proficiency than the regional average. ***Figure 4-2-4*** also shows that no communities located in the Diridon Station Area qualify as disadvantaged and vulnerable communities. To best meet the needs of the disadvantaged communities while maximizing benefits and minimizing burdens, this Plan places significant focus on improving transportation options and access to the Diridon Station Area for these communities.

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Figure 4-2-4:Communities of Concern within the Downtown San José Area

APPLYING KEY PRINCIPLES TO THE DIRIDON STATION AREA

Diridon Station is at the heart of this vibrant mixed-use district, welcoming people into the heart of the city while taking up little precious urban land. When BART, commuter rail, high-speed rail, light rail, and supporting bus services converge, the station will support more high-capacity transit connections than any other place in the Bay Area. By 2040, preliminary forecasts suggest that the station will accommodate more than 100,000 passengers daily, almost as many as the number of people who use San Francisco International Airport daily. Significant past and future public investments in high-capacity transportation in the Diridon Station Area will make the Diridon Station Area one of the most accessible places in the Bay Area and indeed all of California. A great rail station must do more than simply enable regional and statewide travel. It must be designed with an understanding of the ways that transportation infrastructure creates place. Regional and intercity mobility should not negatively affect local connections, neighborhoods, and people.

Today, people access Diridon Station as follows: 26 percent drive to the station and park there, 23 percent transfer from another transit operators, 18 percent walk to the station, 18 percent are dropped off at the station, and 16 percent bike to the station.[2] These trips constitute a relatively small proportion of the total trips within the Diridon Station Area. Among all trips that start and/or end in the Diridon Station Area, about 85 percent are made by automobile today—60 percent are in single-occupancy-vehicles (SOV) and the remaining 25 percent are in carpools and/or shared ride vehicles. Given the expected growth in transit trips, and as many as 44,000 jobs, 28,000 residents, and many additional visitors in the Diridon Station Area by 2040, the number of people moving around will grow tremendously. Attempting to accommodate this number of people will not be possible without reducing the share of car trips, since many cars would require far more space than is available.

The Diridon Station Area, which will offer a rich mix of places to go and things to do in the future, has the potential to be highly transit-supportive and vibrant. As described below, the station will be redesigned to connect neighborhoods on both sides of the tracks for people walking, bicycling, and using other forms of micro-mobility. The station should also be highly visible from surrounding areas and facilitate intuitive wayfinding, both for passengers arriving at the station by train, as well as passengers coming from the city and departing the station by train. The Diridon Station Area should prioritize walking, bicycling, and other space efficient, gentle, and sustainable transportation modes to allow growth while improving quality of place and life.

According to preliminary estimates, the greatest number of transfers at the station will be between the highest capacity heavy rail modes. This is shown in ***Figure 4-2-5***. There will be especially large volumes of transfers between high-speed rail and BART, high-speed rail and Caltrain, and Caltrain and BART. There will also be a significant number of passengers transferring between light rail, bus and these heavy rail modes. The Diridon Integrated Station Concept Plan "Concept Layout," described below, seeks to facilitate these high-volume transfers by locating these modes as close together as possible and providing quick, comfortable, and intuitive transfer routes between them.

2 Caltrain 2040 Long Range Service Vision, Caltrain, October 2019.

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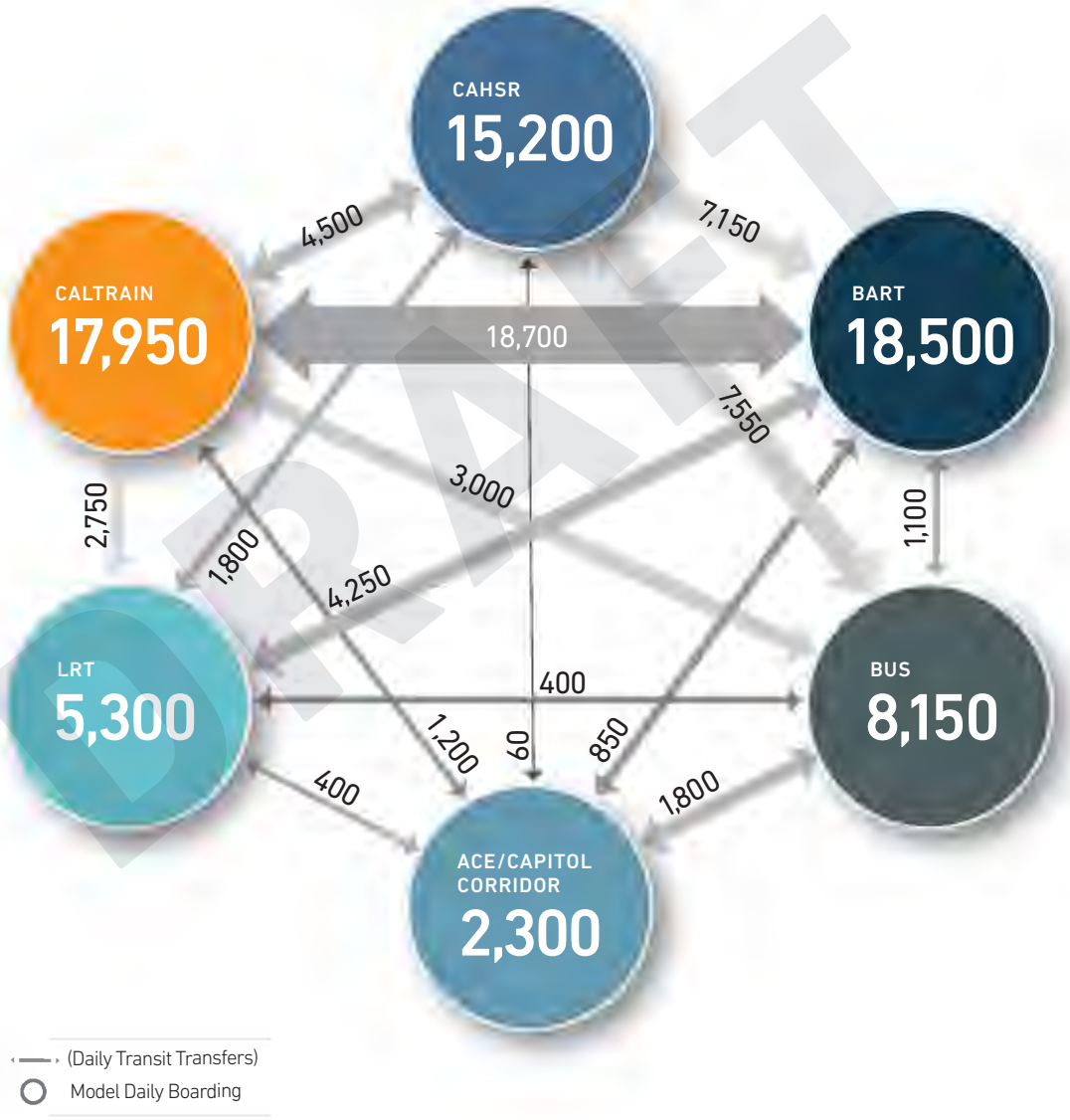
*Figure 4-2-5 Estimated transfer volumes between modes at Diridon Station in 2040**



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The transfer volumes in this figure are based on preliminary analysis and are subject to future refinement.

STATION ACCESS HIERARCHY

The value of a central city rail hub like Diridon Station is that it brings many people into the core of a city on relatively little land. It is "space-efficient," which is to say that it provides a lot of transportation benefit for the land that it requires. This makes train stations uniquely compatible with dense city centers, which, as discussed earlier in this chapter exist in order to facilitate exchange by bringing people, goods and services closer together. The station access hierarchy aims to maximize the potential of the station—both as a transportation facility and as a stage for public life—by prioritizing the modes of transportation that bring the greatest number of people to and through the station. The hierarchy prioritizes these modes by accommodating them closest to the core of the station.

People walking have top priority within the Diridon Station Area. Station patrons will always be pedestrians for part of their trips, whether the Diridon Station Area is the origin (the person who lives in the Diridon Station Area) or the destination (the person who visits the Diridon Station Area for work, entertainment, or other reasons). Therefore, the land uses closest to the station must be easily and comfortably accessed by foot and other low-impact modes of travel. This said, it is important to recognize that Diridon Station's purpose is to connect San José to other places farther away throughout the region and state. In order to fulfill its role as a regional and statewide transportation center, the station must prioritize quick, convenient, and intuitive transfers between the highest capacity modes at the station.

With good and intentional design, a train station can successfully promote mobility across these different scales. It can promote connections to places far away while also facilitating local movement and the quality of place in the neighborhood where it sits. And thankfully, in a complicated multi-level station hub like the future Diridon Station, not all modes need to circulate on the same level.



Figure 4-2-6: Station Access Hierarchy

In particular, the rail modes, which provide regional and statewide access, will either be below or above ground level and will generally not compete for the same scarce space on the ground level as pedestrians, bikes, and buses.

Recognizing that the initial reason for the station's existence is to serve as a regional and rail facility, the commuter and intercity rail modes that will be located on the elevated

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rail platform level are at the top of the hierarchy. This rail platform level forms the "core" of the station. Below the commuter and intercity rail, the hierarchy is divided into two tiers for local, citywide and regional modes that will generally not compete for the same physical space.

1. In the left tier are local and downtown-wide access modes. In this tier, pedestrians are at the top of the hierarchy, while other modes that take up more space and that contribute less to public life have lower positions on the hierarchy. In this tier, modes that are shared ("shared micromobility") are listed higher in the hierarchy since they require less space per user. For example, a shared bike can be used many times throughout the day by multiple people, while a private bike parked at a station is only used by a single person.
2. In the right tier are high-capacity modes for citywide and regional trips. In this tier, the most frequent and highest-capacity modes are listed above lower-capacity modes.

Below the two-tiered section of the hierarchy are private modes that are the least space-efficient. Company shuttles, which carry many people in the same vehicle, are listed above taxis, and private vehicles. Parking for private vehicles, which represents the least space-efficient way to access the station, is at the bottom of the hierarchy.

Figure 4-2-6 illustrates the Station Access Hierarchy developed in the Diridon Integrated Station Concept Plan. The hierarchy aligns with the key principles for the area—bringing people together in sustainable ways that support people and public life. The intent of this hierarchy is to guide decisions at the Diridon Station Area and project level and help resolve competing demands for funding and for physical space.

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4.3 RELATED TRANSPORTATION PROJECTS

THE DIRIDON STATION AREA CONCEPT PLAN

Diridon Station is the most significant component of the area's transportation system and will be the entry point into Downtown for a large proportion of the people who will come Downtown. The design of the station will have profound effects on the circulation network for the entire Downtown and beyond. Also, as the City's " front door," the station and public spaces around it must be designed as high-quality publicly accessible places that welcome everyone. While the station will connect the Diridon Station Area to places throughout the region and state more easily, it is important that it not divide the neighborhoods in which the station sits. Furthermore, safer and more efficient access into the Diridon Station Area and Downtown from surrounding low-income communities of concern will be critical.

To plan for the substantial growth of Diridon Station, the City of San José, the Peninsula Corridor Joint Powers Board (PCJPB, also known as Caltrain), Santa Clara Valley Transportation Authority (VTA), and the California High-Speed Rail Authority (CHSRA) (the "Partner Agencies") formed a public agency partnership in July 2018 to work on a station design effort called the Diridon Integrated Station Concept Plan (Concept Plan). The Metropolitan Transportation Commission (MTC) joined this partnership in 2020. Through this effort, the Partner Agencies, with considerable community input and participation, developed a spatial vision for a new and expanded station. The resulting "Concept Layout" optimizes transit and passenger needs, while supporting future development potential and balancing city and neighborhood impacts. The Concept Layout is illustrated in ***Figure 4-3-1***.

This section describes the key components of the station as they establish the framework for Downtown circulation.



Figure 4-3-1 Concept Layout in the Diridon Integrated Station Concept Plan

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Concept Plan Elements and Decisions

City Council, along with the Partner Agencies, formally adopted the following three elements of the Concept Layout:

- ***Elevated Station Platforms***. Elevating the tracks and platforms to roughly 25 feet above the ground will allow for street-level east/west connections through the Diridon Station Area, knit together neighborhoods on either side of the tracks, and facilitate connections for people walking, bicycling, and driving.
- ***Station Entrances at Santa Clara Street and San Fernando Street.*** The Concept Layout includes two main concourses with four station entrances. One concourse is oriented toward Santa Clara Street and will be close to BART, light rail, bus, and other connecting modes to allow for quick transfers. The other concourse will be located near San Fernando Street and allow for easy connections to the bike network, creeks, existing neighborhoods, and future office and housing development projects. As illustrated in ***Figure 4-3-1***, the Concept Layout includes two prominent interconnected public plazas on the east side of the station between San Fernando Street and Santa Clara Street. These plazas will serve as important public gathering spaces. They will also serve important breaks in urban fabric that will make the station more visible from surrounding areas and help travelers orient themselves upon arriving at the station by affording clear sightlines to Downtown.
- ***Existing Track Approaches into the Future Station.*** Maintaining track approaches that generally stay within the existing northern and southern corridors to take advantage of existing rail infrastructure, minimize overall community impacts, and minimize the need to acquire land, as discussed in Chapter 2.

Though the Diridon Partner Agencies did not formally adopt these elements, the Concept Layout also makes proposals for the arrangement of local access modes, public plazas, and other items. The precise location and design of all of these elements will continue to evolve as part of the Diridon Integrated Station Plan process. Additionally, the Partner Agencies will continue to work together to develop the footprint of the station and approach tracks, as well as to clarify construction staging and phasing assumptions.

Generally, the Concept Layout reflects community desires for high-quality public plazas leading to the station entrances, as well as quick, convenient and intuitive transfers between high-capacity transit modes. The Concept Layout prioritizes pedestrian, bicycle, light rail, and local bus access, while accommodating intercity bus and vehicle drop-off and pick-up zones and parking just outside of the core of the station.

Additionally, the Partner Agencies are assessing the long-term space needs for the station and approach tracks through the Concept Plan process. As such, and as discussed in Chapter 2, Section 2.3 of this Plan, the City will evaluate rail corridor preservation and compatibility strategies in line with the Concept Plan.

Implications on Broader Circulation Network

Elevating the tracks at the station to allow for easy east-west street connections transforms the station from a barrier to a connector. Primary east/west auto routes will remain as they exist in 2021. However, the elevated station design means that pedestrians, cyclists, and people using various forms of micro-mobility can pass through the station and travel within the Diridon Station Area more easily and safely. ***Figures 4-3-2*** and ***4-3-3*** illustrate current and future connections across the rail corridor because of the decision to raise the tracks.

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Figure 4-3-2: Existing Street Connections Across the Tracks

A major goal of the plan is to provide safe, convenient connections across the rail corridor serving Diridon. In an effort to support a vibrant and people-focused district, the "New Connections" shown below are generally for people walking and bicycling, as further described in Section 4.4.



Figure 4-3-3: Planned Street Connections Across the Future Elevated Tracks

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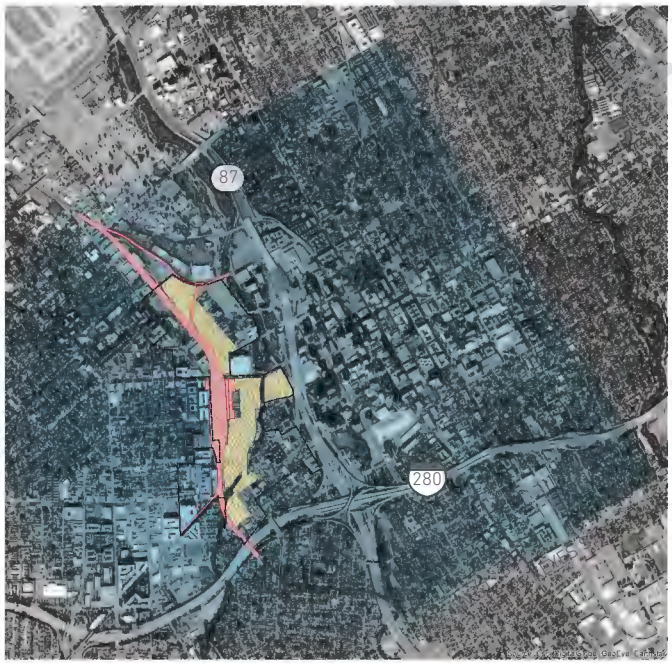
THE DOWNTOWN TRANSPORTATION PLAN

Since early 2020, the City has been developing a comprehensive plan for the broader Downtown transportation system, ***Downtown Transportation Plan***, that aims to create a vibrant and people-focused Downtown San José. The Downtown Transportation Plan will provide clear direction on improving access, mobility, circulation, navigability, 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 it to become—a more vibrant, dynamic, and interesting place that facilitates exchange and welcomes our whole community. The key principles discussed earlier in this chapter on spatial efficiency, sustainability, equity, and public life are essential principles as much for the Downtown Transportation Plan as they are for the transportation elements in this Plan.

Figure 4-3-4: Related Transportation Project Boundaries



Alignment/boundaries are understudy and not adopted, and provided for reference only.

The Downtown Transportation Plan rests on the following core community values: safety, social equity, affordability, environmental quality, public life, public health, fiscal health, sustainability, adaptability, comfort, convenience, and coordination and consistency. Based on these core community values, the plan aims to do the following:

- Facilitate movement while enhancing places
- Serve the needs of all Downtown users, including residents, workers, students, and visitors
- Provide space-, time-, and cost-efficient access
- Make Downtown easier to navigate through intuitive, and user-centered design
- Prioritize projects and programs based on Downtown community, City, County, and regional goals and values
- Incorporate trail systems

The ***Downtown Transportation Plan*** accelerated the circulation network planning on the western side of the Downtown in coordination with this Plan. Anticipated in 2021, the ***Downtown Transportation Plan*** will identify a comprehensive circulation network, develop a prioritized list of transportation projects, recommend curbside and parking management strategies, and advance "big moves" and high-priority projects that will help shape the desired future of Downtown. To achieve transportation outcomes that truly reflect community values, the plan includes a robust community engagement process to ensure that the community—including the underrepresented—supports, feels ownership of, advocates for, and helps implement the plan. The Downtown Transportation Plan includes the Diridon Station Area and is also carefully considering connections to areas farther west.

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4.4 TRANSPORTATION NETWORK

The section below describes the planned transportation network for the Diridon Station Area, including direction on how to make trade-offs between different modes within the network and specific planned improvements.

This Plan sets forth a transportation network that moves people to and within the Diridon Station Area in ways that are efficient, equitable, and safe, and that also supports the Diridon Station Area as an attractive people-focused place. As discussed above, Diridon Station—the place in the South Bay where the most high-capacity modes converge—plays a defining role in the shape of the surrounding transportation network. In addition, the network aims to connect existing neighborhoods—particularly low-income communities of concern east of State Route 87—to the Diridon Station Area. This Plan prioritizes walking, public transit, and bicycling within the core Diridon Station Area, while locating automobile circulation and parking facilities at the perimeter of the Diridon Station Area. This allows motorists to drive to and park on the perimeter of the Diridon Station Area easily without compromising the pedestrian and transit-oriented quality of the core area. On this point, it is important to note that everyone is a pedestrian at some point during their trip. This includes motorists, who will park their vehicles and then become pedestrians, bicyclists, or users of other modes of shared micro-mobility when they move into the core area to reach their destinations.

STREET TYPES AND PRIORITIES

This plan uses Envision San José 2040 General Plan Designations, called Street Typologies. Street Typologies reflect a street's primary function and adjacent land use context. In doing so, street typologies establish the need to accommodate multiple travel modes and promote desired travel speeds. Street typologies provide direction for a Complete Street network that accommodates all people traveling on it. Modal priorities by street type and the recommended transportation network are illustrated in ***Figure 4-4-1*** and ***Figure 4-4-2*** respectively. For more details on the design of streets by street type, please see the San José Complete Streets Design Standards & Guidelines.[3]

Transit Priority

Grand Boulevards are designated in the Envision San José 2040 General Plan as major transportation corridors that connect city neighborhoods. They are transit priority corridors for local bus and light rail transit services to accommodate moderate to high volumes of travel needs within and beyond the city. These streets should also accommodate bicycles and motor vehicles. However, if there is not enough space to accommodate all modes equally, high-quality transit facilities should be given priority. Examples of high-quality transit facilities include, but are not limited to, dedicated transit lanes, bus "queue-jumps" that allow buses to move easily through congested areas, transit signal priority, and transit stop enhancements. Grand Boulevards should also provide high-quality pedestrian facilities such as attractive lighting, wayfinding, ample sidewalks, enhanced crosswalks, and landscaping.

The following streets are designated as Grand Boulevards in the vicinity of Diridon Station:

- ***Santa Clara Street*** is an east-west corridor and continuation of The Alameda that runs through the middle of the Diridon Station Area, extending east from Stockton Avenue through Downtown and toward Alum Rock Avenue. Santa Clara Valley Transportation Authority (VTA) Rapid Bus routes 500 and 522, as well as Frequent Bus routes 22, 64A, and 64B, all of which offer service every 15 minutes or better during the day, run along Santa Clara Street. Routes 500, 64A, and 64B serve Diridon Station directly. Routes 522 and 22 currently have a stop at the intersection of Santa Clara Street and Cahill Street that is roughly 500 feet (roughly a two-minute walk) from the planned Santa Clara station entrance. entrance.

3 *https://www.sanjoseca.gov/home/showdocument?id=33113*

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Figure 4-4-1 Modal Priorities of Street Types



San Jose Complete Streets Standards and Guidelines define sidewalk and other key street dimensions, recommended treatments, accessibility features, and more.

Grand Boulevard	PRIMARY	PERMITTED	PERMITTED	PERMITTED
Primary Bicycle Facility	PERMITTED	PRIMARY	PERMITTED	PERMITTED
Main Street	PERMITTED	PERMITTED	PRIMARY	PERMITTED
Connector	PERMITTED	PERMITTED	PERMITTED	PERMITTED
Trail		PERMITTED	PERMITTED	
Active Greenway		PERMITTED	PERMITTED	

As described in the Complete Streets Standards and Guidelines, On-Street Primary Bikeways generally apply to the City and Local Connector Street General Plan Typologies, and are thereby consistent with them.

- ***The Alameda*** is an east-west corridor that is a continuation of Santa Clara Street. Extending northwest from Stockton Avenue to Santa Clara University, VTA's Rapid Bus route 522 and Frequent Bus route 22 use this corridor. The less frequent 64B line also runs along the Alameda with service every 30 minutes.
- ***San Carlos Street*** is an east-west corridor that runs through the southern portion of the Diridon Station Area. Extending west from San José State University to become Stevens Creek Boulevard, VTA's 523 Rapid Bus route and Frequent Bus route 23 operate along this corridor, both with buses coming every 15 minutes or better during the day. Both routes have stops at the intersection of San Carlos and Barack Obama Boulevard[4], which is roughly 2,000 feet, or 7 minutes of walk time, from the planned San Fernando station entrance.

4 *On January 5, 2021 the Council of the City of San José approved the renaming of portions of Bird Avenue, South Montgomery Street, South Autumn Street, and North Autumn Street to Barack Obama Boulevard, public streets extending approximately 4,300 feet between Interstate 280 in the south and West St John Street in the north.*

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Pedestrian and Bicycling Priorities

In addition to an attractive station building, well-designed plazas, parks, buildings and building facades are also key elements that will contribute to a high-quality public realm and that will make the Diridon Station Area unique. Given that there is limited space within the Diridon Station Area, it is critical to allocate this space properly. And as exemplified by the work of NACTO referenced earlier in this section (***Figure 4-2-2***), there has been a growing movement in cities worldwide to view streets not just as thoroughfares for moving car traffic, but more broadly as places for people, social activity, and public life. This thinking has also gained popularity in San José, as explained in the discussion of specific streets below.

Active Greenways are streets that are closed to motor vehicles and open to pedestrians, bicyclists, shared micro-mobility, and emergency vehicles. They serve as open spaces that connect people and places. The following are designated as Active Greenways in the vicinity of Diridon Station, and are expected to be designed and implemented in conjunction with the Diridon Integrated Station Concept or through new transit-oriented development:

- ***Cahill Street between San Fernando Street and Santa Clara Street*** will have open plazas in front of the San Fernando and Santa Clara station entrances on the east side, as shown in ***Figure 4-3-1*** once the station is rebuilt. In line with the Diridon Station Concept Plan's access hierarchy (***Figure 4-2-6***), these streets prioritize walking, because walking is the most space-efficient mode and these streets are closest to the station concourses.
- ***Underneath and Along the Elevated Rail Tracks.*** When Diridon Station is rebuilt and the tracks are elevated, the space underneath the tracks will be available for active uses—including the station and ancillary services (for example, secure bicycle storage), areas with retail and services, and a north-south active transportation corridor. The active transportation corridor would provide direct access to Diridon Station for pedestrians and bicyclists from the Los Gatos Creek Trail as well as all the east-west street crossings under the tracks.

  This new Active Greenway would extend east-west at roughly ***Lenzen Avenue*** and ***Cinnabar Street*** from Stockton Avenue to the Active Greenway under the tracks, and connecting to neighboring streets, parks, homes, and buildings. The new connection at Lenzen Avenue may be designed as an On-Street Primary Bicycle Facility, in lieu of an Active Greenway.



- ***Delmas Avenue between San Fernando Street and Santa Clara Street*** is a north-south street that is under consideration for closure to motor vehicle through traffic. If closed to motor vehicles, an alternative route would be needed for pedestrians and bicyclists connecting between San Fernando Street and Santa Clara Street on the east side of Barack Obama Boulevard and the Los Gatos Creek Trail. A trail option that runs in parallel to and on the west side of Delmas Avenue is under consideration in order to maintain this important pedestrian and bicycle connectivity.

The Envision San José 2040 General Plan encourages pedestrian travel between high-density residential and commercial areas throughout the City, including the Diridon Station Area. It designates ***Main Streets*** as roadways with high levels of pedestrian activity that make walking safe, comfortable, and convenient for individuals of all ages and abilities. Examples of pedestrian priority treatments include,

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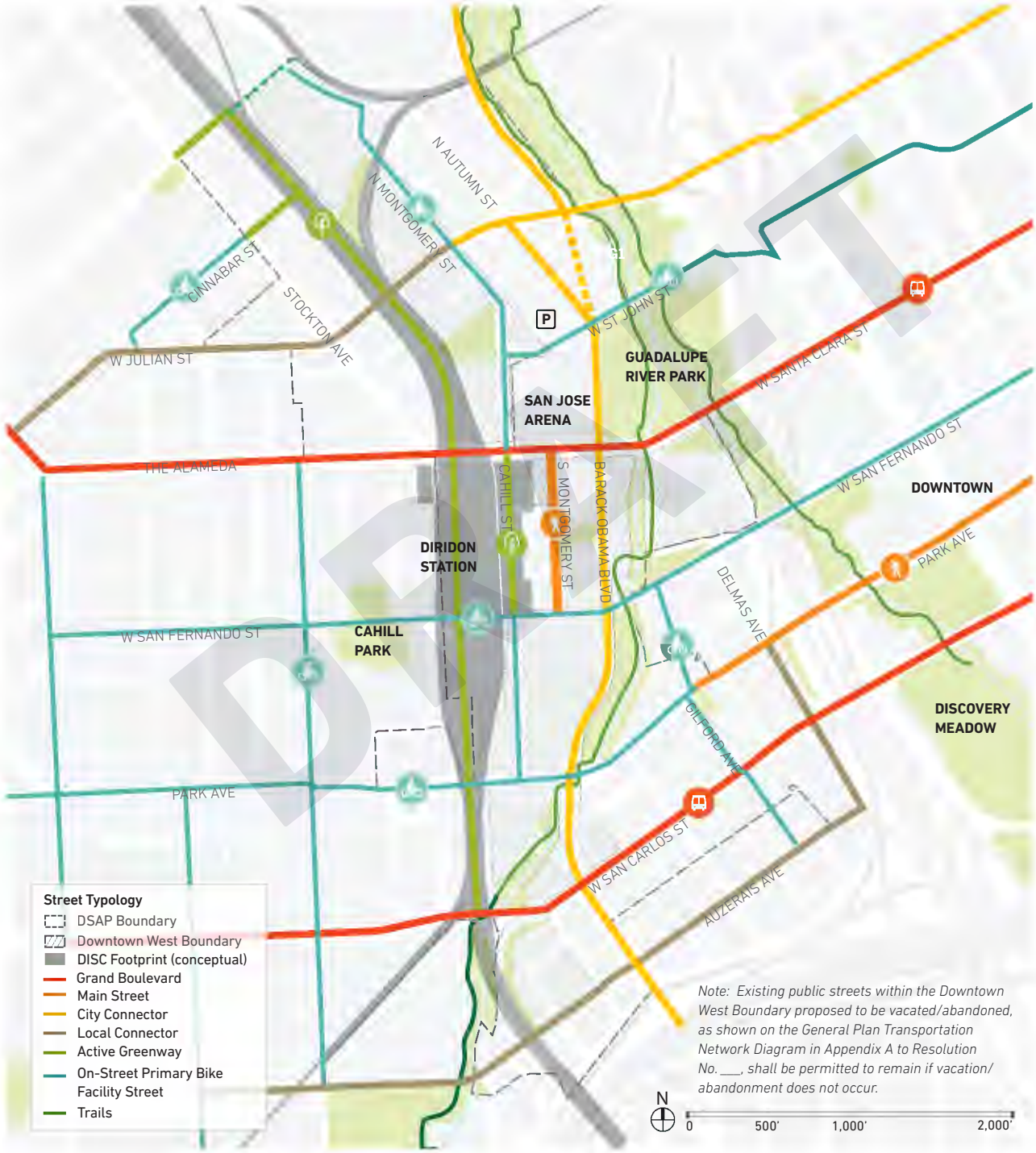
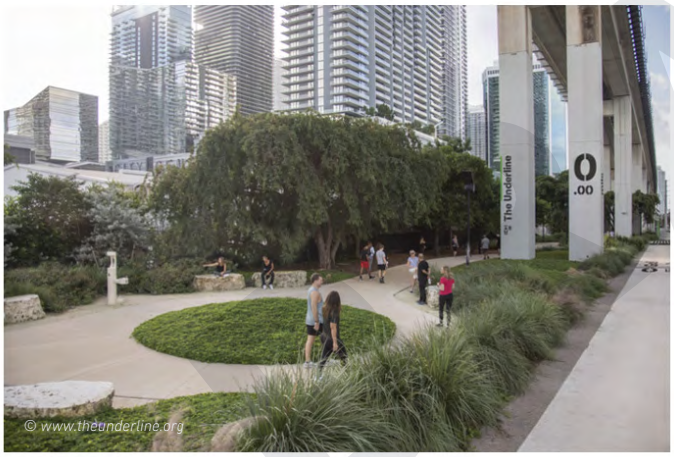


Figure 4-4-2: Street Typology





Miami's Underline is under construction, with Phase 1 (pictured above) open to the public and future phases under development (rendered above). Active retail and services, walking and bicycling paths provide "eyes" on the area under the track. The Underline is also well integrated into the surrounding street and trail network and provides pleasant and convenient connections to surrounding neighborhoods and businesses.

but are not limited to, wayfinding signage, street trees, pedestrian-scale street lighting, enhanced crosswalks, automatic pedestrian signals, reduced crossing length, sidewalk widening, and public seating areas. The following streets are designated as Main Streets in the vicinity of the Diridon Station:

- ***Park Avenue east of Gifford Avenue*** is an east-west corridor that connects with the Guadalupe River Trail, the planned Park Paseo, Plaza de Cesar Chavez, and Paseo de San Antonio to the east. The planned Park Paseo project extends the pedestrian experience along Park Avenue west of the Plaza de Cesar Chavez to the Guadalupe River Park and the undercrossing of State Route 87, connecting the natural qualities of the Guadalupe River Park with the city's cultural center. West of Gifford Avenue is an On-Street Primary Bikeway that runs through Diridon Station.
- ***Montgomery Street*** is a north-south corridor that runs between San Fernando Street and Santa Clara Street. It provides direct connection between the San Fernando station entrance, BART station entrance located at the intersection of Santa Clara Street and Montgomery Street, and the SAP Center.

San José has one of the nation's largest urban trail networks, which offers a wide variety of experiences. The City's planned 100-mile trail system offers an opportunity for recreation with access to quiet natural and landscaped areas and open space. It also provides off-street connections to major employment and residential centers through the city with linkages to public transportation and on-street bikeways, offering residents and workers an attractive option to leave cars at home. Refer to the Open Space and Public Life chapter of this Plan for more details on the existing and planned trail connections in the Diridon Station Area.

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Bicycle Priority

On-Street Primary Bicycle Facilities are designated in the Envision San José 2040 General Plan as streets that provide continuous access and connections to the local and regional bicycle network. Automobile through traffic, as well as high volumes of motor vehicle traffic generally, are discouraged. Transit, pedestrians, and motor vehicles can also be accommodated on these streets. However, if there are right-of-way conflicts, high-quality bicycle facilities such as bike boulevards and protected bike lanes should be given significant priority. Bicycle priority treatments generally provide separation between bicyclists and the adjacent motor vehicular travel lanes ("protected bike lanes"). This may include "low-stress" shared roadway bicycle facilities (e.g. bike boulevards, advisory bike lanes), right-of-way infrastructure improvements, signal enhancements for bicycles, turning-movement restrictions for motor vehicles, and end-of-trip bike facilities. The following streets are designated as On-Street Primary Bicycle Facilities in the vicinity of Diridon Station:

- ***Cinnabar Street between Julian Street and Stockton Avenue*** is an east-west corridor that runs along the north end of the Diridon Station Area and provides direct bicycle access to the commercial development in the north end of the Diridon Station Area. The segment of Cinnabar that crosses under the planned elevated tracks from Stockton Avenue to the east side is an Active Greenway that is closed to motor vehicles.
- ***Park Avenue west of Gifford Avenue*** is an east-west corridor that runs through the center of the Diridon Station Area on the south side of the station. Connected to the east of Gifford Avenue is a Main Street that includes the planned Park Paseo that runs through the Plaza de Cesar Chavez.
- ***San Fernando Street*** is an east-west corridor that runs through the heart of the station. It provides direct access to the major bike parking facility planned underneath the elevated tracks. From the station, it extends westward to Race Street and eastward to Downtown San José.



- ***St. John Street*** is an east-west corridor that runs along the north side of the Diridon Station Area. It provides cyclists in areas north of Santa Clara Street direct access between the station and Downtown San José.
- ***Cahill Street between Park Avenue and San Fernando Street*** is a north-south corridor that provides cyclists from the south direct access to the San Fernando station entrance.
- ***Cahill Street between Santa Clara Street and Montgomery Street*** and ***Montgomery Street between Cahill Street and Lenzen Avenue*** are north-south corridors that provide cyclists from the north side direct access to the Santa Clara station entrance.

  Once the station is rebuilt, these two stretches of ***Cahill Street*** meet at the open plazas in front of the two eastern station entrances.
- ***Gifford Avenue*** is a north-south corridor that runs between Auzerais Avenue and San Fernando Street. It connects two east-west On-Street Primary Bikeways, Park Avenue and San Fernando Street.

For more information about bicycling in San José, refer to the City's Better Bike Plan 2025 (adopted 2020).[5]

5 The Better Bike Plan 2025 was adopted by the City Council on October 6, 2020. The full plan and associated maps are located at https://www.sanjoseca.gov/your-government/departments-offices/transportation/walking-and-biking/better-bike-plan-2025.

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Connector Streets

City Connector Streets and Local Connector Streets are designated in the Envision San José 2040 General Plan as corridors that connect City neighborhoods with long-distance travel and limited transit options. Movements of transit, bicycles, pedestrians, and motorized vehicles are equally accommodated on these corridors as they access the Diridon Station Area. The following streets are designated as City Connector Streets or Local Connector Streets in the vicinity of the Diridon Station:

- ***Auzerais Avenue*** is an east-west Local Connector Street that runs along the southern border of the Diridon Station Area between Woz Way and Meridian Avenue.
- ***Julian Street*** is an east-west corridor that runs through the north side of the Diridon Station Area. The segment between Market Street and Montgomery Street is designated as a City Connector Street that connects with the State Route 87/Julian Street interchange, and the segment west of Montgomery Street is designated as a Local Connector Street.
- ***Barack Obama Boulevard*** includes portions of streets formerly named as North Autumn Street, South Autumn Street, South Montgomery Street, and Bird Avenue. It is a north-south City Connector Street that runs through the Diridon Station Area between St. John Street and Interstate 280. South of Interstate 280, the corridor continues as Bird Avenue, which is also designated as a City Connector Street. Barack Obama Boulevard is one-way south of Santa Clara Street and follows existing Autumn Street between St. John and Julian Streets; in the future, Barack Obama Boulevard will be a two-way street with vehicular lanes, protected bicycle lanes, and sidewalks on both sides of the street.



- ***Autumn Parkway*** is a north-south City Connector Street that runs between Coleman Avenue and Julian Street. Between St. John Street and Julian Street, the City will use either the current right-of-way along Autumn Street or a new alignment connecting directly with Autumn Parkway at and north of Julian Street (***Figure 4-4-2***). Autumn Parkway north of Julian Street may be reconfigured to accommodate elevated Union Pacific Railroad (UPRR) tracks, as planned per the Diridon Integrated Station Concept Layout.
- ***Delmas Street between Auzerais Avenue and San Fernando Street*** is a north-south Local Connector Street that runs along the eastern border of the Diridon Station Area. It connects local motor vehicle traffic with two State Route 87 ramps (the southbound off-ramp at Park Avenue and the southbound on-ramp at Auzerais Avenue) and Auzerais Avenue, an east-west Local Connector.

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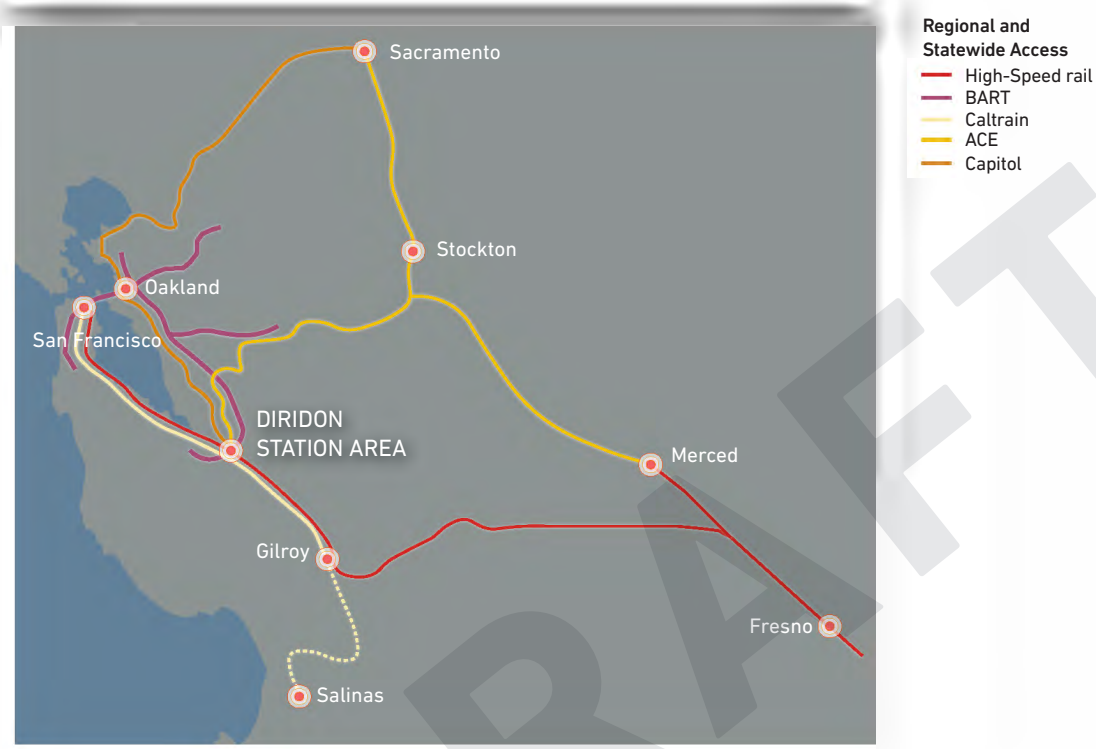

Figure 4-4-3: Regional and Statewide Access

TRANSPORTATION NETWORK IMPROVEMENTS

Street Typologies define modal priorities for each corridor in the Diridon Station Area. With those priorities in mind, the following transportation improvement projects are identified to ensure an expansive and equitable network.

These transportation network improvements are grouped by the type of access they provide to the Diridon Station Area: (1) Statewide transit access; (2) Regional and citywide access; (3) Local and neighborhood access; and (4) Placemaking and new connections at and near the station.

Statewide Transit Access

How do people travel by transit to the Diridon Station Area from origins outside of the Bay Area?

San José has a high number of commuters that travel frequently—often daily—over long distances between cities. Rail travel times and service quality that are competitive to automobile travel encourage higher rail ridership for those who live or work near stations. Statewide access to the Diridon Station Area includes via High-Speed Rail, the Airport Connector and San José International Airport (SJC), and Intercity Rail and Bus services, as illustrated in ***Figure 4-4-3***.

- ***California High Speed Rail (T1):*** The California High-Speed Rail (HSR) will connect San José's Diridon Station to the Los Angeles Metropolitan Area, the Central Valley, and the San Francisco Bay Area with service scheduled to begin in 2029. At full buildout, California HSR will extend to Sacramento and San Diego.
- ***Airport-Diridon Connector (T2):*** The planned connection from SJC to Diridon Station will integrate Diridon Station and the airport as a single facility from the passenger's perspective by providing quick and reliable trips across the roughly three miles that separate the two facilities.

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- ***Amtrak Coast Starlight:*** This existing service runs along the Pacific Coast with stops in Seattle, Portland, San José, the California Central Coast, and Los Angeles with one northbound train and one southbound train departing from the station each day. Connecting Amtrak Thruway Bus service is also provided between the Diridon Station and the Amtrak San Joaquin service.
- ***Capitol Corridor:*** This existing service connects communities between San José and Sacramento with multiple trains departing from Diridon Station each day. Critical infrastructure improvements currently underway by Capitol Corridor will expand service, improve reliability, and increase safety in the coming years.
- ***Altamont Corridor Express (ACE):*** This existing service is operated by the San Joaquin Regional Rail Commission. It provides commuter rail service between Stockton, Tracy, Pleasanton, and San José during commute periods on weekdays. Four westbound trains arrive at the station during AM peak periods and four eastbound trains depart from the station during PM peak periods. ACE with its partners, Tri-Valley—San Joaquin Valley Regional Rail Authority and the San Joaquin Joint Powers Authority, are developing the Altamont Corridor Vision, which will increase service frequency and access for East Alameda and San Joaquin Counties to the Bay Area, including Diridon Station.
- ***Monterey County Rail Extension:*** This planned future service will provide a one-seat ride between Diridon Station and Salinas with stops at new station hubs in Pajaro and Castroville along the way. The Transportation Agency for Monterey County (TAMC), the project sponsor for this effort, is currently building station improvements in Salinas, planning rail improvements to the corridor including a new rail layover facility, and developing a new station at Pajaro / Watsonville to serve as a gateway to Santa Cruz County.
- ***Intercity Bus Access to Station (S1):*** Diridon Station is currently served by both private and public intercity and long-distance bus service. Monterey Salinas Transit (MST) operates express service on lines 55 and 86 connecting Diridon Station with Monterey and King City in Monterey County respectively. Santa Cruz Metropolitan Transit District (SC Metro) provides intercity and commute service on the Highway 17 Express route, linking Santa Cruz and surrounding communities with Diridon Station. Additionally, Greyhound and Bolt Bus provide connections throughout California, the United States, and Mexico. The Diridon Integrated Station Concept Layout proposes an Intercity Bus facility along the western edge of the rail tracks, in the current location of White Street.

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Regional and Citywide Access

How do people coming from places across the Bay Area get to the Station Area?

By allowing safe, efficient, and connected travel for both cyclists and pedestrians, residents, workers, and visitors can rely on the integrated mobility network for door-to- door service. To achieve this, the Diridon Station Area should be fully integrated into the City's mobility network and accessible by all modes. Regional and citywide access to the Station is illustrated in ***Figure 4-4-4***.

- ***Caltrain:*** This existing service is managed by the Peninsula Corridor Joint Powers Board. It provides commuter rail service between San Francisco and Gilroy seven days a week, with 92 trains on weekdays and 68 trains on weekends. Local, limited-stop, and Baby Bullet Caltrain services all stop at Diridon Station. Trains depart frequently during the weekday AM and PM peak periods, with hourly service during non-peak periods and weekends.

Caltrain Electrification (T3): The Caltrain electrification project, which is under construction as of this writing, will replace diesel-powered trains with electric trains. More frequent and faster train service will be provided for riders. The number of peak hour trains in each direction will increase from five to six and combined seating and standing capacity will increase by 31 percent. Caltrain electrification will also lay the groundwork to provide additional capacity improvements in the proposed Caltrain Business Plan.

Caltrain Long-Range Service Vision (T4): The Caltrain Business Plan addresses four major focus areas: service, business case, community interface, and organization. The Long-Range Service Vision as part of the Business Plan will increase the number of peak hour trains per direction to eight between Tamien Station and San Francisco, four between the Blossom

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Hill and Tamien Stations, and two between the Gilroy and Blossom Hill Stations. The Caltrain Board of Directors adopted a Service Vision as part of the Business Plan in October 2019 that envisions significantly expanding Caltrain service, roughly tripling the number of daily riders from 65,000 today to 180,000 by 2040. Diridon Station is currently one of the busiest stations in the system. It is planned as a core station that will see significantly enhanced service under the Business Plan.

- ***Bay Area Rapid Transit (BART):*** BART serves as the backbone of transit service in much of the Bay Area. The 2020 launch of service at the Berryessa / North San José station marked the first BART connection to San José. The Santa Clara Valley Transportation Agency (VTA) currently operates express bus service on the 500 line from Berryessa Station to Diridon Station, providing a viable link between BART, Downtown San José, Diridon Station and intercity rail service. In partnership with BART, VTA is constructing a service extension with direct service to Diridon Station, providing connectivity to seven lines, serving Oakland, San Francisco, and 50 additional stations.

  VTA's BART Silicon Valley Phase II Extension (T5): This project will extend BART service from its current terminus at Berryessa / North San José to the Santa Clara Caltrain Station with stops in Downtown San José and Diridon Station. Service is expected to begin as early as 2030.

  The Diridon Integrated Station Concept is evaluating how people using the BART system will quickly and seamlessly access other parts of the rebuilt station ***(BART Access to Station, S2)***. The Concept Layout is studying an access point to BART through a lobby entrance located at the corner of Santa Clara and Montgomery Streets. The Partner Agencies are considering additional access points and locations will be subject to final designs.

- ***Bus and Light Rail Transit:*** Diridon Station acts as the central hub for 13 Santa Clara Valley Transportation Authority (VTA) transit routes and two intercounty transit routes. The Diridon Station Area is served by VTA Rapid and Frequent Bus routes 22, 23, 64A, 64B, 68, 500, 522, and 523; VTA Express Bus routes 103, 168, 181, and 182; and VTA Light Rail Green and Blue lines. Specific improvements identified to bus and light rail transit include:

  Santa Clara Street Dedicated Public Service Lanes (T6): Dedicated public service lanes will provide buses and emergency service vehicles an exclusive right-of-way in both directions as they travel on Santa Clara Street. Bus passengers traveling between East San José areas and Downtown are expected to have much lower travel time than drivers especially during peak periods. The corridor will connect regional attractors such as Diridon Station, the SAP Center, San Pedro Square, City Hall, Roosevelt Community Center and Park, the Five Wounds Portuguese National Parish, Mexican Heritage Plaza, and Eastridge Mall and Transit Center.

  San Carlos Street Complete Street with Transit Priority Improvements (T7): Prioritizing transit, San Carlos Street will be designed to enable faster bus operations than automobile, especially during peak periods. It will connect Diridon Station to regional attractors such as the Children's Discovery Museum, San Jose McEnery Convention Center, Plaza de Cesar Chavez, and San José State University and—to the west—to the Stevens Creek Corridor.

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The ***Diridon Integrated Station Concept Layout*** proposes to greatly enhance connections to and from bus and light rail transit into the station, including through:

- ***Light Rail Access to Station (S3):*** The Concept Layout proposes that the two existing light rail stops near the station, one along Laurel Grove Lane on the west and the other near the intersection of Montgomery and San Fernando Street on the east, would be consolidated into a single centrally-located stop accessed on the east side of the station, roughly at the current intersection of Cahill and Crandall Streets.
- ***Bus Access to Station (S4):*** The Concept Layout proposes a VTA bus facility located south of the primary station hall along a bus-only or bus-priority street to the east of the heavy rail tracks along Post Street. Alternative bus facility locations—including along Santa Clara Street—are also under consideration.

- ***Light Rail Grade Separations and Realignment (T8):*** Extending east of the proposed centrally-located light rail stop in the rebuilt station, the light rail tracks may be realigned to improve transit travel times, safety for all roadway uses, and operational conflicts. The realignment may involve at-grade or underground solutions, and multiple routes to more directly connect to the other parts of the Downtown are under investigation. This realignment is being studied as part of the Downtown Transportation Plan.
- ***Motor Vehicles:*** While the automobile network to and within the Diridon Station Area is significantly built out, the following improvements will be important for people driving to and from the Area and station:

  Santa Clara Street / State Route 87 Ramp Modifications (C1): The proposed modifications to the freeway gateway at Santa Clara Street will complement the dedicated public service lanes to prioritize transit and safety. Motor vehicles traveling on northbound State Route 87 are encouraged to exit via the upstream Woz Way off-ramp or the downstream Julian Street off-ramp. Examples of ramp modifications include enhanced crosswalks, reduced crossing length, automatic pedestrian signals, signal timing changes, and lane modifications.

  Julian Street / State Route 87 Interchange Modifications (C2): Comprehensive modifications to the Julian Street interchange will improve pedestrian safety and convenience, while also facilitating regional vehicular access to key parking and destinations in the Diridon Station Area. It will complement the proposed Santa Clara Street ramp modifications and will connect vehicles to key parking locations and destinations on the perimeter of the Diridon Station Area.

  The ***Diridon Integrated Station Concept Layout*** and this Plan propose new vehicular access, including through:

  - ***Station Curb Space for Pick-Up / Drop-Off (S5):*** Space for pick-up and drop-off is provided at the southeast corner of the station, south of San Fernando Street and along western edge of Cahill Street. This facility is carefully sited away from the station core to minimize conflicts between pedestrians and cyclists who will be coming to the station. The City, with Caltrain (owner of Diridon Station), will evaluate active management of drop-off/pick-up to further reduce pedestrian/vehicular and other conflicts and minimize traffic into surrounding neighborhoods.
  - ***Station Park-and-Ride (S6):*** Parking spaces will be provided in shared facilities in the Diridon Station Area. Parking is discussed in more detail in the "Parking Management" section below. The future parking supply includes a planned structured parking facility just north of the Arena, which can be shared by Arena customers, transit-riders, employees, and others visiting the Diridon Station Area.

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Figure 4-4-4: Regional and Citywide Access To The Station Area



Figure 4-4-5: Local and Neighborhood Access to the Station Area

Local and Neighborhood Access

How do people travel between the Station Area, Downtown, and other key nearby destinations?

Providing low-stress, enticing, and attractive walking and bicycling connections within the Diridon Station Area is critical to supporting safe, comfortable, and convenient connection at the beginning and end leg of a trip. The first and last mile connections in the Diridon Station Area are illustrated in ***Figure 4-4-5***.

- ***Bird Avenue / I-280 Bicycle and Pedestrian Connection (P1):*** The proposed bicycle and pedestrian connection will provide a needed north-south active transportation link across Interstate 280, a major barrier. It will connect the residential neighborhoods south of Interstate 280—Gardner, Fuller-Drake, North Willow Glen, Broadway-Palmhaven, and Willow Glen, with the residential neighborhoods and commercial activities north of Interstate 280—Auzerais-Josefa, Hannah-Gregory, Midtown San José, and the Diridon Station Area. It will connect Diridon Station, Gardner Elementary School, and various open spaces and parks such as Biebrach, Fuller, and Del Monte parks. The proposed connection aims to minimize bicycle and pedestrian conflicts with motorized vehicles on Bird Avenue. Multiple alignment and design solutions will be evaluated.
- ***Montgomery Street Complete Street with Pedestrian Priority Improvements (P2):*** Montgomery Street between San Fernando Street and Santa Clara Street is planned to be a curbless, shared space for pedestrian, cyclists, and motor vehicles, lined with active ground floor uses. This will create a safer, more active, accessible, and attractive public space for the many people who use this street.
- ***Delmas Avenue Pedestrian Priority Improvements (P3):*** Delmas Avenue between San Fernando Street and Santa Clara Street will provide development driveway access and pedestrian access. Pedestrian access will be provided with the extension of the Los Gatos Creek Trail on the east side of the creek.



At Amsterdam Central Station, land is at a premium. When the station was recently renovated, the station architects incorporated this important downtown bicycle connection into the design of the station. It now serves as a key access route to and through the station for the growing number of cyclists in Amsterdam.



This photo of Cuyper's Passage is a dedicated pedestrian and bicycle tunnel underneath Amsterdam Central Station. As is the case at Diridon Station, there was a desire to make sure that the station did not divide both sides of the track. This elegantly designed tunnel was the solution.

- ***Bicycle Access to Station (S7):*** The rebuilt Diridon Station will include pedestrian and bicyclist connectivity under the tracks and a major bicycle parking facility with easy access to the station.

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Guadalupe River Park Trail © NRTdatabase



Guadalupe River Park Trail © NRTdatabase





Places that are easily navigable utilize a mix of intuitive design, subliminal signs (or clues), and literal signs and maps to communicate connections and place value. The City of San José is developing a comprehensive wayfinding program that extends through the Diridon Station Area.

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- ***Wayfinding (P4)***: Intuitive design and wayfinding information will be important for people navigating the station and Diridon Station Area. The City's wayfinding program (pictured in draft form below) will extend throughout the Diridon Station Area.
- ***San Fernando Street Complete Street with Bicycle Priority Improvements (B1):*** San Fernando Street will enable safe, convenient, and comfortable travel and access for users of all ages and abilities. Prioritizing bicycles, San Fernando Street is planned to have protected bike lanes east of Cahill Street, a bike boulevard west of White Street, and enhanced bicycle and pedestrian at-grade crossing under State Route 87. Bikeway design through Cahill Park should prioritize park users and promote continuity of the Park.
- ***Park Avenue Complete Street with Bicycle Priority Improvements (B2):*** Prioritizing bicycles, Park Avenue is planned to have protected bike lanes, enhanced bicycle and pedestrian at-grade crossing under the elevated tracks and State Route 87, and other bicycle priority treatments.
- ***Gifford Avenue Complete Street with Bicycle Priority Improvements (B3):*** As an On-Street Primary Bikeway, Gifford Avenue is planned to have a bike boulevard and other bicycle priority treatments between Auzerais Avenue and San Fernando Street.
- ***Cahill Street Complete Street with Bicycle Priority Improvements (B4):*** Cahill Street south of the open plaza (between Park Avenue and San Fernando Street) and north of the open plaza (between Santa Clara Street

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and Montgomery Street) will give priority to bicycles in the complete street operations. Protected bike lanes are planned for these street segments.

- ***Laurel Grove Lane-Dupont Street Bike Boulevard (B5):*** As Residential Streets near the station, Laurel Grove Lane and Dupont Street are planned to provide bike boulevards and serve as a key north-south bike connection to the station entrances on the west side of the station.
- ***Almaden Boulevard Bike Boulevard (B6):*** The City's Better Bike Plan recommends a safe and "low-stress" bike connection between Julian Street and Santa Clara Street alongside Highway 87. The Plan calls for a bike boulevard starting at Julian Street, following North Almaden Boulevard on the west side of State Route 87. It then crosses under State Route 87 along St. John Street and continues on the east side of State Route 87 along Almaden Boulevard to Santa Clara Street.
- ***Stockton Avenue Complete Street (B7):*** As recommended in the City's Better Bike Plan, this north-south Residential Street is planned to have enhanced bike lanes and safer pedestrian and bicycle crossings at its intersections with major streets—Santa Clara Street and Julian Street.
- ***Barack Obama Boulevard Complete Street (B8):*** As a City Connector, Barack Obama Boulevard will be planned, designed, operated, and maintained to enable safe, comfortable, and convenient travel and access for all users. Barack Obama Boulevard is planned to have protected bike lanes between Park Avenue and St. John Street, as well as on other street segments where appropriate. This improvement will continue along Bird Avenue south of Park Avenue providing access to north Willow Glen and will complement the planned Bird Avenue / Interstate 280 Bicycle and Pedestrian Connection.
- ***Julian Street Complete Street (B9):*** As a Connector that provides safe and equal access to all modes, Julian Street protected bike lanes are planned between Montgomery Street and the Alameda. The improvement will be designed and operated to complement the planned Julian Street / State Route 87 interchange modifications.
- ***St. John Street Complete Street with Bicycle Priority Improvements (B10):*** Protected bike lanes along with an enhanced at-grade bicycle and pedestrian crossing under State Route 87 are planned for St. John Street. Bicycle Boulevard and other bicycle priority treatments will also be considered where appropriate.
- ***Auzerais Avenue Complete Street (B11):*** Designated as a Local Connector, Auzerais Avenue is planned to provide safe and equal access to all modes, including pedestrian, bicycles, and motorists. Where appropriate, Auzerais Avenue is planned to have protected bike lanes, enhanced bicycle and pedestrian at-grade crossing under the planned elevated heavy rail tracks and State Route 87.
  The street will also include two on-street trail linkages—one from the east side of the existing rail corridor to the Los Gatos Creek Trail, and another at-grade on the west side of the rail corridor.
- ***Sunol Street Enhanced Bike Lanes and Bike Boulevard (B12):*** Enhanced bicycle lanes are planned on Sunol Street between Park Avenue and The Alameda. The segment between Auzerais Avenue and Park Avenue is planned to have a shared-use bike boulevard.
- ***Autumn Parkway Complete Street (B13):*** As a City Connector, Autumn Parkway will be designed and operated to enable safe and equal access from Coleman Avenue to St. John Street for all users, including pedestrians, bicyclists, transit riders, and motorists. Between St. John Street and Julian Street, the City will use either the current right-of-way along Autumn Street or a new alignment connecting directly with Autumn Parkway at and north of Julian Street. The segment north of Julian Street may be reconfigured to accommodate the planned elevated Union Pacific Railroad (UPRR) tracks.

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- ***Montgomery Street Complete Street with Bicycle Priority Improvements (B14):*** Montgomery Street between Cahill Street and Lenzen Avenue will give priority to bicycles in the complete street operations. Protected bike lanes are planned for these street segments.
- ***Bike Share and Micro-mobility Program (B15):*** Bay Wheels is the Bay Area's bike share system and is being built out to eventually feature 1,000 shared bikes and e-bikes in San José, including the Diridon Station Area. Since March 2018, multiple e-scooter sharing programs have been available in Downtown, including the Diridon Station Area. The City has adopted a permit program and regulations in February 2019 to promote the safe and responsible operation of these systems. The shared bike and micro-mobility program is planned for expansion to accommodate the increase in short trips internal to the Diridon Station Area as well as the first- and last-mile connection of long trips.
- ***Delmas Avenue Complete Street (B16):*** As a Local Connector that directly connects with the southbound State Route 87 off-ramp at Park Avenue and the on-ramp at Auzerais Avenue, Delmas Avenue is planned to provide enhanced bike facilities between Auzerais Avenue and San Fernando Street.
- ***Cinnabar Street Complete Street with Bicycle Priority Improvements (B17):*** Enhanced Bike Lanes are planned on Cinnabar Street between Stockton Avenue and Julian Street. These lanes will provide an all ages and abilities bike and scooter connection from the active greenway proposed on Cinnabar Street under the elevated tracks to The Alameda via Julian Street.

  As described in Chapter 3, the Diridon Station Area sits at the confluence of the Los Gatos Creek and the Guadalupe River. It is also the place where many pieces of an extensive and growing urban trail network converge. These core trails are heavily used not only by locals, but by people traveler longer distances both for recreational and transportation purposes. The following are key trail and street/trail interface projects within the Diridon Station Area:

- ***Los Gatos Creek Trail (G1):*** The planned Los Gatos Creek Trail alignment is the remaining unconstructed segment of the 19-mile trail. This mile-long segment between Auzerais Avenue and Santa Clara Street, once built, will complete the Los Gatos Greek Trail connection to the Guadalupe River Trail and other regional trail systems. It will provide an important link to the Diridon Station and Area.
- ***Santa Clara Street Grade-Separated Trail Crossing (G2):*** The Los Gatos Creek Trail will ultimately cross Santa Clara Street via a long-span bridge or under-crossing.
- ***San Fernando Street Grade-Separated Trail Crossing (G3):*** After crossing the light rail tracks via existing at-grade crossing, the Los Gatos Creek Trail will cross San Fernando Street via a long-bridge span. Two-way Class IV bikeways will be provided on the bridge.
- ***Park Avenue Grade-Separated Trail Crossing (G4):*** Once the rail corridor is raised as part of the Diridon Integrated Station Concept Plan, the City will seek a grade-separated crossing of Park Avenue along the Los Gatos Creek Trail. Class IV bikeways will be provided along Barack Obama Boulevard.
- ***San Carlos Street At-Grade or Grade-Separated Trail Crossing (G5):*** The Los Gatos Creek Trail will cross under San Carlos Street along the west bank. Along the east bank, it will cross San Carlos Street via a bridge or under-crossing, which will become a bike path alongside the track line ending at Auzerais Avenue.
- ***Auzerais Avenue At-Grade Trail Crossing (G6):*** The Los Gatos Creek Trail will cross Auzerais Avenue at-grade along the west bank. Trail improvements are further described in Chapter 3, Open Space and Public Life.

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Placemaking and New Connections At and Near The Station

As explained in Section 4.3, the big design moves proposed by the Diridon Integrated Station Concept Plan create new opportunities for public spaces and connections, particularly for pedestrians and cyclists. The intent is to make the Diridon Station Area an enjoyable place to spend time and not simply a place to pass through quickly and efficiently. Signage should be easy to understand and getting around should be easy and intuitive. Connections within the Diridon Station Area are illustrated in ***Figure 4-4-6***.

As part of the Diridon Integrated Station Concept Layout, numerous changes to the Station and surrounding places are enabled. These include:

- ***Elevated Station Platforms (S8):*** Elevated tracks and platforms allow for street-level east/west connections through the Diridon Station Area, knit together neighborhoods on either side of the tracks, and facilitate connections for people walking, bicycling, and driving.
- ***Station Entrances (S9):*** The Diridon Integrated Station Concept proposes two main concourses with four station entrances. One concourse is oriented toward Santa Clara Street and will be close to BART, light rail, bus, and other connecting modes to allow for quick transfers. The other concourse will be located near San Fernando Street and allow for easy connections to the bike network, creeks, existing neighborhoods, and future office and housing development projects.
- ***Track Approaches to Station (S10):*** As recommended in the Diridon Integrated Station Concept Plan, track approaches to the station will generally follow the existing northern and southern corridors to the extent feasible to leverage existing rail infrastructure, minimize overall community impact, and minimize the need to acquire significant land.
- ***Active Greenway Underneath and Along Elevated Tracks (A1):*** An active greenway and car-free open space will be provided underneath and alongside the elevated tracks. This will provide a needed north-south active transportation link connecting directly to Diridon Station via the space underneath and alongside the elevated tracks. It will address the issue that the existing bike network running north to south is not as strong as its perpendicular counterpart. It will also allow for specific placemaking opportunities underneath and alongside the elevated tracks—including retail and other activity nodes. Connected with the Los Gatos Creek Trail at San Carlos Street, it will decrease commuting times, separate cyclists and pedestrian from motorized vehicles, enhance air quality, and in turn, add joy to the art of bicycling and walking in a major metropolis.
- ***Lenzen Avenue Active Greenway or Complete Street with Bicycle Priority Improvements (A2):*** Lenzen Avenue is planned to have a linear open space that allows pedestrian and bicycle crossing under the elevated heavy rail tracks. A complete street option that prioritizes people walking and bicycling, but allows for motor vehicle crossing, is also an alternative.
- ***Cinnabar Street Active Greenway (A3):*** Cinnabar Street is planned to have a linear open space that allows pedestrian and bicycle crossing under the elevated heavy rail tracks from Stockton Avenue to Montgomery Street.
- ***San Fernando Street Active Greenway (A4):*** As the primary corridor for traveling to and through the station by bicycle, San Fernando Street from the east or west of the station will lead to the station open plaza and a major bicycle parking facility near the south station concourse. A linear path is planned to allow pedestrian and bicycle crossing from one side of the tracks and station to the other.

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Figure 4-4-6: Placemaking and New Connections at and near Diridon Station

- ***Station Plaza on Cahill Street (A5):*** A plaza that serves only active transportation and prohibits motor vehicles will be located on Cahill Street in front of the two station entrances on Santa Clara Street and San Fernando Street.
- ***Station Open Plaza on White Street (A6):*** A plaza for only pedestrian, bicycles, and other active modes will be located on White Street in front of the west station entrance. Little or no plaza space is planned for the west side of the station at San Fernando, given limited space available.
- ***Active Greenway Along Light Rail Tracks (A7):*** A linear east-west car-free open space will be located on axis with the historic Diridon Station, extending across Barack Obama Boulevard and reinforcing the existing pedestrian and bike routes which follow the light rail tracks, on to San Fernando Street and into Downtown.





The decision in the DISC process to elevate the tracks will create space for an active greenway and potential open spaces below. In Toronto, shown here, the long-neglected spaces below the Gardiner Expressway were transformed into much-needed and beloved open space for the city's rapidly growing downtown core. [Refers to A1-A3 from previous page]

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4.5 PARKING & TRANSPORTATION DEMAND MANAGEMENT (TDM)

As discussed in the Introduction, the Envision San José 2040 General Plan sets ambitious goals for access and mobility. Diridon Station, with its rich mix of land uses and transportation options, is key to meeting these goals. By 2040, of trips starting and/or ending in the Diridon Station Area, it is estimated that 75 percent should be made by transit, on foot, by bicycle, or by other alternatives to single-occupancy vehicles to help achieve citywide access and mobility goals.

While the City seeks to prioritize sustainable, affordable, and space-efficient modes in the Diridon Station Area, the area must accommodate all modes. Planning for private vehicles, taxis, ride-hailing vehicles, and service vehicles is critical to creating an accessible and economically vibrant place. Providing different modes with clear priority and separated networks to access the Diridon Station Area not only will improve conditions for pedestrians, cyclists, and transit users, but will also support Diridon Station Area growth in the most space-efficient and sustainable way.

In addition to the Diridon Integrated Station Concept Plan and enhancements to the surrounding street network, this Plan also seeks to support growth through well-located and managed parking and an effective transportation demand management (TDM) program. Promoting and expanding non-auto transportation options through transportation demand management will make it easier for people to access the Diridon Station Area while minimizing congestion and pedestrian-auto conflicts.

The parking and transportation demand management policies outlined in the following sections will also further community priorities as expressed in various public engagement efforts. These policies will:

- Reduce travel by car and associated congestion and safety concerns
- Support walking, biking, transit, and other low-cost, low-impact transportation modes
- Provide sufficient parking for SAP Center customers
- Provide sufficient, secure parking for modes other than cars
- Minimize land dedicated to parking and maximize land for homes and jobs
- Disperse parking to allow easy walking access to final destinations and minimize conflicts between people walking and driving
- Ensure that any above-ground parking is accommodated within structures that are visually appealing and wrapped with active uses
- Consider how any new parking structures that are constructed could be adapted or retrofitted as needed to respond to changing travel behaviors and/or redevelopment
- Create a shared parking program for private development, transit users, and visitors, including especially the patrons of events at the SAP Center
- Minimize parking impacts to adjacent neighborhoods.

The 2014 Plan contains numerous parking and transportation demand management strategies. This Plan reinforces those and recommends a Parking and Transportation Management District to carry out the strategies in a coordinated and efficient manner.

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PARKING MANAGEMENT

To effectively utilize the parking supply within the Diridon Station Area and achieve the mode shift goals for the area, several parking management strategies enumerated in the following section are encouraged of all new development in the area. These strategies are also important to maintaining the parking spaces needed for the SAP Center per the City's Arena Management Agreement, and include, but are not limited to, shared, priced, and unbundled parking.

San José Arena Management Agreement

The San José Arena Management Agreement commits the City to maintaining at least 6,350 parking spaces at off-site parking facilities available for SAP Center patrons within one-half mile of the West Santa Clara Street entrance to the SAP Center. Approximately half of such spaces must be within one-third mile of the West Santa Clara Street entrance. In addition, the City will facilitate convenient vehicular access to and from parking facilities located in the Diridon Station Area. The parking and transportation plan sections in this Plan align with the agreement and support the SAP Center as a regional attraction for thousands of visitors each year.

Shared Parking

The mix of land uses within the Diridon Station Area present an opportunity for shared parking, as different uses have different and complementary periods of peak parking demand. For example, parking for transit and offices is most heavily used during the daytime on weekdays, but parking for entertainment and retail is most heavily used in the evening and on weekends. Implementing a shared parking strategy in the Diridon Station Area will result in lower overall need for parking spaces, reduce the total parking footprint in the Diridon Station Area, preserve land for development, and reduce the cost of parking construction and operations.

Private commercial and retail developments in the Diridon Station Area are incentivized to make off-street parking facilities available for public use at any time. For existing private commercial and retail developments, this will be achieved through voluntary agreements with the Diridon Station Parking and Transportation Management District. For new commercial and retail developments, zoning code modifications in the Diridon Station Area will provide significant parking reductions for projects that agree to share the parking that they build.

Parking Supply

Parking in the Diridon Station Area enables access for people who need a car to get to and from the Area. This is particularly critical for those traveling at hours or from locations that make taking transit or other non-auto options difficult, if not impossible. At the same time, too much parking in the Diridon Station Area will lead to traffic congestion and potential spillover into neighborhoods surrounding Diridon. For these reasons, this Plan recommends maintaining a parking minimum for commercial property while requiring transportation demand management measures for new development. It also establishes a Parking and Transportation Management District, an integrated approach to managing public and private parking resources in the Diridon Station Area. The future parking supply includes a planned structured parking facility just north of the SAP Center, which can be shared by SAP Center customers, transit-riders, employees, and others visiting the Diridon Station Area.

Priced Parking

Coordination of parking pricing in the Diridon Station Area will encourage more efficient travel behavior, optimize curb space for shorter duration trips, and generate new sources of revenue for transportation services and infrastructure. All on-street and off-street public parking within the Diridon Station Area will be offered at market rate with the approval of the Director of Transportation in coordination with the Parking and Transportation Management District. Similarly, private off-street parking facilities within the Diridon Station Area that agree to make their parking available to the public through the Parking and Transportation Management District shall be priced to incent sustainable travel behavior, support multi-modal goals, and provide access to the SAP Center.

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Unbundled Residential Parking

Parking spaces in new residential structures are encouraged to be unbundled as part of a project's transportation demand management (TDM) program requirements, detailed below. Unbundling parking means the cost of leasing or buying parking stalls must be assessed and offered separately from the cost of the unit. By unbundling the price of parking from the unit, residents are prompted to carefully consider if they would like to take on the expense of a parking space. To mitigate the potential spillover effect of unbundled residential parking, the policy will be implemented with a suite of complementary parking and transportation management strategies described in the following sections.

Residential Parking Permit Program

As of 2021, there are six established residential parking permit (RPP) zones in the vicinity of the Diridon Station Area and the SAP Center. In the north are the Autumn/Montgomery and Garden/Alameda zones; to the west of the Diridon Station are the Cahill Park and St. Leo zones; and to the east are the Delmas Park and Parkside zones. As development proceeds in the Diridon Station Area, the City may consider creating new RPP zones and/or expanding existing RPP zones in surrounding neighborhoods.

Parking Distribution

Off-street

Parking facilities should be located to facilitate vehicular access from freeways and other major roadways and to reduce vehicular footprint and conflicts with non-auto modes within the core Diridon Station Area. The Diridon Station Area is designed to be a "park once" environment, with major destinations within an easy walking distance of parking. Off-street public and private parking facilities should also provide adequate bikes, shared micro-mobility, and other non-auto modes to facilitate safe last-mile connection for motorists after they have parked their vehicles.

On-Street Curbside Management

Recognizing that the Diridon Station Area is a multi-modal transit hub with many different users and potential conflicts along the curb, establishing a curbside management strategy is critical to prioritizing safety and access for public transit. The approach to curbside management in the Diridon Station Area will reflect the City's Vision Zero, transit, and mode shift policies, promote shared mobility services like carshare, and feature zones for commercial loading and delivery. As the local transit provider, VTA will be a key partner in the development of the curbside management strategy in the Diridon Station Area. As part of this curb management strategy, the City, with Caltrain (owner of Diridon Station), will evaluate active management of drop-off/pick-up to further reduce pedestrian/vehicular and other conflicts and minimize traffic into surrounding neighborhoods.

TRANSPORTATION DEMAND MANAGEMENT

Key to achieving the transportation and mobility goals in the Diridon Station Area is a Transportation Demand Management (TDM) framework- comprised of three components: 1) a Parking and Transportation Management District; 2) a Transportation Management Association (TMA); and 3) project-level Transportation Demand Management (TDM) requirements.

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PARKING AND TRANSPORTATION MANAGEMENT DISTRICT

To implement parking and transportation demand management strategies in the Diridon Station Area, this Plan recommends the formation of a Parking and Transportation Management District. As a formal partnership between the City of San José and a third-party Transportation Management Association (TMA), the District would be responsible for managing, marketing, and enforcing public and privately-owned parking resources, setting parking rates, implementing transportation demand management programs and services, and overseeing monitoring and compliance of project-level transportation demand management measures required by the City of San José. The District would operate a unified, shared parking system by managing public parking resources as well as identifying and managing adjacent private parking resources. Roles, responsibilities, and governance between the City and TMA will be further defined at the time of the District's formation.

A Parking Benefits District (PBD) is recommended to implement the Diridon Parking and Transportation Management District, which would set aside a portion of the revenues derived from publicly operated and potentially privately owned parking resources for qualified programmatic and infrastructure-based transportation expenditures in the Diridon Station Area. Other potential funding mechanisms to support the Diridon PBD could include future on-street parking meters, a Community Facilities District, a Property Based Improvement District, a parking in-lieu fee, a parking surcharge, and TMA membership fees.

TRANSPORTATION MANAGEMENT ASSOCIATION

As part of the TDM program requirements in the Diridon Station Area, developments submitted for a new Planning permit or permit amendment following the effective date of this Plan will be required to join the Diridon Station Area's district transportation management association once it is established. The Diridon Station Area TMA will represent, coordinate, and administer transportation demand management programs of employers and development in the area. The TMA will also work closely with VTA and the community to ensure the overall success of transportation in the area. The key purpose of the Diridon Station Area TMA is to help its members fulfill their TDM requirements with the City of San José and develop transportation management strategies that encourage visitors, residents, and employees to travel by public transit and other sustainable, non-auto modes. Once established, the TMA may also serve the Parking and Transportation Management District by coordinating with private parking operators to provide additional off-street parking to the public.

All existing developments in the Diridon Station Area and surrounding areas are encouraged, but not mandated, to join the Diridon Station Area TMA. In addition, in order to allow robust TDM services to reach a broader socio-economic population, including those in Downtown San José, the Diridon Station Area TMA could be expanded over time.

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PROJECT-LEVEL TRANSPORTATION DEMAND MANAGEMENT

The Diridon Station Area TDM requirements ensure that new development projects are designed to make it an easier choice for new residents, tenants, employees, and visitors to get around by sustainable travel modes, such as transit, walking, and biking. By enhancing and expanding the transportation network through infrastructure and program-based transportation investments, the Diridon Station Area TDM requirement aims to accommodate new development while minimizing impacts to the transportation system. As the Diridon Station Area promotes the "right-sizing" and increased efficiency of available parking, effective and actively managed TDM will help ensure that people enjoy a complete set of mobility options while preserving access by all modes.

Per the City of San José's citywide TDM ordinance, expected to be in effect by the end of 2021, private development projects citywide may be required to implement TDM measures from a TDM menu of options, aligned with ***Table 4-5-1***, based on a project's location and proposed parking supply ratios. The citywide effort recommends the removal of the City's current minimum parking requirements, with the exception of Diridon Station Area which will retain a parking minimum requirement for commercial land uses, and establishes TDM requirements for new development. Under the citywide TDM ordinance, the TDM policy framework in the Diridon Station Area will require future project applicants, property owners, or employers to develop a TDM plan comprising infrastructure- and/or program-based TDM measures such as those listed in ***Table 4-5-1***. Project applicant TDM plans are designed so that the proposed package of TDM measures—in concert with project density, diversity of land uses, and transportation improvements and investments- will achieve the Plan's goal of a 50 percent reduction in VMT from current levels. All project sponsors will be required to implement a set of baseline mandatory TDM measures, including membership in the Diridon Station TMA. In addition, project sponsors may be required to select additional TDM measures to meet the citywide TDM ordinance requirements. The forty-eight TDM measures enumerated in ***Table 4-5-1*** are subject to modification pending adoption of the citywide TDM ordinance.

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Table 4-5-1: TDM Measures Menu

Category	Measures	Home-End[1]	Commute-End[2]	Visit-End[3]
Program-1	Transportation Management Association	*	*	*
Program-2	Free High Speed Wifi	X		
Program-3	Education, Marketing, and Outreach	X	X	X
Program-4	Transit Pass Subsidy	X	X	
Programs-5	Flexible Work Schedules		X	X
Programs-6	Family TDM Amenities	X		
Programs-7	Family TDM Package	X		
Programs-8	Ride-Matching Service Provision & Access		X	X
Programs-9	Vanpool Program		X	X
Programs-10	Guaranteed Ride Home		X	X
Programs-11	Mobility Wallet	X	X	X
Programs-12	Pre-Tax Commuter Benefits	X	X	X
Programs-13	Car Share Subsidy	X	X	X
Programs-14	Vanpool Subsidy	X	X	X
Programs-15	Bike Share Subsidy	X	X	X
Programs-16	Carpool Incentives		X	X
Programs-17	School Pool		X	
Programs-18	School Bus		X	
Parking-1	Unbundled Parking	X		
Parking-2	Shared parking	X	X	X
Parking-3	Priced Parking	X	X	X
Parking-4	Parking Cash Out		X	
Active-1	Bicycle Parking	X	X	X
Active-2	Complete Streets with Bike Priority Improvements	X	X	X
Active-3A	Complete Streets with Improved Walking Conditions: Site Access	X	X	X

** = Mandatory TDM measure for new home-end, commute-end, and visit-end development in the Diridon Station Area.*

X = The TDM measure applicable to the land use category regardless of location.

*** Mobility-as-a-Service (MaaS) is a type of service that enables users to plan, book, and pay for multiple types of mobility services through a digital platform.*

1. *Home-End Use TDM Measures focus on reducing vehicle ownership and drive-alone rates among a development's residents.*
2. *Commute-End Use TDM Measures focus on reducing drive-alone commuting.*
3. *Visit-End Use TDM Measures focus on reducing drive-alone visitor access.*

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Category	Measures	Home-End[1]	Commute-End[2]	Visit-End[3]
Active-3B	Complete Streets with Improved Walking Conditions: Traffic Calming	X	X	X
Active-4	Bike Valet			X
Active-5	Bike Station	X	X	X
Active-6	Bike Repair Station	X	X	X
Active-7	Bike Maintenance Services	X	X	X
Active-8	Showers, Changing Facilities, and Lockers		X	X
Active-9	Active Transportation Focused Wayfinding Signage	X	X	X
Land Use-1	Affordable Housing	X		
Land Use-2	Neighborhood School	X		
Land Use-3	On-Site Daycare	X	X	X
Land Use-4	Healthy Food Retail	X		
MaaS-1**	Neighborhood Electric Vehicle Carshare	X	X	X
MaaS-2	Car-Share Membership	X	X	X
MaaS-3	Car-Share Parking	X	X	X
MaaS-4	Bike Fleet and Bike Share	X	X	X
MaaS-5	Delivery-Supportive Amenities	X	X	X
MaaS-6	Delivery Services			X
Transit-1	Access to Public Transit	X	X	X
Transit-2	Transit Improvements	X	X	X
Transit-3	Complete Streets with Transit Priority Improvements	X	X	X
Transit-4	Public Transit Service Upgrade	X	X	X
Transit-5	Real-Time Transit/ Transportation-Service Tracking Display	X	X	X
Transit-6	Shuttle/Connector Bus Service		X	X

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5 | PLAN IMPLEMENTATION

5.1 CEQA AND ENVIRONMENTAL CLEARANCE

In coordination with the preparation of the 2021 amendments to this Plan, the City of San José as the lead agency, prepared an environmental document in accordance with the requirements of the California Environmental Quality Act (CEQA), and its implementing guidelines, as amended. The environmental document is commensurate with the level of detail provided in this Plan and will provide program-level analysis and CEQA compliance for as many issues as possible, including but not limited to air quality, biological resources, cultural resources, energy, greenhouse gas emissions, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, population and housing, public services, recreation, transportation, tribal cultural resources, and utilities and service systems. Property-specific impacts will be analyzed at a project level when development applications are submitted to the City, such that environmental review for future development projects could be tiered off this Plan's environmental document. This will allow these more detailed reports to be prepared as and when properties are redeveloped in accordance with the goals of this Plan, while at the same time allowing for streamlining by avoiding the need to re-analyze many subject areas.

5.2 KEY PLANNING AMENDMENTS

Zoning Ordinance changes were undertaken by the City of San José as part of the adoption of this Plan to comply with State law and support this Plan's vision for the Diridon Station Area. Properties within this Plan's boundary were rezoned to the conventional zoning districts that align with the underlying general plan designation of the respective sites. Zoning code changes and implementing documents will also be prepared for the Parking and Transportation Management District and associated Transportation Management Association, in line with Chapter 4, Section 4.5 (Parking and Transportation Demand Management) and in coordination with relevant stakeholders.

5.3 DIRECTOR UPDATE TO DOWNTOWN DESIGN GUIDELINES AND STANDARDS

This Plan includes urban design direction for modifications to the Framework Plans of the San José Downtown Design Guidelines and Standards to implement this Plan. These modifications will be incorporated into the Downtown Design Guidelines document through a Director Update after adoption of this Plan.

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5.4 COORDINATING AND CONSTRUCTING MAJOR PROJECTS OVER TIME

Implementation of this Plan requires thoughtful and continued coordination of major new development and public infrastructure projects over a prolonged period of time. This will include significant collaboration and leadership from the City to bring private and public partners together on an ongoing basis to properly plan for, coordinate, and construct various improvements.

Specifically, in conjunction with the anticipated update to the Diridon Station Area Plan infrastructure analysis, the City will summarize the inter-related projects identified in this Plan, provide information about their scope, cost, and schedule, and identify the primary agency responsible for their delivery. This will clarify how each project contributes to the whole, leverage investments for mutual benefit, minimize impact, and avoid duplicative efforts. Understanding and guiding investments based on anticipated phasing is critical, as is coordinating projects well in advance of construction. The City will be responsible for comprehensive Construction and Transportation Management Programs, bringing individual projects (e.g., BART Phase II, the Diridon Integrated Station Concept, and private development) together to minimize potential impacts to existing and future neighborhoods and businesses, including ensuring ongoing access to the SAP Center during construction.

5.5 MEASURING PROGRESS

Throughout the implementation of this Plan, the City intends to set objectives and measure progress in fulfilling ongoing activities recommended in this Plan, as well as the Diridon Housing Implementation Plan. Monitoring key indicators of equitable development will help the City respond to changing conditions and advance this Plan's equity goals as discussed in Chapter 1. Collecting, tracking, and reporting on equity-related data should be part of a broader citywide effort that may be accelerated with the new Office of Racial Equity and incorporated into existing processes, such as the General Plan Four-Year Review process. It will be important to track trends for the city as a whole, as well as different neighborhoods, to understand the full picture.

As described in Section 2.5 of this Plan, the Diridon Affordable Housing Implementation Plan establishes performance measures and indicators that the City will track over time, including:

- Increase in percentage of deed-restricted affordable apartments in the Diridon Station Area (25 percent goal at time of full build-out)
- Percent of new affordable apartments for extremely low-income residents (30 percent goal at build-out)
- No net loss in number of low- and moderate-income renter households (Income under $100,000 as of 2021)
- Decrease in share of severely cost-burdened renter households
- No net loss in number of deed-restricted apartments with long-term affordability restrictions
- Percent of rental units most likely to go up for sale that are preserved and turned into deed-restricted affordable homes (10 percent of these units, or 530 homes, Preservation goal at build-out)

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- No net loss in number of homeless shelter beds and interim housing units for homeless residents
- Change in population by race/ethnicity.

Other potential indicators include:

- Mix of new ownership and rental housing
- Decrease in share of trips made by single-occupant vehicle
- Miles of trail completed
- Life expectancy
- Commute times
- Transportation costs
- Household income
- Access to park space

this Plan's goals and equity objectives will also require continued engagement of the community. The City intends for this to involve utilizing clear, consistent communication to inform people about planning processes and decisions, involving the public in the review of private proposals and development of public projects (consistent with City requirements and policies), and using inclusive strategies for engaging historically marginalized communities. Community members have dedicated a tremendous amount of time and energy contributing to planning decisions affecting the Diridon Station Area, not just in recent years but for decades. Outreach and engagement moving forward should build upon that strong foundation and commitment. For example, future engagement opportunities could include involving community members in monitoring key indicators, completing local needs assessments, and working together on neighborhood-driven projects and programs.

The opportunity in the Diridon Station Area is tremendous. Our community has never been closer to realizing its goals and values for a new neighborhood district. In addition, given the area's prominence as a regional connection and extension of Downtown, investments made here have the potential to benefit the entire San José community. Done well, planning for growth and development will "lift up" everyone in the community. The implementation road ahead is one that takes commitment to people—commitment to support economic mobility, including expanded access to affordable housing, education and jobs—for existing residents and those to come. Moving forward, there will be exploration of a range of ideas and solutions to help heal the wounds of the past and reduce disparities, all while creating a great place and fostering economic development.

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APPENDICES

A-1. METHODOLOGY AND CALCULATIONS

ASSUMPTIONS AND EXCLUSIONS

The following assumptions were made in calculating the areas for the maximum build-out, outside of the Downtown West Mixed-Use Plan:

- 100% build out of all potential development sites Potential development sites include all land within the Plan boundary, with the exception of historic resources, projects built after the year 2000, and projects under planning review or which had planning approval (but were not yet built) as of December 2019.
- Projects built after the year 2000 and projects which had planning approval (but not yet built) as of December 2019 were treated as 'existing to remain'.
- Existing or proposed streets, parks, trails, plazas and other such public open spaces are not included in these calculations.
- The maximum build-out does not respect existing individual property lines but is organized and calculated on a block-by-block basis, which assumes the accumulation of individual parcels over time for efficient development.
- The height limits used in the development of the maximum build-out are consistent with the building height limits of this Plan. Building heights used in the Plan are also below the maximum building heights established by FAA Part 77.
- When calculating maximum building heights (and therefore numbers of occupied floors) below the FAA Part 77, a buffer zone of 10-15 feet was included to allow for elevator shaft overruns, rooftop equipment, architectural treatment to parapets, roof lines etc. In some cases, it would be possible to accommodate one additional floor of occupied space below the flight path constraint and the urban design height limits of this Plan, if rooftop projections were kept to an absolute minimum, but that level of detailed design is beyond the scope of this study.
- The average residential unit size is 1,000 gross square feet.
- Typical floor-to-floor heights are:
  - Ground floor retail – 18 ft
  - Prime office/R+D space – 15 ft
  - Hotel rooms – 12 ft
  - Residential units – 10 ft
  - Parking structures and podiums – 10 ft
- Google's Downtown West project program areas as described in Section 1.5 Related Projects is not included in the build-out matrices.
- Parking ratios: The residential parking rate of 1.0 space per unit and the commercial parking rate of 1.0 space per 1,000 gross suqare feet were applied to all new development.
- Parking for commercial developments was generally proposed to be of the 'podium'-type, typically two to four levels above grade and wrapped by outward facing ground floor retail units. In few cases where block sizes were too small to accomodate an efficicently sized parking podium, the parking demand is met by one to two level below grade parking.
- Parking for residential developments was generally proposed to be of the 'podium'-type, typically two levels above grade and wrapped by outward facing residential or ground floor retail units. In a few cases where block sizes were too small to accommodate an efficiently-sized parking podium, the parking demand is met by one level below grade parking, parking structures or podiums on adjacent blocks
- On-street parking is not included in the parking supply totals, as this is projected to be available to meet the demand for retail/restaurant uses in the general area, in accordance with City policy for the Downtown Growth Area.

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- Off-street parking is not provided for new retail/ restaurant premises within the boundaries of the City-defined Downtown Growth Area as described in section 2.8 of this report.
- Employment uses in northern and southern zones are projected to have the same parking ratio as general commercial office space.
- The maximum build-out plan has proposed future a typical building footprint for commercial blocks, with some variation according to location within the plan and the street grid which defines the block. The typical footprint is based on a building which is 200-250 ft wide by 100-150 feet deep. This is merely a suggested building size and shape in terms of good passive solar design and effective contribution toward meeting the goals of San José's Green Vision. However, we recognize that the actual build-out of the Diridon Station Area will include many different building designs, shapes and sizes, which is to be encouraged to foster variety and a dynamic public realm. The statement made in Section 2 of this report should be reiterated; this maximum build-out plan is only one of many ways of approaching the layout of buildings and uses within the Station Area and is primarily a means to calculate the maximum build-out potential of the Station Area rather than a prescriptive plan.



Opportunity Sites

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Built Development Projects in the DSAP since 2000



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CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

Attachment M: Diridon Station Area Plan Addendum to the Downtown Strategy 2040 Environmental Impact Report

DSAP Amendment Draft Initial Study-Addendum – Errata

ERRATA

DSAP Amendment
Initial Study/Addendum to the Downtown Strategy 2040 Environmental Impact Report

File No.	PP19-082
Location	Diridon Station Area
Council Districts	3 and 6

Background

The Draft Initial Study/Addendum to the Downtown Strategy 2040 Environmental Impact Report (EIR) for the Diridon Station Area Plan (DSAP) Amendment was published for public review on March 2, 2021. The public review period ended on April 1, 2021. A total of 17 comment letters were received, some of which resulted in minor text changes to the Initial Study/Addendum. The following errata to the Initial Study/Addendum is made to correct and clarify the changes. Responses to public comments that were received during the public review period are included in the Response to Comments document.

Purpose of Errata

The California Environmental Quality Act (CEQA) Guidelines, Section 15164(c) states that "an addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration." However, in the interest of full disclosure and to allow the public ample opportunity to review and comment on the Initial Study/Addendum, the City circulated the document publicly from March 2 to April 1, 2021 and provided responses to public comments, as would be appropriate for an EIR. The City also decided to follow the guidelines discussed below with regard to recirculation of an environmental document, although not technically required for an addendum.

CEQA Guidelines Section 15088.5, requires that a lead agency recirculate an EIR when:

> *Significant new information is added to the EIR after public notice is given of the availability of the draft EIR for public review under Section 15087 but before certification. As used in this section, the term "information" can include changes in the project or environmental setting as well as additional data or other information. New information added to an EIR is not "significant" unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project's proponents have declined to implement. "Significant new information" requiring recirculation include, for example, a disclosure showing that:*
>
> *(1) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.*

> *(2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.*
>
> *(3) A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project's proponents decline to adopt it.*
>
> *(4) The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded. (Mountain Lion Coalition v. Fish and Game Com. (1989) 214 Cal.App.3d 1043)*

Recirculation of an EIR is not required when the new information added to the EIR merely clarifies, amplifies, or makes insignificant modifications in an adequate EIR (Section 15088.5[b]). As noted below, revisions made to the Initial Study/Addendum would not alter the analysis or conclusions of the Initial Study/Addendum. The following changes merely clarify the analysis and modifications would be insignificant. Recirculation of the Initial Study/Addendum is not required because (1) circulation of an Initial Study is not required under CEQA Guidelines 15164(c), and (2) the changes to the Initial Study/Addendum make insignificant modifications to an adequate environmental document.

TEXT REVISIONS

The following section contains text revisions to the *Diridon Station Area Plan Amendment Addendum to the Downtown Strategy 2040 EIR*, dated March 2, 2021.

Underlining depicts text added, while ~~strikeouts~~ depict text deleted.

Global — **REVISE** *globally*, as shown.
~~BART phase II extension~~ [OR] ~~BART project~~ VTA's BART Silicon Valley Phase II Extension Project

Page 3 — **REVISE** *Section 2.1, Summary of the Diridon Station Area Plan Amendment*, as shown.
The project also addresses other changes in circumstances since the adoption of DSAP in 2014, such as ~~the baseball stadium is no longer planned and~~ a 2019 directive from City Council to allow increased building heights.

Page 3 — **REVISE** *Section 2.1.1, Summary of City Outreach Performed to Date* as shown.
The City began an extensive community engagement process in 2018 to gain input on the future of the DSAP area, given the ~~disappearance of the planned baseball stadium project and the~~ arrival of the Diridon Integrated Station Concept (DISC) Plan and Google's Downtown West Mixed-Use Plan (Downtown West) proposal.

Page 8 — **REVISE** *Section 2.3.1, Previously Adopted Diridon Station Area Plan (2014), footnote 6*, as shown.
Diridon Station is a major multimodal transit hub located at 65 Cahill Street in San José served by Caltrain, Altamont Corridor Express (ACE), VTA light rail, Amtrak Capitol Corridor, and Amtrak Coast Starlight. ~~BART service to Diridon Station is anticipated to begin in 2030, pending acquisition of full funding for the subsurface extension of the currently under-construction BART line to Berryessa Station in East San José~~ BART service to Diridon Station will be substantially completed by 2028, followed by testing, pending acquisition of full funding for the subsurface extension of the BART line to Berryessa Station in North San José. The California High Speed Rail Authority plans to serve Diridon Station as well.

Page 11 — **REVISE** *Section 2.3.1.2*, *Access and Circulation*, as shown.

- **Transit Improvements:** Future transit services within the DSAP area included the planned BART Phase II extension from ~~Fremont~~ North San José to the City of Santa Clara and HSR linking the northern and southern portions of the state. In conjunction with HSR, the planned Caltrain Electrification Program (also known as Caltrain 2025) would convert the Caltrain mainline between San Francisco and the City from the current diesel-electric locomotive power to fully electric power. Additionally, future Bus Rapid Transit (BRT) Lines were envisioned for the Santa Clara Street / Alameda and San Carlos Street corridors.

Page 16 — **REVISE** *Section 2.3.3, Updated Information and Objectives*, as shown.
Additionally, an ~~79~~80-acre mixed-use project (Downtown West) has been proposed by Google LLC that would occupy approximately 30 percent of the total amended DSAP area, generally bounded by Lenzen Avenue and the UPPR tracks to the north;

North Montgomery Street, Los Gatos Creek, the Guadalupe River, South Autumn Street, and Royal Avenue to the east; Auzerais Avenue to the south; and Diridon Station and the Caltrain rail tracks to the west.

Page 18 **REVISE** *Section 2.3.4.2, Google's Downtown West Mixed Use Plan*, as shown. Google's Downtown West Mixed Use Plan (Downtown West project) for the redevelopment of approximately ~~79~~80 acres of the proposed DSAP area's 262 acres seeks to build upon and implement the vision of the 2014 Plan, while recognizing evolving realities and aspirations since its original adoption.

Page 18 **REVISE** *Section 2.4.1, Changes to DSAP Boundary*
As part of the DSAP Amendment, the DSAP boundaries would be expanded by approximately ~~24~~ 12 acres, increasing the total DSAP area from approximately 250 acres to 262 acres~~, and increase of 12 acres~~.

Page 24 **REVISE** *Table 4, DSAP Amendment Street Typology Changes, fifth row*, as shown.
Cahill Street to ~~Autumn~~ Julian Street

Page 29 **REVISE** *Section 2.4.8, Other Planned Development*, as shown.
As discussed in Section 2.3.4, Related Projects, the Downtown West project (Project #21 in Table 5) is a proposed development undergoing separate, project-level environmental review that would occupy approximately ~~79~~80 acres of the DSAP area.

Page 64 **REVISE** *Measures Identified in the Downtown Strategy 2040 EIR to Reduce and Avoid Impacts related to Regional Air Quality*, as shown.
To reduce emissions, the Downtown Strategy 2040 EIR proposed a transportation demand management (TDM) program, consistent with the Downtown Transportation Plan, with the following measures:

Page 77 **REVISE** *Section 3.4.1.2*, *Changes to Environmental Conditions,* as shown.
~~Portions of the Guadalupe River within Downtown are included in the Guadalupe River Flood Protection Project, a U.S. Army Corps of Engineers (USACE) project that would widen the river channel and plant vegetation along the streamside. However, this project has not progressed from the planning phase.[22]~~

Page 146 **REVISE** *Section 3.10.1.1, Changes to the Regulatory Framework, Section 303(d) of the Federal Clean Water Act*, as shown.
The U.S. EPA lists Guadalupe River as an impaired water body for mercury, diazinon, and trash. ~~Los Gatos Creek is also listed as being impaired from diazinon.~~ On October 20, 2020, the State Water Resources Control Board adopted the 2018 proposed 303(d) list of impaired waters, which listed lower Los Gatos Creek as impaired for cold freshwater habitat and migration beneficial uses.

Page 149 **REVISE** *Section 3.10.1.2, Changes to Environmental Conditions*, as shown.
Los Gatos Creek and the Guadalupe River continue to flow through Downtown and have not been altered substantially since certification of the Downtown Strategy 2040 EIR in 2018. ~~the subject of human modification.~~

Page 151 and 152 **REVISE** *Section 3.10.2.1, Flooding Impacts*, as shown.

Build out of Downtown Strategy 2040 would require construction within dam inundation zones for the Guadalupe, Lenihan**,** and Anderson dams. As Valley Water has planned improvements to increase safety at Anderson Dam and the City reduces risks from dam inundation through its local emergency plans, it was determined that build out of the Downtown Strategy 2040 EIR would not expose people or structures to a significant risk of loss, injury, or death involving flooding as a result of dam

failure.

Development proposed under the DSAP Amendment would also include construction within dam inundation zones for the Guadalupe, Lenihan, and Anderson dams. However, development would not occur in new areas beyond those considered in the Downtown Strategy 2040 EIR. Valley Water is improving reliability and safety at Anderson Dam through the Anderson Dam Seismic Retrofit project, which is anticipated to start in the Spring of 2021 and finish by 2031. ~~continues to pursue improvements to increase safety at Anderson Dam and the~~ Additionally, the City continues to reduce risks from dam inundation through its local emergency plans. Therefore, the DSAP Amendment would not contribute to new or worsened impacts from dam failure.

Page 221 **REVISE** *Table 29, Transportation Projects within DSAP, line 14, Description*, as shown.
~~Julian Street/Autumn Street~~ The Concept Layout proposes an access point to BART via the lobby of a proposed future building on the parcel south of Santa Clara between Montgomery and Cahill Streets. The Partner Agencies are considering additional access points which could be completed as part of the Concept Layout project.

Page 222 **ADD FOOTNOTE TO** *Table 29*, *Transportation Projects within DSAP*, as shown.
[1] Some projects shown in this table are subject to change based on decisions to be determined through the DISC process.

Appendix C, Page 7 **REVISE** *Section title "Diridon Station Area Plan Amendment (DSAP Amendment)"*, as shown.
~~The DSAP Amendment also includes one roadway network change.~~ The original DSAP included the extension of Autumn Street between St. John Street and Julian Street as a two-lane roadway. The Amended DSAP maintains this option or an alternative to use the existing Autumn Street. ~~The DSAP Amendment removes the Autumn Street extension.~~ A number of other planned or proposed transportation network changes (transit and bicycle facilities) are in various stages of planning and would require discretionary actions and environmental review separate from this analysis.

These changes are minor corrections or modifications that do not present new information or change this analysis or findings of the Initial Study/Addendum. The new information is not significant, and recirculation is not required. In conformance with Section 15074 of the CEQA Guidelines, the Initial Study/Addendum, technical appendices and reports, together with the Errata and the information contained in this document are intended to inform the decision-makers and the public of the environmental effects of the DSAP Amendment.

Attachment:

Responses to Comments for the Diridon Station Area Plan Amendment – Addendum to the Downtown Strategy 2040 EIR, March 2021.

DSAP Amendment Draft Initial Study-Addendum – Response to Comments

RESPONSES TO PUBLIC COMMENTS

Initial Study/Addendum to the Downtown Strategy 2040 Environmental Impact Report

for the

Diridon Station Area Plan Amendment

State Clearinghouse No. 2003042127

File No.: PP19-082, Council Districts 3 and 6

CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

April 2021

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This document outlines the City of San José's (City) responses to public comments received during the circulation of the Initial Study (IS) /Addendum to the Downtown Strategy 2040 Environmental Impact Report (EIR) prepared for the Diridon Station Area Plan (DSAP) Amendment. The IS/Addendum analyzes the proposed increases in density and development capacity that would be added to the DSAP as part of the DSAP Amendment. The purpose of this Addendum is to determine whether changes to the DSAP, proposed as part of this DSAP Amendment, would result in new impacts or increase the severity of impacts identified in the Downtown Strategy 2040 EIR. The IS/Addendum was circulated for public review from March 2, 2021 to April 1, 2021. The City received 17 comment letters during the public review period, as summarized below.

Comment Letters Received on the Initial Study/Addendum		
Comment Letter	**Commenter Name**	**Date Received**
Agency Comment Letters		
A-1	County of Santa Clara	March 29, 2021
A-2	Pacific Gas and Electric Company (PG&E)	March 30, 2021
A-3	City of Santa Clara, Community Development	April 1, 2021
A-4	County of Santa Clara, Parks and Recreation Department	April 1, 2021
A-5	Santa Clara Valley Transportation Authority (VTA)	April 1, 2021
A-6	Santa Clara Valley Water District (Valley Water)	April 1, 2021
Individual Comment Letters		
I-1	Mary Cassel	March 5, 2021
I-2	Martin Delson, Letter 1	March 6, 2021
I-3	Martin Delson, Letter 2	March 6, 2021
I-4	Tessa Woodmansee, Letter 1	April 1, 2021
I-5	Tessa Woodmansee, Letter 2	April 1, 2021
Organization Comments Letters		
O-1	Soft Lights	March 2, 2021
O-2	Kanyon Konsulting, LLC	March 3, 2021

O-3	San José Downtown Association	March 31, 2021
O-4	Diridon Area Neighborhood Group (DANG)	April 1, 2021
O-5	Guadalupe River Park Conservancy	April 1, 2021
O-6	Sharks Sports & Entertainment, LLC	April 1, 2021

This document provides responses to comments received on the Initial Study/Addendum environmental analysis. Individual comment letters are provided in their original format and presented as "Comment Letter" with each response directly following as "Response to Comment Letter". Comment letters are assigned letters based on the category of commenter (e.g., Agency commenters are labeled "A"), and numbered sequentially based on the date received by the City. Each separate topic raised in a given letter is assigned a number. Responses reference the comment letter and number assigned to each topic (Response A-1.1, for example, indicates the response to the first issue raised in Agency Comment Letter 1).

The comments received on the Initial Study/Addendum do not identify new issues about the DSAP Amendment's environmental impacts requiring corrections or revisions to the Initial Study/Addendum, nor do they provide information indicating that the DSAP Amendment would result in new environmental impacts or impacts substantially greater in severity than those disclosed in the Downtown Strategy 2040 EIR. CEQA does not require public circulation or formal responses to comments on an Addendum [CEQA Guidelines §15164(c)]. Nevertheless, responses to the comments that pertain to the adequacy of the environmental document are included in this document to provide a complete environmental record. All the comments received during public review are considered part of the public record and will be considered before decision makers take action on the DSAP Amendment.

Comment Letter A-1: County of Santa Clara Roads and Airports Department

County of Santa Clara

Roads and Airports Department
Planning, Land Development and Survey

101 Skyport Drive
San Jose, CA 95110-1302
(408) 573-2460 FAX 441-0276

March 29, 2021

Shannon Hill
Planner, Environmental Review
Planning, Building & Code Enforcement
City of San José | 200 East Santa Clara Street
Shannon.Hill@sanjoseca.gov

SUBJECT: Draft Initial Study/Addendum to the Downtown Strategy 2040 EIR for the Diridon Station Area Plan Amendment

The County of Santa Clara Roads and Airports Department (The County) appreciates the opportunity to review the Draft Initial Study/Addendum to the Downtown Strategy 2040 EIR for the Diridon Station Area Plan Amendment and is submitting the following comments:

A-1.1

- Did the City provide a Supplemental Local Transportation Analysis (LTA) for this Amendment?
- We did not see one in the Transportation Analysis Section of the Supplemental EIR. Can we request the City to provide that?

If you have any questions or concerns about these comments, please contact me at 408-573-2462 or ben.aghegnehu@rda.sccgov.org

Thank you.

Response A-1.1: Senate Bill 743, which was signed into law in 2013, initiated a change in CEQA transportation analysis from traditional Level of Service (LOS) analysis to vehicle miles traveled (VMT) analysis. Given this shift, an analysis of LOS and congestion within the DSAP area is not required under CEQA. As a plan-level document, the DSAP Amendment is not subject to City Council Policy 5-1, which requires project applicants to prepare and submit a Local Transportation Analysis (LTA) once final building footprints and site designs have been developed. However, individual projects under the DSAP Amendment will be subject to this policy.

Once a sufficient level of detail is available for these future projects, a qualified consultant working for the project applicant would prepare an LTA to evaluate sight distance, on-site circulation, building access/egress, freight and passenger loading, use of curb space for taxi/transportation network company pickup and drop-off, emergency access, and potential conflicts with pedestrians/bicyclists or transit operations, allowing the City to evaluate those

aspects of the project for conformance with the City's Complete Streets Design Standards and Guidelines,[1] as well as other relevant City standards. LTA scopes of work will be provided to appropriate agencies by the City for review and comment.

[1] City of San José, *San Jose Complete Streets Design Standards & Guidelines*, May 2018. Available at: https://www.sanjoseca.gov/home/showpublisheddocument?id=33113.

Comment Letter A-2: Pacific Gas and Electric Company

A-2.1

PG&E in general supports the overall vision and objectives of the DSAP and the policies contained throughout, and specifically supports:

- Maximizing height potential in certain areas to generate more urban vitality and economic activity. PG&E supports the increase in maximum building height allowed on the Cinnabar Service Center site owned by PG&E.
- Creating a pedestrian-focused mixed-use urban district with appropriate transitions to surrounding lower-density residential neighborhoods.
- The focus on creating new affordable housing units, preserving housing affordability for lower-income residents, and protecting vulnerable residents from displacement. PG&E supports the City's adoption of the commercial impact fee to help finance affordable housing within walking distance to the Diridon Station.
- Providing for a variety of housing, commercial and mixed-use opportunities throughout the DSAP area.
- The policies and objectives that focus on enhancing mobility to and throughout the station area.

Response A-2.1: Thank you for this comment. Because this comment does not address the adequacy of the Initial Study/Addendum, no further response is provided. However, PG&E's support for the overall vision and objectives of the DSAP will be included as part of the administrative record and considered by the Planning Commission and City Council as part of the DSAP Amendment approval process.

A-2.2

- **Land Use Designation:** PG&E notes that the proposed General Plan land use designation for the Cinnabar site is Commercial Downtown. This proposed land use excludes any residential uses. PG&E believes that given the size of the parcel, its location west of the railroad, and the neighboring existing residential uses to the west, it would be more appropriate for the site to be designated as "Downtown", like the neighboring land south of W. Julian Street. This would permit a possible mix of uses to be developed, and also allow for appropriate transitions to the neighboring residential areas which is a policy goal of the Plan, as mentioned above. PG&E believes this land use change can be made without impacting the DSAP Maximum Development Capacity Limits stated in the EIR, since these are not site specific and are more than adequate for the entire station area.

Response A-2.2: The suggestion to change the Cinnabar site from "Commercial Downtown" to Downtown is noted as part of the administrative record and will be considered by the Planning Commission and City Council as part of the DSAP Amendment decision-making process. The requested zoning is outside the scope of what is being proposed in the DSAP Amendment. The intent of the Commercial Downtown designation of the area between Julian and Lenzen and between Stockton and Montgomery was to preserve larger, deeper sites along the rail line to further the DSAP goals of increasing employment, as well as residential uses near the station, while minimizing conflict between residential uses and the rail corridor (i.e., nuisance noise and vibration and air pollution). Because this comment does not address the adequacy of the Initial Study/Addendum, no further response is provided.

A-2.3

- **Greenways:** PG&E is generally supportive of the proposed Active Greeways. These include A1 which would run under the elevated railroad tracks along the east side of the Cinnabar site; A2 which would be a proposed extension of Cinnabar Street that would cross the site and pass under the elevated railroad tracks; and A3 which would run along Lenzen Avenue and also cross under the elevated tracks. PG&E would, however, request that the City of San Jose collaborate with it on any decisions regarding the exact location, design and function of these proposed Greenways.

Response A-2.3: The City will coordinate with PG&E on decisions regarding the location, design, and functions of Greenways during the project-level planning process for those projects. Because this comment does not address the adequacy of this CEQA document, no further response is provided. However, this comment will be included as part of the administrative record and considered by the Planning Commission and City Council as part of the DSAP Amendment approval process.

A-2.4

- **Parking Policy:** PG&E supports prioritizing shared parking and dispersed parking throughout the Station Area. However, PG&E would appreciate additional information regarding parking minimums and maximums for individual developments, and specifically for the Cinnabar site given its location at the far northern end of the DSAP area.

Response A-2.4: Senate Bill 743 became effective on January 1, 2014, and, among other things, added Section 21099 to the California Public Resources Code, which states that "[a]esthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site located within a transit priority area shall not be considered significant impacts on the environment, unless such impacts would also affect historic or cultural resources." The DSAP Amendment meets the definition of a mixed-use residential project on an infill site located within a transit priority area as specified by California Public Resources Code Section 21099. Accordingly, parking impacts can no longer be considered under CEQA in determining a proposed project's physical environmental effects, and any potential impacts to historic or cultural resources would be evaluated at the project level. Therefore, comments related to parking do not address the adequacy or accuracy of this Initial Study/Addendum. However, this comment will be recorded as part of the administrative record and considered by the Planning Commission and City Council as part of the DSAP Amendment decision-making process.

A-2.5

- **Continued Use as a Public Utility Service Center:** PG&E requests assurance that its current use and operation as an active Service Center be allowed to continue for the foreseeable future, in order to continue providing the required level of utility services and response times to the surrounding areas within the City of San Jose.

Response A-2.5: Adoption of the DSAP Amendment would not preclude PG&E's use and operation as an active Service Center in the DSAP area. Since this comment does not address the adequacy of the Initial Study/Addendum, no further response is provided. However, this comment will be included as part of the administrative record and considered by the Planning Commission and City Council as part of the DSAP Amendment approval process.

Comment Letter A-3: City of Santa Clara

1. **Transportation**

   a. Congestion Impacts

A-3.1

The Addendum finds that the DSAP Amendment is expected to increase congestion beyond acceptable levels under Valley Transportation Authority's (VTA's) Congestion Management Plan (CMP). However, no analysis is provided regarding the severity of the increase in congestion or where it may occur. Though congestion is no longer a CEQA impact, San José is still required to implement VTA's CMP requirements for evaluating the Project's impacts on CMP facilities and to mitigate impacts to those facilities. Additionally, page 39 of San José's 2020 Transportation Analysis Handbook states that intersections outside San José's boundaries with potential to be affected by a project shall be evaluated per the transportation standards of the corresponding

A-3.1 Cont.

external jurisdiction. The City of Santa Clara uses the VTA Transportation Impact Analysis Guidelines as a basis for determining study intersections. Accordingly, in addition to CMP facilities, Santa Clara intersections with ten or more project trips per approach lane must be analyzed, including intersections along the corridors of Stevens Creek Boulevard, Coleman Avenue, El Camino Real, Newhall Street, and Pruneridge Avenue within Santa Clara. Cumulative conditions including other reasonably foreseeable projects such as the Downtown West project must be evaluated as well. By failing to evaluate impacts to CMP facilities and Santa Clara intersections, the Transportation Analysis failed to comply with state law and San José's transportation analysis requirements.

Response A-3.1: As noted by the commenter, congestion is no longer a metric used in evaluating environmental impacts under CEQA. CEQA Guidelines Section 15064.3 states, "a project's effect on vehicle delay shall not constitute a significant environmental impact" and "vehicle miles traveled is the most appropriate measure of transportation impacts." Further, City of San José adopted Transportation Analysis Policy (Council Policy 5-1), which reflects vehicle miles traveled (VMT) as the primary metric for transportation studies under CEQA. The City of San José developed the Transportation Analysis Handbook to implement Council Policy 5-1, and to provide guidance on the need, scope, and content of transportation analysis, which were followed for the purposes of the Initial Study/Addendum. The City has prepared a Transportation Analysis (**Appendix D**) to estimate the proposed DSAP Amendment's VMT. It should be noted that the DSAP is a plan, and not a project. Future projects within the DSAP area will be required to complete Local Transportation Analyses (LTAs) to address transportation-related effects of the projects other than VMT. Future LTAs will include, for informational purposes as well as City policy, effects that the Legislature has explicitly determined not to be significant impacts on the environment pursuant to CEQA. Potential impacts to Congestion Management Plan facilities and Santa Clara intersections will be conducted as part of these project-level analyses, if warranted.

A-3.2

b. Impacts to Transit Services

The DSAP Amendment will significantly increase the number of residents and employees in the Project area. Accordingly, it will significantly increase the demand for transit services. The Addendum focuses on whether pedestrian, bicycling, and transit facilities are accessible and analyzes average vehicle speeds in Transit Priority Corridors during the AM peak hour. However, it fails to evaluate the Project's impacts on average vehicle speeds in Transit Priority Corridors during the PM peak hour. Page 32 of San José's 2020 Transportation Analysis Handbook states that large projects should be assessed for its effects on transit operations. To identify these potential impacts, the Transportation Analysis should analyze average vehicle speeds in Transit Priority Corridors during the PM peak hour and should work with the VTA to identify any feasible transit priority measures to address increased transit vehicle delays.

Additionally, San José's General Plan Policy TR-1.2 specifically mandates San José to "[c]consider impacts on overall mobility and all travel modes when evaluating transportation impacts of new developments or infrastructure projects." By failing to adequately analyze impacts on transit services, the San José failed to implement Policy TR-1.2, and the Addendum fails to fully evaluate whether the Project would be consistent with applicable policies. Accordingly, the Addendum's conclusion that the Project would not contribute to new or worsened conflicts with an applicable program, plan, ordinance, or policy addressing the circulation system is not supported by substantial evidence.

Response A-3.2: The Transportation Analysis (**Appendix D**) was prepared in accordance with the standards and methodologies set forth by the City and by CEQA. As stated in Table 11 of **Appendix D**, the Citywide threshold for transit corridor travel speeds per the City's Transportation Analysis Handbook is "A decrease in average travel speed on a transit corridor below current 2040 General Plan conditions in the AM peak one-hour period when: (1) The average speed drops below 15 [miles per hour] or decreases by 25[percent] or more, or (2) The average speed drops by one [mile per hour] or more for a transit corridor with average speed below 15 [miles per hour] under current 2040 General Plan conditions."

As discussed in **Appendix D**, beginning on page 45, planned transit services and facilities include additional rail service via the future Bay Area Rapid Transit (BART) extension, light rail transit (LRT) extensions, new bus rapid transit (BRT) services, and the proposed California High Speed Rail (HSR) project. The DSAP Amendment would not result in a change to the existing or planned roadway network that would result in an adverse effect on existing or planned transit facilities. Therefore, the proposed GPA land use adjustments would not substantially disrupt existing or interfere with planned transit services or facilities. Furthermore, future projects under the DSAP Amendment would be required to complete LTAs to address transportation-related effects of the project other than VMT. Future LTAs will include a project-level analysis of impacts on overall mobility and different travel modes at a level of detail that is not possible for this program-level document.

2. Affordable Housing

A-3.3

The need to guarantee affordable housing within the Project area is clear, but neither the DSAP Amendment nor the Addendum includes an affordable housing requirement. The DSAP Amendment also discusses the link between adequate and integrated affordable housing and improved public health outcomes and its importance to environmental sustainability. Integrated affordable housing is also prioritized by San José planning documents related to sustainability. For instance, Strategy 2.2 of Climate Smart San José recognizes the need for affordable housing to minimize climate change impacts. However, rather than committing to requiring affordable housing on site, the DSAP Amendment provides an unenforceable goal of 25 percent affordable housing.

A-3.3 Cont.

Santa Clara requests that the DSAP Amendment meet its affordable housing requirement fully through the provision of onsite affordable housing and that this be included as an enforceable requirement in the Addendum. Without an enforceable requirement, developers may simply pay the inclusionary housing fee without ensuring affordable housing will be built in the DSAP area. This may lead to public health outcomes that have not been considered in any planning document and may result in increases in VMT, which in turn increase air quality, GHG, and energy impacts.

Response A-3.3: Housing affordability is a socioeconomic issue that is outside the ambit of CEQA, and a Draft EIR (or in this case, an Addendum to a Draft EIR) is therefore, not the appropriate venue for consideration of affordable housing. However, refer to Section 2.5, *Affordable Housing*, for the DSAP Amendment's affordable housing goals. As stated under *Targets and Goals* subsection within that section of DSAP, "Build-out of this Plan and Downtown West, if approved, has the potential to add between 10,619 and 13,519 new housing units in the Plan area. Based on City Council direction, staff is recommending a goal that 25 percent of all housing units in the DSAP area, including the Downtown West project, be affordable to lower-income households at buildout of the land use plan (2040). All affordable housing projects approved by the City are enforceable through regulatory agreements for 55-year timeline. In addition, the references to payment of inclusionary housing fees and public health outcomes reflect the opinion of the commenting party, and are not supported by facts or analysis that show a causal link between the two. Nonetheless, this comment will be included as part of the administrative record and considered by the Planning Commission and City Council as part of the DSAP Amendment approval process.

3. Flight Patterns

The DSAP Amendment will permit significantly increased residential density within the 65 dBA CNEL noise contour. Additionally, it will permit residential uses in the Airport's Outer Safety Zone despite the fact such development is discouraged by the Santa Clara County Airport Comprehensive Land Use Plan (CLUP) due to potential aviation accidents. Further, the DSAP Amendment will allow an increase in building height from 90-100 feet to 180-205 feet in the area closest to the airport. The Addendum also indicates potential for future development projects that could exceed the FAA imaginary surfaces or potentially conflict with CLUP policies.

A-3.4 Santa Clara is concerned that the increase in residential density and building heights near and within the Airport Influence Area and Outer Safety Zone may induce the FAA to change the flight paths into and out of the Airport, which in turn could lead to increased noise and safety impacts in Santa Clara. Though the Addendum claims the Project "would continue to avoid impacts to air traffic patterns," it does not appear that the FAA, which has exclusive control over flight paths, has been consulted with regards to this issue. Instead, the Addendum aligns its conclusion that the Project would not impact air traffic patterns with its discussion of impacts related to airport hazards. However, the fact that the Addendum finds no significant impacts related to airport hazards does not guarantee there will be no impact related to air traffic patterns, which San José has no control over. Because the determination that the Project will not cause changed flight patterns has not been confirmed by the FAA, it is not supported by substantial evidence. Santa Clara requests that San José consult with the FAA to confirm that this scale of development will neither cause the FAA to shift flight patterns nor be a factor in determining future changes to flight patterns into and out of the Airport. If the FAA may shift flight patterns due to the Project, this must be publicly disclosed, and the potential noise and safety impacts must be analyzed.

Response A-3.4: The DSAP Amendment would permit increased density within the San José Norman Y. Mineta International Airport 65 dBa CNEL noise contours, but consistent with Goal EC-1 of the Envision San José General Plan 2040, with the California Building Code, and with Airport Land Use C omission (ALUC) Policy N-4, interior noise levels in residences and hotel rooms will not exceed 45 dBA DNL. Furthermore, the City does not consult with the Federal Aviation Administration (FAA) regarding flight patterns based on local land use development policies. The FAA modifies flight patterns based on the requirements of air traffic flow in the National Airspace System (NAS), not based on the State of California safety zone policies. As discussed in Section 3.9, *Hazards and Hazardous Materials,* of the Initial Study/Addendum, the Downtown Strategy 2040 EIR had previously identified safety-related impacts from potential aviation accidents within the Outer Safety Zone. The DSAP Amendment would further Comprehensive Land Use Plan safety policies identified in the Downtown Strategy 2040 EIR by establishing a maximum occupancy of 300 people per acre, minimum open space requirement of 20 percent of gross area, and would preclude uses such as regional shopping centers, theaters, meeting halls, stadiums, schools, large daycare centers, hospitals, nursing homes, or similar activities within the Outer Safety Zone Overlay (shown in Figure 3b of the Initial Study/Addendum).

Furthermore, any development proposed under the DSAP Amendment would be required to proceed in compliance with FAA regulations and City General Plan Policy Transportation Policy TR14.2 and must obtain an FAA "Determination of No Hazard," and—given that the ALUC has determined the proposed project is inconsistent with the CLUP height and noise policies—the City will be required to make findings that the project would protect public health, safety, and

welfare and minimize the public's exposure to excessive safety hazards within areas around public airports to the extent that these areas are not already developed with incompatible uses. If future projects under the DSAP Amendment include designs that could exceed the FAA imaginary surfaces or potentially conflict with CLUP policies, further environmental review and an FAA "Determination of No Hazard" would be required at that time to ensure that neither safety nor flight patterns would be affected. This project-level review process would be subject to public review and comment.

A-3.5

4. **Changed Impacts trigger the requirement to prepare an SEIR**

   a. The Addendum discloses emissions will be substantially more severe than anticipated in the Downtown Strategy 2040 EIR.

A-3.5 Cont.

An addendum may not be used where changes to a project result in new or substantially more severe environmental impacts than analyzed in a prior EIR. (See CEQA Guidelines, §§ 15162(a) & 15164(a).) The Addendum shows that emissions of criteria air pollutants will substantially exceed those anticipated in the prior EIR, the Downtown Strategy 2040 EIR. Table 10 shows that the DSAP will increase annual ROG emissions by 74.96 tons per year (tpy); NOx by 42.98 tpy; and PM_{10} by 38.20 tpy. Each of these substantially exceeds the 10 or 15 tpy threshold of significance. Daily emissions will increase by 405.3 lbs/day for ROG; 235.5 lbs/day for NOx; and 209.3 lbs/day for PM_{10}. Again, each substantially exceeds the daily threshold of significance of 54 or 82 lbs/day. Additionally, these increased levels do not include Google's Downtown West project, which would further increase emissions in the DSAP area and require further amendment to the DSAP. These are clearly substantially more severe impacts than those evaluated in the Downtown Strategy 2040 EIR.

The Addendum dismisses these substantially more severe significant impacts by stating that overall General Plan development will not increase and alleging that this means the Project will not increase emissions in the air basin as a whole. However, this rationale does not excuse the requirement to prepare an SEIR here. The Addendum is to the Downtown Strategy 2040 EIR, not the General Plan EIR or any other environmental review document. Therefore, the only relevant inquiry is whether air quality emissions exceed those anticipated by the Downtown Strategy 2040 EIR, which they do. Accordingly, comparison to air quality emissions under the General Plan as a whole is irrelevant to the issue of whether an SEIR to the Downtown Strategy 2040 EIR is required. Because impacts related to ROG, NOx, and PM_{10} emissions will substantially exceed those in the Downtown Strategy 2040 EIR, an SEIR is required.

Response A-3.5:

The commenter claims that the project will result in substantially more severe air quality impacts than those identified in the Downtown Strategy 2040 EIR, and therefore a Supplemental EIR is required. Section 1.5, *Criteria for Preparation of an Addendum to a Previous EIR & CEQA Determination,* of the Initial Study/Addendum describes the criteria for preparation of an Addendum to a Previous EIR per CEQA Statutes Section 21166 and CEQA Guidelines Sections 15162 and 15164. These criteria include:

> No Substantial Project Changes: There are no substantial changes proposed in the project which will require major revisions of the previous EIR due to the involvement of new

significant environmental effects or a substantial increase in the severity of previously identified significant effects.

Under this criteria, an Addendum may be prepared if no substantial changes are proposed in the project which will require major revisions of the previous EIR due to new significant environmental effects or a substantial increase in the severity of previously identified significant effects. The amount of additional development capacity alone cannot trigger a Subsequent or Supplemental EIR; the relevant threshold is whether or not that development capacity would cause major revisions related to the involvement of a new significant effect or a substantial increase in the severity of a previously identified significant effect. As demonstrated in Section 3.0, *Evaluation of Environmental Impacts*, of the Initial Study/Addendum, and further explained below, while the DSAP Amendment would increase development capacity within the DSAP area and Downtown, it would not result in a substantial increase in the severity of previously identified significant effects nor a substantial increase in the severity of a previously identified significant effect in the Downtown Strategy 2040 EIR.

The commenter is correct in stating that, within Downtown, the DSAP Amendment would increase the operational emissions of regional criteria air pollutants. The numbers the commenter provides are taken from Table 10 of the Initial Study/Addendum, which provides a direct comparison of the Downtown Strategy 2040 condition to the Downtown Strategy 2040 + DSAP Amendment condition. However, these numbers without context do not provide a full picture of the DSAP Amendment's physical impact on the environment. As discussed in Section 3.3, *Air Quality*, regional criteria air pollutants are largely cumulative impact by nature and are regional impacts, not localized impacts. This means that the San Francisco Bay Area Air Basin (SFBAAB) is the appropriate context regional for air quality impacts.

The Downtown Strategy 2040 EIR, like the Envision San José 2040 General Plan FEIR and Supplemental EIR, identified a significant and unavoidable impact due to operational emissions of regional criteria air pollutants. As discussed in Section 2.1.3 of the Downtown Strategy 2040 EIR, that EIR, and by extension the Addendum for the DSAP Amendment, tiers from the analysis of regional criteria pollutants in the Envision San José 2040 General Plan FEIR and Supplemental EIR. This is because the Downtown area is a subset of total development anticipated at buildout of the Envision San José 2040 General Plan. The Initial Study/Addendum for the DSAP Amendment acknowledges that while there will be an increase in regional criteria pollutants resulting from the increased development Downtown, this development is already anticipated to occur in the City and regionally within the San Francisco Bay Area air Basin, and is included in the air quality analysis in the Envision San José 2040 General Plan FEIR and Supplemental EIR. The Downtown Strategy 2040 EIR carries over the significant and unavoidable impact identified in the Envision San José 2040 FEIR and Supplemental EIR, as the anticipated development Downtown would be a significant contribution to regional criteria pollutants. The DSAP Amendment, as discussed in the Initial Study/Addendum, would increase the amount of development Downtown and would continue to make a cumulatively considerable significant contribution to regional criteria pollutants. Therefore, the impact will remain the same as that identified in the Downtown Strategy 2040 EIR, significant and unavoidable.

Furthermore, the increase in development capacity will not result in a substantial increase in the severity of this impact because regional criteria air pollutants are largely cumulative impacts by nature and are regional impacts that have already been evaluated and identified in the Downtown Strategy 2040 EIR and Envision San José 2040 General Plan EIR and Supplemental EIR as significant and unavoidable. Future development under the DSAP Amendment, like all current projects Downtown, would be required to undergo project-level CEQA analysis of air quality impacts and will be required to prepare a Transportation Demand Management (TDM) program in addition to standard air quality mitigation measures. Additional project-level mitigation measures may be required depending on the outcome of the air quality analysis.

The commenter claims that emissions from the Downtown West project were not included in the air quality analysis. The Downtown West project is an independent, privately-initiated development that is not dependent on the DSAP Amendment to be approved. Therefore, it is undergoing its own project-level environmental review, which includes the required cumulative impact analysis in full compliance with CEQA. The Initial Study/Addendum also includes criteria air pollutants from the Downtown West project in the analysis of cumulative air quality impacts, provided in Table 12. Conversely and as previously stated, the Downtown West EIR includes build out of the DSAP Amendment and its immediate environs (i.e., approximately 0.5 miles beyond the boundaries of the DSAP area) in its project-level analysis of cumulative air quality impacts.

Comment Letter A-4: County of Santa Clara Parks and Recreation Department

A-4.1 The segment of the Guadalupe River Trail in the Plan vicinity is already completed. The segment of the Los Gatos Creek Trail located within the Plan vicinity is incomplete, however there are completed segments both north and south of the Plan boundaries.

It is noted in the Plan that "planned improvements to the Los Gatos Creek Trail and the Guadalupe River Trail would be conducted in fulfillment of the Santa Clara County Trails Master Plan" (Section 2.3.1.2 Access and Circulation, page 12).

Response A-4.1: The Guadalupe River Park Master Plan proposes the continued development of the Guadalupe River Trail, establishing a connection along the east bank between St. John Street to the south and Julian Street to the north. This plan acknowledges the intent to complete this missing segment of the Guadalupe River Trail connection in the future, in alignment with the Santa Clara County Trails Master Plan. Because this comment does not address the adequacy of the Initial Study/Addendum, no further response is provided. However, this comment will be included as part of the administrative record and considered by the Planning Commission and City Council as part of the DSAP Amendment approval process.

A-4.2 The County Parks Department supports the collaborative efforts between various City of San Jose departments and other local agencies in regard to this Plan and future site improvements. The County

A-4.2 Cont. Parks Department also supports the Plan's efforts to develop new pedestrian and bicycle routes within the development and improve the safety of existing and proposed trail crossings in the Plan vicinity.

Response A-4.2: Thank you for this comment. The County Parks Department's support for the DSAP Amendment and associated collaboration between City staff and local agencies will be included as part of the administrative record and considered by the Planning Commission and City Council as part of the DSAP Amendment approval process.

Comment Letter A-5: Santa Clara Valley Transportation Authority

VTA's BART Silicon Valley Phase II Extension Project

A-5.1 | Project Name
The name of the project should be consistent throughout the document as "VTA's BART Silicon Valley Phase II Extension Project."

Response A-5.1: Thank you for this comment. The VTA's BART Silicon Valley Phase II Extension Project callouts will be revised as suggested in the final Initial Study/Addendum.

Additional Comments

A-5.2 | Page 8 Footnote 6: Revise sentence to "...BART service to Diridon Station will be substantially completed by 2028, followed by testing, pending acquisition of full funding for the subsurface extension of the BART line to Berryessa Station in North San José."

Response A-5.2: Thank you for this comment. The footnote will be updated as requested in the final Initial Study/Addendum.

A-5.3 | Page 11: Revise location to state "...from North San José to..." as Phase I of the project connected to Fremont.

Response A-5.3: Thank you for this comment. The location will be updated as requested in the final Initial Study/Addendum.

A-5.4 | Figure 4b (Page 14): Requesting clarification on what heights are allowed for the buildings included in the grey shading. Please send your response to my email address shared at the bottom of this letter.

Response A-5.4: As indicated in the legend, the grey shaded area represents the Downtown West project boundary. For information on proposed building heights within this area, please refer to the Downtown West Mixed-Use Plan EIR, available at: https://www.sanjoseca.gov/your-government/department-directory/planning-building-code-enforcement/planning-division/environmental-planning/environmental-review/active-eirs/downtown-west-mixed-use-plan. This link will also be emailed to the email address shared at the bottom of this letter.

Table 29: Transportation Projects within DSAP

A-5.5 | VTA recommends a footnote or other language in the table that indicates that some projects are subject to change based on decisions to be determined through the Diridon Integrated Station Concept (DISC) process. This also applies to Appendix E: Diridon Station Area Plan Transportation Project Descriptions. For example, Project #12 has changed and VTA intends to keep bus service for the station

A-5.5 Cont. | on Santa Clara Street.

Response A-5.5: Thank you for this comment. Footnotes will be added as suggested in the final Initial Study/Addendum.

A-5.6 For Project #14, VTA recommends the text be revised to state, "The Concept Layout proposes an access point to BART via the lobby of a proposed future building on the parcel south of Santa Clara, between Montgomery and Cahill Streets. The Partner Agencies are considering additional access points, which could be completed as part of the Concept Layout project."

Response A-5.6: Thank you for this comment. The project description will be revised as suggested in the final Initial Study/Addendum.

A-5.7 California Public Utility Commission (CPUC)
CPUC requires the filing of a Safety Certification per CPUC General Order 88-B for all changes that will be occurring across rail tracks. VTA provides technical assistance and review for concurrence for this process, but the City should be the applicant for filing and submitting the GO-88B to CPUC.

Response A-5.7: The City and/or future project applicants will coordinate with the CPUC regarding any improvements that may occur across rail tracks. Since this comment does not address the adequacy of the Initial Study/Addendum, no further response is provided. However, this comment will be included as part of the administrative record and considered by the Planning Commission and City Council as part of the DSAP Amendment approval process.

A-6.1

1. Valley Water owns fee title property and easements along both Los Gatos Creek and the Guadalupe River within and adjacent to the DSAP Area. Any work on Valley Water's easement or fee title property will require the issuance of a Valley Water encroachment permit as per Valley Water's Water Resources Protection Ordinance. Issuance of a Valley Water encroachment permit and any agreements with Valley Water, such as Joint Use Agreements, are discretionary acts and require Valley Water to be considered a responsible agency under CEQA.

Response A-6.1: As discussed in the Initial Study/Addendum, individual projects under the DSAP Amendment would undergo their own project-level environmental and design review processes. Any projects proposing work within Santa Clara Valley Water District's (Valley Water) easement would seek the appropriate encroachment permits and Valley Water would be included as a responsible agency under CEQA for the project-level environmental clearance. Since this comment does not address the adequacy of this CEQA analysis, no further response is provided. However, this comment will be included as part of the administrative record and considered by the Planning Commission and City Council as part of the DSAP Amendment approval process.

A-6.2

2. Section 2.4.6 Parks and Open Space, including Figures 6 and 7 propose planned park and trail improvements within Valley Water fee title property and easement. Valley Water is currently working with the City regarding the Los Gatos Creek Trail Reach 5 Phase 1 from Park Avenue to San Carlos Street which is a part of the larger Reach 5 extension from W. Santa Clara Street to Auzerais Avenue. Valley Water has also begun early talks with Google regarding proposed open space and linear parks as part of the Downtown West Mixed-use Plan. The DSAP should note that any new trails will require a Valley Water permit as well as a joint use agreement in addition to permits for use of Valley Water property. Improvements to existing trails may require an amendment of the existing joint use agreements. It should also be noted that anything within the limits of the Downtown Guadalupe Flood Protection Project will require a Valley Water permit.

Response A-6.2: As acknowledged in Response A-6.1 above, encroachment permits would be obtained during the environmental and design review of individual projects proposed under the DSAP Amendment within Valley Water's easement. In addition, as noted in Section 2.6.2.2, *Other Agency Review*, of the Downtown Strategy 2040 Final EIR, of which this CEQA document is an Addendum to, future actions may involve coordination with and/or review by other responsible and trustee agencies, including the Valley Water. Because this comment does not address the adequacy of the CEQA analysis, no changes to the final Initial Study/Addendum are necessary. However, Valley Water's comment and the City's acknowledgement of the need for encroachment permits within this comment will be included as part of the administrative record and will be considered by the Planning Commission and City Council as part of the DSAP Amendment decision-making process.

A-6.3

3. Valley Water has easement along the Guadalupe River which contain several native plant mitigation sites related to past flood protection improvements along the river. The DSAP discussions related to riparian mitigation should note that no planting for mitigation or replacement tree planting can occur on Valley Water property or within existing Valley Water mitigation sites as mitigation on Valley Water property is reserved for Valley Water projects. However, if the work will occur on sections of the Guadalupe River that are outside of Valley Water property, Valley Water as the local sponsor of the USACE improvements constructed on the river will still need to review and permit the proposed work to ensure no impact to flood protection improvements.

Response A-6.3: The City acknowledges that mitigation for non-Valley Water projects will not take place on Valley Water property or within existing Valley Water mitigation sites. As the Initial Study/Addendum only analyzes impacts at the plan-level, the necessity of mitigation and appropriate mitigation sites would be determined during environmental review of individual projects proposed under the DSAP Amendment. Because this comment does not address the adequacy of the Initial Study/Addendum, no further response is provided. However, this comment will be included as part of the administrative record and considered by the Planning Commission and City Council as part of the DSAP Amendment approval process.

A-6.4

4. It appears based on various figures in the DSAP that additional pedestrian crossings (both overcrossings and undercrossings) of Los Gatos Creek and the Guadalupe River are proposed. Continued development of the park and trail system around the creek and river will require close coordination with Valley Water to avoid impacts to the flood control improvements, mitigation areas, the riparian corridor, and creek hydraulics. Also, a joint use agreement will be required to allow public use of any Valley Water owned areas. The design for the redevelopment of the area will also need to include measures to protect the quality of runoff from the area based on new requirements from the Regional Water Quality Control Board.

Response A-6.4: City staff will coordinate closely on any projects, including parks and trails, near or within the Los Gatos Creek and Guadalupe River during the project-level design and environmental review process for projects proposed under the DSAP Amendment. In addition, some initial coordination has been conducted between the City and Valley Water for the proposed trail alignment along the west bank of Los Gatos Creek between San Carlos Street and Park Avenue. The City or project applicant will continue to coordinate with Valley Water on joint use agreements where required, which is consistent with past trail development work the City has completed in coordination with Valley Water. Because this comment does not address the adequacy of this CEQA analysis, no further response is provided. However, this comment will be included as part of the administrative record and considered by the Planning Commission and City Council as part of the DSAP Amendment approval process.

A-6.5

5. One of Valley Water's primary responsibilities is not only to plan and implement flood protection measures in the City, but to protect and enhance the river's benefits though stream stewardship. The greatest benefit to the river's habitat value are the setback requirements from the riparian corridor for structures and hardscape. The importance of these setbacks cannot be over emphasized since the Guadalupe River has been designated critical habitat for the threatened steelhead trout and Chinook salmon by the National Marine Fisheries Service (NMFS). As part of the Guadalupe River Flood Protection Project, the NMFS has imposed protection requirements from the river on Valley Water. The main requirement is the need to keep the temperature of the river suitable for fisheries survival. This is best accomplished by protecting the riparian canopy, under story, and vegetation along the river. Adequate setbacks buffer the river from development, provides improved aesthetic prospects, and present opportunities for riparian restoration. Los Gatos Creek also provides habitat for these threatened species; and therefore, the same considerations should be incorporated into development along Los Gatos Creek.

Response A-6.5: As discussed in Section 3.4, *Biological Resources*, of the Initial Study/Addendum, project-level biological resources analyses would be required to demonstrate compliance with policies outlined in the Downtown Strategy 2040 EIR, including 2040 General Plan policies, City Council Policy 6-34 (Riparian Corridor Protection and Bird-Safe Design), in addition to Conditions of the Santa Clara Valley Habitat Plan (Habitat Plan). Appropriate

setbacks would be confirmed during the project-level environmental review for projects located near the Los Gatos Creek and Guadalupe River. In addition, permits would be obtained from responsible and trustee agencies, as appropriate, during project-level review, and mitigation would be required as necessary in coordination with these agencies.

A-6.6

6. The DSAP Amendment notes in multiple places that impacts to the riparian corridor will be minimized by enforcement of the City's Riparian Corridor Policy, but in some places the corridor is very small and/or degraded. As an area plan, goals, and opportunities for enhancement of the riparian corridor should also be included and discussed in the plan. Valley Water strongly encourages the City to maximize the setbacks to the riparian corridor, using 100 feet where possible, though the riparian corridor policy includes various circumstances where reduced setbacks may be used, such as in-fill areas and areas in and near downtown.

Response A-6.6: Future development projects will be required to be evaluated for conformance with the City's Riparian Corridor and Bird-Safe Design Policy (City Council Policy 6-34), which includes exceptions to the standard 100-foot riparian setback if certain conditions exist, such as the presence of existing legal uses in the setback and being located in the Downtown area. Opportunities to enhance the riparian corridor will be considered on a project-by-project basis for future projects located near the Los Gatos Creek and Guadalupe River. As such enhancements would be outside the scope of CEQA in that they would go above and beyond mitigating potential impacts to existing environmental conditions, they are not relevant to the adequacy of this Initial Study/Addendum. However, refer to Response A-6.5 above for additional detail on City policies and the Habitat Plan that require review for appropriate setbacks, in addition to obtaining necessary permits from responsible and trustee agencies during project-level review.

A-6.7

In addition, Valley Water encourages the City to also utilize the Guidelines and Standards for Land Use Near Streams (G & S) developed by the Water Resources Protection Collaborative in which the City participated. The Guidelines and Standards include additional guidance that complement the Riparian Corridor Policy, particularly since easy to read guide sheets are included that can be provided to developers and property owners. Of particular importance are setbacks, appropriate land uses near the riparian corridor, and use of appropriate plantings adjacent to the riparian corridor. In particular, the use of box size locally native tree species and large nursery containers for shrubs and ground cover adjacent to the riparian corridor should be avoided to protect the genetic integrity of the existing native riparian plants. Instead, for areas adjacent to the riparian corridor where large container plants are desired ornamental and/or non-local natives should be used (see G & S Design Guides 2, 3, 4). Locally native riparian plant species used should be grown propagule from Los Gatos Creek or Guadalupe River watershed stock.

Response A-6.7: The City's Department of Public Works already uses the Guidelines and Standards for Land Use Near Streams in support of review of proposed projects located near streams, as the City does not have a comparable document, and this practice will continue for future projects proposed under the DSAP Amendment located near the Guadalupe River or Los Gatos Creek. Because this comment does not address the adequacy of the Initial Study/Addendum, no further response is provided. However, this comment will be included as part of the administrative record and considered by the Planning Commission and City Council as part of the DSAP Amendment approval process.

A-6.8

7. Pages 45 and 46 Table 6 Lighting – low light pollution note blue and white LED lights have been found to have greatest impacts on wildlife, compared to yellow, amber, and green.

Response A-6.8: Since this comment does not address the adequacy of the Initial Study/Addendum, no further response is provided. However, this comment will be included as part of the administrative record and considered by the Planning Commission and City Council as part of the DSAP Amendment approval process.

A-6.9

8. Page 76 – Special Status Species
   - Identify other special-status fish or wildlife species with potential to occur (SSC).

Response A-6.9: As noted in Section 3.4, *Biological Resources*, it is possible that western pond turtles, Central California Coast Steelhead, Central Valley fall-run Chinook salmon, raptors, and migratory birds may also pass through or live in the habitat provided by the Guadalupe River and associated riparian areas. Reconnaissance-level field surveys conducted as part of the Downtown West Draft EIR in September 2019 and January 2020 did not identify any special-status wildlife species within the Downtown West project area. However, in the First Amendment to the Draft EIR for Downtown West project, additional wildlife and fish species with *potential* to occur in the project area were added in response to comments on the Draft EIR (pages 4-38 to 4-39): common merganser (*Mergus merganser*), green heron (*Butorides virescens*), snowy egret (*Egretta thula*); great egret (*Ardea alba*); great blue heron (*Ardea herodius*); black-crowned night heron (*Nycticorax nycticorax*), Riffle sculpin (*Cottus gulosus*), Pacific lamprey (*Entosphenus tridentatus*), and Chinook salmon (*Onchorhynchus tshawytscha*). Future projects under the DSAP Amendment located near the Guadalupe River and Los Gatos Creek would be required to complete their own project-level biological resources analyses, including field surveys to identify special-status species, and include appropriate avoidance, minimization, and/or mitigation measures, as appropriate.

A-6.10

- Please clarify if a CNDDB/potential to occur search done for this project, or if the plan is relying on EIRs for other projects. An independent analysis should be conducted for this project if that has not occurred.

Response A-6.10: The Initial Study/Addendum to the 2018 Downtown Strategy 2040 EIR is a program-level document, accordingly it relies primarily on the biological resources analysis contained within that document and supplemented by the analysis provided in the Downtown West Draft EIR and the First Amendment to that Draft EIR for more recent information, since the Downtown West project is within the DSAP Amendment boundaries and extends along the only environmentally sensitive area in the DSAP along the Los Gatos Creek and Guadalupe River. Refer to Response A-6.9 above for additional detail that addresses this comment.

A-6.11

9. Page 77 Section 3.4.1.2 Changes to Environmental Conditions references the incorrect reach of the Guadalupe River. Reach E8 extends from Highway 280 to Blossom Hill Road. All improvements within the downtown reaches of Guadalupe River have been completed.

Response A-6.11: Thank you for this correction. This sentence and associated footnote will be deleted from the final Initial Study/Addendum. As this change will not affect the analysis in the Initial Study/Addendum, no further action is required.

A-6.12

10. Page 78 Table 14 – states no instream wetlands observed; however, the channel qualifies as a palustrine wetland. Work in wetlands should require an official wetland delineation to quantify habitat types.

Response A-6.12: Table 14 is derived from the Downtown West Mixed-Use Plan Draft EIR (see Table 3.2-5 of that document) and included here for informational purposes. Future projects proposed under the DSAP Amendment that propose work near the Los Gatos Creek will be required to prepare a project-specific wetland delineation as part of their project-level environmental review, as appropriate.

A-6.13

11. Page 81 – 50' riparian setback should consider reduction in woody debris input to the stream, area to support terrestrial insect input into streams, reduction in wildlife corridor, reduced ability to trap sediment and filter pollutants to protect water quality, reduced nesting cavities and structure (birds and bats), reduced food sources (insects, fruits, acorns), maintain stream channel and floodplain stability and adjacent wetlands. Larger water bodies with intense adjacent land use may require larger setbacks to provide water protection and wildlife habitat. Forested riparian areas reduce the temperature of groundwater entering surface waters. This may be important in mitigating temperature effects in urban areas, where pavement and other impervious surfaces can cause air and ground temperatures to be warmer.

Response A-6.13: Specific requirements for the riparian setbacks will be established as part of the project-level environmental clearance for individual projects proposed under the DSAP Amendment located near the Guadalupe River and Los Gatos Creek. The suggestions in this comment will be included as part of the administrative record and referenced during preparation of those future environmental documents. In addition, as noted in Response A-6.5 above, project-level biological resources analyses would be required to demonstrate compliance with policies outlined in the Downtown Strategy 2040 EIR, including 2040 General Plan policies, City Council Policy 6-34 (Riparian Corridor Protection and Bird-Safe Design), and to Conditions of the Santa Clara Valley Habitat Plan (Habitat Plan) to reduce impacts to the riparian corridor. Also, required permits would be obtained from responsible and trustee agencies, as appropriate, during project-level review, and avoidance, minimization, and mitigation measures would be required as necessary in coordination with these agencies.

A-6.14

12. Page 85 Bullet 2 – might want to consider a temperature for discharge of water as a percentage of existing water temps to account for seasonal changes or day vs. night temperatures.

Response A-6.14: This page quotes the measures identified to reduce and avoid impacts to fish verbatim from the Downtown Strategy 2040 EIR. Individual projects proposed under the DSAP Amendment will require separate project-level environmental review, during which additional project-specific mitigation measures, such as necessary temperature for discharge water, will be developed where necessary to reduce significant impacts. Since this comment does not address the adequacy of the Initial Study/Addendum, no further response is provided. However, this comment will be included as part of the administrative record and considered by the Planning Commission and City Council as part of the DSAP Amendment approval process.

A-6.15

13. Page 85 Bullet 3 – Please clarify if an assessment of the effects of proposed structures (shading and thermal radiation) on riparian vegetation and creek temperatures has been completed.

Response A-6.15: As identified in Section 3.11, *Land Use and Planning*, future projects within the DSAP Area located on sites directly south, east, and west of major open space areas, including the Guadalupe River and the Los Gatos Creek, would be required to prepare project-specific shade and shadow analyses to demonstrate that a 10 percent or greater increase in the shadow cast onto the open space area would not occur. If a project-specific shade and shadow

analysis does show that a project would result in a 10 percent or greater increase in the shadow cast on to the open space area, the project design will be revised to reduce the increase in shadow to less than 10 percent to reduce impacts to less-than-significant. The Initial Study/Addendum includes a program-level analysis and analyzes *maximum* heights for CEQA clearance. The level of detail necessary for an accurate shade/shadow analysis for individual projects is not yet available. This level of detail will be provided with individual project applications submitted in the DSAP Amendment area.

A-6.16

14. Pages 85 notes that for "minor" work in the creek or river additional measures may be required by regulatory agencies to project special status fish that may be present. It is unclear why this measure specifies only "minor" work as all work within the creek/river is subject to regulatory permitting that may require additional measures to protect special status species.

Response A-6.16: This measure, which is quoted directly from the Downtown Strategy 2040 EIR, refers to "minor" work because major work, such as modification of the streams themselves, was not anticipated under the Downtown Strategy 2040. Likewise, no major in-stream work is anticipated under the DSAP Amendment.

A-6.17

15. Page 86 Impacts to Special-Status and Protected Species – Nesting Raptors and Migratory Birds, work should be scheduled, including vegetation removal, to avoid the nesting season when feasible.
    - Note January 15 to September 1 is standard nesting bird season in permits issued to Valley Water instead of February 1 through August 15 as noted in the DSAP; Anna's hummingbird (ANHU), for example, tend to nest early.
    - Recommend nesting bird surveys occur no more than 14 days before work in a given area for the entirety of the breeding season. The biologist should inspect trees and other possible nesting habitats including buildings, bridges, shrubs, grass, and bare ground/gravel (vegetation, anthropogenic structures, and other habitats which could provide nesting substrate for birds).
    - Clarify if the buffer zone will be marked in the field and by what methods. Recommend re-surveying if construction ceases for 14 days or more during nesting bird season.
    - Nesting bird buffers are typically 50' for songbirds, 250' for raptors.

Response A-6.17: The measure included on page 86 of the Initial Study/Addendum is based on the City's standard nesting bird protection measure. It is a common and acceptable mitigation measure in EIRs and would reduce impacts to a less-than-significant level. Future project applicants would comply with the most conservative nesting bird season as defined in the regulatory agency permits for individual projects under the DSAP Amendment and would abide by the conditions stated in Valley Water's authorization for areas within their jurisdiction.

Avian nest buffers would be marked in the field using methods that are appropriate to the location. The specific type of buffer area marker would be left to the professional opinion of the qualified ornithologist in coordination with CDFW, based on the proposed action, need for high visibility, likelihood of theft or vandalism, and other considerations, and need not be specified in the Initial Study/Addendum. Refer to the Measures Identified in the Downtown Strategy 2040 EIR to Reduce and Avoid Impacts to Nesting Raptors and Migratory Birds on pages 86-87 of the Initial Study/Addendum.

A-6.18

16. Page 87 – Western red bats have been detected downtown on Coyote Creek and have potential to occur in downtown along Guadalupe River or Los Gatos Creek; potential to forage around streetlights. Potential to occur in low numbers.

Response A-6.18: As stated on page 87, "although special status bat species (i.e., Western red bat, Pallid bat, and Townsend's big-eared bat) are not likely to occur in Downtown, construction impacts to bats could be potentially significant." Therefore, the Initial Study/Addendum acknowledges that, while unlikely, impacts to Western red bats have the potential to occur. The measures identified in the Downtown Strategy 2040 EIR and discussed on page 87 and 88 of the Initial Study/Addendum would continue to apply under the DSAP Amendment. Pre-demolition bat surveys would determine the presence or absence of such species on a project-level basis.

A-6.19

17. Page 87 - Measures to Reduce and Avoid Impacts to Bats, Bullet point 2: bat boxes may be sufficient for crevice/cavity nesting species, and *possibly* species using buildings; however, western red bat roost primarily in tree foliage or vegetation, and as such bat boxes would not mitigate lost roost habitat for this species. Suitable roost trees should be installed. Replacement roost structures should resemble lost habitat as closely as possible (i.e., temperature, structure).

Response A-6.19: The commenter is referring to text regarding active bat nurseries, not roosting bats. However, the second bullet point on page 87 also states that "If any active bat nurseries are found within construction areas, CDFW will be notified. Construction-free zones may be required around the bat nursery. If permitted by CDFW, the bats may be removed from the buildings or trees by a bat biologist until demolition is complete." Therefore, CDFW will determine appropriate avoidance, minimization, or mitigation measures through that agency's permitting process. In addition, the third bullet point on page 87 states that a biologist report outlining the results of pre-construction surveys and any recommended buffer zones or other mitigation shall be submitted to the satisfaction of the City's Environmental Principal Planner prior to the issuance of any grading, building, or tree removal permit. Therefore, if Western red bats are detected during the pre-construction surveys, appropriate mitigation specific to that species will be included in the biologist's report as well as the project-level CEQA documentation.

A-6.20

18. Page 88 – First sentence states "The DSAP Amendment would not require increased disturbance to areas with potential nesting or roosting sites." The project appears to expand east of Autumn Parkway, which includes a bridge over Guadalupe River, the riparian area surrounding Guadalupe River, and additional buildings. All of these areas could provide suitable roosting habitat for bats.

Response A-6.20: The intent of this Initial Study/Addendum is to compare the changes proposed in the DSAP Amendment to what was analyzed in the Downtown Strategy 2040 EIR, as the Downtown Strategy 2040 EIR superseded the 2014 DSAP EIR. The DSAP Amendment does not anticipate development in any areas that were not already planned for development under the Downtown Strategy 2040. Therefore, as stated on page 88 of the Initial Study/Addendum, the same measures identified in the Downtown Strategy 2040 EIR would be adequate to reduce potential impacts to roosting bats from the DSAP Amendment to a less-than-significant level.

A-6.21

19. Page 88 - Impacts to Wildlife Migration Corridors – in addition to birds, reducing the size of the riparian corridor reduces habitat suitability for small mammals, deer, reptiles, and amphibians.

Response A-6.21: As discussed on page 88 of the Initial Study/Addendum, the DSAP Amendment would not introduce any new barriers to wildlife in riparian corridors beyond what was studied in the Downtown Strategy 2040 EIR, which determined that development would not obstruct animal passage. Project-level biological analyses would consider all potential wildlife including birds, small mammals, deer, reptiles, and amphibians, when evaluating impacts and developing mitigation measures, as necessary.

A-6.22 | 20. Page 95 Historic Resources – it may be of note that a mammoth skeleton was found along the Guadalupe River just north of Trimble Road in 2005.

Response A-6.22: The discovery identified by the commenter occurred prior to the 2018 Downtown Strategy 2040 EIR and was therefore included in the existing conditions for that document. Section 3.5.1.2, *Changes to Environmental Conditions*, is intended to highlight changes in the cultural resources setting of Downtown since certification of the Downtown Strategy 2040 EIR. For further information on the structure of the environmental analysis, please refer to the introduction to Section 3, *Evaluation of Environmental Impacts*, of the Initial Study/Addendum.

A-6.23 | 21. As indicated throughout section 3.7.2.1, dewatering is required during construction because shallow groundwater occurs in the Plan Area. Valley Water recommends that the construction dewatering system be designed such that the volume and duration of dewatering are minimized to the greatest extent possible. Valley Water also recommends that a more detailed analysis of

A-6.23 Cont. | construction dewatering be conducted, including estimating dewatering volumes/durations and evaluating related impacts if volumes are expected to be significant and impacts of the discharge on water temperature in Guadalupe and Los Gatos Creek. We also recommend that the geotechnical investigation identify the waterproofing that will be required to avoid the need for permanent dewatering after construction is complete. This comment also applies to other mention of dewatering activities in the DSAP.

Response A-6.23: This comment will be noted as part of the administrative record and considered by the Planning Commission and City Council during the DSAP Amendment approval process. Project-specific requirements for dewatering will be developed during project-level environmental review, based on project-specific geotechnical investigations (see page 116 of Initial Study/Addendum). Such investigations will include a greater level of detail than that provided in this program-level document.

A-6.24 | 22. In the Hazards and Hazardous Materials section 3.9.2.1, we suggest including the following text about Valley Water's Well Ordinance 90-1 to the discussion of Demolition and Construction Activities: "Permits for well construction and destruction work, including exploratory boring for groundwater exploration, and projects within Valley Water property or easements are required under Valley Water's Water Resources Protection Ordinance and District Well Ordinance."

Response A-6.24: Required permits from all applicable agencies will be obtained during project-level review of individual projects proposed under the DSAP Amendment. Valley Water's requirement to obtain permits for construction and destruction work will be noted as part of the administrative record. However, because this comment does not relate to the adequacy of the analysis in the Initial Study/Addendum, no revisions are required.

A-6.25 | In addition to Valley Water's Well Ordinance, we recommend adding the following text about abandoned wells. "Due to the long agricultural history of the Santa Clara Subbasin, and subsequent land development, there are likely many abandoned wells in the subbasin. While some of these abandoned wells may have been sealed prior to well permitting requirements, many have open casings and may be discovered during project construction. It is not uncommon for these wells to have significant artesian flow, which may impact dewatering and construction activities. If encountered during the proposed project, abandoned wells must be properly destroyed, with related work permitted by Valley Water."

Response A-6.25: Required permits from all applicable agencies will be obtained during project-level review of individual projects proposed under the DSAP Amendment. This Valley Water requirement is acknowledged and will be included as part of the administrative record. However, because this comment does not relate to the adequacy of the analysis in the Initial Study/Addendum, no revisions are required.

A-6.26 | 23. The discussions under Section 3.10.2.1, Flooding Impacts, should note the site is subject to inundation from the Guadalupe Dam in addition to the Leroy Anderson Dam and the James J. Lenihan Dam on Lexington Reservoir. Also, please note the Anderson Dam project is expected to start Spring of 2021 and finish by 2031.

Response A-6.26: Thank you for this comment. The following changes have been made on pages 151 and 152 of the Addendum.

> Build out of Downtown Strategy 2040 would require construction within dam inundation zones for the Guadalupe, Lenihan, and Anderson dams. As Valley Water has planned improvements to increase safety at Anderson Dam and the City reduces risks from dam inundation through its local emergency plans, it was determined that build out of the Downtown Strategy 2040 EIR would not expose people or structures to a significant risk of loss, injury, or death involving flooding as a result of dam failure.
>
> Development proposed under the DSAP Amendment would also include construction within dam inundation zones for the Guadalupe, Lenihan, and Anderson dams. However, development would not occur in new areas beyond those considered in the Downtown Strategy 2040 EIR. Valley Water is improving reliability and safety at Anderson Dam through the Anderson Dam Seismic Retrofit project, which is anticipated to start in the Spring of 2021 and finish by 2031. ~~continues to pursue improvements to increase safety at Anderson Dam and the~~ Additionally, the City continues to reduce risks from dam inundation through its local emergency plans. Therefore, the DSAP Amendment would not contribute to new or worsened impacts from dam failure.

A-6.27 | 24. Page 146 Clean Water Act – On October 20, 2020, the State Water Resources Control Board adopted the 2018 proposed 303(d) list of impaired waters, which listed lower Los Gatos Creek as impaired for cold freshwater habitat and migration beneficial uses.

Response A-6.27: The following change has been made on page 146 of the Addendum:

> The U.S. EPA lists Guadalupe River as an impaired water body for mercury, diazinon, and trash. ~~Los Gatos Creek is also listed as being impaired from diazinon.~~ On October 20, 2020, the State Water Resources Control Board adopted the 2018 proposed 303(d) list of

impaired waters, which listed lower Los Gatos Creek as impaired for cold freshwater habitat and migration beneficial uses.

A-6.28

25. Page 149 Changes to Environmental Conditions – second sentence states "Los Gatos Creek and the Guadalupe River continue to flow through Downtown and *have not been the subject of human modification*." This statement is unclear and should be clarified as there has been substantial modifications to both.

Response A-6.28: The identified sentence has been revised as shown below:

Los Gatos Creek and the Guadalupe River continue to flow through Downtown and have not been altered substantially since certification of the Downtown Strategy 2040 EIR in 2018. ~~the subject of human modification~~.

A-6.29

26. Page 153 states the DSAP does not propose any modifications of Los Gatos Creek and the Guadalupe River except for the possible replacement of new or replaced storm drain outfalls. The DSAP also states that new developments will be required to build new storm drain systems to meet the 10-year storm event design standard. Based on this requirement it will be necessary to upgrade the outfalls in the creek and/or river. Valley Water has land rights over most of Los Gatos Creek and the Guadalupe River, in the project vicinity, and outfall work will likely require a Valley Water permit in addition to other regulatory permits.

Response A-6.29: Required permits from all applicable agencies will be obtained during project-level review of individual projects proposed under the DSAP Amendment. Because this comment does not address the adequacy of this CEQA document, no further response is provided. However, this comment will be included as part of the administrative record and considered by the Planning Commission and City Council as part of the DSAP Amendment approval process.

A-6.30

27. Page 196 states a new extension of the Los Gatos Creek Trail from W. Saint John to Auzerais Avenue was analyzed as part of this amendment; however, the potential impacts due to the trail and mitigation measures do not appear to be part of the discussion.

Response A-6.30: The Initial Study/Addendum considers reasonably foreseeable improvements to parks and trails as part of a program-level CEQA analysis. All future projects proposed under the DSAP Amendment, including the planned extension of the Los Gatos Creek Trail, would undergo separate project-level environmental review, during which time project-specific impacts and mitigation measures would be identified. As noted on page 25 of the Initial Study/Addendum, "A new extension and off-street alignment of the Los Gatos Creek Trail from West Saint John Street to Auzerais Avenue with is included as part of the DSAP Amendment analyzed in this Addendum. This extension would be implemented in multiple segments, each of which could require separate, project-level environmental review."

A-6.31

28. Page 197 Park Avenue to San Carlos Street mentions a future trail connection via tunnel under San Carlos Street; however, this tunnel is not part of the plans for Los Gatos Creek Reach 5. Please clarify this crossing and if it is intended at this location or at the proposed Park Avenue crossing.

Response A-6.31: The proposed trail alignment from Park Avenue to San Carlos Street will be on located at the top of the west bank. The existing trail master plans call for a trail undercrossing at San Carlos where the trail currently terminates at Dupont Street below the

existing San Carlos Street overpass. The current crossing of Park is proposed to be at grade at the intersection of Park and San Fernando, a tunnel is not being proposed at this time. The City's long-term vision for the Los Gatos Creek Trail is to achieve a fully off-street connection for this reach. As such, off street connections for both undercrossing and/or flyovers are contemplated at San Fernando and San Carlos Streets. However, these options have not been explored or planned in detail. Projects proposed under the DSAP Amendment would require project-level review.

A-6.32 | 29. Page 218 Table 29 Item #4 refers to a Los Gatos Creek trail crossing and San Carlos Street via bridge or undercrossing; however, there is not a creek side trail along the east bank. It is unclear if this is in reference to the proposed on-street bike facility. Please revise for clarity.

Response A-6.32: The project proposes a creek sidewalk and park between Auzerias Avenue and San Carlos street along the east bank. However, this will not be dedicated as Los Gatos Creek Trail. The east bank alignment for future Los Gatos Creek Trail development is proposed between San Fernando Street and Santa Clara Street. Between Park Avenue and San Fernando Street, an on street bicycle facility will serve as an interim connection until the City's vision to provide a fully off-street alignment can be achieved in the future.

A-6.33 | 30. Page 245 Cumulative Biological Effects, Paragraph 2 – building heights have increased but riparian setback has not; Please clarify if it is still accurate to say shading impacts will be limited.

Response A-6.33: The text is correct as stated. The DSAP Amendment would abide by the same requirement to limit increased shadow cast onto open space areas to less than 10 percent by proposed projects. While building height limits would be increased, individual projects located near open space would be required to complete a project-level shade and shadow analysis demonstrating a shadow cast increase of less than 10 percent. If the analysis does not demonstrate compliance with this performance standard, the building design will be revised. Therefore, there would be no change in the level of impact with implementation of the DSAP Amendment than identified in the Downtown Strategy 2040 EIR.

A-6.34 | We appreciate the opportunity to review and comment on this document. Please forward any CEQA

A-6.34 Cont. | documents and future development plans to Valley Water for review, comment, and permit. Reference District File No. 29131 on further correspondence regarding this project. If you have any questions or need further information, you can reach me at (408) 691-1247.

Response A-6.34: Thank you for your comments. The City will continue to forward relevant CEQA documents to Valley Water for review, as applicable.

Comment Letter I-1 Mary Cassel

I-1.1 | Dear Shannon, thank you for your email. I would love to see a park or garden at the 615 Stockton

Response I-1.1: The suggestion for City acquisition of the privately-owned parcel at 615 Stockton Avenue for a park or garden is noted. However, this site is outside of the DSAP boundary. Section 3.4, *Biological Resources*, of the DSAP includes criteria for the future acquisition of parkland in the vicinity of Stockton Avenue and West Julian Street. Because this comment does not relate to the adequacy of the environmental document, no further response is provided. However, this comment will be included as part of the administrative record and considered by the Planning Commission and City Council as part of the DSAP Amendment approval process.

Comment Letter I-2: Martin Delson Letter 1

I-2.1

Item 7 in Table 3 on page 15 of Appendix D, "Transportation Analysis" reads as follows:

"Convert Montgomery Street between Santa Clara Street and San Fernando Street from a one-way (southbound) street to a two-way street. Create cul-de-sac at southerly end of Montgomery Street, just north of Park Avenue."

My suggestion is to create a gap in the planned cul-de-sac at the southerly end of Montgomery Street on the western side of the street wide enough for bicycles traveling south on Montgomery to proceed directly through to Park Avenue and beyond.

Montgomery Street - Bird Avenue is one of the few north-south corridors across I-280, and provides direct access to and from the Diridon Station

I-2.1 Cont.

Area. A gap in the cul-de-sac will allow cyclists heading from Diridon Station or the Arena, or from the planned amenities in the Diridon Station area to take the most direct route south without having to go East to Autumn Street just to come back to Montgomery Street.

Response I-2.1: Thank you for your comment. However, no project-level approvals will be granted for specific transportation projects listed in Table 3 of the Transportation Analysis (**Appendix D**) of the Initial Study/Addendum as part of the reasonably foreseeable future scenario as part of the DSAP Amendment. Instead, these projects will go through their own project-level environmental and design review. Suggestions for project modifications may be considered during that time. Since this comment does not address the adequacy of the Initial Study/Addendum, no further response is provided. However, the suggestion to create a gap in the planned cul-de-sac at the southerly end of Montgomery Street will be included as part of the administrative record and considered by the Planning Commission and City Council as part of the DSAP Amendment approval process.

Comment Letter I-3: Martin Delson Letter 2

I-3.1

First, there is a composition error in Table 4 on page 17 of Appendix D, "Transportation Analysis".

The "Descriptions" of item B27 and B28 are identical: "Completion of the last reach of the Los Gatos Creek Trail including design, land acquisition and environmental review."

That description is valid for item B27. However a different description for item B28 would be more appropriate.

Response I-3.1: The descriptions listed in Table 4 for projects B27 and B28 are derived from the Santa Clara Valley Transportation Authority's (VTA) Valley Transportation Plan (VTP) 2040, Table 2.7a. The two projects are part of a larger effort to complete the last reach of the Los Gatos Creek Trail, hence the identical description. As this comment does not address the adequacy of this CEQA document, no further response is provided.

I-3.2

And second, it seems to me that there is an error in the text of the "Project" for item B33: Three Creeks Trail: W est from Los Gatos Creek Trail/Lonus St to Guadalupe River

I-3.2 Cont.

The Three Creeks Trail ends at Lonus Street, where it joins the Los Gatos Creek Trail. And in any event, to go from that location to the Guadalupe River, you don't go west; instead you go mostly north. I am not sure what is intended for B33, but the current project text seems erroneous.

Response I-3.2: As with B27 and B28, the description text for B33 comes directly from VTA's VTP 2040, Table 2.7a. The City is developing the Three Creeks Trail (western alignment), a landscaped and paved Class I trail system that will connect to the Los Gatos Creek Trail, Guadalupe River Trail, and Highway 87 Bikeway. The portion between Coe Ave (north) and Falcon Place (south) was constructed in 2018, and the pedestrian bridge at Los Gatos Creek between Coe Ave (south) and Lonus Street (north) is in place. As this comment does not address the adequacy of this CEQA document, no further response is provided. However, this comment will be included as part of the administrative record and considered by the Planning Commission and City Council as part of the DSAP Amendment approval process.

Comment Letter I-4: Tessa Woodmansee Letter 1

I-4.1 | 1). make sure the lenzen avenue development is only a walkway no cars bicycles and pedestrians only

Response I-4.1: Thank you for this suggestion. No project-level approvals will be granted as part of the DSAP Amendment; however, modifications to planned transportation projects may be considered during the design-review process for future projects proposed under the DSAP Amendment. Because this comment does not address the adequacy of this CEQA analysis, no further response is provided. However, this comment will be included as part of the administrative record and considered by the Planning Commission and City Council as part of the DSAP Amendment approval process.

I-4.2 | 2). buy more land for food production to address urban sustainability and a world without fossil fuels

Response I-4.2: Thank you for this suggestion. Because the comment does not address the adequacy of this CEQA analysis, no further response is provided. However, this comment will be included as part of the administrative record and considered by the Planning Commission and City Council as part of the DSAP Amendment approval process.

I-4.3 | 3). buy 630 stockton avenue a diesel bus depot and 615 stockton avenue a large parking lot should be bought for food production and as a demonstration project of turning our asphalt back into the valley of hearts delight so we as humans have food locally and don't become cannibals when the fossil fuels are turned off this is resiliency--growing food locally

Response I-4.3: Thank you for this suggestion. Because this comment does not address the adequacy of this CEQA analysis, no further response is provided. However, this comment will be included as part of the administrative record and considered by the Planning Commission and City Council as part of the DSAP Amendment approval process.

I-4.4 | 4) all residential developments should have a companion kitchen garden a food garden required in all residential developments

Response I-4.4: Thank you for this suggestion. Because this comment does not address the adequacy of this CEQA analysis, no further response is provided. However, this comment will be included as part of the administrative record and considered by the Planning Commission and City Council as part of the DSAP Amendment approval process.

I-4.5 | 5). the hotels should be turned into housing we should not be traveling we need to reduce our fossil fuel use to zero and working from home solves this problem

Response I-4.5: Thank you for this suggestion. Because this comment does not address the adequacy of this CEQA analysis, no further response is provided. However, this comment will be included as part of the administrative record and considered by the Planning Commission and City Council as part of the DSAP Amendment approval process.

I-4.6 | 6). there should be a community garden as the center piece of the guadalupe gardens and for downtown by the train station

Response I-4.6: Thank you for this suggestion. Because this comment does not address the adequacy of this CEQA analysis, no further response is provided. However, this comment will be included as part of the administrative record and considered by the Planning Commission and City Council as part of the DSAP Amendment approval process.

I-4.7 | 7). a large battery backup system should be built as a backup for our rooftop solar to have all. our power green and not on transmission lines

Response I-4.7: Thank you for this suggestion. Because this comment does not address the adequacy of this CEQA analysis, no further response is provided. However, this comment will be included as part of the administrative record and considered by the Planning Commission and City Council as part of the DSAP Amendment approval process.

I-4.8 | 8). pedestrian friendly in every way

Response I-4.8: Thank you for this suggestion. Because this comment does not address the adequacy of this CEQA analysis, no further response is provided. However, this comment will be included as part of the administrative record and considered by the Planning Commission and City Council as part of the DSAP Amendment approval process.

I-4.9 | 9). override SAP center's committment for car parking due to climate crisis

Response I-4.9: Thank you for this suggestion. Because this comment does not address the adequacy of this CEQA analysis, no further response is provided. However, this comment will be included as part of the administrative record and considered by the Planning Commission and City Council as part of the DSAP Amendment approval process.

I-4.10 | 10). fix stockton avenue:

These photos are the most recent of many speeding collisions on Stockton avenue this past weekend.

The reason for these many collisions on Stockton ave are the engineering of the Roads that can be fixed:
*. Too wide of a road

! Too high of a crown
! Road needs three traffic circles with trees planted I. In The circle to stop speeding

I-4.10 Cont.

! Road needs more curbside trees in Road to reduce width of road
! On sides of Stockton ave: Tree trenches and tree boxes are vegetated engineered landscape practices designed to filter or infiltrate stormwater runoff. They can be incorporated into a wide variety of landscaped areas, including ultra-urban landscapes. Technically, tree boxes and tree trenches are bioretention practices, but their design, construction, maintenance, and benefits merit a separate discussion
! All developers in this area must put into fixing Stockton avenue
! All homeowners should have a property tax to fix Stockton avenue to build the three 1.5 million dollar roundabouts and tree engineered landscape to reduce pollution in our CARE community: the garden alameda neighborhood is part of a COMMUNITY AT RISK for high exposure to pollutants!
! I would like a documented case number for fixing Stockton avenue as itemized above that is submitted to all developers especially google development and on the books —the radar the city plans, the budget of the department of transportation and city planners and our representatives.
! All intersections of Stockton avenue need improved Street lights, ZEBRA STRIPING, at crosswalks and dedicated left hand turn signals to avoid the deaths and injuries at Lenzen at Stockton and Taylor street at Stockton.

Response I-4.10: As a program-level document, the Initial Study/Addendum does not analyze specific local safety impacts nor is the document required to provide mitigation for existing hazardous conditions that are unrelated to the project. However, these suggested improvements will be included as part of the administrative record and may be considered during the project-level design review and environmental analysis of future projects within the DSAP area along Stockton Avenue. This comment will also be included as part of the administrative record and considered by the Planning Commission and City Council as part of the DSAP Amendment approval process.

I-4.11 | 10). no car roads for as many as possilble

Response I-4.11: Thank you for this suggestion. Because this comment does not address the adequacy of this CEQA analysis, no further response is provided. However, this comment will be included as part of the administrative record and considered by the Planning Commission and City Council as part of the DSAP Amendment approval process.

I-4.12 | 11). all cars must be in garages or behind fences, no cars no on street parking, make DSAP and downtown san jose car free with congestion pricing for cars very high cost.

Response I-4.12: Thank you for this suggestion. Because this comment does not address the adequacy of this CEQA analysis, no further response is provided. However, this comment will be included as part of the administrative record and considered by the Planning Commission and City Council as part of the DSAP Amendment approval process.

I-4.13 | 1). fix all roads to not have a swoop corners by squaring off corners and increasing the radius to slow traffic

Response I-4.13: Thank you for this suggestion. Because this comment does not address the adequacy of this CEQA analysis, no further response is provided. However, this comment will be included as part of the administrative record and considered by the Planning Commission and City Council as part of the DSAP Amendment approval process.

I-4.14 | 2). speed bumps, tree lines medians, roundabouts bulb out traffic calming engineered into the roads

Response I-4.14: Thank you for this suggestion. Because this comment does not address the adequacy of this CEQA analysis, no further response is provided. However, this comment will be included as part of the administrative record and considered by the Planning Commission and City Council as part of the DSAP Amendment approval process.

I-4.15 | 3). more open space 40 percent more! as required by the general plan and turning significant amount of the green space into food production.

Response I-4.15: As discussed in Section 3.16, *Recreation*, of the Initial Study/Addendum, developers of individual projects under the DSAP Amendment would be required to comply with all relevant 2040 General Plan policies, including (1) dedication of land for parkland, (2) improvement of existing parkland or park facilities, and (3) payment of Park Dedication Ordinance (PDO)/Park Impact Ordinance (PIO) fees to be based on the number of proposed dwelling units.

Additionally, the City is developing plans to expand and enhance parks and recreational areas within the DSAP area. A new park system would be dispersed along the Los Gatos Creek and throughout the adjacent neighborhoods. The open space strategy for the DSAP area consists of 11 acres of publicly accessible open spaces, including neighborhood parks, trail segments, and plazas dispersed throughout the existing neighborhoods and future developments. The 11 acres will supplement the existing open space in the DSAP area. Approximately 5 of the 11 planned acres of publicly accessible open spaces are within the Downtown West project boundary, and 6 acres will be outside the Downtown West project boundary in the broader DSAP area. A new extension and off-street alignment of the Los Gatos Creek Trail from West Saint John Street to Auzerais Avenue is included as part of the DSAP Amendment. This extension would be implemented in multiple segments, each of which could require separate, project-level environmental review. Project-level review would also determine projects' consistency with the relative standards prescribed by the Downtown Design Guidelines and Standards. For a complete list of planned improvements, please refer to Section 2.4.6, *Parks and Open Space*, of the Initial Study/Addendum.

Comment Letter I-5: Tessa Woodmansee Letter 2

I-5.1

What resonates most to me is saving life on earth and listening and following the science that says we need to be at zero emissions by 2025 . The same human activities that drive climate change and biodiversity loss also drive pandemic risk through their impacts on our environment.
COVID-19 is at least the sixth global health pandemic since the Great Influenza Pandemic of 1918, and although it has its origins in microbes carried by animals, like all pandemics its emergence has been entirely driven by human activities--FLYING, DRIVING AND not being VEGAN! IN ADDITION,

Both nature and nature's contributions to people are vital for human existence and good quality of life (human well-being, living in harmony with nature, living well in balance and harmony with Mother Earth, and other analogous concepts).While more food, energy and materials than ever before are now being supplied to people in most places, this is increasingly at the expense of nature's ability to provide such contributions in the future, and frequently undermines nature's many other contributions, which range from water quality regulation to sense of place. The biosphere, upon which humanity as a whole depends, is being altered to an unparalleled degree across all spatial scales. Biodiversity – the diversity within species, between species and of ecosystems – is declining faster than at any time in human history. WE ARE IN THE SIXTH GREAT MASS EXTINCTION AND WHEN over million species are threatened with extinction in the next decade or two, we humans are on that train and if not going extinct will have a mass dieoff since our growth to almost 8 billion has been driven by fossil fuels and the science says we have to get off of fossil fuels by 2025 or we will experience greater and worse mass human suffering and catastrophic climate collapse and the end to organized human society.

We are NOT reducing our fossil fuel use we are "speeding" in the other direction with our fossil fuel and consumption of earth's resources. Climate crisis and pandemic are telling us the same thing : WE need to STAY HOME!

Response I-5.1: Because this comment does not relate to the adequacy of this CEQA analysis, no further response is provided in this document. However, this comment will be included as part of the administrative record and considered by the Planning Commission and City Council as part of the DSAP Amendment approval process.

I-5.2

In my neighborhood we have been totally ignored:
We have a diesel bus depot 630 Stockton Avenue destroying our health and needs to be removed from our community. Diesel Bus DEPOT OR FOOD: you can't eat money or

I-5.2 Cont.

diesel!

We do not need any private diesel buses since all whitecollar workers are working from home as we need to fight the pandemic and reduce our fossil fuel use to zero.

Response I-5.2: Because this comment does not relate to the adequacy of this CEQA analysis, no further response is provided in this document. However, this comment will be included as part of the administrative record and considered by the Planning Commission and City Council as part of the DSAP Amendment approval process.

I-5.3 We should not be expanding the airport.

The airport should become an eco village...it's flat like Nebraska. Nebraska is having trouble growing food due to climate crisis, e.g. the record setting derecho that Early estimates say the derecho flattened at least one-third of Iowa's crops – about 10 million acres, according to Iowa Gov. Kim Reynolds. In addition, tens of millions of bushels of grain that were stored at co-ops and on farms were damaged or destroyed as bins blew away. We need to have local agriculture. WE need to grow our food locally.

Response I-5.3: No expansion of the Norman Y. Mineta San José International Airport is proposed as part of the DSAP Amendment. Because this comment does not relate to the adequacy of this CEQA analysis, no further response is provided in this document. However, this comment will be included as part of the administrative record and considered by the Planning Commission and City Council as part of the DSAP Amendment approval process.

I-5.4 This land at 615 stockton avenue was originally in general plan 2020 to be RESIDENTIAL
Then in 2008 at the economic downturn the land was given the general plan designation of commercial neighborhood and only commercial buildings NO HOUSING.
This was to make money for the city.
Now a 5 story 80 room with underground parking of 40 cars Hotel is being submitted by the owner and considered by the san jose city planners for 615 Stockton Ave.

After the SJ city council rejected the original hotel that included the residence at 623 Stockton Ave and the 615 stockton ave an affordable housing project was proposed by the property owner, Alan Nyguen in this corner lot since the neighbors did not want a hotel and fought against the rezoning of the residential historical home to commercial.

The affordable housing that was proposed by Alan Nyguen and submitted to the city it was middle income affordable housing for home ownership and the city REJECTED THIS affordable housing even through affordable housing can override the general plan BUT our city said that NO RESIDENTIAL DEVELOPMENT BECAUSE this property is across from heavy industry i.e. there is so much pollution in our neighborhood that the city won't allow housing to be built in our neighborhood.

QUESTION To be answered by our city:

Why did you let my husband and I buy the commercial building now rezoned residential and now our home for 16 years at 641 stockton avenue when it was across the street from the same noisy, toxic air contaminant, cancer causing , heart disease ailments, auto-immune and asthma causing idling DIESEL BUS DEPOT and idling diesel CALTRAIN Maintenance yard. This was not safe for myself and my family. If 615 stockton avenue can not be developed as residential why was 641 stockton avenue allowed to convert from commercial to residential. Actually if the city said that we could not buy this property though the general plan was for the entire west side of Stockton avenue to become residential as shown by our rezoning as a conforming rezoning from commercial to residential means it met the general plan for the entire west side of stockton avenue. Yet now, 16 years later you the city is saying to the proposed owner of 615 stockton ave Alan Nyguen that He can not build affordable housing he proposed since it is across from heavy industry...again Cinnebar commons and Avalon Morrison Park residential development has occurred across from heavy industrial zoning.

I-5.4 Cont.

But then in 2008 the city to make money went out and financialized our lands to make money for themselves and all the fossil fueled ways they use our money to fly and drive anywhere they want with our support which needs to stop and of course go on global work/vacations with all expenses paid by lobbyists for their entire family to get the support that developers builders and corporations want from politicians. So, 615 stockton Avenue since it was seen by the city drones as a commercial lot was targeted for the 2040 general plan to stay commercial and NOT GO RESIDENTIAL AS planned by the 2020 general plan up until 2008.

Pierluigi Olivario past council member and planning commissioner said: "When a family saves up to buy a single-family home, city zoning promises that their block will remain intact, even if San Jose continues to grow around them. This was not so in our case on Stockton AVenue. We bought our property as a single family home zoning and 8 years later the city changed the general plan for my block and now its corner lot the headstone of the historic neighbotrhood is zoned only for commercial use and a hotel makes millions for the city! Now the plan for 615 stockton avenue corner lot is a 5 story hotel planned at the entrance to my historic block-- Schiele Avenue.

So then when Alan Nyguen asked for residential development on this 615 stockton avenue parcel he should be able to override the commercial neighborhood designation since affordable housing is able to override all general plans. BUT THE planning department REJECTED the housing and said no housing at 615 stockton avenue since it is across from heavy industry.

Response I-5.4: Neither 641 nor 615 Stockton Avenue are within the DSAP area, which—as depicted in Figure 1 of the Initial Study/Addendum—is bordered by Lenzen Avenue and the UPRR tracks to the north. Because this comment does not relate to the DSAP Amendment or the adequacy of this CEQA analysis, no further response is provided in this document. However, this comment will be included as part of the administrative record and considered by the Planning Commission and City Council as part of the DSAP Amendment approval process.

First of all heavy industry needs to go away the diesel bus depot should not be in our residential neighborhood when we are a CARE COMMUNITY. THE Bay Area Air Quality Management District has designated through their extensive research that our part of San Jose is a CARE community a Community at Risk from AIR POLLUTION

THE CITY WAS SUPPOSE TO MITIGATE THE HIGH DIESEL EMISSIONS AND OTHER AIR POLLUTANTS IN OUR NEIGHBORHOOD BUT NOTHING HAPPENED!

I-5.5 THE SUGGESTIONS FOR MITIGATIONS OF AIR POLLUTANTS IN OUR CARE COMMUNITY ARE: And i realize the DSAP has limited its scope to Lenzen avenue and Stockton Ave but that is ridiculous Stockton AVenue needs to by fixed and you have to fix the whole street to make a difference!

-
- REmove the diesel bus depot
-
-
- Remove Maaco car repair
- and painting
-

I-5.5 Cont.

- Make Royal Coach Tours properties
- into an eco village , fruit orchard and farm
- No commercial traffic on
- stockton avenue
- Intense Traffic calming
- for stockton avenue
- Tree lined medium
- Three large roundabouts
- that have a large fruit tree in the middle with other native plants
- Bicycle lanes with three
- feet of separation lines painted
- All streets that intersect
- stockton avenue fix the radius where square corners are engineered to slow the turning traffic; no swoops, no more designing our roads like onramps to highways.
- Put zebra stripes on all
- corner crosswalks
- Add street lights on all
- corners intreresecting stockton avenue like Villa that needs a street light
- Add left turn signals to
- both Lenzen avenue and Taylor street which have been the location for many accidents that have caused death and disability from oncoming uncontrolled traffic turning.

Response I-5.5: As noted by the commenter, neither the Royal Coach Tours facility nor the Maaco Collision Repair & Auto Painting facility are located within the DSAP area depicted in Figure 1 of the Initial Study/Addendum. Because this comment does not relate to the DSAP Amendment or the adequacy of this CEQA analysis, no further response is provided in this document. However, this comment will be included as part of the administrative record and considered by the Planning Commission and City Council as part of the DSAP Amendment approval process.

I-5.6

The Garden Alameda neighborhood is a CARE COMMUNITY: Community Air Risk Evaluation Program
Air District Community Health AB 617: Community Health Protection Program
Community Air Risk Evaluation (CARE) Program
The Community Air Risk Evaluation Program unites government, communities, and businesses to address areas of concentrated air pollution and related public health effects in the Bay Area.

While overall air pollution continues to decrease in the Bay Area, some communities still experience higher pollution levels than others. These communities are generally near pollution sources (such as freeways, busy distribution centers, and large industrial facilities) and negative impacts on public health in these areas are greater. The CARE Program aims to reduce these health impacts linked to local air quality.

The goals of the CARE Program are to:

I-5.6 Cont.

Identify areas where air pollution contributes most to health impacts and where populations are most vulnerable to air pollution.
Apply sound scientific methods and strategies to reduce health impacts in these areas.
Engage community groups and other agencies to develop additional actions to reduce local health impacts.
Impacted Areas
The map below shows areas with elevated pollution levels based on detailed emissions inventories and air dispersion modeling that the Air District has identified as impacted. ArcGIS shapefiles for these areas as well as a PDF map(3 Mb PDF, 1 pg, posted 01/25/18) are also available.

CARE Program Report
In 2014, the Air District issued a report summarizing the accomplishments of the CARE Program and appointed Task Force over the past decade. The report describes how the program provides a useful framework for guiding policy decisions, developing effective air quality programs in impacted areas, and fostering positive partnerships with community groups.

This report, local field studies, and other CARE Program documents are available for review.

Response I-5.6: The air quality and greenhouse gas (GHG) analyses conducted in support of this Initial Study/Addendum were prepared in compliance with all relevant CEQA guidance and City requirements. The fact that the DSAP area is located in a CARE community is discussed in detail beginning on page 42 of the Air Quality and Greenhous Gas Assessment (**Appendix A**). Figure 3 of **Appendix A** maps the required actions that will need to be taken by future projects under the DSAP Amendment, per the Bay Area Air Quality Management District's (BAAQMD) Planning Healthy Places. In some cases, further study would be required to assess the appropriate control measures while projects in other areas would be required to implement existing best practices to reduce TAC exposure.

As discussed in Section 3.3, *Air Quality*, of the Initial Study/Addendum, future development projects that would emit TACs within the DSAP area would be required to (1) prepare health risk assessments in accordance with BAAQMD-recommended procedures as part of project-level environmental review, and (2) employ effective mitigation to reduce possible health risks to a less-than-significant level. Alternatively, the City may require new emitters of TACs to be located an adequate distance from residential areas and other sensitive receptors. Projects that would generate heavy truck traffic will be required to (1) designate truck routes that minimize exposure of sensitive receptors to TACs, and (2) post signage on-site that reminds drivers that the State truck idling law limits truck idling to five minutes (GP Policy MS-11.3 and Action MS-11.8). These measures apply to both Downtown Strategy 2040 and the DSAP Amendment. Specific new sources of TACs or $PM_{2.5}$ emissions associated with the DSAP Amendment have not been identified but, as with Downtown Strategy 2040, the types of land uses envisioned under the DSAP Amendment are not anticipated to include substantial new TAC sources such that significant exposures would occur.

I-5.7

I HAVE WORKED WITH BAAQMD AND BREATHE CALIFORNIA on park avenue with Margo Sidener CEO. ON research on the heavy impacts of diesel emissions in our CARE COMMUNITY in the garden Alameda neighborhood. which have been well documented in this neighborhood by BAAQMD. BUT NO MITIGATIONS EVER HAPPENED!.

SO THE city says now no housing since its too polluted. Ok So now I say lets have a DEMONSTRATION GARDEN LETS. MAKE STOCKTON AVENUE A GRAND BOULEVARD. LET'S MAKE THE EARTH A GARDEN AGAIN...THE MOST IMPORTANT WORK WE CAN DO FOR OUR SURVIVAL: HOTEL OR FOOD? THE CHOICE IS CLEAR!

The bus depot needs to become an orchard and a garden producing food.
The scientists say that any open land that does not have a building on it should become food producing and native gardens to produce the full ecosystem to support life on earth.

WE have single tone backup beepers that need to change since they destroy OUR HEALTH.

I-5.7 Cont.

615 Stockton avenue the city has rezoned this property to be commercial.

Another reason for Royal Coach Tours to be moved out of this neighborhood:

They attacked our family when we were trying to have them follow the state laws to not idle their diesel buses.
they are a polluting source in our neighborhood that is highly impacted from diesel pollution.
Royal Coach Tours blasted their horns at us 24/7 to get us to leave the neighbrohood
The city has no noise controls SO WITH IMPUNITY RCT blasted their gate, car and bus air horns 24/7.
Now that everyone needs to work at home the need for buses and cars and public transit goes away as it should since we need to live very local and fossil fuel free.

The problems in our neighborhood started with Royal Coach Tours but Salvation Army is another area that needs to be fixed. all bus and industrial operations on stockton Avenue and city wide need to use BroadBand backup and warning devices the broadband is a good neighbor warming alarm. When construction or any use of warning alarms are near residential housing then broadband backup beepers need to be used. Also waste management garbage pickup trucks should have broadband backup beepers to be a good neighbor since their pickups can be during quiet time.

Stockton Avenue needs to be fixed.

Response I-5.7: The Royal Coach Tours facility is outside of the DSAP area and is therefore not relevant to this Initial Study/Addendum. It would be inappropriate for the Initial Study/Addendum to propose mitigation for existing impacts that are unrelated to and beyond the boundaries of the DSAP Amendment. Because this comment does not relate to the DSAP Amendment or the adequacy of this CEQA analysis, no further response is provided in this document. However, this comment will be included as part of the administrative record and considered by the Planning Commission and City Council as part of the DSAP Amendment approval process.

I-5.8

BART: Bart should not go to Santa Clara BArt should end at Diridon.
LENZEN AVE should be a pedestrian corridor a green space no cars no BS "that cars pay taxes so they should have access to all roads." No!!!!!! Cars do not pay the taxes necessary to deal with the mess they make i.e. climate change and pollution!
TAYLOR STREET and Stockton AVenue corner needs lots of repair to make it walkable it needs to be redesigned like Campbell avenue near Bascom that made it beautiful walkway separated from the car traffic to make it a beautiful walkable space
SAP NO CARS. The SAP center has to go too. It is a boat anchor of the past. We don't need entertainment, we need to grow food and have our own entertainment from our family friends and neighbors. In addition, the fact that the SAP is saying they need 5,000 plus car spaces shows they are a true boat anchor to the past.

Response I-5.8: Because this comment does not relate to the adequacy of this CEQA analysis, no further response is provided in this document. However, this comment will be included as part of the administrative record and considered by the Planning Commission and City Council as part of the DSAP Amendment approval process.

I-5.9 We need to build the DSAP car free and the buildings should all be homes and gardens to support the residents with food and local ecosystems. The home buildings can be high rise but they should be Arcology designed with integration of food production on every other floor and outside the building and on the roof tops food production to support the inhabitants.
Arcology

Arcology is the fusion of architecture with ecology, a comprehensive urban perspective. In nature, as organisms evolve, they increase in complexity and become a more compact system. A city should similarly evolve, functioning as a

living system. Architecture and ecology as one integral process, is capable of demonstrating positive response to the many problems of urban civilization – population growth, pollution, energy/natural resource depletion, food scarcity, and quality of life. Arcology recognizes the necessity of the radical reorganization of the sprawling urban landscape into dense, integrated, three-dimensional cities in order to support the diversified activities that sustain human culture and environmental balance.

I-5.9 Cont.

The area around the diridon station should be a central parklands with native plants, food production and fruit trees interspersed with places to sit and eat our own food.

ALL THE BUILDINGS NEED TO BE HOUSING
ALL THE GROUNDS NEED TO PRODUCE FOOD AND NATIVE GARDENS TO HELP TO REBUILD OUR ECOSYSTEM THAT IS COLLAPSING IF WE DONT BRING RADICAL CHANGE SAYS The Intergovernmental Science-Policy Platform on Biodiversity and Ecosystem Services (IPBES) is an intergovernmental organization established to improve the interface between science and policy on issues of biodiversity and ecosystem services. [1] It is intended to serve a similar role to the Intergovernmental Panel on Climate Change. [2]

I-5.9 Cont.

Nature and its vital contributions to people, which together embody biodiversity and ecosystem functions and services, are deteriorating worldwide.
Goals for conserving and sustainably using nature and achieving sustainability cannot be met by current trajectories, and goals for 2030 and beyond may only be achieved through transformative changes across economic, social, political and technological factors
Nature and its vital contributions to people, which together embody biodiversity and ecosystem functions and services, are deteriorating worldwide.

THE DEVELOPMEnt of 25 farms across San Jose is a plan that Alrie Middlebrook has with the California Native Gardens Foundation
Wonderful plans for middlebrook gardens California native garden foundation 76 race street here in our community! We need hyperlocal food!!!!
We need Alrie MiddLebrook from middlebrook gardenS now center for urban sustainability to teach us all how to take up the asphalt and MAKE THE EARTH A GARDEN AGAIN!
People say it won't make city money??? That's not true there are many jobs that Alrie middlebrook center for urban sustainability is creating now!!! . Yes it MIGHT NOT make the city THE millions from a hotel; BUT A HOTEL IS NOT RIGHT LIvelihood—the idea of right livelihood is an ancient one it embodies the principle that each person should follow an honest occupation which fully respects other people and the natural world this holds true for our city too which belongs to the people not corporations and supporting the city services on vices such as hotels, cardroom gambling. Prostitution etc is evil and greedy and on top of that all of us need to stay home so hotels are bad for us because of climate change and covid19 when a pandemic and climate crisis is telling us to stay home .....growing food is good for our survival and creating a demonstration project at 615 Stockton ave will be land centrally located on the grand boulevard Stockton avenue to announce to the world we are MAKING THE EARTH A GARDEN AGAIN for the human race. It's something we can all agree upon is food for survival instead of becoming as we are seeing now fascistic around the color of our skin we need to be bound together the true definition of fascia is to be bound, but we as humans need to be bound to be unified around our shared need for food , to have food, food security, food sovereignty, and to grow food everywhere so we can survive.

Hotel or food? Which one do you want at the end of life on earth, civilization, organized human society climate and ecological collapse?
Write your San Jose city council persons tell them we need food not a hotel!!!! That is at 615 Stockton avenue at the corner of Schiele ave. Plans are moving forward that need to be stopped we need FOOD not hotel at 615 Stockton avenue! The city needs to buy this land for 3 million or google needs to in order to bring a demonstration project and hands on learning to quickly teach all of us to grow food everywhere we can on every street on every building and on top of every building everywhere grow food SO WE DO NOT BECOME CANNIBALS .

Here is what areas of study and job creation is happening in San Jose, ca by the California native gardens in conjunction with the San Jose and evergreen school community college school district—these are fossil fuel free jobs outdoor jobs/work and sustainable job creation is being worked on at Middlebrook gardens 76 race street And Alrie's Hester gardens which is now centers for urban sustainability they fossil fuel free job tracks at The

I-5.9 Cont.

new urban center for sustainability formally the california native garden foundation are: 1)Regenerative organic agriculture, 2) urban ecological land management, 3)early childhood development pre-k teaching certificate in nature immersion + food, 4)outdoor STEAM education teaching certificate for teachers of grades K-8, 5)regional ecologist,6) ecological engineering technician7) culinary arts academy for a plant based diet. Middlebrook gardens center for urban sustainability at 76 race street are beginning our certification classes in the "first 5" this February. Eventually the college will offer two year applied science degrees. Students must fulfil certification requirements by attending 70 hours of classes over a 20 week period while serving as interns at the build 25 network of farms and eco-villages. The farms will be used by students, teachers, professionals and other older members of our community as laboratories for learning to earn their certificates.

Response I-5.9: Because this comment does not address the adequacy of the Initial Study/Addendum, no further response is provided. However, this comment will be included as part of the administrative record and considered by the Planning Commission and City Council as part of the DSAP Amendment approval process.

I-5.10

WE need land purchased by the city or Google so that we can have land to grow food and learn how to do this from the program at CNGF: San Jose evergreen Community college district is working with the California native garden foundation to offer 4 new certification classes and eventually 7 job tracks for a new resilient economy that specifically addresses local solutions to climate change.
Each of the 25 eco villages and farm centers will offer teaching, training, research and extension activities for college students, families and members of the community it serves. These centers are designed to protect ecosystems services and allow the residents or nearby community members to complete all their life cycle needs without travel.Clean air, clean water, healthy soil, nutritious sustainable food, renewable energy, local waste management, human health and well being, education and direct connection to nature and locally restored ecosystems for children, families and members of a diverse community..

Response I-5.10: Because this comment does not relate to the adequacy of this CEQA analysis, no further response is provided in this document. However, this comment will be included as part of the administrative record and considered by the Planning Commission and City Council as part of the DSAP Amendment approval process.

I-5.11

What resonates most to me is saving life on earth and listening and following the science that says we need to be at zero emissions by 2025 . "The same human activities that drive climate change and biodiversity loss also drive pandemic risk through their impacts on our environment.
COVID-19 is at least the sixth global health pandemic since the Great Influenza Pandemic of 1918, and although it has its origins in microbes carried by animals, like all pandemics its emergence has been entirely driven by human activities--FLYING, DRIVING AND not being VEGAN! IN ADDITION,
Both nature and nature's contributions to people are vital for human existence and good quality of life (human well-being, living in harmony with nature, living well in balance and harmony with Mother Earth, and other analogous concepts).While more food, energy and materials than ever before are now being supplied to people in most places, this is increasingly at the expense of nature's ability to provide such contributions in the future, and frequently undermines nature's many other contributions, which range from water quality regulation to sense of place. The biosphere, upon which humanity as a whole depends, is being altered to an unparalleled degree across all spatial scales. Biodiversity – the diversity within species, between species and of ecosystems – is declining faster than at any time in human history. WE ARE IN THE SIXTH GREAT MASS EXTINCTION AND WHEN over million species are threatened with extinction in the next decade or two, we humans are on that train and if not going extinct will have a mass dieoff since our growth to almost 8 billion has been driven by fossil fuels and the science says we have to get off of fossil fuels by 2025 or we will experience greater and worse mass human suffering and catastrophic climate collapse and the end to organized human society.
WEe are speeding in the other direction with our fossil fuel and consumption of earth's resources. Climate crisis and pandemic are telling us the same thing : WE need to STAY

I-5.11 Cont.

HOME!

Response I-5.11: This comment is identical to comment I-5.1. Please refer to Response I-5.1 above.

I-5.12

In my neighborhood we have been totally ignored:
We have a diesel bus depot 630 Stockton Avenue destroying our health and needs to be removed from our community. Diesel Bus DEPOT OR FOOD: you can't eat money or diesel!

We do not need any private diesel buses since all whitecollar workers are working from home as we need to fight the pandemic and reduce our fossil fuel use to zero.

Response I-5.12: This comment is identical to comment I-5.2. Please refer to Response I-5.2 above.

I-5.13

We should not be expanding the airport.

The airport should become an eco village...it's flat like Nebraska. Nebraska is having trouble growing food due to climate crisis, e.g. the record setting derecho that Early estimates say the derecho flattened at least one-third of Iowa's crops – about 10 million acres, according to Iowa Gov. Kim Reynolds. In addition, tens of millions of bushels of grain that were stored at co-ops and on farms were damaged or destroyed as bins blew away. We need to have local agriculture. WE need to grow our food locally.

Response I-5.13: This comment is identical to comment I-5.3. Please refer to Response I-5.3 above.

I-5.14

This land at 615 stockton avenue was originally in general plan 2020 to be RESIDENTIAL Than in 2008 at the economic downturn the land was given the general plan designation of commercial neighborhood and only commercial buildings NO HOUSING.
This was to make money for the city.
Now a 5 story 80 room with underground parking of 40 cars Hotel is being submitted by the owner and considered by the city for 615 Stockton Ave.

After the SJ city council rejected the original hotel that included the residence at 623 Stockton Ave and the 615 stockton ave an affordable housing project was proposed in this corner since the neighbors did not want a hotel and fought against the rezoning of the residential historical home to commercial.

The affordable housing that was proposed by Alan Nyguen and submitted to the city it was middle income affordable housing for home ownership and the city REJECTED THIS affordable housing even through affordable housing can override the general plan BUT our city said that NO RESIDENTIAL DEVELOPMENT BECAUSE this property is across from heavy industry i.e. there is so much pollution in our neighborhood that the city won't allow housing to be built in our neighborhood.

QUESTION To be answered by our city:

Why did you let my husband and I buy the commercial building now rezoned residential and now our home for 16 years at 641 stockton avenue when it was across the street from a DIESEL BUS DEPOT. This was not safe for myself and my family. If 615 stockton avenue can not be developed as residential why was 641 stockton avenue allowed to convert form commercial to residential. Actually if the city said that we could not buy this property though the general plan was for the entire west side of Stockton avenue to become residential as shown by our rezoning as a conforming rezoning from commercial to residential means it met the general plan for the entire west side of stockton avenue. Yet know 16 years later

you the city is saying to the proposed by the owner of 615 stockton ave Alan Nyguen that He can not build affordable housing he proposed since it is across from heavy industry...again innebart commons and Avalon Morrison Park residential development has occurred across from heavy industrial zoning.

But then in 2008 the city to make money went out and financialized our lands to make money for themselves and all the fossil fueled ways they use our money to fly and drive anywhere they want with our support which needs to stop and of course go on global work/vacations with all expenses paid by lobbyists for their entire family to get the support that developers builders and corporations want from politicians. So, 615 stockton Avenue since it was seen by the city drones as a commercial lot was targeted for the 2040 general plan to stay commercial and NOT GO RESIDENTIAL AS planned by the 2020 general plan up until 2008.

I-5.14 Cont.

Pierluigi Olivario past council member and planning commissioner said: "When a family saves up to buy a single-family home, city zoning promises that their block will remain intact, even if San Jose continues to grow around them. This was not so in our case on Stockton AVenue. We bought our property as a single family home zoning and 8 years later the city changed the general plan for my block and now its corner lot the headstone of the historic neighbotrhood is zoned only for commercia use and a hotel makes millions for the city! Now the plan for 615 stockton avenue corner lot is a 5 story hotel planned at the entrance to my historic block-- Schiele Avenue.

So then when Alan Nyguen asked for residential development on this 615 stockton avenue parcel he should be able to override the commercial neighborhood designation since affordable housing is able to override all general plans. BUT THE planning department REJECTED the housing and said no housing at 615 stockton avenue since it is across from heavy industry.

Response I-5.14: This comment is identical to comment I-5.4. Please refer to Response I-5.4 above.

I-5.15

First of all heavy industry needs to go away the diesel bus depot should not be in our residential neighborhood when we are a CARE COMMUNITY. THE Bay Area Air Quality Management District has designated through their extensive research that our part of San Jose is a CARE community a Community at Risk from AIR POLLUTION

THE CITY WAS SUPPOSE TO MITIGATE THE HIGH DIESEL EMISSIONS AND OTHER AIR POLLUTANTS IN OUR NEIGHBORHOOD BUT NOTHING HAPPENED!

THE SUGGESTIONS FOR MITIGATIONS OF AIR POLLUTANTS IN OUR CARE COMMUNITY ARE: And i realize the DSAP has limited its scope to Lenzen avenue and Stockton Ave but that is ridiculous Stockton AVenue needs to by fixed and you have to fix the whole street to make a difference!

REmove the diesel bus depot
Remove Maco car repair and painting
Make Royal Coach Tours properties into an eco village , fruit orchard and farm
No commercial traffic on stockton avenue
Intense Traffic calming for stockton avenue
Tree lined medium
Three large roundabouts that have a large fruit tree in the middle with other native plants

I-5.15 Cont.

Bicycle lanes with three feet of separation lines painted
All streets that intersect stockton avenue fix the radius so there is no square the corners
Put zebra stripes on all corner crosswalks
Add street lights on all corners intreresecting stockton avenue like Villa that needs a street light
Add left turn signals to both Lenzen avenue and Taylor street

Response I-5.15: This comment is identical to comment I-5.5. Please refer to Response I-5.5 above.

I-5.16

The Garden Alameda neighborhood is a CARE COMMUNITY: Community Air Risk Evaluation Program
COMMUNITY HEALTH
AIR POLLUTION AND COMMUNITY HEALTH
AB 617: COMMUNITY HEALTH PROTECTION PROGRAM
AB 617 Expedited BARCT Implementation Schedule
Grant Program
Richmond Area Community Health Protection Program
West Oakland Community Action Plan
Carl Moyer Program Survey
Community Air Risk Evaluation (CARE) Program
FACILITY RISK REDUCTION PROGRAM
AIR POLLUTION CONTROL MEASURES
CALIFORNIA "HOT SPOTS" PROGRAM
Air District Community Health AB 617: Community Health Protection Program
Community Air Risk Evaluation (CARE) Program
undefinedundefinedundefinedundefinedundefinedundefined
The Community Air Risk Evaluation Program unites government, communities, and businesses to address areas of concentrated air pollution and related public health effects in the Bay Area.

While overall air pollution continues to decrease in the Bay Area, some communities still experience higher pollution levels than others. These communities are generally near pollution sources (such as freeways, busy distribution centers, and large industrial facilities) and negative impacts on public health in these areas are greater. The CARE Program aims to reduce these health impacts linked to local air quality.

The goals of the CARE Program are to:

Identify areas where air pollution contributes most to health impacts and where populations are most vulnerable to air pollution.
Apply sound scientific methods and strategies to reduce health impacts in these areas.
Engage community groups and other agencies to develop additional actions to reduce local health impacts.
Impacted Areas
The map below shows areas with elevated pollution levels based on detailed emissions inventories and air dispersion modeling that the Air District has identified as impacted. ArcGIS shapefiles for these areas as well as a PDF map(3 Mb PDF, 1 pg, posted 01/25/18) are also available.

CARE Program Report
In 2014, the Air District issued a report summarizing the accomplishments of the CARE Program and appointed Task Force over the past decade. The report describes how the

I-5.16 Cont.

program provides a useful framework for guiding policy decisions, developing effective air quality programs in impacted areas, and fostering positive partnerships with community groups.

This report, local field studies, and other CARE Program documents are available for review.

Response I-5.16: This comment is identical to comment I-5.6. Please refer to Response I-5.6 above.

I HAVE WORKED WITH BAAQMD AND BREATHE CALIFORNIA on park avenue with Margo Sidener CEO. ON research on the heavy impacts of diesel emissions in our CARE COMMUNITY in the garden Alameda neighborhood. which have been well documented in this neighborhood by BAAQMD. BUT NO MITIGATIONS EVER HAPPENED!.

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The bus depot needs to become an orchard and a garden producing food.
The scientists say that any open land that does not have a building on it should become food producing and native gardens to produce the full ecosystem to support life on earth.

I-5.17 WE have single tone backup beepers that need to change since they destroy OUR HEALTH.

615 Stockton avenue the city has rezoned this property to be commercial.

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Stockton Avenue need to be fixed.

Response I-5.17: This comment is identical to comment I-5.7. Please refer to Response I-5.7 above.

I-5.18

BART: Bart should not go to Santa Clara BArt should end at Diridon.
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Response I-5.18: This comment is identical to comment I-5.8. Please refer to Response I-5.8 above.

I-5.19

We need to build the DSAP car free and the building should all be homes and gardens to support the residents with food and local ecosystems. The home buildings can be high rise but they should be Arcolgy designed with integration of food production on every other floor and outside the building and on the roof tops food production to support the inhabitants.
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I-5.19 Cont.

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I-5.19 Cont.

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Response I-5.19: This comment is identical to comment I-5.9. Please refer to Response I-5.9 above.

I-5.20

WE need land purchased by the city or Google so that we can have land to grow food and learn how to do this from the program at CNGF: San Jose evergreen Community college district is working with the California native garden foundation to offer 4 new certification classes and eventually 7 job tracks for a new resilient economy that specifically addresses local solutions to climate change.
Each of the 25 eco village and farm centers will offer teaching, training, research and extension activities for college students, families and members of the community it serves. These centers are designed to protect ecosystems services and allow the residents or nearby community members to complete all their life cycle needs without travel.Clean air, clean water, healthy soil, nutritious sustainable food, renewable energy, local waste management, human health and well being, education and direct connection to nature and locally restored ecosystems for children, families and members of a diverse community..

google could also be made by our city to take the homes on Julian ave three historic homes scheduled for demolition and move them to 615 stockton ave. These homes should be put in a circle facing each other and the commons where they grow food together in the middle. This would be a demonstration project to show how to build a resilient neighborhood. Neighbors knowing each other and working together. for the greater good: growing food and being producers of all the other essentials we need hyper locally. the homes would be renovated to be ecologically advance solar of grid water capture etc LEED certified green as another example of the best of human development and let go of the fossil fueled past.

Response I-5.20: This comment is identical to comment I-5.10. Please refer to Response I-5.10 above.

Comment Letter O-1: Soft Lights

O-1.1

1) The light pollution requirements lack quantifiable restrictions and therefore are unacceptably weak. We request that the city add the following restrictions related to light pollution for this project:
   a. Maximum color temperature of all outdoor lighting is 2700 Kelvin.
   b. Recommended color temperature is 2200 Kelvin or less.
   c. Maximum luminance at the eye from any light source shall be 50 candela per square meter.
   d. Digital advertising billboards shall be prohibited.
   e. All outdoor lighting shall be shielded to prevent light trespass and diffused (no bare-diode LEDs).
   f. No outdoor lighting shall exhibit sub-sensory flicker.
   g. Blinking/flashing/strobing lights shall be prohibited.

Response O-1.1: The City's Municipal Code regulates light and glare associated with new development. For example, per Municipal Code Part 5, 20.40.540, "Any and all lighting facilities hereafter erected, constructed, or used in connection with any use conducted on any property situated adjacent to a site or lot used for residential purposes shall be arranged and shielded that all light will be reflected away from any residential use so that there will be no glare which will cause unreasonable annoyance to occupants of such property, or otherwise interfere with the public health, safety, or welfare." Additionally, the updated Downtown Design Guidelines and Standards require outdoor lighting to use low light pollution fixtures that also minimize glare (see Table 6 of the Initial Study/Addendum), and individual projects proposed under the DSAP Amendment will be reviewed for compliance with City Policies 4-2 (Lighting), 4-3 (Private Outdoor Lighting on Private Development), and 6-34 (Riparian Corridor Protection and Bird-Safe Design). Revisions to these regulations, design standards and guidelines, and policies are not the subject of the Initial Study/Addendum. However, these suggestions are noted as part of the administrative record and will be considered by the Planning Commission and City Council as part of the DSAP Amendment decision-making process. Because this comment does not address the adequacy of this CEQA document, no further response is provided.

O-1.2

2) In our review of the San Jose Municipal Code, we found only one reference to either "luminance" or "color temperature":

   Quote: "Any Sign, visible from a wetland, burrowing owl habitat or Riparian Corridor, shall be dimmed automatically one hour after sunset to 5% of their daylight luminance setting"

   While this code is certainly helpful, it should be enhanced. According to research studies, the human tolerance threshold for luminance in a nighttime environment is less than 1 candela per square meter. In addition, contrast ratios should not exceed 20:1. Therefore, we recommend that the maximum luminance at the eye for a riparian area should be set to 1 candela per square meter and the maximum luminance at the eye for a non-riparian area should be 20 candela per square meter.

   In addition, the code should be updated to specify the maximum color temperature of any outdoor light at 2700 Kelvin for business areas, and 2200K for residential areas.

Response O-1.2: The City's Municipal Code is not the subject of the present Initial Study/Addendum. In addition, refer to the response to Comment O-1.1 above for additional explanation of City policies and design standards and guidelines. City Policy 6-34 (Riparian Corridor Protection and Bird-Safe Design) specifically addresses lighting near riparian corridors. Because this comment does not relate to the adequacy of the environmental document, no further response is provided. However, these suggestions are noted as part of the administrative record and will be considered by the Planning Commission and City Council as part of the DSAP Amendment decision-making process.

O-1.3

3) We saw no references to the Americans with Disabilities Act or Section 504 of the Rehabilitation Act. We request that the city add language to the Diridon plan that explicitly states what steps are being taken to protect those with light sensitivity disabilities. We wish to ensure that outdoor lighting does not exceed tolerance levels, whether it be color temperature, luminance, strobing, contrast, or sub-sensory flicker.

Response O-1.3: Individual projects under the DSAP Amendment would comply with all relevant federal and State protections for people with disabilities, including the Americans with Disabilities Act and Section 504 of the Rehabilitation Act. These regulations are not referenced explicitly in this Initial Study/Addendum because they are not related to the DSAP Amendment's impacts on the environment. Compliance with these regulations would be ensured during the City's Department of Public Works project-level design review process.

O-1.4

4) The city is proposing to purposely increase light pollution. This wasteful use of energy is contrary to the city's climate policy goals. Natural night is a fundamental resource that is critical to the proper functioning of nearly all biological systems, including humans. Polluting the natural night with artificial light damages the natural night resource, which in turn leads to human diseases such as cancer, diabetes, and psychological disorders.

Instead of adding light pollution, this project should focus on restoring the natural night. The moon and the stars provide a substantial amount of light. Small amounts of artificial light could be added for functional purposes, but there should no superfluous light that pollutes the natural night resource.

We request that the following text be added to this proposal: "Sky Brightness at any location within the project boundary shall be a minimum of 20.5 mpsas."

Response O-1.4: Individual projects under the DSAP Amendment would be subject to City Policies 4-2 (Lighting: Public Streetlights), Policy 4-3 (Lighting: Outdoor lighting on Private Developments), and Policy 6-34 (Riparian Corridor Protection and Bird-Safe Design). The intent of these policies is to limit light pollution while increasing energy efficiency, in addition to reducing light intrusion into the riparian corridor. The City's lighting requirements are not the subject of the present Initial Study/Addendum. Because this comment does not relate to the

adequacy of the environmental document, no further response is provided. However, these suggestions are noted as part of the administrative record and will be considered by the Planning Commission and City Council as part of the DSAP Amendment decision-making process.

O-1.5

5) Soft Lights requests to be included in the city's dialog with the disability rights community for this project. We wish to ensure that those with light sensitivity disabilities will be able to enjoy and navigate through this project without undue discomfort or harm.

Response O-1.5: This comment has been received by the City and is in the public record. The City will continue to provide opportunities for public input during the design-review and approval process for individual projects proposed under the DSAP Amendment.

O-2.1 As this area in question is adjacent to a site that has been identified and recorded as culturally sensitive, we recommend that a Native American Monitor and an Archaeologist be present on-site at all times. In the event that any disruptive surveying or earth movement transpires.

Response O-2.1: Individual projects under the DSAP Amendment would be required to conduct cultural resource studies and consult with local indigenous communities in accordance with CEQA, and—where federal funding is involved—Section 106 of the National Historic Preservation Act of 1966. Depending on the sensitivity of any individual project site (determined through cultural resource studies and tribal consultation), a Native American Monitor and Archaeologist may be required during ground disturbing activities as part of an individual project's Mitigation Monitoring and Report Program (MMRP).

O-2.2 Kanyon Konsulting, LLC has numerous Native Monitors available for projects such as this, if applicable, along with Cultural Sensitivity Training at the beginning of each project. This service is offered to aid those involved in the project to become more familiar with the indigenous history of the peoples of this land that is being worked on.

Kanyon Konsulting, LLC believes in having a strong proponent of honoring truth in history, when it comes to impacting cultural resources and potential ancestral remains. We have seen that projects like these tend to come into an area to consult/mitigate and move on shortly after. Doing so has the strong potential to impact cultural resources and disturb ancestral remains. Because of these possibilities, we highly recommend that you receive a specialized consultation provided by our company as the project commences.

As previously stated, our goal is to **Honor Truth in History**. And as such we want to ensure that there is an effort from the project organizer to take strategic steps in ways that **#HonorTruthinHistory**. This will make all involved aware of the history of the indigenous communities whom we acknowledge as the first stewards and land managers of these territories.

Response O-2.2: Kanyon Konsulting's interest in providing Native American Monitoring services is noted as part of the public record. Project applicants will be responsible for hiring Native American Monitors for individual projects proposed under the DSAP Amendment where the need for such monitoring is demonstrated in the environmental document and indicated as part of the MMRP.

O-2.3 **Potential Approaches to Ingenious Culture Awareness/History:**
--Signs or messages to the audience or community of the territory being developed. (ex. A commerable plaque or as advantageous as an Educational/Cultural Center with information about the history of the land)

-- Commitment to consultation with the native peoples of the territory in regards to presenting messaging about the natives/Indigenous history of the land (Land Acknowledgement on website, written material about the space/org/building/business/etc)

-- Advocation of supporting indigenous lead movements and efforts. (informing one's audience and/or community about local present Indigenous community)

Response O-2.3: All future projects under the DSAP Amendment will evaluate potential impacts to tribal cultural resources and conduct Native American outreach and consultation in compliance with the CEQA Guidelines and, if applicable, Assembly Bill (AB) 52 as part of their project-level environmental review. The suggested measures listed in this comment will be

recorded as part of the administrative record and be considered as potential mitigation measures for future project-level environmental documents that identify significant impacts to Native American resources.

General Plan 2040:

O-3.1 As the latest addendum relates to the General Plan 2040, we support this update as it would respond to the opportunity to create more housing and jobs by "transferring 4,000 dwelling units and 10,000 jobs from later horizon General Plan growth areas to Downtown capacity available now." The need for consistent land use and zoning is paramount for expanding areas of downtown, such as reflected in this document, converting former land use designations to Commercial Downtown outside of the Downtown West project boundary. As noted, the Downtown Strategy 2040 has a development capacity of 14,360 residential units, 14.2 million square feet of office uses, 1.4 million square feet of retail uses, and 3,600 hotel rooms. The additional 12 acres to be included (from 250 acres to 262 acres) would continue to convert underutilized spaces into a "mixed-use urban neighborhood anchored by a world-class transportation hub and the SAP Center." Building off of the Downtown Design Guidelines and Standards would facilitate an improved aesthetic continuity and higher standards for the DSAP built environment.

O-3.1 Cont. Although actual development in the area may not transpire for many years and detail on specific projects will remain vague until they are phased in, we generally support this amendment.

Response O-3.1: Because this comment does not address the adequacy of the Initial Study/Addendum, no further response is provided. However, general support for the DSAP Amendment will be included as part of the administrative record and considered by the Planning Commission and City Council as part of the DSAP Amendment approval process.

Height Limits and Capacity:

O-3.2 Per City Council's request and Federal Aviation Administration's Terminal Instrument Procedures (TERPS) for the Mineta San Jose International Airport, we appreciate the newly established consideration of maximizing building heights to provide increased density and the guidelines for even higher temporary construction crane allowances. From the prior low maximum of 130 feet to a new height maximum of 295 feet, this is a positive significant delta that will increase density in and near downtown to help establish

Response O-3.2: Because this comment does not address the adequacy of the Initial Study/Addendum, no further response is provided. However, support for height limit and development capacity changes will be included as part of the administrative record and considered by the Planning Commission and City Council as part of the DSAP Amendment approval process.

O-3.3 the bustling urban vibe San Jose warrants and deserves. Subsequently, we are also proponents of the increased maximum of office/commercial capacity to 7,838,000 square feet and residential development capacity to 7,044 units, a net gain of 2,874,600 square feet and 4,456 units, respectively, from the previous plan. The DSAP area is the best place in San Jose for this kind of density and will help create the urbanism much warranted by expanding the city's downtown footprint.

Response O-3.3: Because this comment does not address the adequacy of the Initial Study/Addendum, no further response is provided. However, support for development capacity changes will be included as part of the administrative record and considered by the Planning Commission and City Council as part of the DSAP Amendment approval process.

O-3.4

Traffic Circulation/Network Changes, Access:
As noted in the section 2.1 FEIR, "the goal is to develop a sustainable and equitable plan around Diridon Station that capitalizes on an anticipated possible build-out of new transit-oriented development." We are in favor of multiple components here such as reducing GHG and VMT, increasing capacity and multimodal options, and adding bike lanes and connectivity; however, the ramification of certain decisions regarding infrastructure changes should also be considered. For example, we agree an analysis should be conducted if a project surpasses the threshold of VMT Policy 5-1. Components related to permanent infrastructure and development, such as the Autumn Parkway extension, should be examined to allow optimal urban development efficacy. Can a simultaneous extension of Autumn Parkway occur with the development of an interim parking lot? Further studies and updated data must be required to address the DSAP's overall traffic circulation and access, proposed street closures and restrictions, and bike paths. We find the FEIR insufficient in this regard.

Response O-3.4: Individual projects proposed under the DSAP Amendment will be required to complete Local Transportation Analyses (LTAs) to address transportation-related effects of the projects other than VMT. Future LTAs will include, for informational purposes, effects on traffic circulation and access, proposed street closures and restrictions, and bicycle/pedestrian improvements. Such analysis is not appropriate or feasible for this plan level document because a sufficient level of detail regarding individual projects to be constructed within the DSAP area is not available. Further, CEQA Guidelines Section 15064.3 states, "a project's effect on vehicle delay shall not constitute a significant environmental impact" and "vehicle miles traveled is the most appropriate measure of transportation impacts." Therefore, comments regarding access and circulation do not address the adequacy of this CEQA analysis.

In addition, refer to Section 2.4.5, *Transportation Network Changes*, regarding options for the Autumn Parkway Extension. The City is currently considering two options regarding the remaining segment of the Autumn Parkway extension:

1. Retention of the Autumn Parkway extension, which would reduce potential development capacities below those reflected in the maximum envelope shown in Table 3, and
2. Removal of the Autumn Parkway extension, enabling development capacities summarized in Table 3.

Because this document seeks to analyze the maximum development scenario shown in Table 3, the Autumn Parkway extension is assumed to not occur, with new development anticipated on the site of the planned extension. This scenario would also allow for development of an interim parking lot on the northeast corner of North Autumn Street and West Saint John Street.

O-3.5 To ensure proper ingress and egress from the Downtown West project and DSAP, and its impact on surrounding neighborhoods -- most notably the downtown core -- we also encourage proper vetting of any current and future lane reductions, street closures, and bike paths. For example, the FEIR does not adequately document numerous access and circulation assumptions such as bike path on San Fernando Street or dedicated bus lane on Santa Clara Street. The unintended long-term consequences of such actions may preclude proper access and circulation to numerous impacted properties, businesses, residences and special events. It should be noted that Santa Clara Street is the only east-west thoroughfare in the entire downtown and the FEIR is insufficient in its analysis of how future densities from the DSAP plan will impact this and other downtown streets. Further analysis should be also conducted vis-á-vis the Santa Clara Street complete streets concept.

Response O-3.5: As discussed in Response O-3.4, individual projects under the DSAP Amendment will be required to complete LTAs to address transportation-related effects of the projects other than VMT. Future LTAs will include, for informational purposes, effects on traffic circulation and access, proposed street closures and restrictions, and bicycle/pedestrian improvements. Such analysis is not appropriate or feasible for this plan level document because a sufficient level of detail regarding individual projects to be constructed within the DSAP area is not available and will not be until projects proposed under the DSAP Amendment submit plans for review. Further, CEQA Guidelines Section 15064.3 states, "a project's effect on vehicle delay shall not constitute a significant environmental impact" and "vehicle miles traveled is the most appropriate measure of transportation impacts." Therefore, comments regarding access and circulation do not address the adequacy of this Initial Study/Addendum.

However, for additional measures to reduce traffic impacts, refer to the "Measures Identified in the Downtown Strategy 2040 EIR to Reduce and Avoid Impacts related to Regional Air Quality" on page 64 of the Initial Study/Addendum. Although noted in the air quality impact section, the measures included have traffic benefits as well, including a transportation demand management program, consistent with the City's Downtown Transportation Plan.

O-3.6 **Parking**:
Regarding Section 2.3.1.5, "Parking The 2014 DSAP" indicates there was a preliminary concept plan for DSAP. With a total of an anticipated 11,950 parking spaces, "approximately 8,960 spaces would be located in off-street surface lots and structure parking garages and the remaining 2,990 spaces would be provided in underground parking facilities." With an approximate 1,403 spaces aforementioned to serve transit-based demand, it seems there would be a prominent "deficit of approximately 810 spaces" that should be re-evaluated as there are several editions to this updated FEIR. We are cognizant that DSAP will be a predominately transit-oriented development project but if DSAP is leveraging exclusively current allocated parking spaces without building or accommodating for new spaces, this warrants further analysis, and the FEIR is insufficient in its parking supply and demand data.

Response O-3.6: Senate Bill 743 became effective on January 1, 2014, and, among other things, added Section 21099 to the California Public Resources Code, which states that "[a]esthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill

site located within a transit priority area shall not be considered significant impacts on the environment." The DSAP Amendment meets the definition of a mixed-use residential project on an infill site located within a transit priority area as specified by California Public Resources Code Section 21099. Accordingly, parking impacts can no longer be considered under CEQA in determining a proposed project's physical environmental effects. Therefore, comments related to parking do not address the adequacy or accuracy of this Initial Study/Addendum.

Because this comment does not address the adequacy of the Initial Study/Addendum, no further response is provided. However, this comment will be included as part of the administrative record and considered by the Planning Commission and City Council as part of the DSAP Amendment approval process.

Comment Letter O-4: Diridon Area Neighborhood Group

O-4.1 The Diridon Area Neighborhood Group (DANG) would like to reiterate its consternation and frustration concerning the DSAP revision process. Commenting on this Draft Amended DSAP document was difficult due to the lack of a straightforward nature of messaging, community input, and document creation. We have several issues of concern that we want to have clarified.

Response O-4.1: Thank you for your comment. The City acknowledges that the DSAP Amendment process is a significant and, complex endeavor. The City conducted extensive outreach to the community to receive input on the project, as referenced in Section 2.1.1, *Summary of City Outreach Performed to Date,* of the Initial Study/Addendum. This section summarizes the City's outreach efforts related to the DSAP Amendment and the Downtown West project, as of the date of publication of the Draft Initial Study/Addendum, which included the following from early 2018 through fall 2020:

- 18 Station Area Advisory Group (SAAG) meetings
- 14 SAAG small group discussions
- 15 community meetings, including focus meetings for Spanish speakers, Vietnamese speakers, and local artists
- 3 online surveys with over 2,000 responses
- Over 200 online feedback forms submitted
- Over 75,000 page views and over 36,000 unique visitors on diridonsj.org
- 9 pop-ups at community events, including at Village Fest and Viva Calle
- 5 virtual office hours sessions, focused on equity, transportation, housing, building heights, and parks
- Study sessions for the City's Parks and Recreation Commission, Historic Landmarks Commission, Planning Commission, and City Council (all noticed public hearings with opportunities for public comment)
- Meetings with individual community groups, including the Garden Alameda Village Association, Shasta/Hanchett Park Neighborhood Association, and Diridon Area Neighborhood Group (DANG)

Google and the City's transit partners also conducted their own outreach to guide their own projects within the DSAP area.

As described in the Initial Study/Addendum, as part of the outreach for the DSAP Amendment, City staff held several meetings directly with members of the DANG to solicit input on the DSAP Amendment planning document. as summarized below:

- PCBE held four virtual meetings in summer 2020 with the DANG in order to get the group's input prior to releasing the draft DSAP Amendment planning document. These meetings were held on June 4, June 29, July 13, and August 27, 2020.
- The City held three virtual meetings with the DANG in winter 2021 with Lori Severino (Diridon Station Area Civic Engagement Program Manager with the Office of Economic Development) and Rosalynn Hughey (former Director of PBCE) at the

request of DANG members. These meetings were held on February 4, February 22, and March 15, 2021.

- Finally, the City Manager also met with DANG members in January 2021 in response to a December 21, 2020 letter from the DANG expressing concerns about proposed heights in the 3-block area along West San Carlos in the DSAP area, the Delmas Senior Living project, and other concerns.

In response to concerns raised by DANG members, the City made changes to the specific sites in the proposed DSAP Amendment, summarized below:

- 777 Park Ave (two parcels): Proposed maximum height reduced from 260 feet to 90 feet.
- Area north of Auzerais and west of the tracks: Proposed heights increased from 65 feet to 90 feet.
- Corner of West San Carlos and Gifford: Proposed maximum height reduced from 295 feet to 110 feet.
- 483-461 Park Ave./181 Gifford and the adjacent northernmost parcel, 175 Gifford: Height transition plane added, which includes a step-back adjacent to the Lakehouse Historic District. Maximum height increased from 65 feet to 90 feet.

As summarized above, extensive outreach has been performed by the City for the proposed DSAP Amendment. In addition, as an Addendum to a certified EIR, the Initial Study/Addendum is not required to be circulated for public review and comment. However, as part of the City's outreach effort related to the DSAP Amendment, the City posted the Initial Study/Addendum for public review and comment for 30 days, and has published responses to these comments, including comments received from the commenting party (DANG). Per CEQA Guidelines Section 15164(c), "an addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration." Although not required under this guideline, the City circulated the Addendum for a full 30-day review period from March 2 to April 1, 2021to provide the public with opportunity to review and comment on the environmental analysis conducted in the Initial Study in support of the Addendum.

The City will continue to reach out to and collaborate with local stakeholders on the future of the DSAP area during and after the DSAP Amendment process. Because this comment does not address the adequacy of this CEQA document, no further response is provided. However, the concerns raised in the comment are noted as part of the administrative record and will be considered by the Planning Commission and City Council as part of their decision-making process.

O-4.2 | 1. Presenting the Draft Amended DSAP document merely as an amendment does not constitute a full guiding document to be used for future development. We believe that this should be a supplemental or new DSAP EIR.

Response O-4.2: This comment may be in reference to the Initial Study/Addendum for the DSAP Amendment, rather than the DSAP Amendment planning document itself. The DSAP Amendment is the planning document guiding future development in the DSAP, and not the Initial Study/Addendum to the Downtown Strategy 2040 EIR.

Section 1.5, *Criteria for Preparation of an Addendum to a Previous EIR & CEQA Determination,* of the Initial Study/Addendum*,* describes the criteria the City followed to determine that an Addendum to a Previous EIR, the Downtown Strategy 2040 EIR, is appropriate per CEQA Statutes Section 21166 and CEQA Guidelines Sections 15162 and 15164. These criteria are as follows:

- No Substantial Project Changes: There are no substantial changes proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

Under this criteria, an Addendum may be prepared if no substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. The amount of additional development capacity alone is not the threshold for determining the preparation of a Subsequent or Supplemental EIR; the relevant criterion is whether or not that development capacity would cause major revisions related to the involvement of a new significant effect or a substantial increase in the severity of a previously identified significant effect.

As demonstrated in Section 3, *Evaluation of Environmental Impacts*, of the Initial Study/Addendum, while the DSAP Amendment would increase development capacity within the DSAP area and Downtown, it would not result in new significant effects nor a substantial increase in the severity of a previously identified significant effect in the Downtown Strategy 2040 EIR. For example, for some impact areas such as greenhouse gas emissions and transportation, where the threshold of significance is based on per-capita emissions and per-capita vehicle miles traveled (VMT), the project will result in a reduction in impacts compared to the Downtown Strategy 2040 EIR.

- No Substantial Changes in Circumstances: Substantial changes have not occurred with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

Section 2.3.3, *Updated Information and Objectives*, of the Initial Study/Addendum describes changes in circumstances since adoption of the Downtown Strategy 2040 EIR in December 2018. These changes include the adoption of the Downtown Design Guidelines and Standards, City Council adoption of Climate Smart San José, City Council direction in March 2019 to increase in maximum heights in the DSAP area to Federal Aviation Administration's United States Standard for Terminal Instrument Procedures (TERPS), and submittal of Google's Downtown West project.

None of these changes in circumstances will result in new significant environmental effects or a substantial increase in the severity of previously identified significant effects. Adherence to the updated Downtown Design Guidelines and Standards adopted in 2019 would further reduce potential localized impacts such as aesthetics, shade and shadow, historic resources, and biological impacts to the Guadalupe River and Los Gatos Creek. Implementation of these

guidelines in addition to all relevant measures and requirements identified in the Downtown Strategy 2040 EIR for the purpose of avoiding or mitigating impacts, would not increase the severity of previously identified significant effects. As described in Section 3.8.1.1, *Changes to the Regulatory Framework*, of the Initial Study/Addendum, the adoption of Climate Smart San José led to policies and programs that would further reduce identified impacts related to greenhouse gas emissions, particularly through the reduction in greenhouse gas emissions from new buildings with adoption of the REACH code and the ban on natural gas for new residential buildings. Finally, the City Council's direction to evaluate an increase in maximum height to TERPS heights contributed to the proposal to amend the DSAP, currently under review.

Another change in circumstances effecting the DSAP and broader Downtown since the 2018 certification of the Downtown Strategy 2040 EIR was the October 2019 submittal of the planning application for the Downtown West project. The Downtown West project is evaluated in the cumulative analysis in the Initial Study/Addendum at a program-level, which found no new impacts nor a substantial increase in the severity of previously identified impacts in the Downtown Strategy 2040 EIR. Conversely, the cumulative analysis in the EIR for the Downtown West project evaluated the DSAP Amendment at a project-level.

- No Substantial New Information: There is no new information of substantial importance which was not known or could not have been known at the time of the previous EIR that shows any of the following:
  - The project will have one or more significant effects not discussed in the previous EIR;
  - Significant effects previously examined will be substantially more severe than shown in the previous EIR;
  - Mitigation measures or alternatives previously found not to be feasible would, in fact, be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternatives; or
  - Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

The Initial Study/Addendum evaluates and documents the environmental impacts that might reasonably be anticipated to result from the DSAP Amendment. On the basis of the analysis, the City determined that the proposed changes would not result in new significant environmental impacts or a substantial increase in the severity of previously identified significant effects and, thus, an Addendum is the appropriate environmental clearance under CEQA. The commenter has not provided substantial evidence demonstrating that any of the conditions requiring the preparation of a Subsequent or Supplemental EIR have occurred.

Future development proposals in the DSAP, like all current development Downtown, would be required to undergo project-level environmental review to ensure compliance with all applicable Federal, State, and local statutes, regulations, and policies. The project-level environmental review may require project specific mitigation measures, such as measures to preserve individual historic resources. Thus, an Addendum to the Downtown Strategy 2040 EIR is the appropriate

level of environmental document for plan-level environmental clearance of the DSAP Amendment under CEQA.

O-4.3

2. When the Downtown Strategy Update 2018 was being approved, at no time was there mention that there would be no further opportunity for the community to address any building height or neighborhood interface issues for the Diridon Station area. The public should have had the ability to comment on these issues during this process.

Response O-4.3: The preparation of the Downtown Strategy 2040 in 2018 was not the final opportunity for community input into the planning or environmental review process for projects located Downtown. As referenced in Response O-4.1 above, the City conducted extensive community outreach to seek input into the preparation of the DSAP Amendment, and continues to do so. As part of the community engagement process, which included direct meetings between the commenting party and City staff, there was also the opportunity for the public and stake holders to review Planning and environmental documents and comment on them. DANG had the opportunity to comment on these documents, as evidenced by this response to comment. In addition, during the City's review of individual development projects in Downtown, including those in the DSAP, the City will conduct public outreach pursuant to the City's Public Outreach Policy (Council Policy 6-30). This includes on-site signs, mailed public notices, and community meetings for certain types of projects. Finally, individual development projects will be required to prepare a project-level environmental review document, which will include public notification and input as required by CEQA.

O-4.4

3. Piecemealing of various documents for the purpose of taking a short cut and not letting the surrounding neighborhoods know the full extent of the mitigation issues of this change in the DSAP is unprofessional at best, creating a Frankenstein-type monster of a CEQA document.

Response O-4.4: Piecemealing refers to the notion that only part of a project is analyzed in a CEQA document, rather than the entirety of the project. As described in Response O-4.3, changes within the DSAP area, including the Downtown West project, that were not anticipated during preparation of the Downtown Strategy 2040 necessitated an updated vision for development within the DSAP area. The Initial Study/Addendum to the Downtown Strategy 2040 EIR prepared for the proposed DSAP Amendment is a plan-level environmental document, and the Downtown West EIR is a project-level document. The two are related but appropriately separate environmental documents and do not constitute piecemealing of a single "project." Individual projects proposed under the DSAP Amendment plan will be required to undergo project-level environmental review, as was done for the Downtown West project. While the DSAP Amendment proposes program-level changes in the General Plan-permitted development capacity of the DSAP area, the Downtown West Draft EIR makes clear that the Downtown West project is seeking its own project-specific General Plan amendments with respect to growth reallocations associated with that project: as stated on Draft EIR page 2-27, "The General Plan amendment for the proposed project would reallocate 5,575 housing units and 6,306,000 gross square feet of commercial/office uses from other General Plan growth areas outside of Downtown to the Downtown" (emphasis added). That is, the Downtown West project could

proceed independently of the DSAP Amendment and, in fact, could be approved even if the DSAP Amendment does not proceed or vice versa. In addition, as stated above, individual projects proposed under the DSAP Amendment plan will be required to undergo project-level environmental and design review, and the public will be provided notice and the opportunity for comment for future projects, as required by CEQA, depending on the level of project-level environmental document required for the project, as the Initial Study/Addendum prepared for the DSAP Amendment only provides plan-level, not project-level clearance.

The commenter claims that by preparing an Addendum to the Downtown Strategy 2040 EIR, the City is taking a short cut in the environmental review process. This is not the case. As explained in Response O-4.1, although not required for an Addendum, the City posted the draft Initial Study/Addendum for public review and has prepared responses to public comments. Response O-4.2 above explains the reasoning behind the City's decision to prepare an Addendum to the Downtown Strategy 2040 EIR rather than a Supplemental EIR. As explained in this response, the DSAP Amendment would not result in new significant impacts requiring new mitigation measures beyond those already described in the Downtown Strategy 2040 EIR. Therefore, the Initial Study/Addendum has been prepared in full compliance with CEQA and its implementing guidelines and an Addendum to the Downtown Strategy 2040 EIR is the appropriate document for DSAP CEQA compliance.

O-4.5

4. Another item of concern is located within the document ***Downtown Update Strategy 2040 EIR***, page 208, which states:
The proposed 4,000-unit increase in residential capacity to 14,360 units would be achieved by transferring residential units from outlying (beyond the general vicinity of Downtown) Urban Villages and other Growth Areas identified in the 2040 General Plan.

O-4.5 Cont.

The statement above does not declare that the 4,000 units are to be assigned specifically to the Diridon Station area. Since this document does not specifically assign these additional residential units to the station area, staff should eliminate all specific numbers of residential units from the Draft Amended DSAP. If, in fact, these units are assigned specifically to the station area, please cite the location in the EIR document.

Response O-4.5: The commenter is quoting from the 2018 Downtown Strategy 2040 EIR, whose study area was all of Downtown, including the majority of the DSAP area. As shown in Figure 1 of the Initial Study/Addendum, the existing DSAP area is not being expanded further west outside of the Downtown Boundary, only east further into the existing Downtown boundary. The area of the DSAP outside the western boundary of Downtown has not changed since certification of the Downtown Strategy 2040 EIR, which analyzed the 2014 DSAP boundary, including the protrusions outside the western boundary of Downtown, and superseded the analysis to the 2014 DSAP EIR. Accordingly, as described in Section 2.3.2, *Downtown Strategy 2040 (2018)*, of the Initial Study/Addendum, total development capacity for the 2014 DSAP shown in Table 1—which includes development associated with areas outside the

Downtown boundary but within the DSAP area—is reflected as part of the total Downtown Strategy 2040 development capacity shown in Table 2.

Development capacity increases within the DSAP sub-area of Downtown proposed as part of the DSAP Amendment are discussed in Section 2.4.2, *Development Capacity Changes*, and are summarized in Table 3 of the Initial Study/Addendum. As shown in Table 3, capacity of the 2014 DSAP is a subset of the Downtown Strategy 2040 capacity and was appropriately analyzed in the Downtown Strategy 2040 EIR, which is why an Addendum to the Downtown Strategy 2040 EIR is the appropriate level of environmental document for the proposed DSAP Amendment.

Because the 2014 DSAP EIR was superseded by the Downtown Strategy 2040 EIR, and capacity associated with the DSAP Amendment is being shifted to Downtown from areas outside the Downtown boundary, this comment does not address the adequacy of this CEQA document, and no further response is provided. However, the comment is noted as part of the administrative record and will be considered by the Planning Commission and City Council as part of the DSAP Amendment decision-making process.

O-4.6

1. Provide information about the criteria used to determine that an amendment to the DSAP was the appropriate process instead of a supplemental or new DSAP EIR. DANG believes that a supplemental or new EIR should be the appropriate process because of the major changes being allowed, such as Council's decision to no longer follow the OEI guidelines and the massive increase in development potential for the DSAP area due to the dramatic building height increases.

Response O-4.6: Please refer to Responses O-4.2 and 0-4.5 above for additional explanation as to why the City determined that an Addendum to the Downtown Strategy 2040 EIR is the appropriate level of environmental document. In addition, refer to Response O-4.8 below for additional explanation of Federal Aviation Regulation Part 77, which sets forth standards and review requirements for the protection of airspace to address the commenter's concern regarding the lack of compliance with OEI (one engine inoperable) guidelines. As stated above, the Initial Study/Addendum has been prepared in full compliance with CEQA and its implementing guidelines, and therefore, an Addendum to the Downtown Strategy 2040 EIR is the appropriate CEQA clearance documentation for the proposed DSAP Amendment.

O-4.7

2. Provide the proposed increase of commercial development in square feet and number of housing units from the 2014 DSAP to the current draft DSAP amendment.

Response O-4.7: This information is included in Table 3 of the Initial Study/Addendum. The 2014 DSAP proposed a total of 4,963,400 square feet of office space and 424,100 square feet of retail space. The DSAP Amendment would increase the amount of proposed office space by 2,874,600 square feet for a total of 7,838,000 square feet. The DSAP Amendment does not propose any additional retail space beyond what was proposed under the 2014 DSAP. The Downtown West project proposes an additional 6,306,000 square feet of office space for a

combined total of 14,144,000 square feet and additional 469,000 square feet of retail space for a total of 1,400,000 square feet.

The 2014 DSAP included 2,588 residential units. The DSAP Amendment proposes an increase of 4,456 units for a total of 7,044 residential units. The Downtown West project proposes an additional 5,575 units for a combined total of 12,619 units within the DSAP area.

However, note that environmental documents typically analyze maximum possible development capacities, and actual development may be less due to design and environmental constraints as well as changed circumstances. Since this comment does not address the adequacy of the Initial Study/Addendum, no further response is provided.

O-4.8 | 3. Provide information about the impact of the crane heights on development heights.

Response O-4.8: The City's Construction Crane Guidance does not regulate temporary construction crane heights. Both temporary construction cranes and permanent buildings require compliance with Federal Aviation Regulation (FAR) Part 77, which sets forth standards and review requirements for the protection of airspace. Under Federal Aviation Regulations Part 77, the FAA must be notified of proposed structures within an extended zone defined by imaginary surfaces that radiate out for several miles from an airport's runways. Any proposed structure (including buildings, poles, antennae, and temporary construction cranes) that would penetrate the imaginary surface or which would stand 200 feet or more in height, must be submitted to the FAA for an aeronautical study. The FAA typically makes one of three determinations based on its aeronautical study: (a) the structure as proposed would not be an airspace obstruction or hazard (i.e., "finding of no hazard"); (b) the structure as proposed would be an airspace obstruction but not a hazard if subject to specified conditions, such as roof-top lighting/marking and subsequent notification to the FAA of completed construction; or (c) the structure as proposed would be an airspace hazard and should not be approved.

As discussed in Section 3.9, *Hazards and Hazardous Materials*, of the Initial Study/Addendum, all development under the DSAP Amendment would follow Federal Aviation Regulations Part 77, ensuring that new structures would minimize impacts through height restrictions, lighting standards, and other design features. Standard measures outlined in the Downtown Strategy 2040 EIR would require coordination with the FAA and implementation of further safety measures relating to aviation, as appropriate.

Because this comment does not address the adequacy of the Initial Study/Addendum, no further response is provided. However, this comment will be included as part of the administrative record and considered by the Planning Commission and City Council as part of the DSAP Amendment approval process.

Comment Letter O-4: Guadalupe River Park Conservancy

O-5.1 The Guadalupe River Park Conservancy has reviewed the Addendum for the DSAP Amendments and are disappointed that Arena Green, the largest park in the DSAP area, continues to be outside the DSAP boundary. In a letter to the Deputy City Manager, Kim Walesh, on June 15, 2020 "Re: Inclusion of the Guadalupe River Park in the DSAP Boundaries", we expressed that to achieve shared visions of a vibrant, healthy, and well-maintained park, and to achieve the City's General Plan Goals for the Guadalupe River Park to be a "Grand Park" for San Jose, there needs to be formalization of the park as part of the broader DSAP district and downtown area to ensure that the park and Downtown can develop and prosper together.

Response O-5.1: Please note that Arena Green is already within the Downtown boundary. The suggestion to include Arena Green Park as part of the DSAP boundary will be included as part of the administrative record and considered by the Planning Commission and City Council as part of the DSAP Amendment approval process. Because this comment does not address the adequacy of this Initial Study/Addendum, no further response is provided.

O-5.2 We continue to be concerned about the lack of parkland included in the Google project and encourage the City to require future projects in the DSAP to provide parkland consistent with current City codes, goals, and policies.

Response O-5.2: While the Downtown West (Google) project is not the subject of this Initial Study/Addendum except with regard to cumulative impacts analysis, the following discussion is provided for informational purposes. The Google project would include approximately 15 acres of new parks, plazas, open space, riparian setbacks, and mid-block passages on the project site, for use by area residents, employees, and visitors. Ten separate open spaces would be provided on the project site, as depicted in Downtown West Mixed-Use Plan EIR Figure 2-7, Open Space Plan, page 2-34. The project also proposes a number of pedestrian and bicycle improvements, as described in Downtown West Mixed-Use Plan EIR Section 2.7, *Transportation and Circulation*, page 2-38.

As discussed in Section 3.16, *Recreation*, of this Initial Study/Addendum, General Plan policies to ensure sufficient access to parks and recreational facilities would reduce impacts caused by the DSAP Amendment. Policies listed in Table 3.14-1 of the Downtown Strategy 2040 EIR in 2018 would require developers to compensate for increased use of facilities through a combination of several means, including: 1) the dedication of land for parkland, 2) improvement of existing parkland or park facilities, and 3) payment of PDO/PIO fees to be based on the number of proposed dwelling units. New residential development would also be required to incorporate outdoor spaces and recreational amenities (GP Policy PR-1.9). Additionally, the Downtown Design Guidelines and Standards (Table 25) require new projects to enhance access to open areas and include additional publicly accessible open areas where possible.

Additionally, the City is developing plans to expand and enhance parks and recreational areas within the DSAP area. A new neighborhood parks would be dispersed along the Los Gatos Creek and throughout the adjacent neighborhoods. The open space strategy for the DSAP area consists of 11 acres of publicly accessible open spaces, including neighborhood parks, trail segments, and plazas dispersed throughout the existing neighborhoods and future developments. The 11 acres will supplement the 8 acres proposed under the 2014 DSAP. Approximately 5 of the 11 planned acres of new city-dedicated open spaces are within the Downtown West project boundary, and 6

acres will be outside the Downtown West project boundary in the broader DSAP area. A new extension and interim off-street alignment of the Los Gatos Creek Trail from West Saint John Street to Auzerais Avenue is included as part of the DSAP Amendment. For a complete list of parks and recreation improvements envisioned under the DSAP Amendment, please refer to Section 2.4.6, *Parks and Open Space*.

Because this comment does not address the adequacy of the Initial Study/Addendum, no further response is provided. However, this comment will be included as part of the administrative record and considered by the Planning Commission and City Council as part of the DSAP Amendment approval process.

O-5.3 Our request should be seriously considered, especially given the stated visions for the parks and public spaces in the area. A number of the parks and trails images shown in the Draft DSAP Plan are placed to inspire aspirational goals around open space design, stewardship, and programming. These open spaces also are supported by various value capture and reinvestment districts. Without formalizing the boundaries that encompass the network of parks and open spaces in the district (Guadalupe River Park, Los Gatos Creek, and all the existing and planned parks and plazas), there is not a foundation to support the future development of these spaces to meet the park and public space goals stated in the document.

If further revisions are being made to the Plan as part of the approval process, we ask that this change also be made. This would allow for the serious recognition of the importance of this public open space area consistent with San Jose's General Plan, ActivateSJ, San Jose Downtown Vision, Guadalupe River Master Plan, and a number of other plans, community priorities, and guiding principles developed through countless community meetings, task forces, and public input. As a trusted nonprofit partner, we want to ensure that the City is aware of the opportunity in front of them to develop a value capture and stewardship foundation that would turn our downtown open space network into a case study for success, and avoid another missed opportunity to actualize this long-held priority.

Response O-5.3: Because this comment does not address the adequacy of the Initial Study/Addendum, no further response is provided. However, suggestion to modify the DSAP boundary will be included as part of the administrative record and considered by the Planning Commission and City Council as part of the DSAP Amendment approval process.

O-5.4 Additionally, if the DSAP includes allowing taller buildings that could shade Arena Green (east and west), we would like the Addendum to include a thorough discussion of this environmental impact.

O-5.4 Cont. As the largest open space in the district, both currently and after the buildout of this Plan, this is a major concern that needs clarification. We can find no discussion of how the project will ensure that proposed development would not result in a 10 percent or greater increase in shadow cast onto an open space area.

Response O-5.4: As identified in Section 3.11, *Land Use and Planning*, of the Initial Study/Addendum, *Land Use and Planning*, future projects within the DSAP area located on sites directly south, east, and west of major open space areas, including the Arena Green Area of Guadalupe River Park, would be required to prepare project-specific shade and shadow analyses to demonstrate that a 10 percent or greater increase in the shadow cast onto the open space area would not occur. Most of the development meeting these qualifications would occur as part of the Downtown West project, for which a shade and shadow analysis has already been completed (Appendix L of the Downtown West Mixed-Use Plan EIR). The shadow analysis evaluates

shadow impacts on surrounding parks, including Guadalupe River Park and its Arena Green Area, based on maximum potential height of new buildings and covering the entire footprint of each block on the project site for a conservative estimate of the project's impact. As discussed in that analysis, the Arena Green Area would experience an increase in overshadowing due to the Downtown West project. However, the percentage increase would be a maximum of 3.5 percent. Please refer to Appendix L of the Downtown West Mixed-Use Plan EIR for a full discussion of shade and shadow impacts to the Arena Green Area.

O-5.5

As we stated in our letter regarding the proposed Downtown West (Google) project, shade and shadow impacts from that development were incorrectly compared to the entire river park. Table 26 of the Addendum confirms that Arena Green (east and west) is an individual park within the Downtown area. The evaluation of shade and shadow impacts of that project should be re-evaluated, and a determination of significant impact should be corrected.
The Addendum states the following:

"Future development proposals for parcels within 100 feet of the riparian corridor of Los Gatos Creek or the Guadalupe River shall assess the effects of the proposed structures (shading and thermal radiation) on riparian vegetation and creek temperatures. Projects that will result in a 20 percent or more increase in shade or any increase in average daily temperature within the river corridor shall be required to: 1) alter their design to reducing shading; or 2) implement other measures to reduce instream water temperatures. Such measures could include increasing the setback or planting of additional shaded riverine aquatic habitat."

We agree that to shade the Guadalupe River and Los Gatos Creek are significant impacts, but we wonder how the re-design of projects (including the Google project) will occur as a result. Does the Addendum include the evaluation of this impact or does the Google project, which is actually proposing development? These resources and Arena Green must be protected, and we support greater setbacks from these sensitive areas. The viewshed from the park must also be protected and impacts identified.

Response O-5.5: The Downtown West project is not the subject of this Initial Study/Addendum, except as it relates to cumulative impacts. However, the following response is provided for informational purposes. Consistent with the City's shadow analysis procedures under CEQA, as disclosed in the Downtown Strategy 2040 EIR, shadow was quantified for six major public open spaces (St. James Park, Plaza of Palms, Plaza de Cesar Chavez, Paseo de San Antonio, Guadalupe River Park, and McEnery Park), but not separately for Arena Green. Since Arena Green is part of the Guadalupe River Park, shadow impacts on Arena Green were included in the quantitative analysis of shadow on the Guadalupe River Park, consistent with City procedures, in Table 3.9-4, *Summary of Proposed Project Shadow on Guadalupe River Park*, on page 3.9-48 of the Draft Downtown West Mixed-Use Plan EIR. Therefore, no further analysis is required in response to this comment.

For information, it can be seen in Appendix L of the Draft Downtown West Mixed-Use Plan EIR that project shadow on the Arena Green Area of Guadalupe River Park would be relatively minimal between the hours of 10:00 a.m. and 3:00 p.m. except around the winter solstice in December. At this time of year, the project would shade more than 10 percent of the Arena Green Area. However, because Arena Green is not evaluated as a separate park pursuant to the City's approach to shadow analysis, this conclusion does not rise to the level of a significant impact. The shadow analysis conducted for the Downtown West project assumed a worst-case scenario, assuming all new project buildings would reach the maximum allowable height (180–290 feet) and would cover the entire footprint of each block on the project site, without required building setbacks at upper stories. However, proposed buildings under the Downtown West project are likely to have less of a shadow impacts than what was analyzed in the EIR, as proposed buildings would have required setbacks and would not cover the entire footprint of

each block on the Downtown West project site. The worst-case scenario was analyzed for the Downtown West EIR.

O-5.6 The Guadalupe River Park and Arena Green are outdoor living rooms where community members can gather and connect, both for events and as part of their daily lives. Changes in the Diridon Station Area will certainly impact GRP, just as changes in GRP will impact the Diridon Station Area. This necessitates that the open space strategy considers how these will interact and be managed and funded in the long term. Including Arena Green and the trail within the boundaries of the DSAP will provide a more guaranteed consideration of these important resources as further planning occurs.

Response O-5.6: Because this comment does not address the adequacy of the Initial Study/Addendum, no further response is provided. However, suggestion to modify the DSAP boundary will be included as part of the administrative record and considered by the Planning Commission and City Council as part of the DSAP Amendment approval process.

O-5.7 We concur that the pedestrian and bicycling network is important and support the footbridge over Los Gatos Creek and hope that it will allow travel for both pedestrians and bicyclists. We also support the concept of "Active Greenways"; however, any that are located in proximity to the Guadalupe River or Los Gatos Creek must respect the natural environment of these ecological resources. We support the proposed extension and off-street alignment of the Los Gatos Creek Trail from W. St. John Street to Auzerais Avenue as long as it abides by all General Plan goals and policies related to the protection of resources and park and trail facilities.

Response O-5.7: The Guadalupe River Park Conservancy's support for pedestrian and bicycle network improvements under the DSAP Amendment will be noted as part of the administrative record. All projects under the DSAP Amendment would be subject to all relevant 2040 General Plan goals and policies related to the protection of resources and park and trail facilities, measure included in the Downtown Strategy 2040 EIR, and conditions of the Habitat Plan, including appropriate setbacks from the riparian corridor.

O-5.8 We are concerned that the objectives of the DSAP Amendments do not support or elevate parks, open spaces, areas for public life, public art and the existing natural resources in the area. These are key elements to achieve goals around creating a regional destination (goal 1), and equitable planning goals later in the same chapter. Without specific objectives to meet the baseline public life and civic commons amenities needed, we are concerned that these community priorities would be overlooked.

Response O-5.8: Because this comment does not address the adequacy of the Initial Study/Addendum, no further response is provided. However, this suggestion to modify the objectives of the DSAP Amendment will be included in the administrative record and considered by the Planning Commission and City Council as part of the DSAP Amendment approval process.

O-5.9 As the goals do not expressly support the health and restoration of the adjacent natural resources, ecology, and open spaces, the plan creates an innate opposition between supporting development and preservation and restoration of our City's defining unique assets. We encourage the City to revisit the draft plan and first identify elements of the district which are special and unique to us, and plan for and invest in them to become characteristics of our economic, cultural, and social competitive advantage in the region.

Response O-5.9: Because this comment does not relate to the adequacy of this Initial Study/Addendum, no further response is provided. Comments regarding the goals of the DSAP Amendment will be included as part of the administrative record and considered by the Planning Commission and City Council as part of the DSAP Amendment approval process.

O-5.10 The Guadalupe River Park (GRP) is one of the largest parks in San José and provides parks, recreation, and transportation amenities throughout the Downtown and DSAP areas. However, the importance of Arena Green as a stand-alone park must also be recognized. The Downtown West (Google) project DEIR did not assess the impacts of

O-5.10 Cont. shade and shadow on Arena Green specifically and attempted to dilute impacts of shading by applying the impacts to the GRP as a whole. This and any future lack of autonomy for impacts to Arena Green would be partially rectified by the inclusion of Arena Green within the DSAP Boundaries.

Response O-5.10: Please refer to Response O-5.5 above for an informational discussion of the Downtown West Mixed-Use Plan EIR's shade and shadow analysis. Because this comment does not address the adequacy of this Initial Study/Addendum, no further response is provided. The suggestion to modify the DSAP boundary will be included as part of the administrative record and considered by the Planning Commission and City Council as part of the DSAP Amendment approval process.

O-5.11 One of the key strategies of the Plan is to provide "19 acres of easily-accessible public and private open space, including plazas and neighborhood parks, dispersed through the existing neighborhoods and the proposed new developments." We would appreciate clarification in the DSAP Amendment as to how the proposed 19 acres is factored into the requirements of the Google project, which includes "semi-private" and "project sponsored-owned open space". We would also like to see more details on what a "plaza" is considered to be and whether they should be considered to be active open spaces. We agree that people coming to and moving around the Diridon Station Area will frequently use the streets, parks, trails, and plazas as part of their journey. Therefore, we would appreciate more detail as to how "these parts of the public realm are designed to seamlessly connect for people walking, bicycling, or using other forms of human-powered transportation."

Response O-5.11: As identified in Section 2.4.6, *Parks and Open Space*, the open space strategy for the DSAP area consists of 11 acres of publicly accessible open spaces, including neighborhood parks, trail segments, and plazas dispersed throughout the existing neighborhoods and future developments. The 11 acres will supplement the 8 acres of open space proposed under the 2014 DSAP, for a total of 19 acres. Approximately 5 of the 11 planned acres of publicly accessible open spaces are within the Downtown West project boundary, and 6 acres will be outside the Downtown West project boundary in the broader DSAP area. For an illustration of the planned connections between these parks, please refer to Figure 6, which maps the proposed park improvements within the DSAP area, and Figure 7, which depicts the proposed trail network connecting the proposed parks. Because this comment does not address the adequacy of this Initial Study/Addendum, no further response is provided. However, this comment will be included as part of the administrative record and considered by the Planning Commission and City Council as part of the DSAP Amendment approval process.

O-5.12 We also agree that "the combination of enhanced mobility, robust open space and public life provide opportunities for residents to come to the Diridon Station Area for a unique experience and then move easily to the vibrant spaces of Downtown." We believe the Plan should describe how Arena Green and the GRP are vital to achieve this unique experience.

Response O-5.12: Because this comment does not address the adequacy of the Initial Study/Addendum, no further response is provided. However, this comment regarding the discussion of the Guadalupe River Park and the Area Green Area will be included as part of the administrative record and considered by the Planning Commission and City Council as part of the DSAP Amendment approval process.

O-5.13 The Draft Plan would be enhanced by a discussion of how future and existing parks and trails will be maintained. We are also very interested in the connectivity of all the parks described in the Plan.

Response O-5.13: The comment regarding maintenance of parks within the DSAP area will be included in the administrative record and considered by the Planning Commission and City Council as part of the DSAP Amendment approval process. Please refer to Figures 6 and 7 of the Initial Study/Addendum for illustrations of the proposed connections between parks under the DSAP Amendment. Because this comment does not address the adequacy of this Initial Study/Addendum, no further response is provided. However, this comment will be included as part of the administrative record and considered by the Planning Commission and City Council as part of the DSAP Amendment approval process.

O-5.14 The revised DSAP states that some parks will have a "floating" designation of where parks may or may not be located. It then states that the specific size, exact location, and configuration of such park sites will be finalized only through future development of particular parcels in the Diridon Station Area. We assume this includes the Google project; however, details as to how that project is going to meet the City's Level of Service requirements for parks was not very specific. We are concerned that the actual locations and sizes of future parks may not be sufficient as future development is proposed, leaving future residents with an inadequate amount of park land leading to an environmental justice impact.

Response O-5.14: The Downtown West project is not the subject of this Initial Study/Addendum, except as it relates to cumulative impacts. However, the following response is provided for informational purposes. Figure 2-7 of the Downtown West Mixed-Use Plan EIR shows that separate project's open space plan. The project would include enhanced landscaping and new plantings on approximately 15 acres of new parks, plazas, open space, riparian setbacks, and mid-block passages on the project site, for use and enjoyment by area residents, employees, and visitors alike. Parks and open spaces would be located to provide open space connections both within the project area and between the project site and the rest of the city. The character and programming of the open space would vary relative to the local context and adjacent uses to provide diverse spaces that may be activated with a variety of uses. Generally, the proposed project includes open spaces and park facilities that could accommodate an array of potential informal recreational uses. For a full discussion of these proposed parks, please refer to Section 2.6, *Parks and Open Space*, of the Downtown West Mixed-Use Plane EIR. Because this comment does not address the adequacy of Initial Study/Addendum, no further response is provided. However, this comment will be included as part of the administrative record and considered by the Planning Commission and City Council as part of the DSAP Amendment approval process.

O-5.15 We agree with the intent to provide a trail on the west side of the Guadalupe River between W. Julian and W. St. John Streets. This trail is in the GRP Master Plan. However, consistent with the City's Riparian Corridor Policy, such a trail can occur within the 50-foot riparian corridor – and not outside of it. We have found that the farther away the trail is from the river, the harder it is to maintain such areas and keep them safe. Therefore, we ask that future and important trail connection be consistent with the Riparian Corridor Policy.

Response O-5.15: As stated in Section 2.4.6, *Parks and Open Space,* of the Initial Study/Addendum, the 50-foot riparian setback would be implemented from the top of the bank to the proposed building. Development of the planned West Bank Trail, and all development near the Guadalupe River and Los Gatos Creek, will comply with City Policy 6-34 of the Habitat Plan (Riparian Corridor Protection and Bird-Safe Design Council Policy).

O-5.16	Additional Comments Including the GRP and Trail in the DSAP boundary will provide the opportunity to better focus the building strategy of the DSAP around public life, not only in terms of environmental benefits provided in air filtration and reduction of urban heat island effect, but also in terms of the physical and mental well-being of a community. Our parks and open spaces have never been more important than right now in this time of pandemic, as mentioned in the DSAP Amendment. The increase in usership of these kinds of spaces has been substantial, and inclusion of them in the planning process should be of high priority for future open space planning. Including the Guadalupe River Park into the DSAP boundaries allows for a more comprehensive plan that helps address public health, equity, ecology, and recreational impacts the development will have in the district and city. The placemaking, circulation and access goals of the DSAP will be greatly enhanced by the inclusion of the largest open space and dense trail system on its doorstep in the planning process and we welcome the opportunity to participate and provide leadership for the future.
O-5.16 Cont.	We fervently believe that the DSAP process will benefit from the inclusion of the Guadalupe River Park and Arena Green to ensure that these open space resources support DSAP development and quality of life goals. This is an opportunity for the City of San Jose to redefine success by connecting growth and circulation goals to ecology, equity, and public health. GRPC urges our city leadership to include GRP and Arena Green in the DSAP boundary.

Response O-5.16: The suggestion to modify the DSAP boundary will be included as part of the administrative record and considered by the Planning Commission and City Council as part of the DSAP Amendment approval process. Because this comment does not address the adequacy of the Initial Study/Addendum, no further response is provided. However, this comment will be included as part of the administrative record and considered by the Planning Commission and City Council as part of the DSAP Amendment approval process.

Comment Letter O-6: Sharks Sports & Entertainment LLC

O-6.1

Sharks Sports & Entertainment LLC (SSE) submits this comment letter regarding the Initial Study/Addendum (Addendum) to the Downtown Strategy 2040 Final Environmental Impact Report, dated March 2021 (FEIR) for the **Diridon Station Area Plan Amendment** (the DSAP Amendment; also referred to as the project). This comment letter should be reviewed in conjunction with SSE's comment letter dated December 8, 2020, for Google's related project as described in the Downtown West Mixed-Use Plan Draft Environmental Impact Report dated October 2020 (Google DEIR). [1]

SSE supports the redevelopment of the Diridon Station area, consistent with the objective of the Diridon Station Area Plan (DSAP) to "*ensure the continued vitality of the San Jose Arena, recognizing that the San Jose Arena is a major anchor for both Downtown San Jose and the Diridon Station area, and that sufficient parking and efficient access for San Jose Arena customers, consistent with the provisions of the Arena Management Agreement, are critical for the San Jose Arena's on-going success*" (p. 12 of the proposed DSAP Amendment). [2] Ensuring the success of the Arena is also an objective of the FEIR (page 25).

Response O-6.1: Sharks Sports & Entertainment LLC's (SSE) support for the redevelopment of the DSAP area consistent with the objectives of the DSAP, including the success of the Arena, is part of the administrative record and will be considered by the Planning Commission and City Council during their decision-making process.

O-6.2

However, we believe that a subsequent (supplemental) Environmental Impact Report should have been prepared for the proposed DSAP Amendment, rather than an Addendum. Pursuant to the CEQA Guidelines §15164, an Addendum is not appropriate in this case. Here the amount of proposed additional development is substantial, which triggers the requirement for a subsequent EIR in accordance with §15162 of the CEQA Guidelines. Moreover, the expanded project includes rezonings, which are project-level approvals and therefore inappropriate to be addressed in an Addendum to this program-level FEIR. In addition, we can find no document that evaluates the cumulative impacts of the Downtown Strategy 2040, the Downtown West Mixed-Use Plan (Google project), and the proposed DSAP Amendment.

O-6.2 Cont.

The FEIR is a **program**-level document that did not include actual rezoning of parcels in Downtown or the DSAP area. Under City policy, which is in accordance with CEQA, rezonings are considered only in **project**-level CEQA compliance documents. The Addendum to the FEIR clearly includes proposed project-level rezonings on specific parcels as shown on Figure 3b (page 9), yet the Addendum does not provide project-level environmental review which has always been required by the City for other rezoning projects – especially of this magnitude. Please clarify whether the Addendum is a program- or project-level CEQA review and if it is a program-level review, please explain the authority for using it to approve rezonings.

Response O-6.2: Section 1.5, *Criteria for Preparation of an Addendum to an Addendum to a Previous EIR & CEQA Determination*, of the Initial Study/Addendum describes the criteria for preparation of an Addendum to a Previous EIR per CEQA Statutes Section 21166 and CEQA Guidelines Sections 15162 and 15164. These criteria are as follows:

- No Substantial Project Changes: There are no substantial changes proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

Under this criteria, an Addendum may be prepared if no substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. The amount of additional development capacity alone cannot trigger a Subsequent or Supplemental EIR; the relevant trigger is whether or not that development capacity would cause major revisions related to the involvement of a new significant effect or a substantial increase in the severity of a previously identified significant effect.

As demonstrated in Section 3, *Evaluation of Environmental Impacts*, of the Initial Study/Addendum, while the DSAP Amendment would increase development capacity within the DSAP area and Downtown, it would not result in new significant effects nor a substantial increase in the severity of a previously identified significant effect in the Downtown Strategy 2040 EIR. Indeed, for some impact areas such as greenhouse gas emissions and transportation, where the threshold of significance is based on per-capita emissions and per-capita vehicle miles traveled (VMT), the project will result in a reduction in impacts compared to the Downtown Strategy 2040 EIR.

- No Substantial Changes in Circumstances: Substantial changes have not occurred with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

Section 2.3.3, *Updated Information and Objectives*, of the Initial Study/Addendum describes changes in circumstances since adoption of the Downtown Strategy 2040 EIR in December 2018. These changes include the adoption of the Downtown Design Guidelines and Standards, City Council adoption of Climate Smart San José, City Council direction in March 2019 to increase in maximum heights in the DSAP area to Federal Aviation Administration's United States Standard for Terminal Instrument Procedures (TERPS), and submittal of Google's Downtown West project.

None of these changes in circumstances will result in new significant environmental effects or a substantial increase in the severity of previously identified significant effects. Adherence to the updated Downtown Design Guidelines and Standards adopted in 2019 would further reduce potential localized impacts such as aesthetics, shade and shadow, historic resources, and biological impacts to the Guadalupe River and Los Gatos Creek. Implementation of these guidelines in addition to all relevant measures and requirements identified in the Downtown Strategy 2040 EIR for the purpose of avoiding or mitigating impacts, would not increase the

severity of previously identified significant effects. As described in Section 3.8.1.1, *Changes to the Regulatory Framework*, of the Initial Study/Addendum, the adoption of Climate Smart San José led to policies and programs that would further reduce identified impacts related to greenhouse gas emissions, particularly through the reduction in greenhouse gas emissions from new buildings with adoption of the REACH code and the ban on natural gas for new residential buildings. Finally, the City Council's direction to evaluate an increase in maximum height to TERPS heights led directly to the DSAP Amendment currently under review.

Another change in circumstances affecting the DSAP and broader Downtown since the 2018 certification of the Downtown Strategy 2040 EIR was the October 2019 submittal of the planning application for the Downtown West project. The Downtown West project is evaluated in the cumulative analysis in the Initial Study/Addendum at a program-level with growth projections consistent with Section 15130 (b) (1) (B), which found neither new impacts nor a substantial increase in the severity of previously identified impacts in the Downtown Strategy 2040 EIR. Conversely, the cumulative analysis in the EIR for the Downtown West project evaluated the DSAP Amendment at a project-level and identified the DSAP as part of the list of past, present and probable future projects producing related or cumulative impacts within a clearly defined geographic scope extending approximately 0.5 miles radius beyond the existing boundaries of the DSAP, pursuant to Section 15130 (b) (3).

- No Substantial New Information: There is no new information of substantial importance which was not known or could not have been known at the time of the previous EIR that shows any of the following:
    - The project will have one or more significant effects not discussed in the previous EIR;
    - Significant effects previously examined will be substantially more severe than shown in the previous EIR;
    - Mitigation measures or alternatives previously found not to be feasible would, in fact, be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternatives; or
    - Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative

The Initial Study/Addendum evaluated and documents the environmental impacts that might reasonably be anticipated to result from the DSAP Amendment. On the basis of the analysis, the City determined that the proposed changes would not result in new significant environmental impacts or a substantial increase in the severity of previously identified significant effects and, thus, an Addendum is the appropriate environmental clearance under CEQA. The commenter has not provided any evidence demonstrating that any of the conditions requiring the preparation of a Subsequent or Supplemental EIR have occurred.

The commenter is correct that the Downtown Strategy 2040 EIR is a program-level document, but as described in Section 2.6.2, *Project-Level Environmental Review*, of that EIR project-level clearance is provided for impacts including VMT, traffic noise, and operational emissions of criteria air pollutants. Likewise, the Initial Study/Addendum, as an extension of the Downtown Strategy 2040 EIR, is a program-level environmental document that provides project-level clearance for the same impact areas.

The DSAP Amendment as proposed, includes rezonings, as shown in Figure 3b of the Initial Study/Addendum and described in Page 131 of the DSAP Amendment. Per the DSAP Amendment, "zoning changes will be undertaken by the City of San José following the completion of the Diridon Station Area Plan. The area will be rezoned to the conforming zoning districts that implement the underlying general plan designation of the respective site." Rezonings proposed by the DSAP Amendment would conform to the underlying general plan land use designation, as outlined in Table 20-270 of the City of San José Municipal Code. The Downtown Strategy 2040 EIR, under Section 2.6.2.1, *Future Actions*, describes future actions covered by the EIR (and by extension the Initial Study/Addendum), including "Updates to the Zoning Ordinance and rezoning of properties in conformance with the Downtown Strategy 2040 and General Plan Land Use/Transportation Diagram." These rezonings to conventional zoning districts (i.e. not Planned Development Zoning Districts) will implement the land uses and density anticipated in the General Plan Land Use/Transportation Diagram designations. As the rezonings are not connected to a specific development project, project-level analysis beyond the impacts already addressed in the Downtown Strategy 2040 EIR would be speculative. An exception is the Downtown West project, which proposes a Planned Development Rezoning with specific standards for height, density, and building design and for which a project-level EIR was prepared.

As described in Section 2.4.9, *Changes to DSAP Boundary*, of the Initial Study/Addendum, like all projects covered by the Downtown Strategy 2040 EIR, future projects under the DSAP Amendment would go through individual project-level environmental analysis and project approval. Any project-level rezoning requests would be individually evaluated and decided upon as part of that project-level review process.

The comment provides no evidence that any of the conditions under CEQA Statutes Section 21166 and CEQA Guidelines Sections 15162 and 15164 requiring the preparation of a Supplemental EIR have been met. Therefore, an Addendum to the Downtown Strategy 2040 EIR is appropriate.

O-6.3 The cumulative scenario for the DSAP Amendment is not clearly defined or consistent in the Addendum. Has a cumulative impacts analysis been undertaken? If so, please identify where and when this required analysis has been accomplished. Which projects are included in it? Without clear information, the public and decision makers have no ability to ascertain the actual impacts of over 14.6 million square feet of office/retail development and 12,619 residential units within the DSAP area, and therefore a subsequent EIR is required.

Response O-6.3: The approach to cumulative impacts of the DSAP Amendment is in full compliance with the requirements of the CEQA statutes and implementing guidelines, and it follows the same projection approach described in Section 3.0, *Environmental Setting, Impacts, and Mitigation*, of the Downtown Strategy 2040 FEIR. The environmental analysis in the Initial Study/Addendum is cumulative by nature. Consistent with Section 15130 (b) (1) (B), it evaluates effects of the DSAP Amendment in the context of other planned development in Downtown anticipated as part of the Downtown Strategy 2040 and the Envision San José 2040 General Plan. The Initial Study/Addendum evaluates cumulative impacts for each resource area. For air quality, greenhouse gas emissions, traffic noise, and transportation (VMT), the cumulative scenario is defined as full buildout of the Downtown Strategy 2040 and development for the Downtown West Project, plus the proposed development capacity changes associated with the DSAP Amendment. Outside of Downtown West, individual projects in the DSAP and Downtown are included in the development capacities anticipated in the Downtown Strategy 2040. Furthermore, as a project-level EIR, the Downtown West Draft EIR includes the proposed DSAP Amendments in its analysis of cumulative impacts.

O-6.4 The Addendum fails to provide the City Council and the public with the information necessary to make an informed decision regarding the project, which must consider the potential project-level and cumulative negative effects of the project on the neighborhoods in the DSAP area and around the Arena. It is our sincere hope that by drawing attention to these issues now, a subsequent (supplemental) EIR can be prepared to provide complete, accurate, and realistic information to the City Council, as well as to the general public, and the expanded project can be modified and mitigated as needed.

Response O-6.4: Please see response to comment O-6.2 for a discussion of the adequacy and appropriateness of this Initial Study/Addendum as a CEQA document. The Initial Study/Addendum has been prepared in full compliance with CEQA and its implementing guidelines, and the conclusions support the fact that no Subsequent or Supplemental EIR is needed.

OVERVIEW

O-6.5 SSE is the parent company of San Jose Arena Management, LLC, which manages the SAP Center (Arena) – an 18,000-seat regional multipurpose event center located adjacent to the planned Diridon Station – pursuant to an Arena Management Agreement (AMA) executed with the City on August 15, 2018. The AMA formalizes the City's long-standing obligation to work closely with SSE on all development projects near the Arena to ensure that appropriate measures are taken to protect Arena operations. (See Sections 21 and 23 of AMA attached as **EXHIBIT A**.)

This commitment was reiterated in the "Side Letter Regarding Future Discussions" (AMA Side Letter, attached as **EXHIBIT B**), which was signed concurrently with the AMA. In the AMA Side Letter, the City and SSE agreed to the following mutual intention: "We believe that with proper planning, the Diridon Station area can support robust corporate development, a multi-modal transportation system, and a successful world-class sports and entertainment arena. However, the plan must also address critical needs of the SAP Center regarding transportation and parking."

O-6.5 Cont. With over 170 events in a typical year, the Arena is one of San Jose's most consistent and impactful economic catalysts, and a critical asset to the City's economic success. The SAP Center operations support over 5,000 FTE jobs, generate more than $250 million in annual economic impact, and provide millions of dollars in direct general fund revenue for the City.

As a regional event center, the Arena usually attracts more than 1.5 million people every year to San Jose's downtown area, drawing a diverse crowd from throughout Santa Clara, San Mateo, Santa Cruz, and Alameda counties and beyond. One of the reasons the Arena has been so successful is because of the excellent access to its location by major highways and surface streets with adequate capacity. The geographic region from which the Arena draws is primarily suburban, and therefore, mass transit is not a viable option for the majority of the Arena's guests. Although in some areas transit opportunities may be improving for daily commuters, transit generally does not work well for Arena guests who attend evening or weekend events on an occasional basis.

Because attendance at events is discretionary for Arena guests, if they cannot travel to and from the Arena in a reasonably convenient and efficient way, they may choose not to attend at all. Accordingly, the Arena's success depends on a large supply of convenient nearby parking, as well as the existing highly functional and efficient vehicle ingress and egress. This important fact has been acknowledged by the City since the construction of the Arena and the inception of the original AMA, and has been reaffirmed by the City on numerous occasions.

Response O-6.5: Under CEQA, economic and social effects are not considered effects on the environment. Economic and social effects are only analyzed if they are shown to have a connection to physical environmental effects, which has not been demonstrated here. Therefore, the Initial Study/Addendum is not the appropriate venue for consideration of potential economic or social effects.

Concerns regarding the Arena Management Agreement (AMA) between SSE and the City will be recorded as part of the administrative record and will be discussed with SSE separately from the environmental review and clearance process. Because this comment does not address the

adequacy of the Initial Study/Addendum, no further response is provided in this document. However, this comment will be included as part of the administrative record and considered by the Planning Commission and City Council as part of the DSAP Amendment approval process.

O-6.6 Past predictions of mass transit use for Arena events have been grossly overestimated. After approximately 20 years of light rail operation, the use of light rail to attend Arena events is trivial – typically averaging less than 2% of patrons for regular Sharks games, and even less than that for special events. Similarly, travel by Caltrain for Arena events is minimal – less than 5% of patrons for regular Sharks games, and fewer than that for special events.

O-6.6 Cont. There is no evidence in the record that this situation has dramatically changed (or will change). The 2040 San Jose General Plan, supported by Traffic Demand Modeling by Hexagon Transportation Consultants Inc., predicts that 20 years from now 60% of all trips will still be by automobile. The 2019 General Plan Annual Performance Review indicates that the drive alone mode currently is used by over 75% of San Jose commuters – down only a few percentage points in the last decade. The fact is that automobiles are the primary means of transportation in the South Bay, and will be for the foreseeable future, notwithstanding "goals" and "predictions" put forth in the proposed DSAP Amendment and the related Google DEIR.

According to the proposed DSAP Amendment, about 85% of total trips within the Diridon Station area (trips that start and/or end in the Diridon Station area) currently are made by automobile – 60% of which are in single-occupancy vehicles and the remaining 25% of which are in carpools and/or shared ride services. The goal stated in the DSAP Amendment would flip this around by 2040, such that 75% of the trips within the DSAP area will be via transit, carpooling, walking, or biking. However, there is no discussion as to how this goal was selected, nor any evidence that it is likely to be achieved.[3]

Response O-6.6: The commentor is correct that the DSAP Amendment has ambitious targets to reverse single-occupancy mode share within and to/from the DSAP area by 2040. This is due to the significant investment in transit, pedestrian, and bicycle facility improvements outlined in the DSAP Amendment, the Downtown Strategy 2040, and the Envision San José 2040 General Plan. However, these targets were not considered when evaluating the transportation impacts of the DSAP Amendment under the City's Transportation Analysis Policy, Council Policy 5-1. As discussed in the Transportation Assessment prepared for the DSAP Amendment (**Appendix D** of the Initial Study/Addendum, page 9), the City used the City's Travel Demand Forecasting (TDF) model to calculate project VMT. The City's TDF model is based on the distribution of existing and proposed land uses, approved projects, and the existing and planned transportation network to calculate VMT. The TDF does not consider the mode shift goals of the Envision San José 2040 General Plan or the DSAP Amendment in this evaluation of VMT.

The study does not include the evaluation of operational issues on the Downtown roadway network as the Initial Study/Addendum to the Downtown Strategy 2040 EIR does not include the identification of site-specific development plans. Detailed operational analysis, including signal

warrants and vehicle queuing analysis, will be completed at the time of preparation of local transportation analysis (LTA) for individual developments.

When compared to the existing VMT within Downtown, each future development scenario would result in a reduction of VMT per capita and VMT per job under Year 2040 conditions. Also, when compared to DTS 2040 conditions, the DSAP Amendment and the cumulative scenario would result in a reduction of VMT per capita and VMT per job.

This reduction in per-capita VMT and per-employee VMT could be indicative of increased development of both households and jobs as well as higher forecast development density patterns of the DSAP Amendment. Also changes in VMT per capita are generally sensitive to the relative forecast changes in jobs compared to the relative forecast changes in households. The addition of residents and jobs in close proximity to one another and in an area with extensive opportunities for the use of transit, bicycles, and other non-auto modes of travel will result in less and a reduction of length of vehicle trips that are added to the roadway system due to the planned growth. In addition, the DSAP Amendment allows for development growth, specifically job growth, in close proximity or adjacent to transit services currently serving Diridon Station and the future BART station, therefore a larger percentage of the residents and employees who live and work within the DSAP area would likely use transit more regularly than the average transit usage for these land uses in the remainder of the City.

Because this comment does not address the adequacy of the Initial Study/Addendum, no further response is provided in this document. This comment regarding the stated mode share goals of the DSAP Amendment will be recorded as part of the administrative record and considered by the Planning Commission and City Council during the DSAP Amendment approval process.

O-6.7 In this Addendum, all of the traffic, noise, air quality, and greenhouse gas analyses have underestimated impacts by assuming, without any supporting data or scientific analysis, that 75% of all trips in the area will be via transit or on foot. There are no facts in the record or studies to confirm this to be the case. This assumption appears to be based on the premise that by severely limiting the availability of parking, the vast majority of people will use mass transit as their primary means of travel, because they will have no other choice. However, such premise is unfounded, as we describe further below. Furthermore, in the case of Arena guests, whose attendance at events is optional, they may make the choice to simply not attend – the consequences of which will be disastrous for the Arena, the downtown San José entertainment industry, and the City as a whole.

Response O-6.7: The comments states, without support, that the Initial Study/Addendum analysis assumes "75% of all trips in the area will be via transit or on foot." No analysis used for CEQA purposes, including inputs to the Transportation Analysis, assumed a 75 percent non-single-occupant vehicle (SOV) mode share as claimed in the comment. To estimate travel demand for different modes, Hexagon utilized the recently updated City of San José TDF model, which was used to develop Year 2040 traffic projections for the Envision San José 2040 General Plan as well as the Downtown Strategy 2040 traffic analysis. The City's TDF model is a refinement of the City/County Association of Governments (C/CAG) Santa Clara Valley Transportation Authority (VTA) Bi-County transportation model (VTA Model) that provides

more analytical detail and a higher level of accuracy of simulated travel in the City. The City's TDF model represents all motorized modes of travel used within the Bay Area, including the major transit modes such as Caltrain, Bay Area Rapid Transit (BART), ACE and all VTA's bus routes and LRT lines. The City's TDF model focuses on trip making in the larger San José area and its mode-choice model is used to estimate the number of people traveling by car (drive alone, 2-person carpool, 3+ person carpool), transit (Caltrain, BART, LRT, and bus) and non-motorized (walk and bike).

The model baseline conditions at the time the Envision San José 2040 General Plan model was developed were validated to reflect traffic volumes and land use in 2008. The projection of future traffic volumes on the roadway system is based on a comparison of model baseline conditions and the projected traffic associated with land use growth represented in each of the land use zones in the traffic model. Thus, accurate projections of future traffic volumes are highly dependent on model baseline conditions that are calibrated to existing land use and traffic volumes and patterns. Hexagon completed a limited update/validation of the model baseline conditions within Downtown to reflect a base year of 2015 as part of the Downtown Strategy 2040 traffic analysis preparation. Since the City's TDF model is a refinement of VTA's model it includes all future transit operations identified by the 2019 New Transit Service Plan and the transit system improvements identified in the Valley Transportation Plan 2040.

The Initial Study/Addendum's analysis of air quality, greenhouse gas emissions, and traffic noise used the trip generation rates from the Transportation Analysis based on the TDF outputs. For air quality and greenhouse gas emissions, the trip generation and VMT used for the analysis of CEQA impacts are included in Table 7 of the Air Quality and Greenhouse Gas Assessment prepared for the project (**Appendix A** of the Initial Study/Addendum). The Initial Study/Addendum and supporting technical studies which are thorough, detailed, comprehensive and based on facts and reasoned analysis concluded that the proposed DSAP Amendment would not result in changes to any of the impact conclusions of the Downtown Strategy 2040 EIR.

The City has met regularly with SAP Center management and SSE to understand concerns and receive SSE input concerning SAP Center operations. This includes understanding and substantively adjusting the DSAP Amendment based on feedback regarding event parking, egress, and ingress. While such concerns are important to the City and will continue to be evaluated and discussed throughout the decision-making process, such economic impacts are not relevant to the adequacy of this CEQA document. Therefore, no further response regarding economic implications of the DSAP Amendment is provided in this document.

O-6.8 The conclusions in the Addendum are undermined by the analysis of SSE's traffic engineers Krupka Consulting and Wenck Associates and SSE's parking consultant, Watry Design.

(**EXHIBITS C, D, and E**) These experts have undertaken professional analyses of the relevant transportation, circulation, and parking impacts in the Diridon Station area. The memos attached as exhibits hereto are incorporated by this reference into this comment letter. We ask that responses be provided for each of these memos, as well as our other attached exhibits, as they were prepared to address critical deficiencies in the Addendum.

O-6.8 Cont.

In actuality, the parking shortfall and traffic congestion, as revealed by a realistic analysis, will be far worse than can be readily discerned from the Google DEIR and the Addendum. Development under the Google project and the DSAP Amendment, when combined, would increase the area population twentyfold and increase daily car trips dramatically (from 19,200 to 136,600) over existing conditions, while reducing street lane capacity on the two, primary north-south and east west corridors by 50%. It defies City experience to assert that traffic congestion will not worsen significantly under this growth scenario or that operating conditions for the Arena will not be harmed.

Response O-6.8: As described in Section 3.17.1, *Environmental Setting*, of the Transportation section of the Initial Study/Addendum, parking supply and traffic congestion are no longer metrics for determining the significance of a transportation impact under CEQA since the passage of Senate Bill (SB) 743 and the City's Transportation Analysis Policy (City Council Policy 5-1). SB 743 became effective on January 1, 2014, and, among other things, added Section 21099 to the California Public Resources Code, which states that "[a]esthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site located within a transit priority area shall not be considered significant impacts on the environment." The DSAP Amendment meets the definition of a mixed-use residential and employment center project on an infill site located within a transit priority area as specified by California Public Resources Code Section 21099. Accordingly, parking impacts can no longer be considered under CEQA in determining a proposed project's physical environmental effects. Therefore, comments related to parking do not address the adequacy or accuracy of the Initial Study/Addendum. CEQA Guidelines Section 15064.3 states, "a project's effect on vehicle delay shall not constitute a significant environmental impact" and "vehicle miles traveled is the most appropriate measure of transportation impacts." Further, City of San José adopted Transportation Analysis Policy (Council Policy 5-1), which reflects VMT as the primary metric for transportation studies under CEQA.

The City of San José developed the Transportation Analysis Handbook to implement Council Policy 5-1, and to provide guidance on the need, scope, and content of transportation analysis, which were followed for the purposes of the Draft EIR. The City has prepared a Transportation Analysis (**Appendix D**) to address the DSAP Amendment's VMT. Future projects within the DSAP area will be required to complete Local Transportation Analyses (LTAs) to address transportation-related effects of the projects other than VMT. Future LTAs will include, for informational purposes, effects that the Legislature has explicitly determined not to be significant impacts on the environment pursuant to CEQA.

For the reasons expressed above, congestion from increased vehicle volumes and parking supply, are not used to determine CEQA impacts and are therefore not relevant to the adequacy of the Initial Study/Addendum.

O-6.9

With respect to parking, Watry Design has reviewed the relevant public documents for the DSAP Amendment/Addendum, as well as for the Google project/Google DEIR and the Downtown Strategy 2040/FEIR (together which actually constitute the entire project as described in the "Segmentation" section below). These public documents suffer from not having the actual parking calculations and assumptions set forth and available for review. (See Section 8 of the **Watry** Memo). The Watry review reveals that these segmented pieces of the project use wildly different and confusing assumptions regarding parking and transportation. Moreover, these documents deviate from actual practice regarding what the City actually approves and the zoning code. Nonetheless, after reviewing the publicly available information, Watry calculated a 47% parking shortfall or 14,548 spaces for the development proposed!

The Addendum fails to cite any industry-standard parking analysis for the DSAP and Downtown areas. VTA and the High Speed Rail Authority incorrectly based their parking assumptions on a mere inventory of existing and future parking in the area without addressing demand, and therefore could not legitimately identify how many spaces would be publicly available to meet the applicable parking demand. It is baffling that there continues to be no scientific study of parking impacts from development in the DSAP area, including the Google project.

Many documents, including the Goggle DEIR, continue to promise the preparation of a parking study or assessment that has yet to materialize. Meanwhile, the Google project is planning to provide significantly less parking than is typically required at even the lowest levels specified under the Municipal Code, and if that should prove problematic (which is bound to happen), then as a back-up plan the project plans to utilize unidentified off-site parking in unspecified amounts or locations. Please identify the back-up parking locations. Please also identify the information indicating the back-up locations are feasible.

O-6.9 Cont.

We remind the City that an industry standard, scientific parking assessment has been promised for years, and as required under Section 21 of the AMA, must be prepared for the Diridon Station area. To date, there exists no evidence-based assessment that can support a finding that adequate publicly available parking will be provided to replace parking lost due to these projects, sufficient to meet the parking demands created by those projects and to ensure safe and convenient access for workers, residents, patrons of the Arena, and transit users at Diridon Station.

For the foreseeable future, access to the Diridon Station area and the Arena will remain automobile dependent. To mitigate adverse environmental effects, adequate parking must be included in the project under any reasonable planning horizon. We can find no evidence in the record that a "minimal parking" plan has been analyzed or will work. Please provide an industry standard study in the Addendum that justifies the parking assertions.

Response O-6.9: The DSAP Amendment is a plan-level document, and like the Downtown Strategy 2040, does not specify parking requirements. Consistent with all projects Downtown, future development projects will be evaluated for compliance with the Municipal Code, including parking requirements and the applicability of exceptions to parking requirements. This analysis occurs outside of the CEQA process. As stated in Response O-6.8, parking impacts can

no longer be considered under CEQA in determining a project's physical environmental effects. Therefore, comments related to parking, and to the City's obligations under the AMA, do not address the adequacy or accuracy of the Initial Study/Addendum. The discussion presented in the Initial Study/Addendum is adequate for public disclosure purposes and to allow the City to full assess the merits of the project.

O-6.10

SSE'S INVOLVEMENT IN PLANNING REVIEW

SSE has been actively engaged in nearly every environmental or planning process affecting the Diridon Station area over the last twenty-five years, including the DSAP, the BART Phase II Extension to San Jose, the Caltrain Electrification project, the High Speed Rail to San Jose project, and the more recent Diridon Integrated Station Concept (DISC) plan. SSE has participated in scoping and identifying issues related to travel access, increased traffic volumes, parking supply and demand, pedestrian safety, and construction impacts, by submitting multiple comment letters related to the projects.

Page 5 of the Addendum notes the following known area of controversy:

> Combined effects of DSAP Amendment, Downtown West, DISC Plan, and other major projects implementation – particularly related to coordinated design, construction management, traffic, parking, and the San José Arena operations.

SSE is concerned about all aspects of development in and around the Arena, in large part because the potential impacts from such development could negatively affect the successful

operation of the Arena, both during construction and permanently. As indicated by the "known area of controversy" noted above, the City is well aware of these concerns. In the AMA executed on August 15, 2018, the City reaffirmed its obligation to work closely with SSE on all development projects near the Arena to ensure that appropriate measures would be taken to protect Arena operations.

For example, with respect to parking, Section 21.1.1 of the AMA provides that:

> "City shall coordinate with Manager regarding significant land use and development decisions within the 1/2 Mile Radius, to ensure that the required number of Available Parking Spaces is maintained." [That section further provides that] "projects would be required to analyze and identify the projected parking demand, demand management strategies, and the parking supply to be provided by the project. The analysis would identify the impacts of the project on the existing parking supply within the Diridon Station Area and suggest ways to mitigate the impact if it is deemed significant. The analysis would also include an assessment of spaces impacted or needed during construction."

O-6.10 Cont.

Section 21.2.3 of the AMA provides that the City must coordinate with SSE "regarding any material changes to the design, configuration or operation of the major streets and intersections in the vicinity of the Arena to the extent that they may have a direct impact on the safe and efficient flow of vehicular, bicycle, and pedestrian traffic to and from the Arena, including Autumn Street and the intersection at Autumn Street and Park Avenue." It goes on to state that the parties "shall work together in good faith with the goal of achieving the best overall function of the streets and intersections for the benefit of both the Arena and all other development in the Diridon Area.

The City's acknowledgement of SSE's critical role and interest in development around SAP Center, and its commitment to work with SSE to ensure that new development will not threaten the viability of the Arena, were key reasons for SSE's willingness to extend the term of the AMA. Unfortunately, although the City and SSE have had numerous meetings and discussions about many of the issues described in this comment letter, the City has not yet adequately addressed SSE's concerns. We hope that by again presenting our concerns in this comment letter, the City will work with SSE to ensure that the project will not impair the success of the Arena.

As stated in the AMA Side Letter:

> We understand that the issues surrounding the development of the Diridon Station Area are complex, and the situation is constantly evolving. It will likely be many years before the parking and transportation "ecosystem" in the Diridon Station Area is stabilized.
>
> Until such stabilization occurs, we will need to meet and confer regularly and often to discuss the ongoing public and private development projects in the Diridon Station Area, to try to find ways to facilitate the transformation of the Diridon Station Area into a master-planned transit-oriented community while meeting the access and parking needs of the SAP Center.

O-6.10 Cont.

Response O-6.10: Concerns regarding the AMA between SSE and the City will be discussed with SSE separately from the environmental clearance process. Because this comment does not address the adequacy of the Initial Study/Addendum, no further response is provided. However, this comment will be included as part of the administrative record and considered by the Planning Commission and City Council as part of the DSAP Amendment approval process.

O-6.11

A Subsequent or Supplemental EIR is the Appropriate CEQA Document for the Proposed DSAP Amendment

The Addendum describes a modified project that is far different from the original project described in the FEIR, based on significant changes to the types and mix of uses allowed under the land use plan; new zoning districts; expansion of the geographic area; reallocation of development capacity from other areas of the City; the intensification of development including substantially different massing, height limits, and concentration; and an exponential increase in both employees and residents in the Downtown. In addition, there are significant changes in the circumstances under which the modified project will be developed, including the concurrent Google project, major transportation projects, the DISC plan, and other public infrastructure projects. Because the modified project presents new and/or increased severity of the environmental effects, especially on a cumulative basis, under CEQA Guidelines §15162 (a) a subsequent EIR should have been prepared, rather than an addendum to the FEIR.

The greatly expanded project allows the additional development of over **14.6 million sq. ft**. of office/retail uses and **12,619** residential units. When added to the development already included in the Downtown Strategy and the development proposed by the Google project, the capacity of Downtown will go from 15.6 million square feet of office/retail and 14,360 residential units[4] to a staggering 29.7 million square feet of office/retail and 28,151 residential units[5] without sufficient environmental review – even at a program level. The expanded

project is a massive amount of new development and it will result in more severe impacts than described in the Downtown Strategy 2040 FEIR.

Moreover, the City's "reallocation of development capacity" from unknown areas of the City is a huge change to development patterns, with unexamined impacts throughout the City. As more and more development is moved to the Downtown and DSAP area, impacts are concentrated in those areas. Not all impacts are "city-wide" impacts, and it must be concluded that impacts within the greater Downtown, especially in terms of pedestrian and bicyclist safety, noise, and air quality, will be significantly greater with the proposed project. Again, this change would require a subsequent EIR pursuant to CEQA Guidelines §15162.

The DSAP Amendment also includes a boundary change that allows an additional 12 acres of land to be included within the DSAP area boundaries, including land in proximity to the Guadalupe River. This is also a significant project change, but the Addendum does not evaluate the new uses within the new area.

O-6.11 Cont.

Under CEQA Guidelines §15164, an Addendum to an EIR is only appropriate if there are not significant new effects or more severe effects arising from modifications to the project or circumstances surrounding the project, per CEQA Guidelines §15162. The use of an Addendum to a program level EIR to support new project level approvals is a novel CEQA application. It is certainly not a mere technical change. There is nothing in CEQA that authorizes an Addendum to be used for this purpose. What is the authority for this unique use of an Addendum?

The Downtown Strategy 2040 FEIR states on page 27 (Section 2.6.2.1 ***Future Actions***) that "Updates to the Zoning Ordinance and rezoning of properties in conformance with the Downtown Strategy 2040 and General Plan Land Use/Transportation Diagram" are a "future action that will implement the Downtown Strategy." However, the Addendum to the FEIR for the DSAP Amendment includes proposed project-level rezonings as shown on Figure 3b (page 9). The Addendum does not provide project-level environmental review as has always been required by the City for other rezoning projects – especially those of this magnitude. What is the basis for this change in City approvals? Please clarify whether rezonings will be approved without further project level CEQA review.

To rezone property is a project-level discretionary action, requiring a discussion of the specific development that is allowed on distinct parcels of land and consistency with the zoning ordinance. In fact, once a rezoning is approved, only site development permits with limited

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environmental review, would be required especially if a project is consistent with the zoning. The public and stakeholders will get little to no opportunity to review such projects and their environmental impacts. In addition, a rezoning project requires that a Local Transportation Analysis (LTA) be prepared for the project to evaluate circulation, parking, and access issues, at a minimum. This was not done, which is a violation of City policy.

O-6.11 Cont.

Response O-6.11: For a discussion explaining why an Addendum is the appropriate level of environmental documentation for the DSAP Amendment under CEQA, please refer to Response O-6.2. This discussion explains why the DSAP Amendment and changes in circumstances since certification of the Downtown Strategy 2040 EIR would not result in any new impacts nor an increase in the severity of previously identified significant impacts in the Downtown Strategy 2040 EIR.

The proposed reallocation of development capacity from outlying areas is disclosed in the Transportation Analysis in an appendix entitled "Traffic Model Assumptions." This appendix includes tables showing the General Plan growth areas housing and job capacity would be transferred from to enable to proposed increases in development capacity Downtown. Housing units would be transferred from Horizon 2 and 3 Urban Villages, whereas job capacity would predominately be transferred from the North Coyote Valley and Lundy/Milpitas BART Employment Land Areas.

The commenter claims that the impacts of reducing housing and job growth allocations in outlying growth areas has not been adequately evaluated in the Initial Study/Addendum. Section 3.17.2.1, *Impact Discussion*, of the Initial Study/Addendum and Chapter 5 of the Transportation Analysis did evaluate effect of the transfer of housing and job growth against the three Measures of Effectiveness required for General Plan amendments in the City's Transportation Analysis Policy: changes to Citywide VMT per service population, changes to Citywide journey-to-work mode share, and average vehicle speeds in designated transit priority corridors. The analysis found no significant new impacts nor increases in the severity of previously identified significant impacts (in fact, Citywide VMT per service population and Citywide journey-to-work mode for single-occupancy vehicles would be reduced with the project). Furthermore, the analysis in the Initial Study/Addendum for air quality, greenhouse gas emissions, and noise did not find that transfer of housing and job growth to the DSAP area would result in new significant impacts or a substantial increase in the severity of impacts already identified in the Downtown Strategy 2040 EIR.

The DSAP Amendment would change the boundaries of the DSAP by approximately 12 acres at three locations. However, all of these locations are already within the Downtown area covered by the Downtown Strategy 2040 EIR. Measures in the EIR will continue to apply to future development in these areas. The exception is the site bounded by Los Gatos Creek, Santa Clara Street, the Guadalupe River, and San Fernando Street, which is part of the Downtown West project and is covered by a project-level EIR with project-specific mitigation measures.

The City's Transportation Analysis Policy (Council Policy 5-1) does not require LTAs for area plans like the DSAP Amendment. Per Section II of the Policy, "…Land use and area plans typically do not have sufficient detail to conduct an LTA and therefore, may not be required to perform one until a specific development Project application is filed consistent with the land use or area plan." Likewise, LTAs are not required for the individual rezonings proposed to align the zoning districts in the DSAP with the General Plan Land Use/Transportation Diagram designation or the Amended DSAP, as these rezonings to conventional zoning districts (not Planned Development Zoning Districts) without a related development proposal lack sufficient detail to conduct an LTA. However, future projects under the DSAP Amendment will be

required to prepare LTAs consistent with the City's Transportation Analysis Policy. This is consistent with other development projects in DSAP and Downtown, including Downtown West.

As discussed in Response O-6.2 above, page 131 of the DSAP Amendment states that "zoning changes will be undertaken by the City of San José following the completion of the Diridon Station Area Plan. The area will be rezoned to the conventional zoning districts that implement the underlying general plan designation of the respective site." In other words, rezoning will occur on a district level, which is appropriate for a program-level document. Additionally, rezonings proposed by the DSAP Amendment would conform to the underlying general plan land use designation. Future projects under the DSAP Amendment would go through individual project-level environmental analysis and project approval. Any project-level rezoning requests would be individual evaluated and decided upon as part of that project-level review process.

O-6.12

Inadequate Project Description

The project description included in the Addendum is not adequate for project-level environmental review. The City is required by CEQA to provide enough project description information to allow for an accurate evaluation and review of environmental impacts needed for the discretionary actions that rely on this Addendum (CEQA Guidelines Section 15124).

The City released (October 23, 2020) "CEQA Findings" for an amendment to the San José Downtown Strategy 2040 for the amendments to the DSAP which are required to allow additional development plus the Google project. **(EXHIBIT F, Circlepoint Memorandum)** Apparently, a CEQA Addendum to the Downtown Strategy 2040 FEIR was prepared in advance of the release of the Google DEIR, but not released for public review. The combined additional allowed development of these two actions (DSAP and Downtown Strategy amendments) is approximately 14.6 million square feet of office and 12,619 residential units[6] in excess of what was originally approved in 2014 for the DSAP area.

To assume the approval of the DSAP Amendment as a foregone conclusion and to not release the Addendum that was prepared in advance of the release of the Google DEIR was a violation of CEQA because public input was not included in the process. Confusingly and contrary to City policy and CEQA practice, the process here seems to be that rezonings can be approved prior to the approval of General Plan program-level designations. Is this what the City is contemplating? Under normal practice the DSAP would have already been amended at a program-level prior to the DSAP Amendment rezonings and the PD rezonings included in the Google project. Please explain the process being followed in the Addendum. Is the Addendum being used to support rezonings of certain parcels prior to changing the designations in the General Plan? To release the Addendum for the proposed DSAP Amendment (which is required

to approve the Google project) after the release of the Google DEIR is highly irregular and potentially misleading.

As stated in our comment letter related to the Google DEIR, there is no way the public or stakeholders can divine what is being proposed when the design standards and guidelines for development are still in draft form and it is unknown which would apply. In fact, design standards and guidelines that only provide illustrative renderings without specific development information such as the siting, massing, orientation, appearances, and access locations makes it impossible for the reader to imagine what both the Google and the DSAP Amendment projects might entail. The same flaw is applicable here.

O-6.12 Cont.

EIRs approved in San Jose for rezoning projects typically have extensive, detailed renderings and site plans showing the public the rezoning project. Further, rezoning applications must be on-file with the City prior to circulation of any environmental documents. This has not occurred for this Addendum. This is a violation of City policy and CEQA.

Projects that rezone properties must include detailed information related to massing, heights, building materials, orientation, access, setbacks, street orientations, grading, tree removals, drainage, depths of excavation, and parking details at a minimum. Because this required information was not included, as is required for rezonings, stakeholders are all left to imagine the overall look, feel, interaction, and circulation, and to guess what the impacts to surrounding neighborhoods and structures will be, both in the long-term and during construction. This is contrary to what the City always requires for a rezoning. The basis for this deviation from City policy needs to be explained.

Now the public and decision makers have one program-level document that professes to be a project-level document (the Google DEIR) and a minimal Addendum that is actually attempting to allow project-specific development. The process is confusing and unexplained. Further, decision makers and the public cannot be expected to comb through multiple documents to

O-6.12 Cont.

determine which standards and guidelines are applicable to the project. This situation is confusing and compromises the Addendum as an informational document.

Response O-6.12: The project description in the Initial Study/Addendum provides sufficient detail to evaluate and disclose the environmental impacts of the project. CEQA Guidelines Section 15124 sets forth the requirements for an EIR project description. As an Addendum to the Downtown Strategy 2040 EIR, the Initial Study/Addendum follows each of the relevant EIR project description requirements, as demonstrated below.

First, in the Project Description, the "precise location and boundaries of the proposed project shall be shown on a detailed map, preferably topographic. The location of the project shall also appear on a regional map." This requirement is satisfied by Figure 1 of the Initial Study/Addendum, which depicts the amended DSAP boundaries in relation to Downtown.

Next, an EIR project description must also provide a "statement of the objectives sought by the proposed project. A clearly written statement of objectives will help the lead agency develop a reasonable range of alternatives to evaluate in the EIR and will aid the decision makers in preparing findings or a statement of overriding considerations, if necessary. The statement of objectives should include the underlying purpose of the project and may discuss the project benefits." Section 2.3.3, *Updated Information and Objectives*, satisfies this requirement by summarizing the updated planning context that necessitated the DSAP Amendment as well as the objectives of the DSAP Amendment.

The project description must also include a "general description of the project's technical, economic, and environmental characteristics, considering the principal engineering proposals if any and supporting public service facilities." Engineering data is not relevant or appropriate for the plan-level DSAP Amendment. However, all other material requirements are met by Section 2.4, *Project Description*, which covers the changes to the DSAP boundary, development capacity changes, proposed 2040 General Plan land use and transportation diagram changes, changes to maximum height limits, transportation network changes, parks and open space, changes to infrastructure, and other planned development within the DSAP area.

Finally, an EIR project description must also set forth a "statement briefly describing the intended uses of the EIR. This is provided in Section 1.4, *Purpose of Addendum*, which states: "This Addendum will be used by the City for entitlement review of future projects proposed within the DSAP area in Downtown San José." Section 2.6, *Uses of the EIR*, of the Downtown Strategy 2040 EIR further elaborates on the future actions covered by the Downtown Strategy 2040 EIR, and by extension, the Initial Study/Addendum for the DSAP Amendment.

Furthermore, CEQA Guidelines Section 15124 states that, while the Project Description shall provide the above information, it "should not supply extensive detail beyond that needed for evaluation and review of the environmental impact." The Initial Study/Addendum more than meets this requirement for the plan-level DSAP Amendment. Future projects proposed under the DSAP Amendment will undergo project-specific environmental clearance. A greater level of detail will be required for these documents.

The commenter claims the project description of the DSAP Amendment in the Initial Study/Addendum does not allow for sufficient project-level analysis under CEQA. However, as explained in Response O-6.2, like the Downtown Strategy 2040 EIR, the Initial Study/Addendum provides sufficient information in the project description for program-level clearance for most resource areas. The Downtown Strategy 2040 and DSAP Amendment provide broad project-level clearance for impacts related to VMT, traffic noise, and operational emissions of criteria air pollutants, as the project description provides sufficient information to conduct a project-level analysis for these impacts, including maximum development capacities. Future development projects must undergo their own project-level CEQA analysis based on the characteristics of individual projects.

The commenter claims that sufficient CEQA analysis cannot be done because the design standards or guidelines for the DSAP are in draft form, and that information regarding massing, site orientation, and access is not provided. If the commenter is referring to the Downtown Design Guidelines and Standards, these are not in draft form as they were adopted by City

Council in 2020 apply to all projects in the Downtown with the exception of Downtown West, which proposes its own project-specific standards. As discussed in Response O-6.2, the DSAP Amendment is a plan-level document and the Initial Study/Addendum is intended to provide broad program-level clearance for future development and project-level clearance for transportation (VMT), traffic noise, and operational emissions of criteria air pollutants. Detailed information regarding massing, site orientation, and access will be provided in the plans for individual development applications, which will undergo project-level CEQA analysis.

The rezonings described in the project description, as explained in Response O-6.2, will be from their current zoning to conventional zoning districts to conform to the existing or proposed General Plan Land Use/Transportation Diagram designations. The rezonings are part of the actions related to approval of the DSAP Amendment, as discussed on page 33 of the Initial Study/Addendum. The General Plan Amendments will occur prior to consideration of the rezonings, though all actions are anticipated to occur as part of the broader actions related to approval of the DSAP Amendment.

As discussed in Response O-6.9, the DSAP Amendment and the Downtown West project are separate and independent projects. The DSAP Amendment is a plan-level document that includes the expansion of the 2014 DSAP boundaries into Downtown and the development of land uses within the amended 262-acre boundary surrounding Diridon Station. The Downtown West project is a private development within the DSAP boundaries which is seeking its own project-specific General Plan amendments with respect to growth allocations and changes to the General Plan Land Use/Transportation Diagram, for which a project-level EIR has been prepared. The DSAP Amendment could proceed independently of the Downtown West project and vice versa. It is appropriate that each project is pursuing environmental clearance tailored to the type of action proposed. The Downtown West project is being cleared through a project-level EIR while the DSAP Amendment is being cleared through a program-level Initial Study/Addendum to the programmatic Downtown Strategy 2040 EIR. For further justification of why an Addendum is the appropriate level of documentation for the DSAP Amendment and for an explanation of the proposed district-level rezoning, please refer to Response O-6.2.

The commenter confuses the proposed plan-level rezonings to conventional zoning districts in order to implement the DSAP with privately-initiated rezonings associated with a Planning development application. As described in Response O-6.2, the rezonings will implement the land uses and density anticipated in the General Plan Land Use/Transportation Diagram designations to implement the DSAP Amendment. As the rezonings are not connected to a specific development project, project-level analysis beyond the impacts already addressed in the Downtown Strategy 2040 EIR would be speculative. Future development applications in the DSAP, including any rezonings, would be required to undergo project-level CEQA analysis, which could require an Addendum to the Downtown Strategy 2040 EIR or Supplemental/Subsequent EIR. This is consistent with other projects in the Downtown area, such as Cityview Plaza or the Downtown West project.

Worst-Case Scenario and the Project Description

Section 2.4.2 (page 19) of the Addendum states the following related to development capacity changes:

> The City evaluated two development capacity scenarios based on a capacity study conducted by Skidmore, Owings & Merrill LLP in January 2020: one with a residential focus and one with a commercial focus. For the purpose of this CEQA analysis, a maximum envelope including the greatest possible residential and commercial capacities from each scenario is assumed. Table 3 shows the proposed maximum buildout compared to the original DSAP assumptions contained in the Downtown Strategy 2040 EIR.

The growth shown in Table 3 of the Addendum is a summary of planned growth capacity in the 2014 DSAP and planned 2040 General Plan development capacity equivalent to over 14.6 million square feet of office/retail space and 12,619 housing units which are proposed to be reallocated to Downtown from other planning areas identified in the 2040 General Plan to support transit-oriented development.

O-6.13

With this description, how is the public to know what will actually be approved, especially since very limited environmental review has been completed for the approval of rezonings? How can the public be certain the caps of 7.8 million sq. ft. of office and 7,044 housing units will actually be approved when over 14.6 million square feet of office/retail and 12,619 residential units have been included in this confusing and abbreviated process? This is not an accurate, stable and finite project description as required by CEQA. To evaluate a worst-case scenario does not give the public an accurate picture of what will actually be approved. This is a violation of CEQA and recent case law (see, for example, *stopthemillenniumhollywood.com v. City of Los Angeles* (2019) 39 Cal. App. 5th 1, 28).

Response O-6.13: As discussed in Response O-6.2, the Initial Study/Addendum is a program-level document, as it is an Addendum to the Downtown Strategy 2040 EIR, which provides programmatic analysis (and some project-level clearance) for future development in Downtown. CEQA allows for the preparation of programmatic EIRs when a project includes a series of related actions to implement and plan or policy, such as the approval and implementation of an area-wide plan, as is the case here. The purpose of these documents is to evaluate the potential effect of a wide range of individual projects implemented over a long timeframe across a large geographic area. Because the proposed action is an amendment to an existing plan, the DSAP within the broader Downtown Strategy 2040, with no project-level approvals for individual development proposals, it is appropriate for the Initial Study/Addendum to analyze the maximum possible development capacity at a plan level. As discussed throughout the Initial Study/Addendum, individual projects under the DSAP Amendment would be required to undergo project-level environmental review and approval. The project-level environmental approval process will allow the public adequate opportunity to review and comment on the environmental impact of individual proposals for projects within the DSAP area once a sufficient level of design detail is available.

The commenter's assertion that evaluation of a "worst-case scenario" was inappropriate fails to consider the fact that this is a program-level document and that individual projects within the

DSAP area will be required to undergo a project-level environmental review and approval process. Like the Downtown Strategy 2040 and the original 2014 DSAP, the DSAP Amendment Initial Study/Addendum analyzes the maximum development capacity anticipated at project buildout, which provides a conservative analysis of potential project impacts. As described above, individual development projects within the plan area will be required to undergo their own project-level CEQA analysis based on the Downtown Strategy 2040 EIR and related DSAP Amendment Initial Study/Addendum. The City tracks pending, approved, and built projects in the Downtown and DSAP to ensure projects do not exceed the maximum development capacities in the Downtown Strategy and the DSAP.

As demonstrated in Response O-6.12 above, the project description for the Initial Study/Addendum meets or exceeds all CEQA requirements for a program-level project description. The Millennium Hollywood project, which the commenter references, was pursuing project-level CEQA clearance associated with a specific development proposal and was appropriately held to a higher standard with regard to details about the siting, size, mass, and appearance of the buildings proposed to be built. The DSAP Amendment does not seek any such project-specific approvals for any individual project. Therefore, the level of detail provided in the Initial Study/Addendum is appropriate to review the environmental impacts for the level of approvals being sought.

Inadequate Analysis and Mitigation Measures

O-6.14 The implementation of General Plan policies for mitigation is a program-level environmental exercise and is not appropriate for a project-specific project that includes rezoning property. While the FEIR states that "standard measures" are included in the mitigation section of the FEIR, there is no way, without doing the actual analyses, of knowing if their implementation would reduce impacts to a less than significant level.

Section 15126.4 of the CEQA Guidelines (B) states:

> Where several measures are available to mitigate an impact, each should be discussed and the basis for selecting a particular measure should be identified. Formulation of mitigation measures shall not be deferred until some future time. The specific details of a mitigation measure, however, may be developed after project environmental review when it is impractical or infeasible to include those details during the project's environmental review provided that the agency (1) commits itself to the mitigation, (2) adopts specific performance standards the mitigation will achieve, and (3) identifies the type(s) of potential action(s) that can feasibly achieve that performance standard and that will considered, analyzed, and potentially incorporated in the mitigation measure. (Emphasis added.)

O-6.14 Cont. Mitigation measures must include performance criteria to substantiate that the mitigation measures will result in a quantifiable reduction in impacts. (*Sierra Club v. Cty. of Fresno*, 6 Cal. 5th 502, 522 (2018)). Performance standards should be objective, measurable, realistic, and stated clearly. The Addendum discusses a generic Transportation Demand Management (TDM) plan that will purportedly reduce air quality impacts to a less than significant level, we can find no such TDM plan for the project in either the Addendum or the FEIR. Further, a TDM plan seems to be required only to reduce travel demand, and not trip generation. Is this correct? If so, this does not meet the requirements of CEQA.

The City of San Jose requires rezoning projects to prepare TDM plans. There is no evidence that the TDM plan that is discussed but has no specifics will be successful to reduce air quality impacts. TDM is not included in the project to reduce impacts related to travel demand, greenhouse gas emissions, or parking impacts. Furthermore, the preparation of a TDM plan is not adequate mitigation under CEQA if there is no ability to determine if the measure will, in fact, reduce the impact. Please include evidence of how the TDM measures will reduce impacts, including an industry standard analysis of the specific measures and their effectiveness. Additionally, the lack of a project-level project description makes it impossible to know if one TDM plan will be prepared or multiple plans as development will be presented. Please clarify the TDM plans discussion.

It is not impractical or infeasible for the project to include details and calculations now as to the extent to which air quality impacts would be reduced with the proposed TDM plan. There is no information on the exact specific measures included in the TDM plan that can be analyzed and ensured to reduce impacts to a less than significant level. Further, there is no evidence that the TDM program will be maintained during the life of the project. Please provide this information.

Again, no studies have been provided to show that the proposed TDM measures will be successful, and we know of no other projects in San José that have been allowed to provide such low rates of parking. The analysis prepared in response to this comment must include a proper and complete review of the critical assumption that the TDM measures will result in a non-single occupancy vehicle rate of up to 65 percent, especially in light of the failure of efforts by Google in Mountain View (**EXHIBIT I ARTICLE**), which similarly tried to enhance transit and bicycle options for travel. Please provide evidence in the record justifying the assertion that the TDM reduction of 65% is likely to be successful.

O-6.14 Cont.

Page 5 of the Addendum notes the following known area of controversy:

> Combined effects of DSAP Amendment, Downtown West, DISC Plan, and other major projects implementation – particularly related to coordinated design, construction management, traffic, parking, and the San José Arena operations.

Yet, neither the Addendum nor the FEIR includes a discussion of a construction management and how a lack of such management will affect Arena operations. A Temporary Traffic Control Plan (TTCP) for either the entire DSAP development or individual rezoning projects, which should be a mitigation measure for significant construction-related impacts, is not properly presented in the Addendum. This TTCP must include measurable performance standards.

For example, TTCPs are intended to provide continuity of movement for traffic, pedestrians, bicyclists, transit operations, and access to property/utilities at any time a roadway's normal function is suspended. Therefore, the TTCP must also include consideration of Arena ingress and egress for event days and allow for efficient movement and safe conditions for patrons of the Arena. The preparation of TTCP's must be completed in advance and included in the environmental review document so the plans can be evaluated based on success criteria. SSE must be allowed to review any such plans as required by the AMA.

Since many projects will be under construction simultaneously, how will construction management treatments, including those related to parking, be implemented and when? If

there is no way to travel through the area and to SAP Center when all streets are closed, how can the existing land uses survive? Providing these answers is required now because that is the only way that feasible mitigation per the CEQA Guidelines Section 15126.4 can be included in the project that is likely to reduce impacts to a less than significant level.

The locations of the parking that will be provided during construction must be identified. Only if the parking is identified will it be possible to evaluate whether it is adequate.

The only mention of neighborhood traffic and parking intrusion we can find in the FEIR is on page 270 related to on-street primary bicycle facilities street typologies. It is mentioned that "Neighborhood traffic management strategies **may be** implemented to slow and discourage through automobile and truck traffic." "May be" is insufficient – these strategies must be known now for both construction and long-term operational conditions. This vitally important impact must be disclosed.

It is not credible, given the amount of development proposed and vehicle trips generated by the project, to conclude that the cut-through traffic and parking spillover will not occur within the surrounding neighborhood. This impact is a direct impact to pedestrian and bicyclist safety in the project area. Baseline monitoring should have been conducted as part of the project – not deferred to some unknown future environmental review process. It needs to be done now, so that the public and decision makers know what existing conditions are now. Then they would be able to determine the significance of this impact. This is a basic tenet of a CEQA document – to be an informational document.

O-6.14 Cont.

Additional details are not provided regarding how the City will go about monitoring the effectiveness of the required transportation management plans, both during construction and in the long-term. For example, how will carpooling, transit, walking, and biking by project employees and visitors be encouraged and evaluated for effectiveness? The public should have been involved in the development of a baseline condition. Similarly, a parking plan would be greatly enhanced by knowing the parking situation in the project area now. Then a supportable analysis can be provided showing what conditions will be in the future compared to the existing condition. Yet, no industry-standard parking analysis has been completed for the area or the project. Instead, the Addendum defers the development of these important mitigation measures to the future.

If the lack of parking and preparation of TDM plans results in a condition where residents and employees are circling the area for hours, how will the health and safety of Arena patrons and residents of the surrounding neighborhoods be affected? These impacts must be considered to be significant during construction and in the long-term. These impacts must be assessed and mitigation in the form of specific, implementable, and feasible measures must be provided in a new subsequent (supplemental) EIR to reduce these serious impacts to a less than significant level.

Many standard analyses have not been provided in the Addendum. For example, there was no analysis in the FEIR or Addendum of hazardous materials impacts in a historically industrial area. Impacts due to a loss of trees and historical structures have not been determined. What are the specific shade and shadow impacts to existing and future public parks? Will the proposed buildings in proximity to a natural waterway, particularly where the DSAP boundary is being expanded, be constructed of reflective materials that can be detrimental in terms of bird safety, night sky, and heat island effects? Because this project includes the rezoning of up to 181 acres, this vital information is needed to assess potential project-level impacts and determine if site specific mitigation measures are adequate. This level of disclosure and analysis is required by CEQA and the City on all other rezoning projects.

O-6.14 Cont.

The FEIR admits that noise reports, human health risk assessments, and air quality modeling to assess toxic air contaminants (TAC) exposure have not been completed. And it seems that most impacts are dismissed with the same broad-brush statement that because "development capacity would be reallocated to the DSAP area from other growth areas identified in the General Plan", there is "no net new growth" in the City "beyond what is anticipated in the 2040 General Plan EIR or Downtown Strategy 2040 EIR".

This statement is not sufficient for either the determination of program- or project-level impacts. The impacts will occur Downtown, rather than distributed throughout the City. Some traffic trips will be shorter, but they will all occur Downtown. This results in greater pedestrian and bicyclist safety, air quality, and noise impacts to future and existing residents and workers within the DSAP area and Downtown. There is no analysis of the transfer of impacts from elsewhere in the City to the project area. Please include this information.

The proposed DSAP Amendment is intended to adapt the DSAP to updated circumstances and to "support and facilitate DSAP implementation relative to both private development and public investment." We must remind the City that these "initiated" amendments to the DSAP

O-6.14 Cont.

were released three weeks after the Google DEIR, and environmental review of the DSAP Amendment has not been completed.

The rezoning of properties was not included in the FEIR for any parcels within Downtown and this action is specifically deferred to "future project-level environmental review" throughout the FEIR. For example, on page 62 of the FEIR, it is stated that the determination of construction-related "fine particulates (PM2.5), carbon monoxide, and ozone precursors" will be determined during "future project-level environmental review" that "will be required of individual development project to account for their construction impacts."

Yet, that was not done in the FEIR or Addendum, and in the case of these types of air quality impacts, project-specific air quality analyses were not completed "to identify the potential for significant construction TAC impacts." Specific property related mitigation measures are therefore not included in the FEIR or Addendum to reduce construction emissions to a less than significant level (page 66 of the FEIR). This example shows that project-level mitigation measures are considerably different from those analyzed in the program-level Downtown Strategy 2040 FEIR. This is one more reason why a subsequent EIR must be prepared.

Response O-6.14: The commenter is correct in their assertion that implementation of General Plan policies for mitigation is a program-level environmental exercise but is incorrect in asserting that the present Initial Study/Addendum is a project-level document. No project-level approvals are sought as part of the DSAP Amendment; therefore, the programmatic approach to mitigation used in the Initial Study/Addendum is appropriate. For a further discussion of the DSAP Amendment's proposed district-level rezoning and why such rezoning is appropriate for this program-level document, refer to Response O-6.2 above.

On pages 64 and 65, the Initial Study/Addendum cites a measure in the Downtown Strategy 2040 EIR requiring the implementation of transportation demand management (TDM) programs on a project-level basis to reduce air pollutant emissions associated with vehicle travel. It is not specifically identified to reduce greenhouse gas emissions impacts (though implementation would contribute to a reduction in greenhouse gas emissions), nor is the identified TDM measure intended to address parking supply. As stated previously in Response O-6.8, parking supply is not a CEQA issue. Furthermore, per Section 3.3.2, *Air Quality Impacts*, of the Downtown Strategy 2040 EIR, individual TDM programs would be prepared during the review of future development projects under the Downtown Strategy 2040 and DSAP Addendum. Demonstration of the adequacy of these TDM programs would be required at that time, but is not feasible at this time or appropriate for this plan-level document. Furthermore, the commenter incorrectly asserts that the TDM measure is used to justify a finding of a less-than-significant impact. In fact, both the Downtown Strategy 2040 EIR and the Initial Study/Addendum find that operational emissions of regional criteria air pollutants would be a significant unavoidable impact of the project, as development Downtown would contribute to the significant and unavoidable impact identified in the Envision San José 2040 General Plan EIR. This impact would remain significant and unavoidable despite implementation of project-specific TDM plans.

It is not feasible to develop construction period Temporary Traffic Control Plans (TTCP) or other construction management plans for the DSAP Amendment because, as the commenter points out, the phasing of construction and the details of each individual project are unknown at this time. The timing of construction will be driven by market forces and is outside of the City's control. However, project-level environmental review documents for projects within the DSAP area will be required to analyze construction period impacts and develop appropriate mitigation measures and construction management plans as part of the environmental review and project approval process.

The commenter claims that the Initial Study/Addendum did not properly evaluate neighborhood intrusion of project traffic in adjacent neighborhoods. As described in Response O-6.8, above, neighborhood intrusion and cut through traffic are not metrics uses for determining an impact under CEQA per the City's adopted Transportation Analysis Policy. Individual projects in the DSAP area and broader Downtown will be required to prepare LTAs to evaluate non-CEQA related transportation issues, and could include an evaluation of neighborhood intrusion (cut-through traffic) and parking spill-over. Depending on the size and type of the project, the LTA may include measures to improve pedestrian and bicyclist safety, including construction of traffic-calming measures such as bulb-outs or improvements to crosswalks.

As stated in Response O-6.8, the effect of a project on parking supply is no longer be considered an impact under CEQA. Refer to Response O-6.8 for a discussion of the switch from an LOS- and delay-based method of analyzing transportation impacts under CEQA to the current VMT method. Comments related to parking, or to the City's obligations under the AMA do not address the adequacy or accuracy of the Initial Study/Addendum.

The commenter claims that many standard analyses relating to resource areas such as hazardous materials, shade and shadow impacts on public open spaces, and historic resources have not occurred. This is not correct, as the Initial Study/Addendum and Downtown Strategy 2040 EIR fully evaluated all resource areas as required under CEQA as a sufficient level required at the area plan level. As described in Response O-6.2, like the Downtown Strategy 2040 EIR, the Initial Study/Addendum is a program-level document (with project-level for specific resource areas). Future development projects will be required to undergo project-level analysis based on the impacts and measures identified in the Downtown Strategy 2040 EIR and incorporated into the Initial Study/Addendum for the DSAP Amendment. Analysis of the resource areas mentioned in the comment are included, as described below:

- *Hazardous materials:* Section 3.9.2.1, *Impact Discussion*, of the Initial Study describes measures in the Downtown Strategy 2040 EIR that would reduce potential impacts related to the disturbance of hazardous materials during construction and operation. These measures, like all projects Downtown, would be required for future development projects. Depending on the findings of the project-level analysis, additional mitigation measures may be required based on the characteristics of individual projects, such as the amount of excavation proposed and the history of contamination on the site.
- *Shade and shadow:* Section 3.11.2.1, *Impact Discussion*, of the Initial Study/Addendum (Land Use) addresses impacts of shade and shadow on six major open space areas Downtown, including measures from the Downtown Strategy 2040 EIR for projects that will shade more than 10% of one of these open space areas. Individual projects near one

of these six open space areas will be required to prepare shade and shadow diagrams demonstrating conformance with this measure, or would be required to undergo supplemental environmental review (including potentially the preparation of a Supplemental EIR if impacts cannot be mitigated to less than significant).

- *Biological resources (trees, bird safety, riparian*): Section 3.4.2.1, *Impact Discussion*, of the Initial Study/Addendum discloses impacts and measures from the Downtown Strategy 2040 EIR that will continue to apply to future development within the DSAP.
- *Historic resources:* Section 3.5.2.1, *Impact Discussion*, of the Initial Study/Addendum describes measures in the Downtown Strategy 2040 EIR that would reduce impacts to historic resources, including project-level supplemental review and conformance with the Secretary of Interior's Standards for the Treatment of Historic Properties for projects that impact historic resources.
- *Air quality:* Section 3.3.2.1, *Impact Discussion*, of the Initial Study/Addendum evaluates air quality impacts resulting from construction and operation of development under the DSAP Amendment. As discussed in the Initial Study/Addendum (pg. 67), "…potential exposure to TAC emissions during both construction and operation are discussed qualitatively below at a level of detail commensurate with the Downtown Strategy 2040 EIR. Future projects under both the Downtown Strategy 2040 and the DSAP Amendment with the potential to impact sensitive receptors will be required to complete project-level Health Risk Assessments (HRAs) to quantitatively address potential health impacts prior to project approval." These assessments cannot be evaluated at the program-level because details of individual project design, such as the amount of excavation and type of construction equipment, are not known until individual planning applications are submitted.

In all cases, the Initial Study/Addendum found that the DSAP Amendment would not result in an increase in the severity of identified impacts nor new impacts compared to those identified in the Downtown Strategy 2040 EIR. Therefore, additional mitigation measures beyond those previously identified in the Downtown Strategy 2040 EIR are not required.

The commenter again raises concerns about the environmental impacts of transferring housing and job capacity from outlying growth areas into Downtown. As discussed in Response O-6.11, the Initial Study/Addendum does evaluate the impacts of these shifts in growth and the resulting concentration of development Downtown, and found the change would not result in any new significant impacts nor a substantial increase in the severity of previously identified significant impacts in the Downtown Strategy 2040 EIR.

For a full discussion of the adequacy of the Initial Study/Addendum as the environmental clearance document for the DSAP Amendment, please refer to Response O-6.2 above.

Lack of an Accurate Cumulative Impacts Discussion

Because a subsequent EIR was not prepared for the proposed DSAP Amendment, a consistent and accurate evaluation of cumulative impacts has not been completed.

Section 15355 of the CEQA Guidelines defines cumulative impacts as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.

> (a) The individual effects may be changes resulting from a single project or a number of separate projects.
>
> (b) The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time."

O-6.15

This is certainly the case for the proposed DSAP Amendment. With the DSAP Amendment, the Downtown Strategy 2040, the Google project, and DISC projects all happening at the same time

or certainly within the next 10 years or so, cumulative impacts are foreseeable and must be adequately evaluated.

Section 2.3.3 (page 16) of the Addendum states:

> The Downtown West project is currently undergoing separate, project-level environmental review. Therefore, this document only evaluates changes proposed under the Downtown West project as part of the cumulative scenario. (Emphasis added)

Then, Table 18 on page 127 of the Addendum **[Downtown Strategy 2040 and the DSAP Amendment GHG Emissions (MT of CO2e per Service Population)]** includes the following footnote under the "Cumulative Scenario 2040":

O-6.15 Cont.

> The Downtown West analysis is included for informational purposes only.

This leaves stakeholders confused as to what the cumulative condition is for the DSAP Amendment given that it allows so much more development in the Downtown than was evaluated at the program-level in the FEIR.

Section 15130(b)(1)(A) and (B) of the CEQA Guidelines identify the elements that are necessary for an adequate discussion of significant cumulative impacts. As stated in the Guidelines, the discussion must include "a list of past, present, and probable future projects producing related or cumulative impacts" or "a summary of projections contained in an adopted local, regional, or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect." We can find neither in the Addendum. Where has this required analysis been conducted?

Further complicating the issue, Section 2.4.3 on page 21 of the Addendum states:

> While most other designations would remain the same or similar, nearly all land uses would be intensified to accommodate the increased development capacities described in Table 3. As shown in Figure 2b, while the revised DSAP boundary includes the entirety of the Downtown West project area, the new uses proposed for this area are not analyzed within this document, except as part of the cumulative scenario. (Emphasis added)

So, the boundaries are being expanded, but the Addendum is not evaluating the new uses within the new boundary? Why not? Please explain where this required analysis is being accomplished. This should be part of the project and the cumulative scenario.

Further confusing the public is that the cumulative scenario for the Addendum is not described in the Addendum. Because so much new development is included in the DSAP Amendment compared to the 2018 Downtown Strategy project and FEIR, a new discussion of cumulative impacts is required. Please identify where cumulative impacts are being evaluated.

With no discussion of what is included in the cumulative scenario as required by CEQA, it is impossible to know if the entirety of the impacts has been evaluated in either the Addendum or the FEIR. Since the DSAP Amendment were effectively "approved" prior to release of the Google DEIR, there is no evidence in the record that the baseline conditions are accurate – the cumulative impacts certainly are not. To rely on the cumulative scenario of the Downtown Strategy 2040 FEIR at this junction, given the amount of development anticipated in the DSAP, is not justified. Please identify the evidence in the record demonstrating that the cumulative scenario of the Downtown Strategy 2040 FEIR is accurate in light of all the other projects moving forward in the area.

O-6.15 Cont.

Table 30 on page 224 of the Addendum (**Cumulative Development Capacity within DSAP Amendment Boundary**) states that the office/retail component of the Google project is 6,775,000 square feet with 5,575 residential units. This is significantly less than what is described in the Google DEIR (page S-2) which states that the project includes 7.3 million square feet of commercial office space with 5,900 residential units in addition to over 700,000 square feet of active, event, conference, and logistics center space.

In addition, the retail square footage included in the DSAP Amendment is not shown (424,100 square feet). Therefore, the cumulative scenario and the entire traffic analysis has underestimated project and cumulative scenario impacts. This amount of new development is in excess of the development described in the FEIR and is a cumulatively considerable contribution towards the cumulative impact. Where is a complete cumulative impacts analysis presented?

Response O-6.15: As discussed in Response O-6.3 above, the environmental analysis in the Initial Study/Addendum is cumulative by nature, in that it evaluates effects of the DSAP Amendment in the context of other planned development in Downtown anticipated as part of the Downtown Strategy 2040. Where cumulative impacts are discussed explicitly—such as in Section 3.3, *Air Quality*; Section 3.8, *Greenhouse Gas Emissions*; Section 3.13, *Noise*; and Section 3.17, *Transportation*—the Cumulative scenario is defined as full buildout of the Downtown Strategy 2040, plus the DSAP Amendment, plus the Downtown West project.

As indicated in Table 30 of the Initial Study/Addendum, the numbers that the commenter references represent the total Downtown West development capacity minus the development capacity included in the previous entitlement on the San José Water Company Site (Delmas Mixed-Use Development Project - PDC15-051), which was approved in May 2016. The project

approved for this site includes 325 residential units, 994,000 square feet of commercial office space, and 31,000 square feet of retail space, which accounts for the difference identified by the commenter. This entitlement was included in the cumulative analysis of the Downtown Strategy 2040 EIR. Therefore, including the development capacity from this piece of the Downtown West project in the Downtown West line of Table 30 would have double-counted that portion of the Downtown West project in the cumulative scenario. The Downtown West Draft EIR incorporates the previously entitled development capacity of the Delmas Mixed-Use Development Project as part of their total development capacity numbers in order to capture the full scope of potential impacts for that separate project-level analysis. Furthermore, the Downtown West Draft EIR included the DSAP Amendment and known transportation improvements (such as the DISC) in its project-level cumulative analysis for each resource area.

As discussed on page 19 of the Initial Study/Addendum, the retail square footage and hotel units included as part of the Downtown West project would be reallocated to the Downtown West project area from elsewhere within Downtown, as the Downtown Strategy 2040 EIR includes sufficient capacity for retail and hotel rooms to accommodate both the Downtown West project and anticipated future retail and hotel development Downtown. Because that growth would not be net new to Downtown and is already accounted for in the Downtown Strategy 2040 development capacity, it is not shown as additional development capacity in the Downtown West line of Table 30. Therefore, the cumulative analysis scenario shown in Table 30 is complete and accurate.

Segmentation

The DSAP Amendment is integral to approval of the Google project. Breaking apart the analysis of these two projects is segmenting the whole of the action and hinders developing a comprehensive mitigation strategy for the same area of Downtown.

The Addendum must be replaced with a subsequent (supplemental) EIR that includes all components and approvals required for the proposed project. Section 15378 of the CEQA Guidelines requires an analysis of the whole of the action. Because a new EIR was not completed for the entire increase in development proposed in the DSAP area including the massive Google project, an analysis of the additional 14.6 million square feet of office/retail and 12,619 residential units has not been completed.

O-6.16 The analysis and identification of impacts should be in one document. The public should not have to read the Downtown Strategy 2040 FEIR, the Google DEIR, and now the Addendum to determine how the DSAP area will be affected by this massive new development.

To reiterate, the approval of the Google project requires amendments to the DSAP. The DSAP Amendment and the Google project are one project as they include many of the same properties and are interdependent, and therefore breaking them up into two different projects is segmentation under CEQA. The City has essentially admitted that they are inextricably tied together, by considering them and approving them all together as described on the City's webpage at https://www.diridonsj.org/diridon-station-area-plan-google-project. That page states:

> The DSAP amendment process will consider and incorporate Google's proposal. The City Council will consider approval of the City-initiated DSAP amendments, Google planning entitlements, and all associated environmental documents and legislative changes as part of a comprehensive planning process. The City aims to complete this process by mid-2021.

The 2014 DSAP project underwent extensive public involvement and reflects the desires of the community. Changes to that plan must therefore be approved and in place prior to approval of the Google project that must conform to the plan. Not the other way around. The DSAP Amendment is required for approval of the Google project, yet details of the proposed (but not approved) DSAP Amendment were not known at the time the Google DEIR was circulated. To

O-6.16 Cont. have broken the projects into two separate environmental documents dilutes the disclosure and mitigation of the impacts of both. This is the definition of segmentation.

Response O-6.16: The commenter claims the DSAP Amendment is a required for the Downtown West project to be approved, and therefore the separate environmental analysis represent segmentation of CEQA review. The commenter then incorrectly suggests that the DSAP Amendment and the Downtown West project are a single project. The DSAP Amendment is a City-initiated process that proposes plan-level changes in the DSAP portion of Downtown to guide future development. The Downtown West Project is an independent, privately-initiated project with its own project-specific amendments to the DSAP and General Plan that do not rely

on approval of the DSAP Amendment. The Downtown West Draft EIR on page 2-27 specifies the project-specific General Plan amendments with respect to changes to General Plan growth allocations for the project: as stated on Draft EIR page 2-27, "The General Plan amendment **for the proposed project** would reallocate 5,575 housing units and 6,306,000 gross square feet of commercial/office uses from other General Plan growth areas outside of Downtown to the Downtown" (emphasis added). That is, the Downtown West project is a standalone development proposal that does not rely on the DSAP Amendment for project-related approvals, as the Downtown West project proposes its own General Plan Amendments to amend the DSAP for sites within the project boundaries. Therefore, it is appropriate that the DSAP Amendment is undergoing a separate, program-level environmental approval process independent from the Downtown West project which is undergoing a project-level Downtown West Draft EIR.

O-6.17

Reallocating Development Capacity Throughout the City

In many sections of the Addendum, including almost all of the environmental and cumulative analysis sections, it is stated that 14.6 million square feet (**up to 70,000 jobs**) and 12,619 residential units will "be reallocated to Downtown from other planning areas identified in the 2040 General Plan to support transit-oriented development."

This proposal could greatly affect other areas of the City, especially those *Urban Villages* slated for transit-oriented development along Bus Rapid Transit lines. This would be in direct conflict with the goals and policies of the Envision San José 2040 General Plan and compromise the future success of vital transit projects. A City's transportation network must work on a system-wide basis. People must be able to conveniently travel throughout the City, not just within Downtown. If a lack of development outside of Downtown compromises the success of bus transit systems, suburban areas will falter. Traffic impacts of how the transfer of development from other parts of the City to the project site must be evaluated now in conjunction with the Google project and DSAP Amendment, and not relegated to the future.

Because there are many projects, including *Urban Village* amendments, that have claimed this "reallocated development" in San José, how are stakeholders to know if there is even any extra development available in these unidentified areas of the City? How can this tactic be claimed to "support transit-oriented development" when it is moving allowed development from other transit-oriented projects to the DSAP area? What will be left in these areas and how will there be enough development to support transit in areas farther afield that depend on transit to access Downtown and the DSAP area for jobs? How does this constant transfer of development actually affect VMT, congestion, transit use, and pedestrian and bicyclist safety – both in the Downtown and DSAP area as well as other parts of the City? This impact is not disclosed in any of the documents, in violation of CEQA. Nor is there any apparent accounting of the transfers.

This is all vital information with respect to a new or significant increase in environmental effects, not suitable for an Addendum. The moving of development capacity all over the City without transparent accounting and environmental review as required by CEQA must be rectified.

Response O-6.17: As explained in Response O-6.11, the Initial Study/Addendum evaluated the environmental impacts of the transfer of development capacity from outlying Growth Areas. The analysis found no significant new impacts nor increases in the severity of previously identified significant impacts. Furthermore, the analysis in the Initial Study/Addendum for air quality, greenhouse gas emissions, and noise did not find that transfer of housing and job growth to the DSAP area would result in new significant impacts or a substantial increase in the severity of impacts already identified in the Downtown Strategy 2040 EIR.

The implications to the City's transportation network due to the transfer of development capacity to Downtown are discussed in two places within the Initial Study/Addendum. The first is on pages 225 and 226 of the Initial Study/Addendum, and the second is in Section 5 of the Transportation Analysis (**Appendix D**), related to the General Plan Long-Range Transportation Analysis. Consistent with the City's Transportation Analysis Policy, these discussions provide an evaluation of changes to long-range transportation impacts in the Envision San José 2040 General Plan due to the DSAP Amendment. As demonstrated in these sections, the DSAP Amendment would not result in an increase in citywide VMT per service population compared to the 2040 General Plan, nor would it increase drive alone trips or decrease travel speeds greater than one mile per hour or 25 percent on any of the City's 14 transit priority corridors. Therefore, the proposed re-allocation of development capacity to accommodate the DSAP Amendment would not result in a significant transportation impact.

The allocation of job and housing growth in the City is found in Appendix 5 of the Envision San José 2040 General Plan. This appendix is updated after each shift in jobs or housing growth, whether the shift is due to a City-initiated General Plan Amendment (in the case of the DSAP Amendment) or is part of a privately-initiated General Plan Amendment as part of a development application (as is the case of the Downtown West project). The City tracks approved developments in each General Plan designated growth area to determine if sufficient capacity exists for subsequent projects in that growth area. If insufficient capacity exists for a proposed development project, a General Plan Amendment would be required to transfer capacity, requiring subsequent CEQA analysis.

As discussed in Response O-6.11 above, for the DSAP Amendment the housing capacity would be transferred from Horizon 2 and 3 Urban Villages, whereas job capacity would predominately be transferred from the North Coyote Valley and Lundy/Milpitas BART Employment Land Areas. The City selected these locations for several reasons, including a desire to preserve land formerly designated for industrial uses in North Coyote Valley as open space and a response to a lack of market demand for housing in outlying Horizon 2 and Horizon 3 Urban Villages. In the cases of the Urban Villages, sufficient job and housing capacity remains to meet anticipated market demand for development. However, if future development projects in these outlying General Plan Growth Areas (including Urban Villages) exceeds the allocated development capacity, a General Plan Text Amendment with related CEQA analysis would be required, as described above.

Future Actions

The lack of information regarding the major elements of the project leads to an inability to correctly and adequately name the future approvals that will be required and will use the Addendum for environmental review, as required by Section 15124 (d)(1)(A-D) of the CEQA Guidelines.

Section 2.4.9 **Future Actions** of the Addendum states the following:

> This Addendum will provide the basis for tiering the subsequent environmental review of future actions.

It is established that the project evaluated in the Addendum includes the rezoning of property. There is no ability to legally tier from the Addendum. The Addendum must be considered with the original FEIR to allow tiering.

O-6.18

Future actions based on the Addendum include rezonings, grading and drainage permits, tree removal permits, demolition permits, construction plans, and TDM plans, to include a few. Rezoning projects in San José are required to not only have applications on file, but also General Development Permits for Planned Development (PD) zones. Conforming rezonings must be available for review depending upon the project proposed. The process in San José has been developed over many years to guarantee that the public is aware of all future approvals and able to participate in the process. However, this Addendum circumvents this established process. What is the legal basis for using this Addendum to approve these future actions from an environmental perspective?

Under the relevant AMA provisions (**EXHIBIT A**), the City has an obligation to work closely with SSE on all development proposals near the Arena to ensure that appropriate measures will be taken to protect Arena operations. This includes referring notification of preliminary review applications, environmental documents, traffic and parking analyses, construction traffic management plans, and transportation and parking management plans, among others. Therefore, the future preparation of any plans as it relates to the proposed DSAP Amendment must come to SSE in draft form for review and comment. This includes the TDM plan, all subsequent Transportation Analyses (TAs), Local Transportation Analyses (LTAs), construction management and staging plans and schedules, construction worker parking schemes, recommended Temporary Traffic Control Plans (TTCP), proposed street network changes, truck haul routes, etc. It is difficult to see how the City will be able to comply with its obligations

O-6.18 Cont.

when these standard documents have not been prepared as part of the Addendum for this project. How will this be accomplished?

Response O-6.18: For a discussion of the adequacy and appropriateness of the Initial Study/Addendum, as well as a discussion of the district-level rezoning proposed, please refer to Response O-6.2.

If adopted, the Initial Study/Addendum will be attached to the Final Downtown Strategy 2040 EIR per CEQA Guidelines Section 15164(c). Projects seeking project-level environmental review in the amended DSAP would consider the Initial Study/Addendum and the Downtown Strategy 2040 EIR together.

The DSAP Amendment does not seek any project-level approvals for specific projects within the DSAP area. As stated in Section 2.4.9, *Future Actions*, the City will review the future proposed actions for consistency with the assumptions in the Initial Study/Addendum (including conformance with the 2040 General Plan policies and measures identified in the Downtown Strategy 2040 EIR). Based on this review, the appropriate level of review of the environmental impacts for each proposed project will be determined. It is anticipated that most future projects under the DSAP Amendment will be required to complete a Phase I Environmental Site Assessment and Tree Survey, at a minimum, as site-specific conditions are beyond the scope of review of the Initial Study/Addendum and may change over time through 2040. Future projects with a residential component will need to complete additional studies, potentially including the following site-specific studies: Local Transportation Analyses, Noise Reports, Human Health Risk Assessments, and/or Air Quality Modeling to assess Toxic Air Contaminant exposure. Likewise, future projects will abide by the City's standard project approval process and will be required to obtain all relevant permits.

Concerns regarding the AMA between SSE and the City will be discussed with SSE separately from the environmental clearance process. Because this comment does not address the adequacy of the Initial Study/Addendum, no further response is provided. However, this comment will be included as part of the administrative record and considered by the Planning Commission and City Council as part of the DSAP Amendment approval process.

O-6.19

Inconsistent Boundaries

The amended DSAP boundaries are shown on Figures 2b and 3b, yet they do not appear to match the Diridon Station Area Plan Extension shown on Figure 1. The additional area north of W. St. John along the Guadalupe River is not depicted. There also appears to be an expanded area south of Park Avenue, east and west of Sonoma Street that does not appear on Figure 1. What exactly is the proposed boundary of DSAP? As the City well knows, the parcels along the Guadalupe River are very sensitive and the required development setbacks of the City's Riparian Corridor Policy must be considered.

In addition, Section 2.4.1 states the following:

> As part of the DSAP Amendment, the DSAP boundaries would be expanded by approximately 24 acres, increasing the total DSAP area from approximately 250 to 262 acres, an increase of 12 acres.

So, is it 24 or 12? Again, the maps are of no help in determining the actual increase or the areas to be included. Figure 2b does not depict the proposed boundary changes that are described on page 19. None of the boundary changes are shown on Figure 4b "Proposed Building Height Limits," which is very important to surrounding neighborhoods. Please correct and harmonize these statements.

Further, page 20 of the Addendum seems to be saying that the DSAP Amendment includes additional development in "outlying areas" that "would allow up to 24,166 square feet of office/retail space and up to 2,761 residential units" that appear to be included in the development capacity, but "will be tracked separately for planning purposes." Is this the development contained within the "expanded boundary" areas? Not only is this confusing, but it seems to overstate the process and leaves the community with a cloudy conception of how their neighborhoods and the rest of the DSAP area will be changed and ultimately, impacted. Please explain.

Response O-6.19: The project boundaries shown on Figure 1, 2b, and 3b are all identical. The additional area north of West St. John Street identified by the commenter is depicted on all three maps. In Figure 1 it appears in pink with cross hatching and a thick yellow border. Figures 2b and 3b only display the Amended DSAP Boundary, not the original DSAP Boundary which is shown on Figures 2a and 3a. But while not highlighted, the additional area is included within the Amended DSAP Boundary shown on both maps.

The area south of Park Avenue east and west of Sonoma Street also appears on all three maps (in cross-hatched green on Figure 1, solid brown on Figure 2b, and brown/cross-hatched light green on Figure 3). However, it is important to note that this is not an expanded area as the commenter states, but part of the 2014 DSAP boundary. No changes to the DSAP boundary were made on the western side of the DSAP area. As discussed in Response O-6.11, the areas of the proposed changes to the DSAP boundary are all located within Downtown in areas covered by the Downtown Strategy 2040 EIR.

The sentence identified by the commenter should read: "As part of the DSAP Amendment, the DSAP boundaries would be expanded by approximately ~~24~~ 12 acres, increasing the total DSAP area from approximately 250 acres to 262 acres~~, and increase of 12 acres~~." This error will be corrected in the final Addendum document. However, because the total acreage of the original and amended DSAP area are presented correctly, this change does not alter any of the analysis presented in this document.

Figure 4b does show the amended DSAP Boundary while Figure 4a shows the 2014 DSAP boundary. The figures have been placed side by side on a single page to allow readers to easily note the difference between the two boundaries.

The "outlying areas" referenced toward the end of the comment refer to areas of the DSAP that are outside of the Downtown boundary. These areas include the area between Stockton Avenue and The Alameda, an area between Park Avenue and I-280, and an area along Auzerais Avenue. All of these areas are part of the original 2014 DSAP boundary, and are proposed to remain in the amended DSAP. The treatment of these areas in the Initial Study/Addendum is consistent with the way they were analyzed previously in the Downtown Strategy 2040 EIR, as they included in the Downtown development capacity. The Initial Study/Addendum fully discloses all changes proposed within these areas as part of the DSAP amendment so as to show how these areas will be affected by proposed DSAP amendment. Similarly, these areas are included in all of the environmental analysis.

O-6.20

Incorrect Zoning being Applied to Lots E and Milligan

As stated in the **Watry Design Memo (EXHIBIT E)**, both the Lot E and Milligan sites are anticipated to be interim parking lots and potentially, new parking structures in the future as stated in the Addendum. However, the proposed zoning designations for these sites are shown on Figure 3b as *Downtown Primary Commercial*. We believe that these proposed zoning designations have the potential to preclude the ability to develop these sites for either parking lots or structures that would allow them to be efficient for Arena parking. The provision of the parking is required by the AMA.

O-6.20 Cont.

We ask that the sites be zoned for *Public/Quasi-public* uses to allow the construction of public parking facilities. We are also concerned that requiring the future structures to be "wrapped with active uses" will cause access and safety impacts to pedestrians accessing the parking from either the Arena or other nearby uses. Preserving the ability to extend Autumn Parkway through the Milligan site should be retained. Because there is a potential for both sites to be used for *interim* parking uses, 5.4 *Surface Parking Lots* of the *Downtown Design Standards and Guidelines* (DDGs) should not be required. Please clarify that the future interim parking lots will not be required to comply with the DDGs.

In addition, because these future required parking facilities must provide for safe and efficient ingress and egress that supports access to the street network, consistent with the objective of the DSAP to ensure the continued vitality of the Arena consistent with the provisions of the AMA, the future parking lots and structures on these sites must not be required to be consistent with Section 3.5.3 *Parking and Vehicular Access Location* of the *DDGs*. The ability of parking facilities to best serve Arena events is tantamount to pedestrian safety and transportation management. Please clarify that these guidelines do not apply to these future parking facilities.

Response O-6.20: The comment requesting a change in zoning from what is proposed in the DSAP Amendment will be recorded as part of the administrative record and considered by the Planning Commission and City Council during the DSAP Amendment approval process. However, the Initial Study/Addendum is only required to analyze the DSAP Amendment as proposed by the City; CEQA does not require that the Amendment consider alternatives to the proposed changes. Because this comment does not relate to the adequacy of the Initial Study/Addendum, no further response is provided here.

Concerns regarding the AMA between SSE and the City will be discussed with SSE separately from the environmental clearance process. Because this comment does not address the adequacy of the Initial Study/Addendum, no further response is provided. However, this comment will be included as part of the administrative record and considered by the Planning Commission and City Council as part of the DSAP Amendment approval process.

Promised Parking Study

O-6.21

On page 16, Section 2.3.3, once again, the public is promised an "updated parking study and strategy." This study should have been completed years ago and a parking strategy should have been developed based on scientific data rather than anecdotes. Because neither VTA nor High Speed Rail are providing any necessary parking, the lack of sufficient parking could create impacts that will be crippling for Arena operations and lead to the City's inability to satisfy its off-site parking obligations under the AMA.

The Addendum wholly fails to identify, evaluate, propose mitigation for, or otherwise address the parking issues raised previously by SSE in multiple City documents. Neither the Downtown Strategy, this Addendum, or the Google DEIR include an actual parking availability and demand

study, nor do they analyze parking availability after the removal of large swaths of parking that will occur as a result of planned Downtown Strategy and DSAP development.

As explained in CEQA Guideline §15125. Environmental Setting:

> [T]he purpose of this requirement [to accurately describe the environmental setting] is to give the public and decision makers the most accurate and understandable picture practically possible of the project's likely near-term and long-term impacts.

In this case, we can find no accounting in the Addendum as to how many parking spaces will be lost as a result of the proposed project. While the Google project will provide a dramatically reduced number of spaces when compared to the Municipal Code, based on a TDM program, there are with no specific performance measures or means of accounting for success in either document.

O-6.21 Cont.

As stated in the **Watry Design Memo (EXHIBIT E)**, it is interesting to note that the original DSAP included 11,950 parking spaces for a development of approximately 5.4 million square feet of office/retail development and 2,588 residential units. The Addendum (Section 2.3.1.5 ***Parking***) states "Of these, approximately 8,960 spaces would be located in off-street surface lots and structure parking garages and the remaining 2,990 spaces would be provided in underground parking facilities. Approximately 1,403 spaces were allocated for transit demand."

What the analysis fails to state is that DSAP office development is now growing by 9.18 million square feet and residential units provided will increase by 10,031 units which are increases of 184% and 388% respectively **with no increase in parking proposed**. Per the 2014 DSAP, parking ratios should be 1.51 stalls per 1,000 net square footage of office, one stall for every residential unit, and 0.2 stalls for every hotel room. Therefore, the DSAP Amendment should provide 30,833 stalls. With the Google project deficits in required parking, the DSAP area will have a whopping total deficit of 14,548 parking stalls, as shown in **EXHIBIT E**.

All the various users are apparently supposed to share parking, but experience within the parking consultant industry shows that office and transit do not share parking well. Residential shares some with transit and office, but in practice generally only about 40-50% of the spaces will share. This is not accounted for in the Addendum. Residential development does not share well with event parking and this reality is also not addressed. Therefore, the assumptions are seriously flawed. Coupling that with the dramatic reduction in parking being proposed by the

Google project and the fact that existing parking is being removed without replacement (**EXHIBIT G Parking within 1/3-mile**), and no new parking is included in the future BART and HSR projects (an identified demand in the 2014 DSAP of 1,353-2,213 spaces), the DSAP area will be short by thousands of parking spaces.

A transportation and parking evaluation is something the City of San Jose would require in an environmental document for any other large project in the Diridon Station area. The City, per relevant provisions in the AMA (**EXHIBIT A**), is obligated to consider and mitigate adverse impacts on the Arena caused by major projects in the Diridon Station area, particularly impacts related to parking and transportation. The AMA states:

> For the BART and High Speed Rail transit projects, the City will request that the lead agency conduct a project parking analysis – The analysis should include a projection of parking demand, demand management strategies, recommended supply solutions, and potential impacts on the existing parking supply within the Diridon area, including suggested ways to mitigate the impact if it is deemed significant. The results of any parking analysis will be provided to Arena Management for review and comment. The City will consider Arena Management's timely feedback in formulating comments that the City forwards to the lead agency as part of the project development and approval process.

O-6.21 Cont.

Page 2-4 of the Google DEIR states that "The City will also prepare implementation plans for shared parking, infrastructure financing, and affordable housing." As previously stated, this information has not been forthcoming and it is unclear when it will be provided. The discussion on page 2-46 of the Google DEIR provides that "As part of its current broader effort to update the DSAP, the City is also updating the parking analysis." This updated parking analysis should be part of the proposed DSAP Amendment project, as well as the Downtown Strategy 2040 and Google projects. When will the implementation plans be prepared?

There is no evidence as to where off-site parking, shared or not, will be located or what actual parking demands will be. The implementation plans for the DSAP Amendment, Google project, Downtown Strategy 2040, and General Plan must be known now for meaningful evaluation of environmental impacts of this project. There are far too many moving parts for the public and decision makers to have the ability to meaningfully participate in the environmental process for the project.

The amount of parking proposed does not come close to meeting the minimum stated requirements set forth in the DSAP. Per the Google project documents "Some commercial parking could also be provided at off-site location(s), should such off-site parking be developed separately from the project in the future. In addition, a portion of the residential parking spaces could be designated as shared spaces, meaning that they could be used by office employees when not occupied by residential users." It is presumed that this off-site parking is the Lot E parking structure which was also identified in the Addendum as usable for transit parking. Transit and office parking are not compatible for sharing parking. Again, it is unclear how all the parking supply will serve the demand for all of the uses.

In the City of San Jose, all projects are required to include a detailed description of where and how parking requirements will be met. We are perplexed that such a large project is not being required to meet this basic project requirement. We know that many high-tech firms do not allow shared parking with residential and other uses for security reasons. Similarly, residential projects do not typically share with other uses, particularly for evening uses such as Arena events. For this reason, a comprehensive shared parking arrangement, based on a parking study that utilizes proven scientific data is long over-due.

O-6.21 Cont.

The Addendum has no discussion of where or how parking will be provided, and the FEIR states on page 27 that future actions will include the "Adoption of ordinances, policies, and plans that implement the Downtown Strategy such as the Transportation and Parking Demand Management Plan or Design Guidelines." The preparation of a project-level TDM plan must be done now, as is usually done for a rezoning project, and not deferred to some later date.

The extent to which parking is even discussed in the FEIR includes program-level "Parking Measures" for air quality impacts to include:

- Provide preferential parking (e.g., near building entrance, sheltered area, etc.) for carpool and vanpool vehicles
- Implement parking fees for single occupancy vehicle commuters
- Implement parking cash-out program for employees (i.e., non-driving employees receive transportation allowance equivalent to value of subsidized parking)

Further the document seems to state, without pointing to any evidence, that the implementation of a VMT Policy in the Downtown Strategy 2040 will take care of parking by

reducing minimum parking space requirements for residential uses, expanding unbundled parking opportunities for all uses, and adding TDM options.

The above does not come close to being a parking analysis and it certainly does not solve the problem of the lack of replacement parking in the Downtown area. To depend on parking in terms of policies to be determined in the future that have not been proposed and may not exist is improperly deferring a potential impact to a later time. Again, a parking study that is based in proven science must be completed now.

There is also no evidence that increased parking demands caused by future transit riders at the San Jose Diridon Station and new development would be met by any available parking in existing or new parking facilities. The City has not prepared a comprehensive parking study for the Downtown and/or DSAP area. This is especially important as the BART and HSR projects do not include any parking for transit users or valid parking studies.

The fact that the future BART and HSR projects coming to the Diridon Station will not be providing any parking for transit users means that the parking demands created by those projects will put pressure on the already-paltry parking supply planned to be included in the project. The project certainly does not include enough parking for transit users, and there is no analysis to demonstrate that there are offsetting effects associated with increased transit service at the station such that parking demands of station users and SAP Center patrons would be met (in addition to the demands created by the project) without secondary environmental or socioeconomic effects.

O-6.21 Cont.

Further, a true unconstrained parking study with actual scientific modeling was not completed for either the proposed project or future transit projects. The Google DEIR posits, without evidence, that parking is available in the project area and Downtown that can be used by residential and commercial development, the Arena, and transit users. Indeed, many other projects in the DSAP area and Downtown are proclaiming to be able to utilize "under-utilized" and "commercially available" parking downtown. However, a scientific, industry-standard analysis has not been completed. Accordingly, there is no evidence in the record to support these statements.

A new project-level environmental document should be prepared for the DSAP Amendment project that discloses off-site parking locations so that surrounding neighborhoods and businesses, including the Arena, are able to evaluate potential impacts in advance of the project. Without knowing locations, how can impacts be adequately described and mitigated? Impacts related to construction vehicle traffic is also deferred to the future. A project-level EIR must be prepared that includes an evaluation of these impacts now.

O-6.21 Cont.

Response O-6.21: As discussed in Response O-6.8, the DSAP Amendment meets the definition of a mixed-use residential project on an infill site located within a transit priority area as specified by California Public Resources Code Section 21099. Accordingly, parking impacts can no longer be considered under CEQA in determining the proposed project's physical environmental effects. Therefore, comments related to parking do not address the adequacy or accuracy of the Initial Study/Addendum and no further response is provided.

Concerns regarding the AMA between SSE and the City will be discussed with SSE separately from the environmental clearance process. Because this comment does not address the adequacy of the Initial Study/Addendum, no further response is provided. However, this comment will be included as part of the administrative record and considered by the Planning Commission and City Council as part of the DSAP Amendment approval process.

O-6.22

Lack of Parking and Resulting Safety Impacts

Currently, the project is inconsistent with General Plan Land Use Policy LU-3.5 which states:

> Balance the need for parking to support a thriving Downtown with the need to minimize the impacts of parking upon a vibrant pedestrian and transit oriented urban environment. Provide for the needs of bicyclists and pedestrians, including adequate bicycle parking areas and design measures to promote bicyclist and pedestrian safety.

If the lack of adequate parking results in many workers or residents driving around for an extended period of time looking for parking, impacts to air quality and greenhouse gas emissions could occur, as well as safety impacts to bicyclists and pedestrians

The lack of adequate parking both during construction and in the long-term will result in many situations where the safety of bicycle and pedestrian facilities will be compromised. When parking is not available, the occurrence of illegal on-street parking (in loading zones and restricted parking areas or across driveways and sidewalks) affects the ability of pedestrians and bicyclists to have a good line of sight, and the quality of pedestrian and bicycle paths of travel is compromised and could result in injury or death.

The project includes a dramatic reduction in parking when compared to Municipal Code requirements, and a vast amount of existing parking will be removed and not replaced as a part of the project (**EXHIBIT G Parking in 1/3-mile**). In addition, future Diridon Station transit projects do not include any parking. Therefore, the area will be short by thousands of parking spaces. This shortage should be disclosed, analyzed, and mitigated.

Users of the transit opportunities will not just live and work in the Downtown West area and the DSAP area. They will be living and working in other locations and driving to the Diridon area. The lack of parking in the DSAP area will be a barrier to optimal use of the station, which will diminish the environmental benefits it might provide. It also jeopardizes the success of the project. Please explain why Google is not being required to provide parking at levels even close to the minimum standards in the Municipal Code.

The General Plan predicts that more than 20 years from now, 60% of all trips will still be by automobile. Yet, the DSAP Amendment and the Google project appear to assume that 75% of all trips within the DSAP will occur via transit. This is confusing, and is unsupported by any study. It is a goal – not reality. The idea that providing inadequate parking will reduce parking demand to the level of parking actually provided has not worked and there is no evidence that it would work in the project area.

There is no information in the DEIR that points to any study showing South Bay residents will no longer rely on automobiles to access public transit. In complete contradiction to the City's argument that the General Plan supports the removal of parking, previous traffic analyses completed since at least 2008 show that over 75% of commuters to and from San Jose were in single-occupant vehicles. The General Plan's "goal" for 2040 is still 40% drive alone mode share for commuters, and that does not include the approximately 10% who carpool and will also need parking. Please provide a study to evaluate this assumption.

O-6.22 Cont.

The problems caused by parking shortages are well known. As an example, when transit projects fail to provide adequate parking at their stations, spillover occurs. In other words, unlike the undocumented speculation that removing parking means drivers will no longer drive to an area, actual experience shows the drivers still drive and they create spillover parking in the surrounding neighborhoods. SSE is attaching a collection of articles documenting this point. **(EXHIBIT H, Articles Re BART Parking)**. In addition to documenting the negative impacts a lack of parking has on BART ridership, the articles describe negative effects on the neighborhoods where BART stations are located and on local businesses. Particularly instructive is the article about Stoneridge Mall having to chain up its parking lots because BART riders were taking it over.

These articles also document the burdens on businesses and infrastructure when a project proponent fails to adequately disclose and mitigate its construction impacts. These are just a few examples of what happens when projects fail to provide adequate parking to meet the demand caused by the project – the burden is shifted to innocent parties.

The lack of parking spaces in the Diridon area will be a hardship to SAP Center's employees and customers. For some events, SSE may have well over 400 employees who need to park within walking distance, many of whom arrive early in the day to start work and many others who arrive mid-day but leave late at night. In addition, some events occur during weekday daytime hours. All of these factors should be studied. A scientific, data-driven parking demand analysis

O-6.22 Cont.

using realistic data based on demand created by all the projects in this area must be completed and included in the environmental review document. At the very least, the Addendum should be revised to include this vital information to reduce pedestrian and bicycle safety impacts.

Response O-6.22: As discussed in Response O-6.8, the DSAP Amendment meets the definition of a mixed-use residential project on an infill site located within a transit priority area as specified by California Public Resources Code Section 21099. Accordingly, parking impacts can no longer be considered under CEQA in determining the proposed project's physical environmental effects. Therefore, comments related to parking do not address the adequacy or accuracy of the Initial Study/Addendum and no further response is provided.

As discussed in Response O-6.7 above, no analysis used for CEQA purposes, including inputs to the Transportation Analysis, assumes a 75 percent non-SOV mode share as claimed by the commenter. Please refer to Response O-6.7 and **Appendix D** for a discussion of the methodology used to estimate travel demand for different modes.

The commenter requests an analysis of the air quality, greenhouse gas emissions, and safety impacts of drivers looking for parking. For air quality and greenhouse gas emissions, transportation emissions are based on project trip generation and VMT. As disclosed in the Initial Study/Addendum, per-capita VMT would be reduced, with a resulting reduction in per-capita operational air pollutants and greenhouse gas emissions. Finally, as discussed in Response O-6.17, individual development projects in the DSAP will be required to prepare project-specific LTAs, which could include improvements to enhance pedestrian and bicyclist safety.

O-6.23

Lack of Replacement Parking for The Arena

The proposed Google project includes the development of Lots A, B, and C (which currently provide the Arena with vital parking), with commercial and residential uses. Therefore, the loss of this parking is an impact of that project. The DSAP Amendment will also result in the loss of parking for the Arena as result of providing parking at levels much lower than the Municipal Code.

This is a direct impact to a public use that will occur as a result of the project and it should be identified and mitigated as part of the proposed project – not deferred to some later date, which is a violation of CEQA. This is especially true since we have no assurances of when future environmental review will occur for the "replacement" parking. This is also inconsistent with the City's obligations under the AMA. If parking for a public use is being removed as part of the project, it needs to be replaced as part of the project, which is true for any similar situation in San José.

Moreover, under agreements signed by Google concurrently with its option agreement with the City, the development of certain replacement parking spaces, specifically on Lot E and the Milligan site, is a condition precedent to Google's right to develop its properties along Delmas Avenue at Santa Clara Street. Therefore, replacement parking on Lot E and the Milligan site is inextricably linked to the project. The City is obligated to construct parking on those two sites under the AMA and its agreements with Google. Therefore, the zoning of these two future parking locations must be *Public/Quasi-public* and not *Downtown Primary Commercial*, as proposed by the DSAP Addendum (**Watry Design Memo, EXHIBIT E**). Please have this clarified.

In furtherance of its obligations, the City has prepared plans for these parking facilities. Thus, environmental review for them could have been included in the Google DEIR or the Addendum, or a new project-specific EIR that should be prepared for the DSAP Amendment. There is no explanation of why development of these parking facilities is not included in these projects. The details regarding their construction should be, at least, as detailed as those of the proposed Google project.

O-6.23 Cont.

As for the other options that the City believes can provide replacement parking for SAP Center events, the Platform 16 project is on-hold without any date known for completion, and negotiations with the County over the West Julian Street parking have stalled. Further, Table 29 on page 217 of the Addendum seems to state that the City is promoting modifications to prioritize the use of the Julian Street/SR 87 interchange as "the primary Downtown gateway for regional vehicular traffic on SR-87" to "connect vehicles to key parking locations outside the core station area."

As stated in **EXHIBIT C (Krupka Consulting Memo)**, this proposed modification is not supported given the above-described lack of parking off of Julian Street and the fact that the DSAP Amendment would reduce parking supply north of Santa Clara Street. As for the Adobe project, SSE has reviewed the plans and has determined that the parking in that structure does not have adequate post-event egress, among other issues.

The Google project and presumably the Downtown Strategy 2040 all assume there are other potential parking sites that are available throughout the DSAP area. These parking facilities either would not exist post-project or have not been identified, in which case it is not possible to determine if any of them are conducive to Arena event parking. The point is, enough is known about the existing situation to have allowed environmental review for the required replacement parking. Therefore, please include a full parking analysis.

Response O-6.23: As discussed in Response O-6.8, the DSAP Amendment meets the definition of a mixed-use residential and employment center project on an infill site located within a transit priority area as specified by California Public Resources Code Section 21099. Accordingly. parking impacts can no longer be considered under CEQA in determining the proposed project's physical environmental effects. Therefore, comments related to parking do not address the adequacy or accuracy of the Initial Study/Addendum and no further response is provided.

Regarding the replacement sites for parking at Milligan and Lot E, the Initial Study/Addendum is a program-level environmental document for a plan that will guide development in the DSAP area. It does not fully review or clear individual projects at the project-level under CEQA. Milligan and Lot E are being studied at the project-level by the City as independent projects under CEQA, which is the necessary and more meaningful process to completing the parking facilities.

O-6.24

Transportation Document Review

The comments in this section pertain to the following environmental documents for the DSAP Amendment:

- Addendum
- Appendix C: Transportation Analysis (TA)
- Appendix E: Transportation Project Descriptions

Our comments below are based, in part, on the professional judgment of Krupka Consulting (**EXHIBIT C**) and should be considered to be a high-level summary of this technical memorandum. Therefore, please respond to each specific comment in **EXHIBIT C**, as well as all other Exhibits.

Addendum

As we previously mention, Figure 3b (p. 10) presents substantial zoning changes to allow for increased development densities. Respective zoning requirements stipulate details that would affect access, circulation and parking for all uses including SAP Center. These details are sufficient to require a Local Transportation Analysis (LTA) for the Addendum, which was not done. Please explain the rationale for not requiring an LTA for the DSAP Amendment project.

The general discussion of development capacity changes on page 19 is over-generalized. Please discuss where specifically (i.e., what areas and traffic analysis zones) these land uses transferred from, and include detailed procedures, illustrations, and results of the work. In addition, the transportation projects listed in Section 2.4.5 of the Addendum must be included in a subsequent EIR for the project.

O-6.24 Cont.

On page 213, the VMT per capita analysis was discussed generally, which is typical for environmental documents prepared after the law was changed to address VMT instead of intersection levels of service. The essence of the change in VMT, the document explained, would *decrease*, that is improve, because population density would *increase* relative to the Downtown Strategy 2040 condition and such new population would be situated near new jobs and extensive opportunities to use non-automobile modes of travel, thereby *decreasing* the VMT created by residents and employees Downtown.

This may seem somewhat intuitive to a transportation professional but is not at all substantiated by facts. Please provide sufficiently detailed examples to illustrate how the findings in Table 28 *VMT Analysis* were derived. Also, please discuss the significance of change in the noted values about the threshold. In other words, for example, how different are the numbers 10.12 (threshold) and 6.78 (estimated)?

On Page 214, the VMT per Service Population analysis was summarized in a couple of sentences and the reader was advised to "see Appendix C for a full discussion." The reader deserves to see facts and examples in this document. For information, the "full discussion" in Appendix C contains a generic discussion of methodology and no facts or examples. Please provide a discussion in the Addendum based on the facts and circumstances covered by the Addendum.

The summary of the Journey to Work Mode Share analysis and the Average Vehicle Speeds in Transit Priority Corridors analysis also suffer from brevity. Please provide a discussion of procedures and results in the Addendum based on facts and circumstances covered by the

Addendum. For reference, simply adding tabular information, like that in Table 28 VMT Analysis (p. 213), for each of these analyses, and providing discussion about their meaning, would help the reader interpret, compare, and contrast results.

On page 217, the modifications proposed at Santa Clara Street and Julian Street interchanges on SR-87 appear grand in scope but are merely generalized in Table 29. Substantial planning and engineering and environmental efforts are required now in a subsequent EIR to render reasonable improvement plans and describe potential impacts. The proposed changes would introduce major access, circulation and parking tradeoffs for major activity centers including SAP Center. For example, the reference to a purported benefit of the interchange improvements – to "connect vehicles to key parking locations…" is not supported given that the DSAP Amendment would, in fact, reduce parking supply north of Santa Clara Street. Finally, the "bus-only" (page 22) and "exclusive public service lanes" mentioned regarding Santa Clara Street are not documented and would also have substantial implications regarding access to SAP Center. Please provide the necessary documentation.

Appendix C: Transportation Analysis (TA)

O-6.24 Cont.

Please explain this sentence on page 7: "The DSAP Amendment removes the Autumn Street extension." The statement does not provide any context related to rationale and expected disposition of this facility and is not consistent with the Addendum which states on p. 22 that the "City is currently considering two options regarding the remaining segment of the Autumn Parkway extension," including retention and removal.

Changes listed in Table 3 (p. 15) related to Autumn Street, Montgomery Street, Park Avenue, Bird Avenue and Santa Clara Street will substantially change access and circulation to major activity centers including SAP Center, which have not been documented. Please provide the necessary documentation.

On page 47, the estimated Journey to Work Mode Share for drive alone is 71% under the "Plus DSAP" scenario (Table 13) and 70% under the "Cumulative GPAs" scenario (Table 16, p. 51). These values are far from the 2040 goal for the DSAP area, which is 25%.[7] Granted, these values are in different units – one is related to work trips and one is (presumably) total daily trips. However, the implication is clear and raises a somewhat paradoxical question. *Why does*

the DSAP Amendment not result in mode share performance that more closely matches the 2040 goal? Please provide an explanation.

Finally, it is important to note that the "Goal-Based Project Buildout Conditions" in the Google DEIR assume that the project will achieve a mode share drive alone of 25%, yet the analysis of Journey to Work Mode Share is nowhere near that value (Table 12 in Appendix J1 of the DEIR shows 70%). Please provide a suitable explanation to assist the reader.

Appendix E: Transportation Project Descriptions

O-6.24 Cont.

On page 4, Project ID T5, Santa Clara Street Complete Street with Dedicated Public Service Lanes, contains no details and likely would also have substantial implications regarding access to SAP Center. Project ID C1, Santa Clara Street SR-87 Off-ramp Closure, differs from the general discussion in Table 29 of the Addendum, which does not call for a ramp closure. The proposed changes would introduce major access, circulation and parking tradeoffs for major activity centers including SAP Center. See previous comment under Addendum at p. 217. Please explain how these impacts are being managed.

Project ID C2, Julian Street SR-87 Interchange Modifications, which references a purported benefit of the interchange improvements – to "connect vehicles to key parking locations…" - is not supported given that the DSAP Amendment would in fact reduce parking supply north of Santa Clara Street. See comment under Addendum at p. 217, above. Please provide sufficient information to allow the reader to evaluate how the interchange improvements connect vehicles to key parking locations. Diagrams would be helpful.

Response O-6.24: The DSAP Amendment consists of a land use plan and does not have sufficient site development detail to conduct an LTA at this time. Individual LTAs will be required for individual projects within the DSAP area. As stated in **Appendix D**, the TA does not include the evaluation of operational issues on the Downtown roadway network as the Addendum to the Downtown Strategy 2040 EIR does not include the identification of site-specific development plans. Detailed operational analysis, including signal warrants and vehicle queuing analysis, will be completed at the time of preparation of local transportation analysis (LTA) for individual developments. Furthermore, as discussed in Response O-6.8, CEQA Guidelines Section 15064.3 states that, "a project's effect on vehicle delay shall not constitute a significant environmental impact" and "vehicle miles traveled is the most appropriate measure of transportation impacts." Therefore, congestion from increased vehicle volumes is not used to determine CEQA impacts and is not relevant to the adequacy of this Initial Study/Addendum.

The VMT analysis is summarized within the Initial Study/Addendum checklist at a level of detail appropriate for this type of environmental document. The Transportation Analysis (**Appendix D** to the Initial Study/Addendum) outlines the VMT evaluation methodology and criteria, starting on page 35.

The VMT analysis was conducted using the City's Travel Demand Forecasting model and the methodology detailed in the Transportation Analysis Handbook. In general, the analysis found that the DSAP Amendment would result in VMT per capita, VMT per employee, and VMT per service population levels lower than the respective CEQA thresholds. This result can be explained by the expectation that the proposed increase in development density with higher employment concentration, improved access to a mix of diverse destinations, increase in affordable housing, and good transit, pedestrian, and bicycle networks would provide more

viable transportation options for residents and workers in the DSAP area in the future. This would reduce the amount of vehicle uses for short trips and transit-supportive trips, as well as the overall vehicle miles traveled for people who live and work in the DSAP area. With regard to the commenter's question about the journey to work mode share analysis, the metrics identified by the commenter represent different types of trips (daily work trips versus total daily trips) and different study areas. The Journey-to-Work Mode Share as referenced in Tables 13 and 16 of **Appendix D** and Table 11 of the City's Transportation Analysis Handbook represents citywide trips, while the mode share referenced in the City of San José's Draft Diridon Station Area Plan represents trips that start and/or end within the DSAP area. Since the two metrics represent different types of trips and study areas, they cannot be compared. Note that mode share projections presented in Table 9 of **Appendix D** indicate a 40 percent drive alone mode share for trips that start and/or end in the greater Downtown Growth Boundary area. The mode-share projection of 40 percent for trips within the greater Downtown area are not directly comparable to the referenced "25 percent goal" for trips within only the DSAP area, however they do indicate that the "goal" may be achievable with careful development and transportation network planning.

No project-level approvals for these projects are being sought through the DSAP Amendment; therefore, the specifics of these projects are beyond the scope of this environmental document. The projects listed in Table 29 are included within the Initial Study/Addendum because they are reasonably foreseeable and are analyzed as part of the Initial Study/Addendum at a program-level. However, each of these projects would be required to undergo separate, project-level environmental review. Comments regarding the specifics of these individual projects will be recorded as part of the administrative record for the DSAP Amendment, but should be resubmitted during the public comment period for environmental documents related to such projects.

The comment regarding the Autumn Street extension has been clarified. As described in Section 2.4.5, *Transportation Network Changes*, of the Initial Study/Addendum, the DSAP Amendment recognizes two options for the remaining portion of the Autumn Parkway extension: 1) retention of the Autumn Parkway extension as described in the 2014 DSAP, which would reduce potential development capacities; or 2) removal of the Autumn Parkway extension, enabling future development on sites within the area planned for the extension.

Lack of a Local Transportation Analysis (LTA)

As we stated previously in this letter, we are very concerned about the lack of project information included in the Addendum. This inadequacy results in an incomplete analysis of traffic impacts.

O-6.25 The City of San José requires every rezoning project to include an analysis of driveway operations in an LTA. Driveway operations are very important to ensure the safety of motorists, pedestrians, and bicyclists, especially in light of the volume of traffic expected by the proposed project. To not discuss the potential impact of driveway operations and their effect on these important transportation modes now, when the environmental review process is occurring, is in violation of City policy and CEQA. We are dismayed as to why this project is not being treated the same as other projects in Downtown.

O-6.25 Cont. As a result, the Addendum is incomplete because it does not sufficiently address site access and local circulation. For example, critical intersections in the area, including N. Montgomery Street at W. Julian Street, W. Santa Clara Street, W. San Fernando, Park Avenue at N. Autumn Street, and the intersection of W. San Fernando at Almaden Blvd. were not evaluated. Please provide this information. The City could have and should have developed a complete scope of analysis in cooperation with stakeholders. This was an imperative step that should have been included in a subsequent EIR, yet it was not completed. In addition, in accordance with the AMA, SSE should be involved in the preparation and review of the LTA.

The Wenck Associates Memo (**EXHIBIT D**) assessed street segments in the DSAP area for capacity, circulation, and access to parking. We must point out that all street network changes must be extensively studied from a design and engineering standpoint, which was not done as part of the environmental review for the project. SSE requests additional input during the planning and design stages of any street conversions, closures, or re-striping projects. Once they are implemented, they would be irrevocable, and their effects could be detrimental for both SAP Center events, the surrounding neighborhood, and project traffic conditions.

Response O-6.25: As discussed in Response O-6.24, the DSAP Amendment consists of a land use plan and does not have sufficient site development detail to conduct an LTA at this time. As discussed in Response O-6.8, CEQA Guidelines Section 15064.3 states that "a project's effect on vehicle delay shall not constitute a significant environmental impact" and "vehicle miles traveled is the most appropriate measure of transportation impacts." Further, the City's adopted Transportation Analysis Policy (Council Policy 5-1) acknowledges VMT as the primary metric for transportation studies under CEQA. The City of San José developed the Transportation Analysis Handbook to implement Council Policy 5-1, and to provide guidance on the need, scope, and content of transportation analysis, which were followed for the purposes of the Draft EIR. The City has prepared a Transportation Analysis (**Appendix D**) to address the DSAP Amendment's VMT. Future projects within the DSAP area will be required to complete LTAs to address transportation-related effects of the projects other than VMT including site access and circulation. Future LTAs will include, for informational purposes, effects that the Legislature has

explicitly determined not to be significant impacts on the environment pursuant to CEQA. For these reasons, congestion from increased vehicle volumes is not used to determine CEQA impacts and is therefore not relevant to the adequacy of the Initial Study/Addendum.

Impacts During Construction

The apparently project-level Addendum does not include any specific construction information nor are construction staging locations, lengths of street closures or modifications, detours, street circulation changes or any other pertinent construction-related information included. The impacts caused by the construction of this massive project are not disclosed or mitigated. Please correct.

O-6.26

Construction traffic will undoubtedly occur outside the peak hours in the mornings and evenings. In fact, these are prime times for when construction begins and ends. If streets are closed for days on end, adding construction-worker traffic (for which there may not be any parking) would only exacerbate an intolerable situation, especially after 6 pm on event nights at SAP Center. If BART and HSR are also under construction in the next 10-year timeframe, gridlock will be guaranteed.

Because the mitigation measures of the FEIR upon which the Addendum is tiering are program-level, all mitigation measures are deferred and unknown. Off-street parking areas are not identified for construction-related vehicles; therefore, impacts as they apply to surrounding land uses cannot be determined. There are no measures to ensure that pedestrian and bicycle

access is maintained or how accessibility will be provided. Truck haul routes, equipment staging locations, and street detours are not identified. Mechanisms to prevent roadway construction activities from reducing roadway capacity during special events presumably to occur at SAP Center are not identified.

CEQA Guidelines §15126.4 requires that mitigation measures must be feasible and fully enforceable and include the adoption of specific project-level performance measures to ensure that mitigation can reduce or avoid impacts. Further, the mitigation must identify "the type(s) of potential action(s) that can feasibly achieve that performance standard and that will be considered, analyzed, and potentially incorporated in the mitigation measure." The mitigation measures included in the Addendum and FEIR do not meet this standard for project-level analysis. If the project description were more developed, which a project of this magnitude should and can be, mitigation could be designed in compliance with CEQA.

O-6.26 Cont.

The Addendum does not evaluate traffic disruptions during construction, nor how they will be mitigated. The project will have extensive and atypical construction impacts throughout Downtown San José. We must assume that construction will take many years and given the long duration and the heavy amount of construction work along major arterials and adjacent to existing businesses and residences in Downtown and the DSAP area, including the Google development, gridlock will ensue. This is why the project-level evaluation of construction impacts now is so vitally important. Mitigation measures must be identified now especially since only site development permits may be required in the future for the proposed development. Therefore, this is the last chance for this evaluation.

One important ingredient of an EIR is the discussion of steps that can be taken to mitigate adverse environmental consequences. The requirement that an EIR contain a detailed discussion of possible mitigation measures flows both from the language of CEQA and, more expressly, from CEQA's implementing regulations.

Consistency with plans and policies is not adequate mitigation under CEQA for project-specific impacts. While Appendix G of the CEQA Guidelines does not specifically mention event centers, Question X. Land Use and Planning (a) asks: "Would the project physically divide an established community?" Multiple years of lane closures, lost parking, and disruptive construction activity immediately adjacent to long-established businesses (including the SAP Center) and residents, could significantly impact the viability of these businesses and would

constitute physically dividing an established community. This impact is erroneously not identified, analyzed, or mitigated in the Addendum or FEIR.

Neither the Addendum nor the FEIR even mentions street or lane closures (and impliedly sidewalk closures) on any streets in the DSAP area. Therefore: (1) The document does not accurately identify these potential adverse impacts both during construction and in the long-term; and (2) The Arena will suffer significant adverse impacts if any portion of any sidewalks are inaccessible to pedestrians or if the vehicular capacity of the surrounding streets is diminished. As to the first issue, the Addendum is deficient on its face due to the lack of identification of a certain impact. As to the second issue, SSE is strongly opposed to any intrusion onto Santa Clara, Montgomery, and Autumn Streets by the project construction.

Because it is not discussed in either the Addendum nor the FEIR, we must point out that any street closures will interfere with not only emergency services traffic in the area, but also affect pedestrian and bicycle facilities. As we know, most construction projects, especially Downtown, depend on street rights-of-way for construction and equipment staging, including the placement of cranes. How can a high-rise structure be built "on-site", especially those in the final stages of construction on a particular site? This needs to be explained before the proposed mitigation measure can be evaluated.

O-6.26 Cont.

Truck haul routes whether for construction or long-term equipment should be identified in a project-level environmental review document. The Addendum states (page 68) that "a community risk assessment of construction activities related to future development in the DSAP area would be conducted at a project level to address these impacts." We must point out that specific construction plans and schedules for construction should be disclosed for this project, and it is possible to quantify the impacts and determine impact significance now. We discourage the use of existing residential streets as haul routes to avoid both on-site and off-site sensitive receptors. These routes could be used regularly for at least 10 years and should be known now. If they are changed, how will residents be notified?

The program-level Addendum and FEIR do not describe mitigation measures for construction traffic emissions due to congestion. Scientific performance criteria are not provided and mitigation is deferred. Significant impacts can occur to existing and future sensitive receptors in violation of CEQA. Again, we believe that the lack of project-specific information for a rezoning project is in violation of CEQA and a subsequent EIR should be prepared that contains an accurate identification of impacts and project-specific mitigation.

Further construction information detail is required to determine impacts to the surrounding neighborhoods. What measures will be included to reduce single-occupant vehicle trips by construction workers? Will shuttles be used during construction to drop workers off and pick them up? Where will they be located? How will a plan for construction worker parking be measured and enforced? How will pedestrian and cyclist safety be affected by these actions? Indirect safety impacts to pedestrians and bicyclists during construction are also not addressed.

O-6.26 Cont.

Response O-6.26: As discussed in Response O-6.2 and O-6.14, no project-level approvals are sought as part of the DSAP Amendment; therefore, the programmatic approach to mitigation used in the Initial Study/Addendum is appropriate. For a further discussion of the DSAP Amendment's proposed district-level rezoning and why such rezoning is appropriate for this program-level document, refer to Response O-6.2 above.

As discussed in Response O-6.14 above, it is not feasible to develop construction period TTCP or other construction management plans on a plan level because the details of construction methods and phasing are unknown at this time. The timing of construction will be driven by market forces and is outside of the City's control. However, project-level environmental review documents for projects within the DSAP area will be required to analyze construction period impacts and develop appropriate mitigation measures and construction management plans as part of the environmental review and project approval process.

O-6.27

Economic Consequences

The lack of a project-level environmental analysis with a stated cumulative scenario and an adequate evaluation of impacts with feasible mitigation measures for a project so large is unacceptable. There will also be significant long-term socioeconomic impacts that will burden the Arena, the Diridon Station area (including the surrounding neighborhoods), and the City as a whole. Travel to Arena events is unlike commuter transportation analysis. Like other sports and entertainment venues, travel to the Arena is discretionary. Thus, worsening transportation or parking conditions, which may not deter a commuter from making a required trip to work or home, will often completely deter a patron from going to an Arena event. Consequently, good transportation access is required in order for the Arena's on-going success, both in the long-term and during construction. A proposed development project that damages the transportation and parking experience can have ruinous economic impacts on the continued vitality of the Arena.

The San Jose City Council approved the extension to the Arena Management Agreement in 2015 based on the community and economic asset the Arena had become under SSE's management, noting in a memo from 5 councilmembers recommending the approval that "[W]ith tens of millions in annual economic impact, the building annually generates over $5 million in sales, hotel and other tax revenues for the General fund, supporting the City's provision of basis services."

As noted in this comment letter, a reduction in adequate parking supply and street capacity impacts the ability of SSE to successfully operate the Arena because patrons cannot easily access the facility and so are less likely to attend events. This results in reduced revenue to the City, as well as the likely potential for a loss of jobs. The economic impact of reduced Arena operations is being felt by the City now due to the shutdown arising from the Covid-19 pandemic, and some similar impacts associated with the project are expected. The economic studies which are included in the environmental review documents do not account for the

O-6.27 Cont.

impact to the Arena as a cost of the project and should be assessed, particularly since the DSAP goals include ensuring the continued successful operation of SAP Center.

Response O-6.27: Under CEQA, economic and social effects are not considered effects on the environment. Economic and social effects are only analyzed if they are shown to have a connection to physical environmental effects, which has not been demonstrated here. Therefore, the Initial Study/Addendum is not the appropriate venue for consideration of potential economic or social effects.

It is not feasible to develop construction period TTCP or other construction management plans because, as the commenter points out, the phasing of construction is unknown at this time. The timing of construction will be driven by market forces and is outside of the City's control. However, project-level environmental review documents for projects within the DSAP area will be required to analyze construction period impacts and develop appropriate mitigation measures and construction management plans as part of the environmental review and project approval process.

Concerns regarding the AMA between SSE and the City will be discussed with SSE separately from the environmental clearance process. Because this comment does not address the adequacy of the Initial Study/Addendum, no further response is provided. However, this comment will be included as part of the administrative record and considered by the Planning Commission and City Council as part of the DSAP Amendment approval process.

O-6.28

CONCLUSION

In closing, I would like to reiterate the mutual intention of the City and SSE as expressed in the AMA Side Letter two years ago:

> We believe that with proper planning, the Diridon Station Area can support robust corporate development, a multi-modal transportation system, and a successful world-class sports and entertainment arena. However, the plan must also address critical needs of the SAP Center regarding transportation and parking.

Consistent with this, SSE supports the City's desire to redevelop the Diridon Station area. However, an Addendum is the wrong CEQA tool. A new subsequent EIR that includes a project-level project description, suitable analysis based on evidence (not assumption), and definitive, enforceable mitigation of the significant adverse environmental impacts must be prepared. It is SSE's belief, grounded in long experience, that this will result in a project that can achieve the goals of the City, while preserving the viability of the Arena.

Response O-6.28: Please refer to Response O-6.2 above for a discussion of the adequacy and appropriateness of the Initial Study/Addendum. Concerns regarding the AMA between SSE and the City will be discussed with SSE separately from the environmental clearance process. Because this comment does not address the adequacy of the Initial Study/Addendum, no further

response is provided. However, this comment will be included as part of the administrative record and considered by the Planning Commission and City Council as part of the DSAP Amendment approval process.

Responses to Comment Letter O-6: Exhibit C

IS/Addendum (IS/A)

Comment: p. 10 Figure 3b presents substantial zoning changes to allow for increased development densities. Respective zoning requirements stipulate details that would affect access, circulation and parking for all uses including SAP Center. These details are sufficient to require a Local Transportation Analysis (LTA) for the ADDENDUM, which was not done. Please explain rationale for not requiring an LTA with the ADDENDUM.

Response: The proposed project consists of a land use plan and does not have sufficient site development detail to conduct an LTA at this time. Individual LTAs will be required when a specific development project application is filed consistent with the DSAP land use plan. The TA includes the following language in regard to the LTA requirement….(pg. 9) *The study does not include the evaluation of operational issues on the Downtown roadway network as the Addendum to the DTS 2040 EIR does not include the identification of site-specific development plans. Detailed operational analysis, including signal warrants and vehicle queuing analysis, will be completed at the time of preparation of local transportation analysis (LTA) for individual developments.*

Furthermore, the completion of LTAs is a local City of San José requirement per Council Policy 5-1. Intersection operations based on delay, as typically measured with level of service, and other similar metrics, generally no longer constitutes a significant environmental effect under CEQA.

Comment: p. 11 Under Transit Improvements in the last paragraph, "...planned Caltrain Electrification Program..." was noted, but Caltrain Business Plan was not. Please clarify whether Caltrain Business Plan service levels were included in Transit Improvements. The reader noted "Caltrain Business Plan Long Range Service Vision" was listed in Table 29 on p. 219 under the category "New Projects Planned within DSAP."

Response: The City's TDF model used for the TA assumes implementation of the Caltrain Modernization/Electrification Project: Improve train performance and increase service, shorter headways and increased travel speeds, reduce noise and air pollution. The CEQA transportation analysis does not account for the technical details of the Caltrain Business Plan Long-Range Service Vision; however, this is a new project planned in the DSAP area.

Comment: p. 19 Referring to discussion of development capacity changes, where specifically (i.e., what areas and traffic analysis zones) were these land uses transferred from?

Response: As discussed in Response O-6.11, the proposed reallocation of development capacity from outlying areas is disclosed in the Transportation Analysis in an appendix entitled "Traffic Model Assumptions." This appendix includes tables showing the General Plan growth areas housing and job capacity would be transferred from to enable to proposed increases in development capacity Downtown. Housing units would be transferred from Horizon 2 and 3 Urban Villages, whereas job capacity would predominantly be transferred from the North Coyote Valley and Lundy/Milpitas BART Employment Land Areas.

Comment: p.22 The reader inferred that all transportation projects listed in this Section 2.4.5 and the referenced Section 3.17 would require discretionary actions and environmental review(s)

Response: Because this comment does not address the adequacy of the Initial Study/Addendum, no further response is provided. However, this comment will be included as part of the administrative record and considered by the Planning Commission and City Council as part of the DSAP Amendment approval process.

Comment: p. 24 In Table 4:

- Where is the segment of Montgomery Street denoted “Cahill Street to Autumn Street”?
- Where is the segment of Saint John Street denoted “Cahill Street to Autumn Street”?

Response: The segment of Montgomery Street denoted “Cahill Street to Autumn Street” should be changed to “Cahill Street to Julian Street”. This change will be reflected in the Initial Study/Addendum. St. John Street is proposed for extension from its current terminus at Montgomery Street to where it will meet the proposed Cahill Street extension from Santa Clara Street.

Comment: p. 213 The VMT per Capita analysis was discussed generally, which is typical for environmental documents prepared after the law was changed to address VMT instead of intersection levels of service. The essence of the change in VMT, the document explained, would *decrease,* that is improve, because population density would *increase* relative to the Downtown Strategy 2040 condition and such new population would be situated near new jobs and extensive opportunities to use non-automobile modes of travel, thereby *decreasing* the VMT created by residents and employees Downtown.

This is somewhat intuitive to a transportation professional but is not at all substantiated by facts. Please provide sufficiently detailed examples to illustrate how the findings in Table 28 VMT Analysis were derived. Also, please discuss the significance of change in the noted values about the threshold. In other words, for example, how different are the numbers 10.12 (threshold) and 6.78 (estimated)?

Response: The VMT analysis was conducted using the City’s Travel Demand Forecasting model and the methodology detailed in the Transportation Analysis Handbook. In general, the analysis found that the DSAP Amendment would result in VMT per capita, VMT per employee, and VMT per service population levels lower than the respective CEQA thresholds. This result can be explained by the expectation that the proposed increase in development density with higher employment concentration, improved access to a mix of diverse destinations, increase in affordable housing, and good transit, pedestrian, and bicycle networks would provide more viable transportation options for residents and workers in the DSAP area in the future. This would reduce the amount of vehicle uses for short trips and transit-supportive trips, as well as the overall vehicle miles traveled for people who live and work in the DSAP area. The CEQA threshold is established at 15 percent below the citywide average, or 10.12 VMT per resident. The DSAP Amendment is expected to result in a VMT per resident level that is roughly 45 percent lower than the citywide average, or 6.78 VMT per resident for those living in the DSAP area.

Comment: p. 214 The VMT per Service Population analysis was summarized in a couple sentences and the reader was advised to "see Appendix C for a full discussion." The reader deserves to see facts and examples in this document. For information, the "full discussion" in Appendix C contains a generic discussion of methodology and no facts or examples. See comment at p. 213 above. Please provide a discussion in the ADDENDUM based on the facts and circumstances covered by the ADDENDUM.

The summary of the Journey to Work Mode Share analysis and the Average Vehicle Speeds in Transit Priority Corridors analysis also suffer from brevity. Please provide a discussion of procedures and results in the ADDENDUM based on facts and circumstances covered by the ADDENDUM. For reference, simply adding tabular information, like that in Table 28 VMT Analysis, for each of these analyses, and providing discussion about their meaning, would help the reader interpret and compare results.

Response: The citywide daily VMT and the VMT per service population would decrease due to the proposed land use amendments when compared to the current General Plan. This is because (1) the total number of jobs and households would not change citywide as a result of the GPAs (only shifting of households and jobs would occur) and (2) the addition of households to areas with more jobs and transit options. Vehicle trips citywide would be reduced due to the reallocation of jobs and housing within and surrounding Downtown which provides for greater opportunities for multi-modal travel. The availability of current and planned transit, bicycle, and pedestrian facilities in the area of the GPA sites will result in an increase in trips made by transit and other non-vehicular modes. Therefore, cumulatively, the proposed GPAs would result in a less than significant impact on citywide daily VMT per service population. Compared to the current GP, the proposed land use adjustments would not result in an increase in citywide VMT per service population. Therefore, cumulatively, the proposed GPAs would result in a less than significant impact on citywide daily VMT per service population. It is important to note that the VMT per service population is based on the City's Travel Demand Forecasting model output and does not reflect the implementation of adopted GP policies and goals that would further reduce VMT by increased use of non-auto modes of travel.

Journey to Work Mode Share is the distribution of all daily work trips by travel mode, including drive alone, carpool with two persons, carpool with three persons or more, transit (rail and bus), bike and walk trips. Any increase in journey-to-work drive alone mode share over current 2040 General Plan conditions is considered an impact. Based on the City's Travel Demand Forecasting model, the DSAP amendment does not result in an impact. Average travel speed for all vehicles (transit and non-transit vehicles) in the City's 14 transit corridors is calculated for the AM peak hour based on the segment distance dividing the vehicle travel time. A transit corridor is a segment of roadway identified as a Grand Boulevard in the Envision San José 2040 GP Land Use/Transportation Diagram. Grand Boulevards serve as major transportation corridors and, in most cases, are primary routes for Valley Transportation Authority (VTA) light-rail transit (LRT), bus rapid transit (BRT), local buses, and other public transit vehicles. Although transit services are found on other street types throughout the City, transit has the utmost priority on Grand Boulevards. An impact occurs when there is a decrease in average travel speed on a transit corridor below current 2040 General Plan conditions in the AM peak one-hour period when: 1. The average speed drops below 15 mph or decreases by 25% or more, or 2. The average speed drops by one mph or more for a transit corridor

with average speed below 15 mph under current 2040 General Plan conditions. Based on the City's Travel Demand Forecasting model, the DSAP amendment does not result in an impact.

Comment: p. 217 The reader inferred that all improvements listed in Table 29 Transportation Projects within DSAP would require discretionary actions and environmental review(s) separate from the ADDENDUM. Please confirm this.

Case in point, the modifications proposed at Santa Clara Street and Julian Street interchanges on SR-87 appear grand in scope but are merely generalized in Table 29. Substantial planning and engineering and environmental efforts will be required to render reasonable improvement plans and describe potential impacts. The proposed changes would introduce major access, circulation and parking tradeoffs for major activity centers including the SAP Center. For example, the reference to a purported benefit of the interchange improvements - to "connect vehicles to key parking locations..." is not supported given the DSAP Amendment would in fact reduce parking supply north of Santa Clara Street. Finally, the "exclusive public service lanes" mentioned regarding Santa Clara Street are not documented and would also have substantial implications regarding access to SAP Center. Please provide the necessary documentation.

Response: The City does not agree that the DSAP Amendment would reduce parking supply north of Santa Clara Street; to the contrary, given planned parking facilities (the parking garage) at Lot E; proposed parking under the Downtown West project north of Santa Clara Street; the at least temporary and expanded use of the Milligan site for parking; and other facilities (e.g. Platform 16) under development, more parking is proposed to be located north of Santa Clara Street per the Amended DSAP than exists today.

All transportation projects will require subsequent discretionary actions and project-level environmental review. The proposed scope at the Santa Clara Street/SR-87 ramp is to provide modifications to the freeway gateway at Santa Clara Street that would complement the proposed exclusive public service lanes to prioritize transit. Motor vehicles traveling on northbound SR-87 are encouraged to exit via the upstream Woz Way off-ramp or the downstream Julian Street off-ramp. Examples of ramp modifications include enhanced crosswalks, reduced crossing length, automatic pedestrian signals, signal timing changes, and lane modifications.
The proposed scope at the Julian Street/SR-87 interchange is to provide comprehensive modifications to the interchange that would improve pedestrian safety and convenience, while also facilitating regional vehicular access to key parking and destinations in the Diridon Station Area. It will complement the proposed Santa Clara Street ramp modifications and will connect vehicles to key parking locations and destinations on the perimeter of the Diridon Station Area. This improvement is considered in more detail in the Downtown Transportation Plan underway.

Specifically regarding Santa Clara Street, the City working with VTA has proposed continuing to improve the transit experience along Santa Clara Street, as it is a Grand Boulevard and the highest ridership VTA corridor in Santa Clara County. Designs and potential roadway modifications to achieve this – including through "Public Service Lanes" dedicated to transit and emergency vehicles – are under consideration, as discussed and shared with the SSE multiple times. SSE has received draft concepts for these Public Service Lanes, and been shown a design option that would maintain existing vehicular through lanes (two in each direction) and a turn lane throughout the corridor

between Cahill and 87. SSE has provided initial feedback to the City that the City will carry forward as the project advances. To be clear, this is a proposed future improvement that will require significant additional study, design and engineering, stakeholder and community engagement, analysis (including environmental review), and funding to be implemented.

Comment: p. 223 The "Cumulative Downtown VMT" discussion suffers by generalization like the previous "project" VMT analysis. Therefore, the comments above at pp. 213 and 214 are directly relevant here. Please provide responses related to this topic.

Response: The citywide daily VMT and the VMT per service population would decrease due to the proposed land use amendments when compared to the current General Plan. This is because (1) the total number of jobs and households would not change citywide as a result of the GPAs (only shifting of households and jobs would occur) and (2) the addition of households to areas with more jobs and transit options. Vehicle trips citywide would be reduced due to the reallocation of jobs and housing within and surrounding Downtown which provides for greater opportunities for multi-modal travel. The availability of current and planned transit, bicycle, and pedestrian facilities in the area of the GPA sites will result in an increase in trips made by transit and other non-vehicular modes. Therefore, cumulatively, the proposed GPAs would result in a less than significant impact on citywide daily VMT per service population. Compared to the current GP, the proposed land use adjustments would not result in an increase in citywide VMT per service population. Therefore, cumulatively, the proposed GPAs would result in a less than significant impact on citywide daily VMT per service population. It is important to note that the VMT per service population is based on the City's Travel Demand Forecasting model output and does not reflect the implementation of adopted GP policies and goals that would further reduce VMT by increased use of non-auto modes of travel.

Appendix D: Transportation Analysis (TA)

Comment: p. i As noted in the IS/A comment on p. 10 above, the fact that the DSAP Amendment presents substantial zoning changes that would affect access, circulation and parking for all uses including SAP Center, the TA should include a Local Transportation Analysis (LTA), which was not done. Please explain rationale.

Response: The proposed project consists of a land use plan. The proposed land use plan does not have sufficient site development detail to conduct an LTA at this time. Individual LTAs will be required when a specific development project application is filed consistent with the DSAP land use plan. The TA includes the following language in regard to the LTA requirement….(pg. 9) *The study does not include the evaluation of operational issues on the Downtown roadway network as the Addendum to the DTS 2040 EIR does not include the identification of site-specific development plans. Detailed operational analysis, including signal warrants and vehicle queuing analysis, will be completed at the time of preparation of local transportation analysis (LTA) for individual developments.*

Furthermore, the completion of LTAs is a local City of San José requirement per Council Policy 5-1. Intersection operations based on delay, as typically measured with level of service, and other similar metrics, generally no longer constitutes a significant environmental effect under CEQA.

Comment: p. 7 Please explain "The DSAP Amendment removes the Autumn Street extension." The statement does not provide any context related to rationale and expected disposition of this facility and is not consistent with the IS/A The IS/A states on p. 22 that the "City is currently considering two options regarding the remaining segment of the Autumn Parkway extension," including retention and removal.

Response: The Project Description provided by the City states…. *The City is currently considering two options regarding the Autumn Parkway extension:*

1. *Retention of the Autumn Parkway extension, which would reduce potential development capacities below those reflected in the maximum envelope.*
2. *Removal of the Autumn Parkway extension, enabling maximum development capacities.*

Because this document seeks to analyze the maximum development scenario, the ***Autumn Parkway extension is assumed to not occur****, with new development anticipated on the site of the planned extension.*

The TA is consistent with the Project Description since the maximum development capacity is evaluated. Page 7 of the TA states…*The DSAP Amendment also includes one roadway network change. The original DSAP included the extension of Autumn Street between St. John Street and Julian Street as a two-lane roadway. The DSAP Amendment removes the Autumn Street extension.* It should also be noted that the removal of the extension of Autumn Street between St. John Street and Julian Street will have minimal to no effect on VMT. The existing connect between St. John Street and Julian Street will remain providing similar capacity as the planned extension.

Comment: Referring to the second to last paragraph, discussing reallocation of commercial and residential growth, where specifically (i.e., what areas and traffic analysis zones) were these land uses reallocated from?

Response: See Response O-6.11.

Comment: p. 15 Changes listed in Table 3 related to Autumn Street, Montgomery Street, Park Avenue, Bird Avenue and Santa Clara Street will substantially change access and circulation to major activity centers including SAP Center, which have not been documented. Please provide the necessary documentation.

Response: The roadway improvements listed in the referenced Table 3 are planned roadway improvements that have been identified as part of the City's General Plan 2040 roadway network, Strategy Plan 2040, and the original DSAP. The specific improvements referenced in the comment were all part of the original DSAP, and no changes are proposed as part of this amendment.

Comment: p. 20 Please clarify whether Caltrain Business Plan service levels were included in 2040 Transit Service.

Response: The City's TDF model used for the TA assumes implementation of the Caltrain Modernization/Electrification Project: Improve train performance and increase service, shorter headways and increased travel speeds, reduce noise and air pollution.

Comment: p.35 This VMT Evaluation provides a bit more depth regarding rationale for improvements than the IS/A, which is customary and very helpful to reader.

Response: Because this comment does not address the adequacy of the Initial Study/Addendum, no further response is provided. However, this comment will be included as part of the administrative record and considered by the Planning Commission and City Council as part of the DSAP Amendment approval process.

Comment: p. 47 The estimated Journey to Work Mode Share for drive alone is 71 % under the "Plus DSAP" scenario (Table 13) and 70% under the "Cumulative GPAs" scenario (Table 16, p. 51). These values are far from the 2040 goal for the Diridon Station Area, which is 25% (City of San José, Draft Amended Diridon Station Area Plan, October 2020). Granted, these values are in different units - one is related to work trips and one is (presumably) total daily trips. However, the implication is clear and raises a somewhat paradoxical question. *Why does the DSAP Amendment not result in mode share performance that more closely matches the 2040 goal?* Please provide an explanation.

Finally, it is important to note that the "Goal-Based Project Buildout Conditions" in the Downtown West Mixed-Use Plan Draft Environmental Impact Report (DEIR) assume that the referenced Project will achieve a mode share drive alone of 25%, yet the analysis of Journey to Work Mode Share is nowhere near that value (Table 12 in Appendix J1 of the DEIR shows 70%).

Please provide a suitable explanation to assist the reader.

Response: In addition to the metrics representing different types of trips (daily work trips versus total daily trips), the two metrics also represent different study areas. The Journey-to-Work Mode Share as referenced in Tables 13 and 16 of the TA and Table 11 of the City of San José's *Transportation Analysis Handbook* represents citywide trips, while the mode share referenced in the City of San José's *Draft Diridon Station Area Plan* represents trips that start and/or end within the Diridon Station Area. Since the two metrics represent different types of trips and study areas, they cannot be compared. Note that mode share projections presented in Table 9, p. 38 indicate a 40% drive alone mode share for trips that start and/or end in the greater Downtown Growth Boundary area. The mode-share projection of 40% for trips within the greater Downtown area are not directly comparable to the referenced "25% goal" for trips within only the DSAP area, however they do indicate that the "goal" may be achievable with careful development and transportation network planning.

Appendix E: Transportation Project Descriptions

Comment: p.4 Project ID T5, Santa Clara Street Complete Street with Dedicated Public Service Lanes, contains no details and likely would also have substantial implications regarding access to SAP Center. See comment under IS/A at p. 217.

Response: The DSAP amendment recommends street reconfiguration on Santa Clara Street between White Street and 34th Street to accommodate dedicated public service lanes. This transportation project allow for safe use of the street and the enhancement of bus services through a major transit hub with connections to commuter rail and future BART services, improving the overall multimodal access to the SAP center. The increased use of transit services in conjunction with other auto-based trip reduction measures is part of the overall plan to reduce VMT in the DSAP and greater Downtown area. See also Response to comment regarding Transportation Improvement projects above.
The final street configuration for Santa Clara Street will be determined as part of subsequent discretionary action(s) and environmental review(s). The comment does not refer to any specific CEQA issues or inadequacies of the Initial Study/Addendum. Because this comment does not address the adequacy of the Initial Study/Addendum, no further response is provided. However, this comment will be included as part of the administrative record and considered by the Planning Commission and City Council as part of the DSAP Amendment approval process.

Comment: Project ID C1, Santa Clara Street SR-87 Off-ramp Closure, differs from the general discussion in Table 29 of the IS/A, which does not call for a ramp closure. The proposed changes would introduce major access, circulation and parking tradeoffs for major activity centers including the SAP Center. See comment under IS/A at p. 217. Please explain how these impacts are being managed.

Response: The proposed scope at the Santa Clara Street/SR-87 ramp is to provide modifications to the freeway gateway at Santa Clara Street that would complement the proposed exclusive public service lanes to prioritize transit. Motor vehicles traveling on northbound SR87 are encouraged to exit via the upstream Woz Way off-ramp or the downstream Julian Street off-ramp. Examples of ramp modifications include enhanced crosswalks, reduced crossing length, automatic pedestrian signals, signal timing changes, and lane modifications. All transportation projects will require subsequent discretionary actions and environmental reviews.

The comment provides no substantive information in regard to the project's effect on transportation impacts per CEQA requirements. Because this comment does not address the adequacy of the Initial Study/Addendum, no further response is provided. However, this comment will be included as part of the administrative record and considered by the Planning Commission and City Council as part of the DSAP Amendment approval process.

Comment: Project ID C2, Julian Street SR-87 Interchange Modifications, which references a purported benefit of the interchange improvements - to "connect vehicles to key parking locations..." - is not supported given the DSAP Amendment would in fact reduce parking supply north of Santa Clara Street. See comment under IS/A at p. 217. Please provide sufficient information to allow the reader to evaluate how the interchange improvements connect vehicles to key parking locations. Diagrams would be helpful.

Response: All transportation projects will require subsequent discretionary actions and

environmental reviews. The proposed scope at the Julian Street/SR-87 interchange is to provide comprehensive modifications to the interchange that would improve pedestrian safety and convenience, while also facilitating regional vehicular access to key parking and destinations in the Diridon Station Area. It will complement the proposed Santa Clara Street ramp modifications and will connect vehicles to key parking locations and destinations on the perimeter of the Diridon Station Area. This improvement will be considered in more detail in the Downtown Transportation Plan underway and the future Local Transportation Analysis of the Downtown West development.

The comment provides no substantive information in regard to the project's effect on traffic impacts per CEQA requirements. Because this comment does not address the adequacy of the Initial Study/Addendum, no further response is provided. However, this comment will be included as part of the administrative record and considered by the Planning Commission and City Council as part of the DSAP Amendment approval process.

Responses to Comment Letter O-6: Exhibit D (Wenk Memo)

Hexagon: The Wenk (Jim Binshoof) memo dated May 21, 2020 was prepared in response to the Downtown West EIR. The memo also refers to a slide presentation dated April 3, 2020, entitled "Transportation" and presented by Ramses Madou. The memo focuses on future roadway network adjustments that may have an adverse effect on ingress and egress to the SAP Center.

However, there are no changes to the planned roadway network proposed as part of the DSAP Amendment other than the removal of the planned extension of Autumn Street between St. John Street and Julian Street and dedicated bus lane on Santa Clara Street. Furthermore, roadway capacity, as it relates to SAP access, is not a metric utilized to determine a project's impacts as required by CEQA. The determination of project impacts per CEQA requirements are based solely on the VMT analysis. Therefore, the memo provides no substantive information in regard to the DSAP amendment's effect on the transportation system per CEQA requirements.

The following provides responses to components of the memo for informational purposes.

Comment: It is widely recognized that the construction of BART, High Speed Rail, Downtown West and other developments will cause severe traffic and parking problems for SAP Center, other downtown businesses and nearby neighborhoods for many years, if not decades. Even following completion of construction, SAP Center and others will be facing ongoing traffic and parking impacts caused by the intensification, such as an increase in traffic volumes on local roadways and an increase in parking demand (without a corresponding increase in parking supply).

Response: The comment speaks to planned development in the general DSAP area and its effects on traffic volumes and parking. Increased traffic volume and potential increases in traffic congestion and parking demand are not metrics utilized to determine a project's impacts as required by CEQA. The determination of project impacts per CEQA requirements are based solely on the VMT analysis. Therefore, the comment provides no substantive information in regard to the project's effect on traffic impacts per CEQA requirements. The comment will be taken into account by City staff.

Comment: Although the City has placed a strong emphasis on pedestrians, bicycles and mass transit to solve transportation issues in the downtown core, this effort seems disproportionate when considering that there has been no meaningful change in the drive-alone commute mode share since at least 2007. (Excerpts from the 2019 General Plan Annual Performance Review are attached as **Exhibit A**.) Studies have shown that automobile access will remain essential for the majority of SAP Center customers for the foreseeable future (including those arriving via ride share services), especially since most of SAP Center's customers live in areas not well- served by transit. Therefore, SAP Center must remain vigilant about reviewing development proposals in order to advise City planners of potential negative impacts relating to accessibility, traffic capacity, parking, extraordinary traffic management measures, and so forth.

Response: The comment speaks to the City's General Plan multi-modal travel goals which are not the subject of this proposed project. The referenced GP goals are part of the City's adopted General Plan. The proposed project is considered as part of the cumulative solution to meet the General Plan's long-range transportation goals. Therefore, the comment provides no substantive information in regard to the project's effect on traffic impacts per CEQA requirements. However, this comment will be included as part of the administrative record and considered by the Planning Commission and City Council as part of the DSAP Amendment approval process.

Comment: COORDINATION UNDER ARENA MANAGEMENT AGREEMENT

The Arena Management Agreement (AMA) requires close coordination between the City and SAP Center regarding transportation matters that may affect ingress to and egress from the Arena, with the objective

of ensuring that appropriate mitigation measures are included to protect the Arena's operations from adverse impacts. Among other things, the City must coordinate "regarding any material changes to the design, configuration or operation of the major streets and intersections in the vicinity of the Arena to the extent that they may have a direct impact on the safe and efficient flow of vehicular, bicycle, and pedestrian traffic to and from the Arena." Prior to undertaking any work, the City must meet with Manager "to discuss Manager's input and suggestions." (AMA Section 21.)

Response: The comment is noted. The City has been meeting with the Manager and has included many off its suggestions into the Amended DSAP, including to eschew the potential closure of the 87/Santa Clara Street off-ramp and to include the option of extending Autumn Parkway directly between St. John and Julian Street, in addition to the option of using existing Autumn Street to make that connection. The City will continue to meet with the Manager to discuss input and suggestions. Since this comment does not address the adequacy of the Initial Study/Addendum, no further response is provided. However, this comment will be included as part of the administrative record and considered by the Planning Commission and City Council as part of the DSAP Amendment approval process.

Comment: LANE WIDTHS

Historically, the standard traffic lane width has been 12 feet. Increasingly, in dense urban areas such as the Diridon Station Area, governmental agencies have used 11 foot lanes for through traffic and a 10 foot width for turn lanes. For all roadways in the Diridon Station Area, we recommend that all through traffic lanes remain at least 11 or 12 feet wide, and that all turn lanes remain at least 10 to 12 feet wide. Anything less could result in serious safety problems, road congestion, and other traffic issues. If a roadway includes flex lanes, those lanes can be used for parking, drop-off, loading or travel lanes if they are at least 10 feet wide. If narrower than 10 feet, they should not be used for travel lanes.

Response: This comment is noted. Because this comment does not address the adequacy of the Initial Study/Addendum, no further response is provided. However, this comment will be included as part of the administrative record and considered by the Planning Commission and City Council as part of the DSAP Amendment approval process.

Comment: BIRD AVENUE AND S. AUTUMN STREET BETWEEN I-280 AND SANTA CLARA STREET
For the purpose of this section, two presumptions, per the City's plans, are 1) that S. Autumn Street will be converted to a two-way roadway between its existing intersection with S. Montgomery Street and Santa Clara Street and 2) that S. Montgomery Street will be converted to a two-way local street, which will extend only between San Fernando and Santa Clara Streets.

During the 6 to 7 pm hour before an SAP Center event, this route from I-280 accommodates about 500 vehicles traveling northbound to the event. During this hour, the total northbound traffic at San Carlos Street typically exceeds 1,100 vehicles. During the exiting peak hour from an SAP Center event, the number of southbound SAP Center vehicles exceeds 500 because a larger portion of the total attendees exit during this peak hour.

In the Transportation Slide Presentation, the Bird Avenue/Autumn Street route is shown to be a City Connector route. According to the City's 2040 General Plan, "These streets typically have four or six traffic lanes and would accommodate moderate to high volumes of through traffic within and beyond the City."

The recommended number of lanes along this route is as follows (which is consistent with existing conditions from I-280 to the existing S. Montgomery/S. Autumn intersection, and also consistent with the City's designation as a City Connector route):

- Bird Avenue between I-280 and San Carlos Street - three through lanes in each direction, with left and right turn lanes and a raised center median

- Bird Avenue between San Carlos Street and Park Avenue - three through southbound lanes, two through northbound lanes, with left and right turn lanes and a raised center median.
- S. Autumn Street between Park Avenue and Santa Clara Street, two through lanes in each direction, with a left turn lane and a raised center median, except that a third southbound lane is needed on the approach to Park Avenue.

Response: The recommendations are noted. However, the comment provides no substantive information in regard to the project's effect on traffic impacts per CEQA requirements. Because this comment does not address the adequacy of the Initial Study/Addendum, no further response is provided. However, this comment will be included as part of the administrative record and considered by the Planning Commission and City Council as part of the DSAP Amendment approval process.

In addition to the DSAP Amendment and outside of the CEQA process, please refer to the extensive work to address transportation network improvements as part of the Downtown West Project, including the Local Transportation Analysis (LTA), Focused LTA for the transportation network, and ingress and egress modeling.

Comment: SANTA CLARA STREET BETWEEN STOCKTON AVENUE AND ALMADEN BOULEVARD

During the 6 to 7 pm hour before an SAP Center event, westbound Santa Clara Street west of Highway 87 accommodates about 850 vehicles traveling to the event. The total westbound volume at this time and location on Santa Clara Street is about 1,500 vehicles. In addition to this heavy use of westbound Santa Clara Street west of Highway 87, eastbound Santa Clara Street also accommodates a significant volume of SAP Center vehicles during the arrival peak period, many of which are destined to parking in the Cahill Lots.

In the Transportation Slide Presentation, Santa Clara Street is shown to be a Grand Boulevard. According to the City's 2040 General Plan, "Grand Boulevards serve as major transportation corridors that connect City neighborhoods. In most cases these are primary routes for VTA light-rail, bus rapid transit (BRT), and standard/community buses, as well as other public transit vehicles.... These streets accommodate moderate to high volumes of through traffic within and beyond the city."

SAP Center would not be negatively impacted by the City's designation of Santa Clara Street as a Grand Boulevard. To effectively accommodate both regular traffic and Arena traffic in the 6 to 7 pm hour before events, it is recommended that this street maintain the existing two general traffic lanes in each direction, with left turn lanes and a raised center median. If a dedicated transit lane is considered, it should be in addition to the existing general traffic lanes.

Response: To clarify, Santa Clara Street was designated as a Grand Boulevard in the Envision 2040 General Plan; the designation is not new in the DSAP or amendment process. The potential for Public Service Lanes dedicated to transit and emergency vehicles is explained more thoroughly in the response to Exhibit C; please refer to that explanation for more information. Because this comment does not address the adequacy of the Initial Study/Addendum, no further response is provided. However, this comment will be included as part of the administrative record and considered by the Planning Commission and City Council as part of the DSAP Amendment approval process.

Comment: JULIAN STREET BETWEEN STOCKTON AVENUE AND HIGHWAY 87

During the 6 to 7 pm hour before an SAP Center event, westbound Julian Street west of Highway 87 accommodates about 400 vehicles traveling to the event.
During this hour, the total westbound volume at this location on Julian Street is about 800 vehicles. Eastbound Julian Street between Stockton Avenue and the parking entrance at N. Montgomery Street also accommodates a significant volume of SAP Center vehicles during the arrival peak period. A high

volume of SAP Center traffic in the reverse directions also occurs during the peak period at the end of an event.

The City's 2040 General Plan shows Julian Street to be a City Connector between N. Autumn Street and Highway 87 and a Local Connector between N. Autumn Street and Stockton Avenue. The Transportation Slide Presentation does not address the function of Julian Street east of N. Montgomery Street and designates this street as a City Connector between N. Montgomery Street and the railroad tracks. According to the City's 2040 General Plan, a Local Connector is similar to a City Connector, except that it would accommodate lower volumes and generally provide just two traffic lanes.

Though there are some differences between the functional designation for Julian Street in the 2040 General Plan, as compared to the designation shown in the Transportation Slide Presentation, the basic emphasis of both documents designating Julian Street as a City Connector is acceptable for SAP Center. The same designation (as a City Connector) is needed between N. Montgomery Street and Highway 87, given the SAP Center parking access at N. Montgomery Street and the plans to possibly extend Cahill Street north to N. Montgomery Street and then Julian Street. If the City prefers designation of Julian Street as a Local Connector west of N. Montgomery Street, that would also be acceptable for SAP Center.

To adequately accommodate SAP Center event traffic, it is recommended that Julian Street between N. Montgomery Street and Highway 87 provide two through lanes in each direction, with a left turn lane and raised center median. Between Stockton Avenue and N. Montgomery Street, Julian Street should provide one lane in each direction, with a westbound right turn lane provided at Stockton Avenue and eastbound left and right turn lanes provided at N. Montgomery Street. All the above lane recommendations are consistent with the City's functional designations and with existing conditions.

Response: There are no changes to the street typology for Julian Street proposed as part of the DSAP Amendment – Julian Street is a City Connector between Montgomery Street and SR-87 and a Local Connector between Stockton Avenue and Montgomery Street. The DSAP Amendment proposes two transportation projects on Julian Street to support its street typology as City and Local Connectors: (1) Julian Street complete street and (2) Julian Street/SR-87 interchange improvements. These projects aim to facilitate regional vehicular access to and from the area while improving pedestrian safety and convenience. As discussed in the response to Exhibit C, any such project would require subsequent project-level environmental review. Therefore, the comment provides no substantive information in regard to the project's effect on traffic impacts per CEQA requirements. Because this comment does not address the adequacy of the Initial Study/Addendum, no further response is provided. However, this comment will be included as part of the administrative record and considered by the Planning Commission and City Council as part of the DSAP Amendment approval process.

Comment: DELMAS AVENUE BETWEEN SANTA CLARA STREET AND HIGHWAY 87

Delmas Avenue has served two highly important traffic functions for SAP Center:

- Access to large parking lots on both sides of Delmas Avenue between Santa Clara and San Fernando Streets that have been heavily utilized by SAP Center customers.
- Egress route from SAP Center parking in the Delmas and Diridon areas to a southbound Highway 87 entrance ramp from Delmas Avenue just south of Auzerais Avenue. This high volume exit route is estimated to accommodate at least 750 vehicles in the exiting peak hour, which is the volume of SAP Center vehicles during the arrival peak hour that turn left onto Santa Clara Street from the northbound Highway 87 exit ramp to Santa Clara Street.

The City's 2040 General Plan shows Delmas Avenue as a City Connector between Santa Clara and San Fernando Streets and appears to show this street as a Local Connector between San Fernando Street and Auzerais Avenue. The Transportation Slide Presentation shows Delmas Avenue as a Local

Connector between Santa Clara and San Fernando Streets and does not address the functional designation south of San Fernando Street.

SAP Center would not be negatively impacted if the City designates Delmas Avenue as a Local Connector over the full distance between Santa Clara Street and Auzerais Avenue, so long as sufficient traffic lanes are provided to accommodate SAP Center traffic. Specifically, it is recommended that Delmas Avenue incorporate the same number and type of traffic lanes as are presented in the prior Delmas TOD development plans approved by the City, including:

- Two northbound lanes on Delmas Avenue approaching Santa Clara Street
- Two southbound lanes on Delmas Avenue approaching San Fernando Street
- Restriping Delmas Avenue between San Fernando Street and Park Avenue to provide two southbound lanes

Response: The DSAP Amendment incorporates changes to Delmas Street proposed by the Downtown West project and the City. Specifically, Delmas Street between Santa Clara Street and San Fernando would become part of and entry points into an underground parking garage; per SSE requests, that underground parking garage would have access from both Santa Clara and San Fernando Streets. Please refer to the following memo evaluating this change: https://www.sanjoseca.gov/home/showdocument?id=71485&t=637546859738741185. Through evaluation of the Downtown West project, the City and Downtown West have also committed to restriping Delmas Avenue between San Fernando Street and Park Avenue to provide two southbound lanes, as requested by SSE.

Comment: EXIT RAMP FROM NORTHBOUND HIGHWAY 87 TO SANTA CLARA STREET

This exit ramp is one of several freeway interchanges that are critical in accommodating SAP Center motorists as they travel from the regional highway system to local streets that serve SAP Center. This particular exit ramp is addressed in this Memo, because the City is considering closing this ramp.

The Hexagon traffic information attached as Exhibit B to this Memo includes counts of SAP Center traffic during the 6 to 7 pm hour before an event at this exit ramp from northbound Highway 87 to Santa Clara Street, together with counts at the Highway 87 and Julian Street interchange and at the I-280/Bird Avenue interchange. These counts reveal that significantly more SAP Center event traffic uses the Highway 87 exit to Santa Clara Street than either of the other two interchanges:

- Total of 990 SAP Center motorists on the Santa Clara Street exit ramp - 760 turning left to the west on Santa Clara Street and 230 turning right to the east.
- Total of 515 SAP Center motorists on the two exit ramps to Bird Avenue from I-280
- Total of 390 SAP Center motorists on the two exit ramps from Highway 87 to Julian Street

A primary reason for the high counts on the Santa Clara Street exit ramp is that Santa Clara Street is centrally located relative to SAP Center parking both near the Arena and in the downtown area. Given the convenience of this access and its high usage for SAP Center customers, closure of this ramp would have two serious negative consequences:

- Require SAP Center customers to choose and navigate much less convenient routes to access their preferred parking locations.
- Likely cause serious congestion on the remaining entry routes, e.g. Bird Avenue from I-280 and Julian Street from Highway 87.

To avoid these serious negative impacts, it is imperative that the exit ramp from northbound Highway 87 to Santa Clara Street be retained, without change.

Response: The elimination of the SR 87 off-ramp to Santa Clara Street was originally discussed as a potential transportation network change to be included as part of DSAP. However, in significant part due to this feedback from SSE, the City did not include that project in either the Draft or Revised Draft Amended DSAP. The proposed scope at the Santa Clara Street/SR-87 ramp is to provide modifications to the freeway gateway at Santa Clara Street that would complement the proposed exclusive public service lanes to prioritize transit. Motor vehicles traveling on northbound SR-87 are encouraged to exit via the upstream Woz Way off-ramp or the downstream Julian Street off-ramp. Examples of ramp modifications include enhanced crosswalks, reduced crossing length, automatic pedestrian signals, signal timing changes, and lane modifications. All transportation projects will require subsequent discretionary actions and project-level environmental review.

Therefore, the comment provides no substantive information in regard to the project's effect on traffic impacts per CEQA requirements. Because this comment does not address the adequacy of the Initial Study/Addendum, no further response is provided. However, this comment will be included as part of the administrative record and considered by the Planning Commission and City Council as part of the DSAP Amendment approval process.

DSAP Amendment Draft Initial Study-Addendum – Coded Comment Letters

County of Santa Clara

Roads and Airports Department
Planning, Land Development and Survey

101 Skyport Drive
San Jose, CA 95110-1302
(408) 573-2460 FAX 441-0276

March 29, 2021

Shannon Hill
Planner, Environmental Review
Planning, Building & Code Enforcement
City of San José | 200 East Santa Clara Street
Shannon.Hill@sanjoseca.gov

SUBJECT: Draft Initial Study/Addendum to the Downtown Strategy 2040 EIR for the Diridon Station Area Plan Amendment

The County of Santa Clara Roads and Airports Department (The County) appreciates the opportunity to review the Draft Initial Study/Addendum to the Downtown Strategy 2040 EIR for the Diridon Station Area Plan Amendment and is submitting the following comments:

A-1.1

- Did the City provide a Supplemental Local Transportation Analysis (LTA) for this Amendment?
- We did not see one in the Transportation Analysis Section of the Supplemental EIR. Can we request the City to provide that?

If you have any questions or concerns about these comments, please contact me at 408-573-2462 or ben.aghegnehu@rda.sccgov.org

Thank you.

Board of Supervisors: Mike Wasserman, Otto Lee, Susan Ellenberg, S. Joseph Simitian, Cindy Chavez
County Executive: Jeffrey V. Smith

Pacific Gas
And Electric Company

Corporate Real Estate
Strategy and Services

U.S. Mail
Mail Code N15G
Pacific Gas and Electric Company
P O Box 770000
San Francisco, CA 94177-0001

Overnight Mail:
Mail Code N15G
Pacific Gas and Electric Company
245 Market Street
San Francisco, CA 94105-1702

March 30, 2021

Jose Ruano, DSAP Project Manager
Shannon Hill, Planner Environmental Review
Department of Planning, Building, and Code Enforcement
City of San Jose
200 E. Santa Clara Street, T-3
San Jose, CA. 95113

Delivered via email to Jose.Ruano@sanjoseca.gov and shannon.hill@sanjoseca.gov

RE: Draft Diridon Station Area Plan (DSAP) and EIR Comments
Cinnabar Service Center - APN's 259-27-027, 259-26-020, & 259-26-019

Dear Mr. Ruano and Ms. Hill:

Thank you for providing the opportunity to comment on the Draft Amended Diridon Station Area Plan (DSAP) and the accompanying Draft Initial Study/Addendum to the EIR (EIR). PG&E has reviewed the Drafts from a land use policy perspective and has the following comments.

A-2.1

PG&E in general supports the overall vision and objectives of the DSAP and the policies contained throughout, and specifically supports:

- Maximizing height potential in certain areas to generate more urban vitality and economic activity. PG&E supports the increase in maximum building height allowed on the Cinnabar Service Center site owned by PG&E.
- Creating a pedestrian-focused mixed-use urban district with appropriate transitions to surrounding lower-density residential neighborhoods.
- The focus on creating new affordable housing units, preserving housing affordability for lower-income residents, and protecting vulnerable residents from displacement. PG&E supports the City's adoption of the commercial impact fee to help finance affordable housing within walking distance to the Diridon Station.
- Providing for a variety of housing, commercial and mixed-use opportunities throughout the DSAP area.
- The policies and objectives that focus on enhancing mobility to and throughout the station area.

PG&E would, however, like to raise the following issues as they are depicted in the DSAP and EIR applicable to the Cinnabar Service Center site. The Service Center site is bounded by Stockton Avenue to the west, the railroad tracks to the east, W. Julian Street to the south, and Lenzen Avenue to the north:

A-2.2

- **Land Use Designation:** PG&E notes that the proposed General Plan land use designation for the Cinnabar site is Commercial Downtown. This proposed land use excludes any residential uses. PG&E believes that given the size of the parcel, its location west of the railroad, and the neighboring existing residential uses to the west, it would be more appropriate for the site to be designated as "Downtown", like the neighboring land south of W. Julian Street. This would permit a possible mix of uses to be developed, and also allow for appropriate transitions to the neighboring residential areas which is a policy goal of the Plan, as mentioned above. PG&E believes this land use change can be made without impacting the DSAP Maximum Development Capacity Limits stated in the EIR, since these are not site specific and are more than adequate for the entire station area.

A-2.3

- **Greenways:** PG&E is generally supportive of the proposed Active Greeways. These include A1 which would run under the elevated railroad tracks along the east side of the Cinnabar site; A2 which would be a proposed extension of Cinnabar Street that would cross the site and pass under the elevated railroad tracks; and A3 which would run along Lenzen Avenue and also cross under the elevated tracks. PG&E would, however, request that the City of San Jose collaborate with it on any decisions regarding the exact location, design and function of these proposed Greenways.

A-2.4

- **Parking Policy:** PG&E supports prioritizing shared parking and dispersed parking throughout the Station Area. However, PG&E would appreciate additional information regarding parking minimums and maximums for individual developments, and specifically for the Cinnabar site given its location at the far northern end of the DSAP area.

A-2.5

- **Continued Use as a Public Utility Service Center:** PG&E requests assurance that its current use and operation as an active Service Center be allowed to continue for the foreseeable future, in order to continue providing the required level of utility services and response times to the surrounding areas within the City of San Jose.

Once again, PG&E supports the DSAP's comprehensive overall land-use vision. But as owner of one of the largest parcels within the DSAP boundaries, we hope you will agree that the potential future use of the Cinnabar site is worthy of further consideration.

We look forward to working with the City of San Jose and would be pleased to discuss our comments with you. You can reach me at M2Rw@pge.com.

Sincerely,



Mark Redford
Principal Real Estate Transaction Manager
Corporate Real Estate Strategy & Services

April 1, 2021

City of San José, Department of Planning, Building, and Code Enforcement
Attn: Shannon Hill, Planner III
200 East Santa Clara Street, T-3
San José, CA 95113-1905

Via USPS and email: shannon.hill@sanJoséca.gov

Re: Comments on Initial Study/Addendum to the Downtown Strategy 2040 EIR for the Diridon Station Area Plan Amendment

Dear Ms. Hill:

Thank you for including the City of Santa Clara (Santa Clara) in the environmental review process for the Initial Study/Addendum to the Downtown Strategy 2040 EIR (Addendum) for the Diridon Station Area Plan Amendment (the "DSAP Amendment" or "Project"). Among other changes, the DSAP Amendment would include:

- Expanding the DSAP boundaries from approximately 250 acres to 262 acres;
- Increasing maximum development capacity to permit up to 7,838,000 square feet of office/commercial capacity and 7,044 residential units (not including Google's Downtown West project); and
- Increasing maximum height limits to the limits as established by the Federal Aviation Administration's (FAA's) United States Standard for Terminal Instrument Procedures (TERPS) for the Norman Y. Mineta San José International Airport (Airport).

The following comments are provided following our review of the Addendum.

1. Transportation

a. Congestion Impacts

A-3.1 The Addendum finds that the DSAP Amendment is expected to increase congestion beyond acceptable levels under Valley Transportation Authority's (VTA's) Congestion Management Plan (CMP). However, no analysis is provided regarding the severity of the increase in congestion or where it may occur. Though congestion is no longer a CEQA impact, San José is still required to implement VTA's CMP requirements for evaluating the Project's impacts on CMP facilities and to mitigate impacts to those facilities. Additionally, page 39 of San José's 2020 Transportation Analysis Handbook states that intersections outside San José's boundaries with potential to be affected by a project shall be evaluated per the transportation standards of the corresponding

A-3.1 Cont.

external jurisdiction. The City of Santa Clara uses the VTA Transportation Impact Analysis Guidelines as a basis for determining study intersections. Accordingly, in addition to CMP facilities, Santa Clara intersections with ten or more project trips per approach lane must be analyzed, including intersections along the corridors of Stevens Creek Boulevard, Coleman Avenue, El Camino Real, Newhall Street, and Pruneridge Avenue within Santa Clara. Cumulative conditions including other reasonably foreseeable projects such as the Downtown West project must be evaluated as well. By failing to evaluate impacts to CMP facilities and Santa Clara intersections, the Transportation Analysis failed to comply with state law and San José's transportation analysis requirements.

b. Impacts to Transit Services

A-3.2

The DSAP Amendment will significantly increase the number of residents and employees in the Project area. Accordingly, it will significantly increase the demand for transit services. The Addendum focuses on whether pedestrian, bicycling, and transit facilities are accessible and analyzes average vehicle speeds in Transit Priority Corridors during the AM peak hour. However, it fails to evaluate the Project's impacts on average vehicle speeds in Transit Priority Corridors during the PM peak hour. Page 32 of San José's 2020 Transportation Analysis Handbook states that large projects should be assessed for its effects on transit operations. To identify these potential impacts, the Transportation Analysis should analyze average vehicle speeds in Transit Priority Corridors during the PM peak hour and should work with the VTA to identify any feasible transit priority measures to address increased transit vehicle delays.

Additionally, San José's General Plan Policy TR-1.2 specifically mandates San José to "[c]consider impacts on overall mobility and all travel modes when evaluating transportation impacts of new developments or infrastructure projects." By failing to adequately analyze impacts on transit services, the San José failed to implement Policy TR-1.2, and the Addendum fails to fully evaluate whether the Project would be consistent with applicable policies. Accordingly, the Addendum's conclusion that the Project would not contribute to new or worsened conflicts with an applicable program, plan, ordinance, or policy addressing the circulation system is not supported by substantial evidence.

2. Affordable Housing

A-3.3

The need to guarantee affordable housing within the Project area is clear, but neither the DSAP Amendment nor the Addendum includes an affordable housing requirement. The DSAP Amendment also discusses the link between adequate and integrated affordable housing and improved public health outcomes and its importance to environmental sustainability. Integrated affordable housing is also prioritized by San José planning documents related to sustainability. For instance, Strategy 2.2 of Climate Smart San José recognizes the need for affordable housing to minimize climate change impacts. However, rather than committing to requiring affordable

housing on site, the DSAP Amendment provides an unenforceable goal of 25 percent affordable housing.

A-3.3 Cont. Santa Clara requests that the DSAP Amendment meet its affordable housing requirement fully through the provision of onsite affordable housing and that this be included as an enforceable requirement in the Addendum. Without an enforceable requirement, developers may simply pay the inclusionary housing fee without ensuring affordable housing will be built in the DSAP area. This may lead to public health outcomes that have not been considered in any planning document and may result in increases in VMT, which in turn increase air quality, GHG, and energy impacts.

3. Flight Patterns

The DSAP Amendment will permit significantly increased residential density within the 65 dBA CNEL noise contour. Additionally, it will permit residential uses in the Airport's Outer Safety Zone despite the fact such development is discouraged by the Santa Clara County Airport Comprehensive Land Use Plan (CLUP) due to potential aviation accidents. Further, the DSAP Amendment will allow an increase in building height from 90-100 feet to 180-205 feet in the area closest to the airport. The Addendum also indicates potential for future development projects that could exceed the FAA imaginary surfaces or potentially conflict with CLUP policies.

A-3.4 Santa Clara is concerned that the increase in residential density and building heights near and within the Airport Influence Area and Outer Safety Zone may induce the FAA to change the flight paths into and out of the Airport, which in turn could lead to increased noise and safety impacts in Santa Clara. Though the Addendum claims the Project "would continue to avoid impacts to air traffic patterns," it does not appear that the FAA, which has exclusive control over flight paths, has been consulted with regards to this issue. Instead, the Addendum aligns its conclusion that the Project would not impact air traffic patterns with its discussion of impacts related to airport hazards. However, the fact that the Addendum finds no significant impacts related to airport hazards does not guarantee there will be no impact related to air traffic patterns, which San José has no control over. Because the determination that the Project will not cause changed flight patterns has not been confirmed by the FAA, it is not supported by substantial evidence. Santa Clara requests that San José consult with the FAA to confirm that this scale of development will neither cause the FAA to shift flight patterns nor be a factor in determining future changes to flight patterns into and out of the Airport. If the FAA may shift flight patterns due to the Project, this must be publicly disclosed, and the potential noise and safety impacts must be analyzed.

4. Changed Impacts trigger the requirement to prepare an SEIR

A-3.5

a. <u>The Addendum discloses emissions will be substantially more severe than anticipated in the Downtown Strategy 2040 EIR</u>.

A-3.5 Cont.

An addendum may not be used where changes to a project result in new or substantially more severe environmental impacts than analyzed in a prior EIR. (See CEQA Guidelines, §§ 15162(a) & 15164(a).) The Addendum shows that emissions of criteria air pollutants will substantially exceed those anticipated in the prior EIR, the Downtown Strategy 2040 EIR. Table 10 shows that the DSAP will increase annual ROG emissions by 74.96 tons per year (tpy); NOx by 42.98 tpy; and PM_{10} by 38.20 tpy. Each of these substantially exceeds the 10 or 15 tpy threshold of significance. Daily emissions will increase by 405.3 lbs/day for ROG; 235.5 lbs/day for NOx; and 209.3 lbs/day for PM_{10}. Again, each substantially exceeds the daily threshold of significance of 54 or 82 lbs/day. Additionally, these increased levels do not include Google's Downtown West project, which would further increase emissions in the DSAP area and require further amendment to the DSAP. These are clearly substantially more severe impacts than those evaluated in the Downtown Strategy 2040 EIR.

The Addendum dismisses these substantially more severe significant impacts by stating that overall General Plan development will not increase and alleging that this means the Project will not increase emissions in the air basin as a whole. However, this rationale does not excuse the requirement to prepare an SEIR here. The Addendum is to the Downtown Strategy 2040 EIR, not the General Plan EIR or any other environmental review document. Therefore, the only relevant inquiry is whether air quality emissions exceed those anticipated by the Downtown Strategy 2040 EIR, which they do. Accordingly, comparison to air quality emissions under the General Plan as a whole is irrelevant to the issue of whether an SEIR to the Downtown Strategy 2040 EIR is required. Because impacts related to ROG, NOx, and PM_{10} emissions will substantially exceed those in the Downtown Strategy 2040 EIR, an SEIR is required.

Thank you for your consideration of and attention to Santa Clara's comments on the Initial Study/Addendum to the Downtown Strategy 2040 EIR for the Diridon Station Area Plan Amendment.

Sincerely,

Andrew Crabtree

Andrew Crabtree
Director of Community Development

County of Santa Clara

Parks and Recreation Department

298 Garden Hill Drive
Los Gatos, California 95032-7669
(408) 355-2200 FAX (408) 355-2290
Reservations (408) 355-2201
www.parkhere.org

April 1, 2021

City of San Jose
Planning, Building & Code Enforcement
Attn: Shannon Hill
200 E Santa Clara Street, T-3
San Jose, CA 95113

SUBJECT: Draft Initial Study/Addendum to the Downtown Strategy 2040 EIR for the Diridon Station Area Plan

Dear Shannon Hill,

The County of Santa Clara Parks and Recreation Department (County Parks Department) is submitting the following comments on the Notice of Availability of a Draft Initial Study/Addendum to the Downtown Strategy 2040 EIR for the Diridon Station Area Plan (Plan).

In regard to the Plan, the County Parks Department's review is primarily focused on potential impacts related to the *Santa Clara County Countywide Trails Master Plan Update* (*Countywide Trails Plan*), an element of the County General Plan (adopted by the Board of Supervisors on November 14, 1995), relative to countywide trail routes, public access and regional parks. There are two *Countywide Trails Plan* trail route in the vicinity of the Plan:

> *Guadalupe Sub-Regional Trail* (S3)- a hiking and off-road bicycle route following the Guadalupe River
>
> *Los Gatos Creek Sub-Regional Trail* (S4)- a hiking and on-road bicycle route following the Los Gatos Creek

A-4.1 The segment of the Guadalupe River Trail in the Plan vicinity is already completed. The segment of the Los Gatos Creek Trail located within the Plan vicinity is incomplete, however there are completed segments both north and south of the Plan boundaries.

It is noted in the Plan that "planned improvements to the Los Gatos Creek Trail and the Guadalupe River Trail would be conducted in fulfillment of the Santa Clara County Trails Master Plan" (Section 2.3.1.2 Access and Circulation, page 12).

A-4.2 The County Parks Department supports the collaborative efforts between various City of San Jose departments and other local agencies in regard to this Plan and future site improvements. The County

Board of Supervisors: Mike Wasserman, Cindy Chavez, Otto Lee, Susan Ellenberg, S.Joseph Simitian

County Executive: Jeffrey V. Smith

A-4.2 Cont. | Parks Department also supports the Plan's efforts to develop new pedestrian and bicycle routes within the development and improve the safety of existing and proposed trail crossings in the Plan vicinity.

Thank you for the opportunity for County Parks Department to provide comments on the Notice of Availability of a Draft Initial Study/Addendum to the Downtown Strategy 2040 EIR for the Diridon Station Area Plan. If you have any questions, please email me at kelly.gibson@prk.sccgov.org

Sincerely,

Kelly Gibson

Kelly Gibson
Assistant Planner

Santa Clara Valley Transportation Authority

April 1, 2021

City of San José Department of Planning, Building, and Code Enforcement
200 E. Santa Clara St., 3rd Floor
San José, CA 95113

Attn: Shannon Hill
By Email: shannon.hill@sanjoseca.gov

Dear Shannon,

VTA appreciates the opportunity to comment on the Draft Amended Diridon Station Area Plan (DSAP) Amendment to the Downtown Strategy 2040 Environmental Impact Report. We understand that this Amendment will be incorporated into the larger DSAP document we reviewed in the fall of 2020. VTA has reviewed the document and has the following comments:

Public Service Lanes

VTA appreciates the inclusion of public service lanes on Santa Clara Street in the transportation analysis and throughout the document. As stated in previous letters, we look forward to working with you on the forthcoming feasibility study and design for public service lanes on Santa Clara Street.

VTA's BART Silicon Valley Phase II Extension Project

Project Name

A-5.1 The name of the project should be consistent throughout the document as "VTA's BART Silicon Valley Phase II Extension Project."

Additional Comments

A-5.2 Page 8 Footnote 6: Revise sentence to "...BART service to Diridon Station will be substantially completed by 2028, followed by testing, pending acquisition of full funding for the subsurface extension of the BART line to Berryessa Station in North San José."

A-5.3 Page 11: Revise location to state "...from North San José to..." as Phase I of the project connected to Fremont.

A-5.4 Figure 4b (Page 14): Requesting clarification on what heights are allowed for the buildings included in the grey shading. Please send your response to my email address shared at the bottom of this letter.

Table 29: Transportation Projects within DSAP

A-5.5 VTA recommends a footnote or other language in the table that indicates that some projects are subject to change based on decisions to be determined through the Diridon Integrated Station Concept (DISC) process. This also applies to Appendix E: Diridon Station Area Plan Transportation Project Descriptions. For example, Project #12 has changed and VTA intends to keep bus service for the station

A-5.5 Cont. on Santa Clara Street.

A-5.6 For Project #14, VTA recommends the text be revised to state, "The Concept Layout proposes an access point to BART via the lobby of a proposed future building on the parcel south of Santa Clara, between Montgomery and Cahill Streets. The Partner Agencies are considering additional access points, which could be completed as part of the Concept Layout project."

California Public Utility Commission (CPUC)

A-5.7 CPUC requires the filing of a Safety Certification per CPUC General Order 88-B for all changes that will be occurring across rail tracks. VTA provides technical assistance and review for concurrence for this process, but the City should be the applicant for filing and submitting the GO-88B to CPUC.

Thank you again for the opportunity to review this project. We look forward to working with the City to realize the goals set forth in this plan. If you have any questions, please do not hesitate to contact me at 408-321-5830 or lola.torney@vta.org.

Sincerely,



Lola Torney
Transportation Planner III

SJ1110

[External Email]

Hello Shannon,

Valley Water has reviewed the Draft Initial Study (IS)/Addendum to the Downtown Strategy 2040 EIR for the Diridon Station Area Plan Amendment (DSAP), received on March 1, 2021 and have the following comments to be considered:

A-6.1

1. Valley Water owns fee title property and easements along both Los Gatos Creek and the Guadalupe River within and adjacent to the DSAP Area. Any work on Valley Water's easement or fee title property will require the issuance of a Valley Water encroachment permit as per Valley Water's Water Resources Protection Ordinance. Issuance of a Valley Water encroachment permit and any agreements with Valley Water, such as Joint Use Agreements, are discretionary acts and require Valley Water to be considered a responsible agency under CEQA.

A-6.2

2. Section 2.4.6 Parks and Open Space, including Figures 6 and 7 propose planned park and trail improvements within Valley Water fee title property and easement. Valley Water is currently working with the City regarding the Los Gatos Creek Trail Reach 5 Phase 1 from Park Avenue to San Carlos Street which is a part of the larger Reach 5 extension from W. Santa Clara Street to Auzerais Avenue. Valley Water has also begun early talks with Google regarding proposed open space and linear parks as part of the Downtown West Mixed-use Plan. The DSAP should note that any new trails will require a Valley Water permit as well as a joint use agreement in addition to permits for use of Valley Water property. Improvements to existing trails may require an amendment of the existing joint use agreements. It should also be noted that anything within the limits of the Downtown Guadalupe Flood Protection Project will require a Valley Water permit.

A-6.3

3. Valley Water has easement along the Guadalupe River which contain several native plant mitigation sites related to past flood protection improvements along the river. The DSAP discussions related to riparian mitigation should note that no planting for mitigation or replacement tree planting can occur on Valley Water property or within existing Valley Water mitigation sites as mitigation on Valley Water property is reserved for Valley Water projects. However, if the work will occur on sections of the Guadalupe River that are outside of Valley Water property, Valley Water as the local sponsor of the USACE improvements constructed on the river will still need to review and permit the proposed work to ensure no impact to flood protection improvements.

A-6.4

4. It appears based on various figures in the DSAP that additional pedestrian crossings (both overcrossings and undercrossings) of Los Gatos Creek and the Guadalupe River are proposed. Continued development of the park and trail system around the creek and river will require close coordination with Valley Water to avoid impacts to the flood control improvements, mitigation areas, the riparian corridor, and creek hydraulics. Also, a joint use agreement will be required to allow public use of any Valley Water owned areas. The design for the redevelopment of the area will also need to include measures to protect the quality of runoff from the area based on new requirements from the Regional Water Quality Control Board.

A-6.5

5. One of Valley Water's primary responsibilities is not only to plan and implement flood protection measures in the City, but to protect and enhance the river's benefits though stream stewardship. The greatest benefit to the river's habitat value are the setback requirements from the riparian corridor for structures and hardscape. The importance of these setbacks cannot be over emphasized since the Guadalupe River has been designated critical habitat for the threatened steelhead trout and Chinook salmon by the National Marine Fisheries Service (NMFS). As part of the Guadalupe River Flood Protection Project, the NMFS has imposed protection requirements from the river on Valley Water. The main requirement is the need to keep the temperature of the river suitable for fisheries survival. This is best accomplished by protecting the riparian canopy, under story, and vegetation along the river. Adequate setbacks buffer the river from development, provides improved aesthetic prospects, and present opportunities for riparian restoration. Los Gatos Creek also provides habitat for these threatened species; and therefore, the same considerations should be incorporated into development along Los Gatos Creek.

A-6.6

6. The DSAP Amendment notes in multiple places that impacts to the riparian corridor will be minimized by enforcement of the City's Riparian Corridor Policy, but in some places the corridor is very small and/or degraded. As an area plan, goals, and opportunities for enhancement of the riparian corridor should also be included and discussed in the plan. Valley Water strongly encourages the City to maximize the setbacks to the riparian corridor, using 100 feet where possible, though the riparian corridor policy includes various circumstances where reduced setbacks may be used, such as in-fill areas and areas in and near downtown.

A-6.7

In addition, Valley Water encourages the City to also utilize the Guidelines and Standards for Land Use Near Streams (G & S) developed by the Water Resources Protection Collaborative in which the City participated. The Guidelines and Standards include additional guidance that complement the Riparian Corridor Policy, particularly since easy to read guide sheets are included that can be provided to developers and property owners. Of particular importance are setbacks, appropriate land uses near the riparian corridor, and use of appropriate plantings adjacent to the riparian corridor. In particular, the use of box size locally native tree species and large nursery containers for shrubs and ground cover adjacent to the riparian corridor should be avoided to protect the genetic integrity of the existing native riparian plants. Instead, for areas adjacent to the riparian corridor where large container plants are desired ornamental and/or non-local natives should be used (see G & S Design Guides 2, 3, 4). Locally native riparian plant species used should be grown propagule from Los Gatos Creek or Guadalupe River watershed stock.

A-6.8

7. Pages 45 and 46 Table 6 Lighting – low light pollution note blue and white LED lights have been found to have greatest impacts on wildlife, compared to yellow, amber, and green.

A-6.9

8. Page 76 – Special Status Species
   - Identify other special-status fish or wildlife species with potential to occur (SSC).

A-6.10

   - Please clarify if a CNDDB/potential to occur search done for this project, or if the plan is relying on EIRs for other projects. An independent analysis should be conducted for this project if that has not occurred.

A-6.11

9. Page 77 Section 3.4.1.2 Changes to Environmental Conditions references the incorrect reach of the Guadalupe River. Reach E8 extends from Highway 280 to Blossom Hill Road. All improvements within the downtown reaches of Guadalupe River have been completed.

A-6.12

10. Page 78 Table 14 – states no instream wetlands observed; however, the channel qualifies as a palustrine wetland. Work in wetlands should require an official wetland delineation to quantify habitat types.

A-6.13

11. Page 81 – 50' riparian setback should consider reduction in woody debris input to the stream, area to support terrestrial insect input into streams, reduction in wildlife corridor, reduced ability to trap sediment and filter pollutants to protect water quality, reduced nesting cavities and structure (birds and bats), reduced food sources (insects, fruits, acorns), maintain stream channel and floodplain stability and adjacent wetlands. Larger water bodies with intense adjacent land use may require larger setbacks to provide water protection and wildlife habitat. Forested riparian areas reduce the temperature of groundwater entering surface waters. This may be important in mitigating temperature effects in urban areas, where pavement and other impervious surfaces can cause air and ground temperatures to be warmer.

A-6.14

12. Page 85 Bullet 2 – might want to consider a temperature for discharge of water as a percentage of existing water temps to account for seasonal changes or day vs. night temperatures.

A-6.15

13. Page 85 Bullet 3 – Please clarify if an assessment of the effects of proposed structures (shading and thermal radiation) on riparian vegetation and creek temperatures has been completed.

A-6.16

14. Pages 85 notes that for “minor” work in the creek or river additional measures may be required by regulatory agencies to project special status fish that may be present. It is unclear why this measure specifies only “minor” work as all work within the creek/river is subject to regulatory permitting that may require additional measures to protect special status species.

A-6.17

15. Page 86 Impacts to Special-Status and Protected Species – Nesting Raptors and Migratory Birds, work should be scheduled, including vegetation removal, to avoid the nesting season when feasible.
    - Note January 15 to September 1 is standard nesting bird season in permits issued to Valley Water instead of February 1 through August 15 as noted in the DSAP; Anna’s hummingbird (ANHU), for example, tend to nest early.
    - Recommend nesting bird surveys occur no more than 14 days before work in a given area for the entirety of the breeding season. The biologist should inspect trees and other possible nesting habitats including buildings, bridges, shrubs, grass, and bare ground/gravel (vegetation, anthropogenic structures, and other habitats which could provide nesting substrate for birds).
    - Clarify if the buffer zone will be marked in the field and by what methods. Recommend re-surveying if construction ceases for 14 days or more during nesting bird season.
    - Nesting bird buffers are typically 50’ for songbirds, 250’ for raptors.

A-6.18

16. Page 87 – Western red bats have been detected downtown on Coyote Creek and have potential to occur in downtown along Guadalupe River or Los Gatos Creek; potential to forage around streetlights. Potential to occur in low numbers.

A-6.19

17. Page 87 - Measures to Reduce and Avoid Impacts to Bats, Bullet point 2: bat boxes may be sufficient for crevice/cavity nesting species, and *possibly* species using buildings; however, western red bat roost primarily in tree foliage or vegetation, and as such bat boxes would not mitigate lost roost habitat for this species. Suitable roost trees should be installed. Replacement roost structures should resemble lost habitat as closely as possible (i.e., temperature, structure).

A-6.20

18. Page 88 – First sentence states “The DSAP Amendment would not require increased disturbance to areas with potential nesting or roosting sites.” The project appears to expand east of Autumn Parkway, which includes a bridge over Guadalupe River, the riparian area surrounding Guadalupe River, and additional buildings. All of these areas could provide suitable roosting habitat for bats.

A-6.21

19. Page 88 - Impacts to Wildlife Migration Corridors – in addition to birds, reducing the size of the riparian corridor reduces habitat suitability for small mammals, deer, reptiles, and amphibians.

A-6.22

20. Page 95 Historic Resources – it may be of note that a mammoth skeleton was found along the Guadalupe River just north of Trimble Road in 2005.

A-6.23

21. As indicated throughout section 3.7.2.1, dewatering is required during construction because shallow groundwater occurs in the Plan Area. Valley Water recommends that the construction dewatering system be designed such that the volume and duration of dewatering are minimized to the greatest extent possible. Valley Water also recommends that a more detailed analysis of

A-6.23 Cont.

construction dewatering be conducted, including estimating dewatering volumes/durations and evaluating related impacts if volumes are expected to be significant and impacts of the discharge on water temperature in Guadalupe and Los Gatos Creek. We also recommend that the geotechnical investigation identify the waterproofing that will be required to avoid the need for permanent dewatering after construction is complete. This comment also applies to other mention of dewatering activities in the DSAP.

A-6.24

22. In the Hazards and Hazardous Materials section 3.9.2.1, we suggest including the following text about Valley Water's Well Ordinance 90-1 to the discussion of Demolition and Construction Activities: "Permits for well construction and destruction work, including exploratory boring for groundwater exploration, and projects within Valley Water property or easements are required under Valley Water's Water Resources Protection Ordinance and District Well Ordinance."

A-6.25

In addition to Valley Water's Well Ordinance, we recommend adding the following text about abandoned wells. "Due to the long agricultural history of the Santa Clara Subbasin, and subsequent land development, there are likely many abandoned wells in the subbasin. While some of these abandoned wells may have been sealed prior to well permitting requirements, many have open casings and may be discovered during project construction. It is not uncommon for these wells to have significant artesian flow, which may impact dewatering and construction activities. If encountered during the proposed project, abandoned wells must be properly destroyed, with related work permitted by Valley Water."

A-6.26

23. The discussions under Section 3.10.2.1, Flooding Impacts, should note the site is subject to inundation from the Guadalupe Dam in addition to the Leroy Anderson Dam and the James J. Lenihan Dam on Lexington Reservoir. Also, please note the Anderson Dam project is expected to start Spring of 2021 and finish by 2031.

A-6.27

24. Page 146 Clean Water Act – On October 20, 2020, the State Water Resources Control Board adopted the 2018 proposed 303(d) list of impaired waters, which listed lower Los Gatos Creek as impaired for cold freshwater habitat and migration beneficial uses.

A-6.28

25. Page 149 Changes to Environmental Conditions – second sentence states "Los Gatos Creek and the Guadalupe River continue to flow through Downtown and *have not been the subject of human modification*." This statement is unclear and should be clarified as there has been substantial modifications to both.

A-6.29

26. Page 153 states the DSAP does not propose any modifications of Los Gatos Creek and the Guadalupe River except for the possible replacement of new or replaced storm drain outfalls. The DSAP also states that new developments will be required to build new storm drain systems to meet the 10-year storm event design standard. Based on this requirement it will be necessary to upgrade the outfalls in the creek and/or river. Valley Water has land rights over most of Los Gatos Creek and the Guadalupe River, in the project vicinity, and outfall work will likely require a Valley Water permit in addition to other regulatory permits.

A-6.30

27. Page 196 states a new extension of the Los Gatos Creek Trail from W. Saint John to Auzerais Avenue was analyzed as part of this amendment; however, the potential impacts due to the trail and mitigation measures do not appear to be part of the discussion.

A-6.31

28. Page 197 Park Avenue to San Carlos Street mentions a future trail connection via tunnel under San Carlos Street; however, this tunnel is not part of the plans for Los Gatos Creek Reach 5. Please clarify this crossing and if it is intended at this location or at the proposed Park Avenue crossing.

A-6.32

29. Page 218 Table 29 Item #4 refers to a Los Gatos Creek trail crossing and San Carlos Street via bridge or undercrossing; however, there is not a creek side trail along the east bank. It is unclear if this is in reference to the proposed on-street bike facility. Please revise for clarity.

A-6.33

30. Page 245 Cumulative Biological Effects, Paragraph 2 – building heights have increased but riparian setback has not; Please clarify if it is still accurate to say shading impacts will be limited.

A-6.34 We appreciate the opportunity to review and comment on this document. Please forward any CEQA

A-6.34 Cont.

documents and future development plans to Valley Water for review, comment, and permit. Reference District File No. 29131 on further correspondence regarding this project. If you have any questions or need further information, you can reach me at (408) 691-1247.

Thank you,

LISA BRANCATELLI
ASSISTANT ENGINEER II (CIVIL)
Community Projects Review Unit
lbrancatelli@valleywater.org
Tel. (408) 630-2479 / Cell. (408) 691-1247
CPRU Hotline: (408) 630-2650

Santa Clara Valley Water District is now known as:

Clean Water • Healthy Environment • Flood Protection

5750 Almaden Expressway, San Jose CA 95118
www.valleywater.org

From: CPRU-Dropbox <CPRU@valleywater.org>
Sent: Tuesday, March 9, 2021 10:28 AM
To: Lisa Brancatelli <LBrancatelli@valleywater.org>
Subject: FW: Diridon Station Area Plan Amendment: Draft Initial Study/Addendum to Downtown Strategy 2040 EIR

LISA BRANCATELLI
ASSISTANT ENGINEER II (CIVIL)
Community Projects Review Unit
lbrancatelli@valleywater.org
Tel. (408) 630-2479 / Cell. (408) 691-1247
CPRU Hotline: (408) 630-2650

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5750 Almaden Expressway, San Jose CA 95118
www.valleywater.org

From: mary cassel <casselm42@gmail.com>
Sent: Friday, March 5, 2021 9:30 PM
To: Hill, Shannon <Shannon.Hill@sanjoseca.gov>
Subject:

[External Email]

I-1.1 Dear Shannon, thank you for your email. I would love to see a park or garden at the 615 Stockton

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

From: Martin Delson <martin.delson@yahoo.com>
Sent: Saturday, March 6, 2021 8:47 PM
To: Hill, Shannon <Shannon.Hill@sanjoseca.gov>
Cc: Martin Delson <martin.delson@yahoo.com>
Subject: Comment on Diridon Station Area Plan Amendment Addendum to the Downtown Strategy 2040 Environmental Impact Report

[External Email]

Dear Ms. Hill,

Item 7 in Table 3 on page 15 of Appendix D, "Transportation Analysis" reads as follows:

I-2.1 "Convert Montgomery Street between Santa Clara Street and San Fernando Street from a one-way (southbound) street to a two-way street. Create cul-de-sac at southerly end of Montgomery Street, just north of Park Avenue."

My suggestion is to create a gap in the planned cul-de-sac at the southerly end of Montgomery Street on the western side of the street wide enough for bicycles traveling south on Montgomery to proceed directly through to Park Avenue and beyond.

Montgomery Street - Bird Avenue is one of the few north-south corridors across I-280, and provides direct access to and from the Diridon Station

I-2.1 Cont.

Area. A gap in the cul-de-sac will allow cyclists heading from Diridon Station or the Arena, or from the planned amenities in the Diridon Station area to take the most direct route south without having to go East to Autumn Street just to come back to Montgomery Street.

Sincerely,

Martin Delson
633 Palm Haven Ave.
San Jose, CA 95125

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

From: Martin Delson <martin.delson@yahoo.com>
Sent: Saturday, March 6, 2021 9:40 PM
To: Hill, Shannon <Shannon.Hill@sanjoseca.gov>
Cc: Martin Delson <martin.delson@yahoo.com>
Subject: Comment #2 on Diridon Station Area Plan Amendment Addendum to the Downtown Strategy 2040 Environmental Impact Report

[External Email]

Dear Ms. Hill,

First, there is a composition error in Table 4 on page 17 of Appendix D, "Transportation Analysis".

I-3.1

The "Descriptions" of item B27 and B28 are identical: "Completion of the last reach of the Los Gatos Creek Trail including design, land acquisition and environmental review."

That description is valid for item B27. However a different description for item B28 would be more appropriate.

I-3.2

And second, it seems to me that there is an error in the text of the "Project" for item B33: Three Creeks Trail: W est from Los Gatos Creek Trail/Lonus St to Guadalupe River

I-3.2 Cont.

The Three Creeks Trail ends at Lonus Street, where it joins the Los Gatos Creek Trail. And in any event, to go from that location to the Guadalupe River, you don't go west; instead you go mostly north. I am not sure what is intended for B33, but the current project text seems erroneous.

Sincerely,

Martin Delson
633 Palm Haven Ave.
San Jose, CA 95125

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

I-4.1 1). make sure the lenzen avenue development is only a walkway no cars bicycles and pedestrians only

I-4.2 2). buy more land for food production to address urban sustainability and a world without fossil fuels

I-4.3 3). buy 630 stockton avenue a diesel bus depot and 615 stockton avenue a large parking lot should be bought for food production and as a demonstration project of turning our asphalt back into the valley of hearts delight so we as humans have food locally and don't become cannibals when the fossil fuels are turned off this is resiliency--growing food locally

I-4.4 4) all residential developments should have a companion kitchen garden a food garden required in all residential developments

I-4.5 5). the hotels should be turned into housing we should not be traveling we need to reduce our fossil fuel use to zero and working from home solves this problem

I-4.6 6). there should be a community garden as the center piece of the guadalupe gardens and for downtown by the train station

I-4.7 7). a large battery backup system should be built as a backup for our rooftop solar to have all. our power green and not on transmission lines

I-4.8 8). pedestrian friendly in every way

I-4.9 9). override SAP center's committment for car parking due to climate crisis

I-4.10 10). fix stockton avenue:

These photos are the most recent of many speeding collisions on Stockton avenue this past weekend.

The reason for these many collisions on Stockton ave are the engineering of the Roads that can be fixed:

*. Too wide of a road

! Too high of a crown

! Road needs three traffic circles with trees planted I. In The circle to stop speeding

I-4.10 Cont.

! Road needs more curbside trees in Road to reduce width of road

! On sides of Stockton ave: Tree trenches and tree boxes are vegetated engineered landscape practices designed to filter or infiltrate stormwater runoff. They can be incorporated into a wide variety of landscaped areas, including ultra-urban landscapes. Technically, tree boxes and tree trenches are bioretention practices, but their design, construction, maintenance, and benefits merit a separate discussion

! All developers in this area must put into fixing Stockton avenue

! All homeowners should have a property tax to fix Stockton avenue to build the three 1.5 million dollar roundabouts and tree engineered landscape to reduce pollution in our CARE community: the garden alameda neighborhood is part of a COMMUNITY AT RISK for high exposure to pollutants!

! I would like a documented case number for fixing Stockton avenue as itemized above that is submitted to all developers especially google development and on the books —the radar the city plans, the budget of the department of transportation and city planners and our representatives.

! All intersections of Stockton avenue need improved Street lights, ZEBRA STRIPING, at crosswalks and dedicated left hand turn signals to avoid the deaths and injuries at Lenzen at Stockton and Taylor street at Stockton.

I-4.11 10). no car roads for as many as possilble

I-4.12 11). all cars must be in garages or behind fences, no cars no on street parking, make DSAP and downtown san jose car free with congestion pricing for cars very high cost.

I-4.13 1). fix all roads to not have a swoop corners by squaring off corners and increasing the radius to slow traffic

I-4.14 2). speed bumps, tree lines medians, roundabouts bulb out traffic calming engineered into the roads

I-4.15 3). more open space 40 percent more! as required by the general plan and turning significant amount of the green space into food production.

Warm regards,

Tessa Woodmansee
President, Garden Alameda Village Association

--
Clean Air and Quiet Neighborhoods--A Natural Right.

What resonates most to me is saving life on earth and listening and following the science that says we need to be at zero emissions by 2025 . The same human activities that drive climate change and biodiversity loss also drive pandemic risk through their impacts on our environment.
COVID-19 is at least the sixth global health pandemic since the Great Influenza Pandemic of 1918, and although it has its origins in microbes carried by animals, like all pandemics its emergence has been entirely driven by human activities--FLYING, DRIVING AND not being VEGAN! IN ADDITION,

I-5.1 **Both nature and nature's contributions to people are vital for human existence and good quality of life (human well-being, living in harmony with nature, living well in balance and harmony with Mother Earth, and other analogous concepts).While more food, energy and materials than ever before are now being supplied to people in most places, this is increasingly at the expense of nature's ability to provide such contributions in the future, and frequently undermines nature's many other contributions, which range from water quality regulation to sense of place. The biosphere, upon which humanity as a whole depends, is being altered to an unparalleled degree across all spatial scales. Biodiversity – the diversity within species, between species and of ecosystems – is declining faster than at any time in human history. WE ARE IN THE SIXTH GREAT MASS EXTINCTION AND WHEN over million species are threatened with extinction in the next decade or two, we humans are on that train and if not going extinct will have a mass dieoff since our growth to almost 8 billion has been driven by fossil fuels and the science says we have to get off of fossil fuels by 2025 or we will experience greater and worse mass human suffering and catastrophic climate collapse and the end to organized human society.**

We are NOT reducing our fossil fuel use we are "speeding" in the other direction with our fossil fuel and consumption of earth's resources. Climate crisis and pandemic are telling us the same thing : WE need to STAY HOME!

In my neighborhood we have been totally ignored:
I-5.2 We have a diesel bus depot 630 Stockton Avenue destroying our health and needs to be removed from our community. Diesel Bus DEPOT OR FOOD: you can't eat money or

diesel!

I-5.2 Cont.

We do not need any private diesel buses since all whitecollar workers are working from home as we need to fight the pandemic and reduce our fossil fuel use to zero.

We should not be expanding the airport.

The airport should become an eco village...it's flat like Nebraska. Nebraska is having trouble growing food due to climate crisis, e.g. the record setting derecho that Early estimates say the derecho flattened at least one-third of Iowa's crops – about 10 million acres, according to Iowa Gov. Kim Reynolds. In addition, tens of millions of bushels of grain that were stored at co-ops and on farms were damaged or destroyed as bins blew away. We need to have local agriculture. WE need to grow our food locally.

I-5.3

This land at 615 stockton avenue was originally in general plan 2020 to be RESIDENTIAL
Then in 2008 at the economic downturn the land was given the general plan designation of commercial neighborhood and only commercial buildings NO HOUSING.
This was to make money for the city.
Now a 5 story 80 room with underground parking of 40 cars Hotel is being submitted by the owner and considered by the san jose city planners for 615 Stockton Ave.

I-5.4

After the SJ city council rejected the original hotel that included the residence at 623 Stockton Ave and the 615 stockton ave an affordable housing project was proposed by the property owner, Alan Nyguen in this corner lot since the neighbors did not want a hotel and fought against the rezoning of the residential historical home to commercial.

The affordable housing that was proposed by Alan Nyguen and submitted to the city it was middle income affordable housing for home ownership and the city REJECTED THIS affordable housing even through affordable housing can override the general plan BUT our city said that NO RESIDENTIAL DEVELOPMENT BECAUSE this property is across from heavy industry i.e. there is so much pollution in our neighborhood that the city won't allow housing to be built in our neighborhood.

QUESTION To be answered by our city:

Why did you let my husband and I buy the commercial building now rezoned residential and now our home for 16 years at 641 stockton avenue when it was across the street from the same noisy, toxic air contaminant, cancer causing , heart disease ailments, auto-immune and asthma causing idling DIESEL BUS DEPOT and idling diesel CALTRAIN Maintenance yard. This was not safe for myself and my family. If 615 stockton avenue can not be developed as residential why was 641 stockton avenue allowed to convert from commercial to residential. Actually if the city said that we could not buy this property though the general plan was for the entire west side of Stockton avenue to become residential as shown by our rezoning as a conforming rezoning from commercial to residential means it met the general plan for the entire west side of stockton avenue. Yet now, 16 years later you the city is saying to the proposed owner of 615 stockton ave Alan Nyguen that He can not build affordable housing he proposed since it is across from heavy industry...again Cinnebar commons and Avalon Morrison Park residential development has occurred across from heavy industrial zoning.

But then in 2008 the city to make money went out and financialized our lands to make money for themselves and all the fossil fueled ways they use our money to fly and drive anywhere they want with our support which needs to stop and of course go on global work/vacations with all expenses paid by lobbyists for their entire family to get the support that developers builders and corporations want from politicians. So, 615 stockton Avenue since it was seen by the city drones as a commercial lot was targeted for the 2040 general plan to stay commercial and NOT GO RESIDENTIAL AS planned by the 2020 general plan up until 2008.

Pierluigi Olivario past council member and planning commissioner said: "When a family saves up to buy a single-family home, city zoning promises that their block will remain intact, even if San Jose continues to grow around them. This was not so in our case on Stockton AVenue. We bought our property as a single family home zoning and 8 years later the city changed the general plan for my block and now its corner lot the headstone of the historic neighbotrhood is zoned only for commercial use and a hotel makes millions for the city! Now the plan for 615 stockton avenue corner lot is a 5 story hotel planned at the entrance to my historic block-- Schiele Avenue.

I-5.4 Cont.

So then when Alan Nyguen asked for residential development on this 615 stockton avenue parcel he should be able to override the commercial neighborhood designation since affordable housing is able to override all general plans. BUT THE planning department REJECTED the housing and said no housing at 615 stockton avenue since it is across from heavy industry.

First of all heavy industry needs to go away the diesel bus depot should not be in our residential neighborhood when we are a CARE COMMUNITY. THE Bay Area Air Quality Management District has designated through their extensive research that our part of San Jose is a CARE community a Community at Risk from AIR POLLUTION

THE CITY WAS SUPPOSE TO MITIGATE THE HIGH DIESEL EMISSIONS AND OTHER AIR POLLUTANTS IN OUR NEIGHBORHOOD BUT NOTHING HAPPENED!

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-
- REmove the diesel bus depot
-
-
- Remove Maaco car repair
- and painting
-

I-5.5 Cont.

- Make Royal Coach Tours properties
- into an eco village , fruit orchard and farm
- No commercial traffic on
- stockton avenue
- Intense Traffic calming
- for stockton avenue
- Tree lined medium
- Three large roundabouts
- that have a large fruit tree in the middle with other native plants
- Bicycle lanes with three
- feet of separation lines painted
- All streets that intersect
- stockton avenue fix the radius where square corners are engineered to slow the turning traffic; no swoops, no more designing our roads like onramps to highways.
- Put zebra stripes on all
- corner crosswalks
- Add street lights on all
- corners intreresecting stockton avenue like Villa that needs a street light
- Add left turn signals to
- both Lenzen avenue and Taylor street which have been the location for many accidents that have caused death and disability from oncoming uncontrolled traffic turning.

I-5.6 The Garden Alameda neighborhood is a CARE COMMUNITY: Community Air Risk Evaluation Program
Air District Community Health AB 617: Community Health Protection Program
Community Air Risk Evaluation (CARE) Program
The Community Air Risk Evaluation Program unites government, communities, and businesses to address areas of concentrated air pollution and related public health effects

in the Bay Area.

While overall air pollution continues to decrease in the Bay Area, some communities still experience higher pollution levels than others. These communities are generally near pollution sources (such as freeways, busy distribution centers, and large industrial facilities) and negative impacts on public health in these areas are greater. The CARE Program aims to reduce these health impacts linked to local air quality.

The goals of the CARE Program are to:

Identify areas where air pollution contributes most to health impacts and where populations are most vulnerable to air pollution.

I-5.6 Cont.

Apply sound scientific methods and strategies to reduce health impacts in these areas.
Engage community groups and other agencies to develop additional actions to reduce local health impacts.
Impacted Areas
The map below shows areas with elevated pollution levels based on detailed emissions inventories and air dispersion modeling that the Air District has identified as impacted. ArcGIS shapefiles for these areas as well as a PDF map(3 Mb PDF, 1 pg, posted 01/25/18) are also available.

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In 2014, the Air District issued a report summarizing the accomplishments of the CARE Program and appointed Task Force over the past decade. The report describes how the program provides a useful framework for guiding policy decisions, developing effective air quality programs in impacted areas, and fostering positive partnerships with community groups.

This report, local field studies, and other CARE Program documents are available for review.

I HAVE WORKED WITH BAAQMD AND BREATHE CALIFORNIA on park avenue with Margo Sidener CEO. ON research on the heavy impacts of diesel emissions in our CARE COMMUNITY in the garden Alameda neighborhood. which have been well documented in this neighborhood by BAAQMD. BUT NO MITIGATIONS EVER HAPPENED!.

I-5.7

SO THE city says now no housing since its too polluted. Ok So now I say lets have a DEMONSTRATION GARDEN LETS. MAKE STOCKTON AVENUE A GRAND BOULEVARD. LET'S MAKE THE EARTH A GARDEN AGAIN...THE MOST IMPORTANT WORK WE CAN DO FOR OUR SURVIVAL: HOTEL OR FOOD? THE CHOICE IS CLEAR!

The bus depot needs to become an orchard and a garden producing food.
The scientists say that any open land that does not have a building on it should become food producing and native gardens to produce the full ecosystem to support life on earth.

WE have single tone backup beepers that need to change since they destroy OUR HEALTH.

615 Stockton avenue the city has rezoned this property to be commercial.

Another reason for Royal Coach Tours to be moved out of this neighborhood:

I-5.7 Cont.

They attacked our family when we were trying to have them follow the state laws to not idle their diesel buses.
they are a polluting source in our neighborhood that is highly impacted from diesel pollution.
Royal Coach Tours blasted their horns at us 24/7 to get us to leave the neighbrohood
The city has no noise controls SO WITH IMPUNITY RCT blasted their gate, car and bus air horns 24/7.
Now that everyone needs to work at home the need for buses and cars and public transit goes away as it should since we need to live very local and fossil fuel free.

The problems in our neighborhood started with Royal Coach Tours but Salvation Army is another area that needs to be fixed. all bus and industrial operations on stockton Avenue and city wide need to use BroadBand backup and warning devices the broadband is a good neighbor warming alarm. When construction or any use of warning alarms are near residential housing then broadband backup beepers need to be used. Also waste management garbage pickup trucks should have broadband backup beepers to be a good neighbor since their pickups can be during quiet time.

Stockton Avenue needs to be fixed.

I-5.8

BART: Bart should not go to Santa Clara BArt should end at Diridon.
LENZEN AVE should be a pedestrian corridor a green space no cars no BS “that cars pay taxes so they should have access to all roads.” No!!!!!! Cars do not pay the taxes necessary to deal with the mess they make i.e. climate change and pollution!
TAYLOR STREET and Stockton AVenue corner needs lots of repair to make it walkable it needs to be redesigned like Campbell avenue near Bascom that made it beautiful walkway separated from the car traffic to make it a beautiful walkable space
SAP NO CARS. The SAP center has to go too. It is a boat anchor of the past. We don’t need entertainment, we need to grow food and have our own entertainment from our family friends and neighbors. In addition, the fact that the SAP is saying they need 5,000 plus car spaces shows they are a true boat anchor to the past.

I-5.9

We need to build the DSAP car free and the buildings should all be homes and gardens to support the residents with food and local ecosystems. The home buildings can be high rise but they should be Arcology designed with integration of food production on every other floor and outside the building and on the roof tops food production to support the inhabitants.
Arcology

Arcology is the fusion of architecture with ecology, a comprehensive urban perspective. In nature, as organisms evolve, they increase in complexity and become a more compact system. A city should similarly evolve, functioning as a

living system. Architecture and ecology as one integral process, is capable of demonstrating positive response to the many problems of urban civilization – population growth, pollution, energy/natural resource depletion, food scarcity, and quality of life. Arcology recognizes the necessity of the radical reorganization of the sprawling urban landscape into dense, integrated, three-dimensional cities in order to support the diversified activities that sustain human culture and environmental balance.

I-5.9 Cont.

The area around the diridon station should be a central parklands with native plants, food production and fruit trees interspersed with places to sit and eat our own food.

ALL THE BUILDINGS NEED TO BE HOUSING
ALL THE GROUNDS NEED TO PRODUCE FOOD AND NATIVE GARDENS TO HELP TO REBUILD OUR ECOSYSTEM THAT IS COLLAPSING IF WE DONT BRING RADICAL CHANGE SAYS The Intergovernmental Science-Policy Platform on Biodiversity and Ecosystem Services (IPBES) is an intergovernmental organization established to improve the interface between science and policy on issues of biodiversity and ecosystem services.[1] It is intended to serve a similar role to the Intergovernmental Panel on Climate Change.[2]

Nature and its vital contributions to people, which together embody biodiversity and ecosystem functions and services, are deteriorating worldwide.
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THE DEVELOPMEnt of 25 farms across San Jose is a plan that Alrie Middlebrook has with the California Native Gardens Foundation
Wonderful plans for middlebrook gardens California native garden foundation 76 race street here in our community! We need hyperlocal food!!!!
We need Alrie MiddLebrook from middlebrook gardenS now center for urban sustainability to teach us all how to take up the asphalt and MAKE THE EARTH A GARDEN AGAIN!
People say it won't make city money??? That's not true there are many jobs that Alrie middlebrook center for urban sustainability is creating now!!! . Yes it MIGHT NOT make the city THE millions from a hotel; BUT A HOTEL IS NOT RIGHT LIvelihood—-the idea of right livelihood is an ancient one it embodies the principle that each person should follow an honest occupation which fully respects other people and the natural world this holds true for our city too which belongs to the people not corporations and supporting the city services on vices such as hotels, cardroom gambling. Prostitution etc is evil and greedy and on top of that all of us need to stay home so hotels are bad for us because of climate change and covid19 when a pandemic and climate crisis is telling us to stay home .....growing food is good for our survival and creating a demonstration project at 615 Stockton ave will be land centrally located on the grand boulevard Stockton avenue to announce to the world we are MAKING THE EARTH A GARDEN AGAIN for the human race. It's something we can all agree upon is food for survival instead of becoming as we are seeing now fascistic around the color of our skin we need to be bound together the true definition of fascia is to be bound, but we as humans need to be bound to be unified around our shared need for food , to have food, food security, food sovereignty, and to grow food everywhere so we can survive.

Hotel or food? Which one do you want at the end of life on earth, civilization, organized human society climate and ecological collapse?
Write your San Jose city council persons tell them we need food not a hotel!!!! That is at 615 Stockton avenue at the corner of Schiele ave. Plans are moving forward that need to be stopped we need FOOD not hotel at 615 Stockton avenue! The city needs to buy this land for 3 million or google needs to in order to bring a demonstration project and hands on learning to quickly teach all of us to grow food everywhere we can on every street on every building and on top of every building everywhere grow food SO WE DO NOT BECOME CANNIBALS .

Here is what areas of study and job creation is happening in San Jose, ca by the California native gardens in conjunction with the San Jose and evergreen school community college school district—these are fossil fuel free jobs outdoor jobs/work and sustainable job creation is being worked on at Middlebrook gardens 76 race street And Alrie's Hester gardens which is now centers for urban sustainability they fossil fuel free job tracks at The

I-5.9 Cont.

new urban center for sustainability formally the california native garden foundation are: 1)Regenerative organic agriculture, 2) urban ecological land management, 3)early childhood development pre-k teaching certificate in nature immersion + food, 4)outdoor STEAM education teaching certificate for teachers of grades K-8, 5)regional ecologist,6) ecological engineering technician7) culinary arts academy for a plant based diet. Middlebrook gardens center for urban sustainability at 76 race street are beginning our certification classes in the “first 5” this February. Eventually the college will offer two year applied science degrees. Students must fulfil certification requirements by attending 70 hours of classes over a 20 week period while serving as interns at the build 25 network of farms and eco-villages. The farms will be used by students, teachers, professionals and other older members of our community as laboratories for learning to earn their certificates.

I-5.10

WE need land purchased by the city or Google so that we can have land to grow food and learn how to do this from the program at CNGF: San Jose evergreen Community college district is working with the California native garden foundation to offer 4 new certification classes and eventually 7 job tracks for a new resilient economy that specifically addresses local solutions to climate change.
Each of the 25 eco villages and farm centers will offer teaching, training, research and extension activities for college students, families and members of the community it serves. These centers are designed to protect ecosystems services and allow the residents or nearby community members to complete all their life cycle needs without travel.Clean air, clean water, healthy soil, nutritious sustainable food, renewable energy, local waste management, human health and well being, education and direct connection to nature and locally restored ecosystems for children, families and members of a diverse community..

I-5.11

What resonates most to me is saving life on earth and listening and following the science that says we need to be at zero emissions by 2025 . “The same human activities that drive climate change and biodiversity loss also drive pandemic risk through their impacts on our environment.
COVID-19 is at least the sixth global health pandemic since the Great Influenza Pandemic of 1918, and although it has its origins in microbes carried by animals, like all pandemics its emergence has been entirely driven by human activities--FLYING, DRIVING AND not being VEGAN! IN ADDITION,
Both nature and nature’s contributions to people are vital for human existence and good quality of life (human well-being, living in harmony with nature, living well in balance and harmony with Mother Earth, and other analogous concepts).While more food, energy and materials than ever before are now being supplied to people in most places, this is increasingly at the expense of nature’s ability to provide such contributions in the future, and frequently undermines nature’s many other contributions, which range from water quality regulation to sense of place. The biosphere, upon which humanity as a whole depends, is being altered to an unparalleled degree across all spatial scales. Biodiversity – the diversity within species, between species and of ecosystems – is declining faster than at any time in human history. WE ARE IN THE SIXTH GREAT MASS EXTINCTION AND WHEN over million species are threatened with extinction in the next decade or two, we humans are on that train and if not going extinct will have a mass dieoff since our growth to almost 8 billion has been driven by fossil fuels and the science says we have to get off of fossil fuels by 2025 or we will experience greater and worse mass human suffering and catastrophic climate collapse and the end to organized human society.
WEe are speeding in the other direction with our fossil fuel and consumption of earth’s resources. Climate crisis and pandemic are telling us the same thing : WE need to STAY

I-5.11 Cont. HOME!

I-5.12 In my neighborhood we have been totally ignored:
We have a diesel bus depot 630 Stockton Avenue destroying our health and needs to be removed from our community. Diesel Bus DEPOT OR FOOD: you can't eat money or diesel!

We do not need any private diesel buses since all whitecollar workers are working from home as we need to fight the pandemic and reduce our fossil fuel use to zero.

I-5.13 We should not be expanding the airport.

The airport should become an eco village...it's flat like Nebraska. Nebraska is having trouble growing food due to climate crisis, e.g. the record setting derecho that Early estimates say the derecho flattened at least one-third of Iowa's crops – about 10 million acres, according to Iowa Gov. Kim Reynolds. In addition, tens of millions of bushels of grain that were stored at co-ops and on farms were damaged or destroyed as bins blew away. We need to have local agriculture. WE need to grow our food locally.

I-5.14 This land at 615 stockton avenue was originally in general plan 2020 to be RESIDENTIAL Than in 2008 at the economic downturn the land was given the general plan designation of commercial neighborhood and only commercial buildings NO HOUSING.
This was to make money for the city.
Now a 5 story 80 room with underground parking of 40 cars Hotel is being submitted by the owner and considered by the city for 615 Stockton Ave.

After the SJ city council rejected the original hotel that included the residence at 623 Stockton Ave and the 615 stockton ave an affordable housing project was proposed in this corner since the neighbors did not want a hotel and fought against the rezoning of the residential historical home to commercial.

The affordable housing that was proposed by Alan Nyguen and submitted to the city it was middle income affordable housing for home ownership and the city REJECTED THIS affordable housing even through affordable housing can override the general plan BUT our city said that NO RESIDENTIAL DEVELOPMENT BECAUSE this property is across from heavy industry i.e. there is so much pollution in our neighborhood that the city won't allow housing to be built in our neighborhood.

QUESTION To be answered by our city:

Why did you let my husband and I buy the commercial building now rezoned residential and now our home for 16 years at 641 stockton avenue when it was across the street from a DIESEL BUS DEPOT. This was not safe for myself and my family. If 615 stockton avenue can not be developed as residential why was 641 stockton avenue allowed to convert form commercial to residential. Actually if the city said that we could not buy this property though the general plan was for the entire west side of Stockton avenue to become residential as shown by our rezoning as a conforming rezoning from commercial to residential means it met the general plan for the entire west side of stockton avenue. Yet know 16 years later

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Three large roundabouts that have a large fruit tree in the middle with other native plants

I-5.15 Cont.

Bicycle lanes with three feet of separation lines painted
All streets that intersect stockton avenue fix the radius so there is no square the corners
Put zebra stripes on all corner crosswalks
Add street lights on all corners intreresecting stockton avenue like Villa that needs a street light
Add left turn signals to both Lenzen avenue and Taylor street

I-5.16

The Garden Alameda neighborhood is a CARE COMMUNITY: Community Air Risk Evaluation Program
COMMUNITY HEALTH
AIR POLLUTION AND COMMUNITY HEALTH
AB 617: COMMUNITY HEALTH PROTECTION PROGRAM
AB 617 Expedited BARCT Implementation Schedule
Grant Program
Richmond Area Community Health Protection Program
West Oakland Community Action Plan
Carl Moyer Program Survey
Community Air Risk Evaluation (CARE) Program
FACILITY RISK REDUCTION PROGRAM
AIR POLLUTION CONTROL MEASURES
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TAYLOR STREET and corner needs lots of repair to make it walkable it needs to be redesigned like Campbell avenue near Bascom that made it beautiful walkway separated from the car traffic to make it a beautiful walkable space
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I-5.19

Arcology
Arcology is the fusion of architecture with ecology, a comprehensive urban perspective. In nature, as organisms evolve, they increase in complexity and become a more compact system. A city should similarly evolve, functioning as a living system. Architecture and ecology as one integral process, is capable of demonstrating positive response to the many problems of urban civilization – population growth, pollution, energy/natural resource depletion, food scarcity, and quality of life. Arcology recognizes the necessity of the radical reorganization of the sprawling urban landscape into dense, integrated, three-dimensional cities in order to support the diversified activities that sustain human culture and environmental balance.

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Write your San Jose city council persons tell them we need food not a hotel!!!! That is at 615 Stockton avenue at the corner of Schiele ave. Plans are moving forward that need to be stopped we need FOOD not hotel at 615 Stockton avenue! The city needs to buy this land for 3 million or google needs to in order to bring a demonstration project and hands on learning to quickly teach all of us to grow food everywhere we can on every street on every building and on top of every building everywhere grow food SO WE DO NOT BECOME CANNIBALS .

I-5.19 Cont.

Here is what areas of study and job creation is happening in San Jose, ca by the California native gardens in conjunction with the San Jose and evergreen school community college school district—these are fossil fuel free jobs outdoor jobs/work and sustainable job creation is being worked on at Middlebrook gardens 76 race street And Alrie's Hester gardens which is now centers for urban sustainability they are:
1)Regenerative organic agriculture, 2) urban ecological land management, 3)early childhood development pre-k teaching certificate in nature immersion + food, 4)outdoor STEAM education teaching certificate for teachers of grades K-8, 5)regional ecologist,6) ecological engineering technician7) culinary arts academy for a plant based diet.
Middlebrook gardens center for urban sustainability at 76 race street are beginning our certification classes in the first 4 this February. Eventually the college will offer two year applied science degrees. Students must fulfil certification requirements by attending 70 hours of classes over a 20 week period while serving as interns at the build 25 network of farms and eco-villages. The farms will be used by students, teachers, professionals and other older members of our community as laboratories for learning to earn their certificates.

I-5.20

WE need land purchased by the city or Google so that we can have land to grow food and learn how to do this from the program at CNGF: San Jose evergreen Community college district is working with the California native garden foundation to offer 4 new certification classes and eventually 7 job tracks for a new resilient economy that specifically addresses local solutions to climate change.
Each of the 25 eco village and farm centers will offer teaching, training, research and extension activities for college students, families and members of the community it serves. These centers are designed to protect ecosystems services and allow the residents or nearby community members to complete all their life cycle needs without travel.Clean air, clean water, healthy soil, nutritious sustainable food, renewable energy, local waste management, human health and well being, education and direct connection to nature and locally restored ecosystems for children, families and members of a diverse community..

google could also be made by our city to take the homes on Julian ave three historic homes scheduled for demolition and move them to 615 stockton ave. These homes should be put in a circle facing each other and the commons where they grow food together in the middle. This would be a demonstration project to show how to build a resilient neighborhood. Neighbors knowing each other and working together. for the greater good: growing food and being producers of all the other essentials we need hyper locally. the homes would be renovated to be ecologically advance solar of grid water capture etc LEED certified green as another example of the best of human development and let go of the fossil fueled past.

--

Clean Air and Quiet Neighborhoods--A Natural Right.

March 2, 2021

Dear City of San Jose,

Thank you for this opportunity to comment on the October 2020 Diridon Station plan. Soft Lights is a disability rights advocacy group focused on ensuring that those with light sensitivity disabilities are protected from the harms of artificial light.

After having reviewed the March 2021 Diridon Station Area Plan Amendment, we provide the following summary and requests:

1) The light pollution requirements lack quantifiable restrictions and therefore are unacceptably weak. We request that the city add the following restrictions related to light pollution for this project:
    a. Maximum color temperature of all outdoor lighting is 2700 Kelvin.
    b. Recommended color temperature is 2200 Kelvin or less.
    c. Maximum luminance at the eye from any light source shall be 50 candela per square meter.
    d. Digital advertising billboards shall be prohibited.
    e. All outdoor lighting shall be shielded to prevent light trespass and diffused (no bare-diode LEDs).
    f. No outdoor lighting shall exhibit sub-sensory flicker.
    g. Blinking/flashing/strobing lights shall be prohibited.

O-1.1

2) In our review of the San Jose Municipal Code, we found only one reference to either "luminance" or "color temperature":

    Quote: "Any Sign, visible from a wetland, burrowing owl habitat or Riparian Corridor, shall be dimmed automatically one hour after sunset to 5% of their daylight luminance setting"

    While this code is certainly helpful, it should be enhanced. According to research studies, the human tolerance threshold for luminance in a nighttime environment is less than 1 candela per square meter. In addition, contrast ratios should not exceed 20:1. Therefore, we recommend that the maximum luminance at the eye for a riparian area should be set to 1 candela per square meter and the maximum luminance at the eye for a non-riparian area should be 20 candela per square meter.

    In addition, the code should be updated to specify the maximum color temperature of any outdoor light at 2700 Kelvin for business areas, and 2200K for residential areas.

O-1.2

3) We saw no references to the Americans with Disabilities Act or Section 504 of the Rehabilitation Act. We request that the city add language to the Diridon plan that explicitly states what steps are being taken to protect those with light sensitivity disabilities. We wish to ensure that outdoor lighting does not exceed tolerance levels, whether it be color temperature, luminance, strobing, contrast, or sub-sensory flicker.

O-1.3

O-1.4

4) The city is proposing to purposely increase light pollution. This wasteful use of energy is contrary to the city's climate policy goals. Natural night is a fundamental resource that is critical to the proper functioning of nearly all biological systems, including humans. Polluting the natural night with artificial light damages the natural night resource, which in turn leads to human diseases such as cancer, diabetes, and psychological disorders.

   Instead of adding light pollution, this project should focus on restoring the natural night. The moon and the stars provide a substantial amount of light. Small amounts of artificial light could be added for functional purposes, but there should no superfluous light that pollutes the natural night resource.

   We request that the following text be added to this proposal: "Sky Brightness at any location within the project boundary shall be a minimum of 20.5 mpsas."

O-1.5

5) Soft Lights requests to be included in the city's dialog with the disability rights community for this project. We wish to ensure that those with light sensitivity disabilities will be able to enjoy and navigate through this project without undue discomfort or harm.

Sincerely,



Mark Baker, B.S.E.E.
Soft Lights
mbaker@softlights.org
www.softlights.org
Facebook: Soft Lights
Twitter: @softlights_org

From: Admin User <admin@kanyonkonsulting.com>
Sent: Wednesday, March 3, 2021 2:02 PM
To: Hill, Shannon <Shannon.Hill@sanjoseca.gov>
Subject: Diridon Station Area Plan

[External Email]

To Whom it May Concern,

My name is Kanyon Sayers-Roods. I am writing this on behalf of the Indian Canyon Band of Costanoan Ohlone People as requested, responding to your letter dated : Mar 3,2021

O-2.1 As this area in question is adjacent to a site that has been identified and recorded as culturally sensitive, we recommend that a Native American Monitor and an Archaeologist be present on-site at all times. In the event that any disruptive surveying or earth movement transpires.

Kanyon Konsulting, LLC has numerous Native Monitors available for projects such as this, if applicable, along with Cultural Sensitivity Training at the beginning of each project. This service is offered to aid those involved in the project to become more familiar with the indigenous history of the peoples of this land that is being worked on.

O-2.2 Kanyon Konsulting, LLC believes in having a strong proponent of honoring truth in history, when it comes to impacting cultural resources and potential ancestral remains. We have seen that projects like these tend to come into an area to consult/mitigate and move on shortly after. Doing so has the strong potential to impact cultural resources and disturb ancestral remains. Because of these possibilities, we highly recommend that you receive a specialized consultation provided by our company as the project commences.

As previously stated, our goal is to **Honor Truth in History**. And as such we want to ensure that there is an effort from the project organizer to take strategic steps in ways that **#HonorTruthinHistory**. This will make all involved aware of the history of the indigenous communities whom we acknowledge as the first stewards and land managers of these territories.

Potential Approaches to Ingenious Culture Awareness/History:

O-2.3 --Signs or messages to the audience or community of the territory being developed. (ex. A commerable plaque or as advantageous as an Educational/Cultural Center with information about the history of the land)

-- Commitment to consultation with the native peoples of the territory in regards to presenting messaging about the natives/Indigenous history of the land (Land Acknowledgement on website, written material about the space/org/building/business/etc)

-- Advocation of supporting indigenous lead movements and efforts. (informing one's audience and/or community about local present Indigenous community)

We look forward to working with you.

Best Regards,

Kanyon Sayers-Roods
Creative Director/Tribal Monitor
Kanyon Konsulting, LLC

SAN JOSE DOWNTOWN ASSOCIATION

March 31, 2021

Shannon Hill
Environmental Project Manager
City of San José Department of Planning, Building & Code Enforcement
200 East Santa Clara Street, T-3 San José, CA 95113

RE: Diridon Station Area Plan Amendment (PP19-082 and GP20-0070); Downtown Strategy 2040 FEIR (SCH # 2003042127)

Dear Mrs. Hill,

The San Jose Downtown Association (SJDA) provides the following comments on the Amended Final Environmental Impact Report (FEIR) for the development of the Diridon Station Area Plan (DSAP). As a SAAG member, we appreciate the level of detail and consideration staff have put into this FEIR with considerable changes throughout the years.

General Plan 2040:

O-3.1 As the latest addendum relates to the General Plan 2040, we support this update as it would respond to the opportunity to create more housing and jobs by "transferring 4,000 dwelling units and 10,000 jobs from later horizon General Plan growth areas to Downtown capacity available now." The need for consistent land use and zoning is paramount for expanding areas of downtown, such as reflected in this document, converting former land use designations to Commercial Downtown outside of the Downtown West project boundary. As noted, the Downtown Strategy 2040 has a development capacity of 14,360 residential units, 14.2 million square feet of office uses, 1.4 million square feet of retail uses, and 3,600 hotel rooms. The additional 12 acres to be included (from 250 acres to 262 acres) would continue to convert underutilized spaces into a "mixed-use urban neighborhood anchored by a world-class transportation hub and the SAP Center." Building off of the Downtown Design Guidelines and Standards would facilitate an improved aesthetic continuity and higher standards for the DSAP built environment.

O-3.1 Cont. Although actual development in the area may not transpire for many years and detail on specific projects will remain vague until they are phased in, we generally support this amendment.

Height Limits and Capacity:

O-3.2 Per City Council's request and Federal Aviation Administration's Terminal Instrument Procedures (TERPS) for the Mineta San Jose International Airport, we appreciate the newly established consideration of maximizing building heights to provide increased density and the guidelines for even higher temporary construction crane allowances. From the prior low maximum of 130 feet to a new height maximum of 295 feet, this is a positive significant delta that will increase density in and near downtown to help establish the bustling urban vibe San Jose warrants and deserves. Subsequently, we are also

O-3.3 proponents of the increased maximum of office/commercial capacity to 7,838,000 square feet and residential development capacity to 7,044 units, a net gain of 2,874,600 square feet and 4,456 units, respectively, from the previous plan. The DSAP area is the best place in San Jose for this kind of density and will help create the urbanism much warranted by expanding the city's downtown footprint.

Traffic Circulation/Network Changes, Access:

As noted in the section 2.1 FEIR, "the goal is to develop a sustainable and equitable plan around Diridon Station that capitalizes on an anticipated possible build-out of new transit-oriented development." We are in favor of multiple components here such as reducing GHG and VMT, increasing capacity and multimodal options, and adding bike lanes and connectivity; however, the ramification of certain decisions regarding infrastructure changes should also be considered. For example, we agree an analysis should be conducted if a project surpasses the threshold of VMT Policy 5-1. Components

O-3.4 related to permanent infrastructure and development, such as the Autumn Parkway extension, should be examined to allow optimal urban development efficacy. Can a simultaneous extension of Autumn Parkway occur with the development of an interim parking lot? Further studies and updated data must be required to address the DSAP's overall traffic circulation and access, proposed street closures and restrictions, and bike paths. We find the FEIR insufficient in this regard.

To ensure proper ingress and egress from the Downtown West project and DSAP, and its impact on surrounding neighborhoods -- most notably the downtown core -- we also encourage proper vetting of any current and future lane reductions, street closures, and bike paths. For example, the FEIR does not adequately document numerous access and circulation assumptions such as bike path on San Fernando Street or dedicated bus lane

O-3.5 on Santa Clara Street. The unintended long-term consequences of such actions may preclude proper access and circulation to numerous impacted properties, businesses, residences and special events. It should be noted that Santa Clara Street is the only east-west thoroughfare in the entire downtown and the FEIR is insufficient in its analysis of how future densities from the DSAP plan will impact this and other downtown streets. Further analysis should be also conducted vis-á-vis the Santa Clara Street complete streets concept.

O-3.6

Parking:
Regarding Section 2.3.1.5, **"**Parking The 2014 DSAP" indicates there was a preliminary concept plan for DSAP. With a total of an anticipated 11,950 parking spaces, "approximately 8,960 spaces would be located in off-street surface lots and structure parking garages and the remaining 2,990 spaces would be provided in underground parking facilities." With an approximate 1,403 spaces aforementioned to serve transit-based demand, it seems there would be a prominent "deficit of approximately 810 spaces" that should be re-evaluated as there are several editions to this updated FEIR. We are cognizant that DSAP will be a predominately transit-oriented development project but if DSAP is leveraging exclusively current allocated parking spaces without building or accommodating for new spaces, this warrants further analysis, and the FEIR is insufficient in its parking supply and demand data.

SJDA thanks staff for their diligence and engagement throughout this process.

Sincerely,



Scott Knies
Executive Director

cc:
Chu Chang, PBCE Acting Director

DANG
Diridon Area Neighborhood Group

April 1, 2021

City of San Jose
Planning Building & Code Enforcement
Jose Ruano, DSAP Project Manager
200 East Santa Clara Street
San Jose, CA 95113
Sent via email

RE: Diridon Station Area Plan CEQA document amendment

To whom it may concern:

The Diridon Area Neighborhood Group (DANG) would like to reintroduce the issues raised in our last comments to the DSAP amendment. Those comments are below:

O-4.1 The Diridon Area Neighborhood Group (DANG) would like to reiterate its consternation and frustration concerning the DSAP revision process. Commenting on this Draft Amended DSAP document was difficult due to the lack of a straightforward nature of messaging, community input, and document creation. We have several issues of concern that we want to have clarified.

O-4.2 1. Presenting the Draft Amended DSAP document merely as an amendment does not constitute a full guiding document to be used for future development. We believe that this should be a supplemental or new DSAP EIR.

O-4.3 2. When the Downtown Strategy Update 2018 was being approved, at no time was there mention that there would be no further opportunity for the community to address any building height or neighborhood interface issues for the Diridon Station area. The public should have had the ability to comment on these issues during this process.

O-4.4 3. Piecemealing of various documents for the purpose of taking a short cut and not letting the surrounding neighborhoods know the full extent of the mitigation issues of this change in the DSAP is unprofessional at best, creating a Frankenstein-type monster of a CEQA document.

O-4.5 4. Another item of concern is located within the document ***Downtown Update Strategy 2040 EIR***, page 208, which states:
The proposed 4,000-unit increase in residential capacity to 14,360 units would be achieved by transferring residential units from outlying (beyond the general

vicinity of Downtown) Urban Villages and other Growth Areas identified in the 2040 General Plan.

O-4.5 Cont. The statement above does not declare that the 4,000 units are to be assigned specifically to the Diridon Station area. Since this document does not specifically assign these additional residential units to the station area, staff should eliminate all specific numbers of residential units from the Draft Amended DSAP. If, in fact, these units are assigned specifically to the station area, please cite the location in the EIR document.

Furthermore, DANG requests that you:

O-4.6 1. Provide information about the criteria used to determine that an amendment to the DSAP was the appropriate process instead of a supplemental or new DSAP EIR. DANG believes that a supplemental or new EIR should be the appropriate process because of the major changes being allowed, such as Council's decision to no longer follow the OEI guidelines and the massive increase in development potential for the DSAP area due to the dramatic building height increases.

O-4.7 2. Provide the proposed increase of commercial development in square feet and number of housing units from the 2014 DSAP to the current draft DSAP amendment.

O-4.8 3. Provide information about the impact of the crane heights on development heights.

Regardless of the impediments created to limit public comment, please see below other DSAP comments from DANG.

Thank you,

Kathy Sutherland	Bert Weaver
Laura Winter	Sarah Springer
Edward Saum	Harvey Darnell
Helen Chapman	Bill Rankin
Mary Pizzo	Norma Ruiz
Kevin Christman	Jake Smith

Our research shows that the following documents and referenced pages guide development height in the Diridon and specifically the Delmas Park neighborhood.

Downtown Strategy 2040, Integrated Final EIR

December 2018

Page 209

Diridon Station Area Plan (DSAP)

O-4.9 The majority of the DSAP area is within the Downtown Strategy 2040 boundaries. The Downtown Strategy 2040 does not propose changes to the DSAP. Development occurring in the DSAP area would be subject to land use regulations and policies established in the DSAP. The project, therefore, would be consistent with the DSAP.

Diridon Station Area Plan (DSAP)

June 2014

Page 4-9 number 5 states the following:

ASSUMPTIONS AND EXCLUSIONS

The height limits used in the development of the test-fit plan are consistent with, and in most cases below, the height limits established in the Urban Design Section of this Plan. Building heights used in the test-fit plan are also below the maximum building heights established by Federal Aviation Administration (FAA) Part 77, as discussed below. In the southern zone building heights were set to respect the scale of the adjacent neighborhoods and the recommendations in relevant Strong Neighborhood Initiative (SNI) documents. (underlined for emphasis)

O-4.10

Page 4-16

STRONG NEIGHBORHOOD INITIATIVE ZONES

Project sub-areas D (Dupont/McEvoy) and F (Park/San Carlos) both fall within existing SNI (Strong Neighborhood Initiative) boundary and both of these areas have had SNI Neighborhood Improvement Plans and/or Business Improvement Plans prepared in the recent past. Delmas Park SNI Neighborhood Revitalization Plan gives general guidance on the community's preferred land uses, and desirable massing/heights/densities of buildings. The proposed uses, block and street patterns and building heights indicated in the 'test-fit' DSAP - Final Plan Report are intended to be respectful of and consistent with the community's recommendations.

2002 Delmas Park Neighborhood Improvement Plan

Approved and accepted by City Council and the Planning Commission

Amended in 2007 without changes to this language by City Council and Planning Commission

O-4.11

Page 30 states the following: Infill Development Criteria During the planning process community members made specific recommendations for infill development within the West San Carlos corridor, including height, density, tenant mix, and architectural character. Height/Density Community members support significant density and height for new development, provided it is sensitive to adjacent neighborhood conditions.

The “Infill Location and Heights” graphic on the following page illustrates height/density criteria. Infill recommendations for specific locations are:

- West San Carlos Street Frontage - Replace existing auto and light industrial uses with housing over commercial; 4-5 stories average height along the frontage, stepping down to 3 stories adjacent to single-family areas on the north and south.

Page 31 includes a map clearly identifying the site as a redevelopment area with 4 -5 stories.

Draft Amended DSAP

Page 49

O-4.12

Lot Line and Right of Way step back Plane

From the mid-block Lot Line and Right of Way Setback Plane lines to W. San Carlos, how many square feet of land does this section include? How many square feet of land are in the entire DSAP?

O-4.13

Page 51

The Lot Line step back Plane figure 2-4-8a demonstrates how this will work for a Rear Shared Property Line.

The Lot Line step back Plane does not apply to only rear property lines.

The majority of the property lines are side property lines with only three (3) foot setbacks.

O-4.13 Cont. Provide an additional figure to demonstrate the proposed setback plane under these conditions.

O-4.14 In the DSAP area (with the exception of Downtown West), on a map please show developments built within the past 20 years, projects currently under construction, entitled projects, development proposals which are scheduled to be approved before the final version of this amendment, development proposals which have held publicly noticed meetings.

O-4.15 Provide information about the loss of "theoretical capacity" for commercial and residential development in the DSAP due to the above projects

Provide information about the loss of "theoretical capacity" due to newly acknowledged crane height concerns

Provide information about the loss of "theoretical capacity" if the 3 half-blocks on the south side of W San Carlos between Bird and Delmas were developed to the following heights as called out in the Delmas Park Neighborhood Improvement Plan:

O-4.16 "West San Carlos Street Frontage - Replace existing auto and light industrial uses with housing over commercial; 4-5 stories average height along the frontage, stepping down to 3 stories adjacent to single-family areas on the north and south."

Bicycle and Pedestrian Facilities

The proposed project would conflict with a bicycle-or pedestrian-related program plan or policy if it would create a hazardous condition that currently does not exist for pedestrians or bicyclists, or if it conflicts with planned facilities or local agency policies regarding bicycle and pedestrian facilities

O-4.17 Several areas both within the project plan and adjacent to the project plan will have significant negative impacts on bicycle and pedestrian safety, conflicting with Envision **San Jose 2040 General Plan Land Use Goal TR-2**: "improve walking and bicycling facilities to be more convenient, comfortable, and safe**,** so that they become primary transportation modes. Although the Downtown West and adjacent areas will greatly improve pedestrian, bicycle, and other micromodality transportation modes due to the proposed improved network of streets and access to transit, the following locations need greater scrutiny to assure compliance with Safe Routes to Transit, San Jose Bike Plan 2020, and Vision Zero: Onsite Improvements

O-4.18 1. "Off-street path connections along Los Gatos Creek within the project site to fill in gaps in the existing trail, with an off-street path connection running along the western edge of Los Gatos creek between Auzerais Avenue and Park Avenue, as well as along the eastern edge of the creek from West San Fernando Street to West Santa Clara Street. These trail segments would be connected by on-street protected bikeways along

O-4.18 Cont.

Autumn Street between Park Avenue and the VTA tracks." A safe pedestrian and bicycle undercrossing is imperative here to assure safety for both recreational uses and transit access for commuters. This will be a major vehicular/bus intersection that will be incompatible with the heavy pedestrian, bicycle and other micromodality uses expected for the project area.

O-4.19

"Controlled at-grade crossing (crosswalk and curb improvements) for the Los Gatos Creek Trail across West Santa Clara Street at or near Delmas Avenue. This crossing would connect the existing segment of the Los Gatos Creek Trail within Arena Green, along the west side of the creek, with a new portion of the trail to be developed as part of the project on the east side of Los Gatos Creek between the VTA tracks and West Santa Clara Street." This area is slated for a much more intense use than at present: an office building, two residential buildings, an events center, the adaptive re-use of the San Jose Water Building, a large plaza, the Los Gatos Creek Trail, the Guadalupe River Park Trail, plus Arena Green and SAP center all converge here. Simple controlled-grade crosswalk and curb improvements are grossly insufficient for this level of activity on both sides of West Santa Clara Street. We are aware that an undercrossing is unfeasible. An overcrossing needs to be studied for this location along with a more robust analysis of pedestrian and micromobility issues.

O-4.20

1. West Santa Clara Street at Cahill Street is another location that will be unsafe for pedestrian and micromodalities. Two possible solutions might be to include a second BART station entrance at the north side of Santa Clara Street in front of SAP Center or an overcrossing.

O-4.21

2. Provide a detailed safety analysis with proposed solutions for Bird Avenue over Highway 280. The Gardner Academy on the south side of 280 in the Gardner Neighborhood includes an enrollment boundary north of Highway 280 and is currently a pedestrian and bicycle nightmare. A parallel pedestrian/bicycle bridge may be the safest solution here.

O-4.22

3. West San Fernando Street between Race Street and the project area is proposed to be a protected bike lane and currently experiences heavy pedestrian, motorized scooter, skateboard, and other micromodality usage and the bikeway includes a portion of Cahill Park's promenade. The public safety issues with this bikeway is alarming. An analysis and safety recommendations for this section of West San Fernando Street must be made.

O-4.23

4. A detailed micromdality management plan needs to be produced with robust community involvement and input.

Roadway Network Changes

O-4.24 Autumn Street and Almaden Avenue do not connect to a major highway, as does Delmas Avenue; this would potentially increase VMT and lead to driver confusion, especially with egress for SAP Center, a new project Events Center and Logistics Center. The Arena Traffic and Parking Management Plan is a very detailed document created with the input of the adjacent residential neighborhoods and for 30 years has worked flawlessly to minimize traffic impacts from SAP Center on said neighborhoods. Removing Delmas Avenue between West Santa Clara Street and West San Fernando Street will have a significant negative impact from visitors to SAP Center, the new Events Center and the new Logistics Center. Google Maps and Waze, if not programmed properly, will automatically send drivers through residential neighborhoods in order to get to the nearest freeway onramp to the south of the project area, the Highway 87 southbound onramp at Delmas and Auzerais Avenues. The TPMP goals must continue to be met and the navigation apps must not send drivers into a residential neighborhood.

O-4.25

O-4.26 DANG recommends a pedestrian crossover on West Santa Clara Street: Elevated crosswalk with stairs, elevators and escalators for safe pedestrian crossing over W. Santa Clara close to Diridon Station.

O-4.27 DANG also recommends an elevated trail connection in the north end of the DSAP based upon the outcome of the DISC development. The final determination of the location and termination points would be coordinated with the public before the Diridon Station work has begun.

GUADALUPE RIVER PARK CONSERVANCY

April 1, 2021

Ms. Shannon Hill
City of San Jose – Department of Planning, Building, and Code Enforcement
200 E. Santa Clara Street, T-3
San Jose, CA 95113
Via Electronic Mail: shannon.hill@sanjoseca.gov

Re: Initial Study/Addendum to the Downtown Strategy 2040 Environmental Impact Report for the Diridon Station Area Plan Amendment File No.: PP19-082; SCH #2003042127; Council Districts 3 and 6

Dear Ms. Hill:

O-5.1 The Guadalupe River Park Conservancy has reviewed the Addendum for the DSAP Amendments and are disappointed that Arena Green, the largest park in the DSAP area, continues to be outside the DSAP boundary. In a letter to the Deputy City Manager, Kim Walesh, on June 15, 2020 "Re: Inclusion of the Guadalupe River Park in the DSAP Boundaries", we expressed that to achieve shared visions of a vibrant, healthy, and well-maintained park, and to achieve the City's General Plan Goals for the Guadalupe River Park to be a "Grand Park" for San Jose, there needs to be formalization of the park as part of the broader DSAP district and downtown area to ensure that the park and Downtown can develop and prosper together.

O-5.2 We continue to be concerned about the lack of parkland included in the Google project and encourage the City to require future projects in the DSAP to provide parkland consistent with current City codes, goals, and policies.

O-5.3 Our request should be seriously considered, especially given the stated visions for the parks and public spaces in the area. A number of the parks and trails images shown in the Draft DSAP Plan are placed to inspire aspirational goals around open space design, stewardship, and programming. These open spaces also are supported by various value capture and reinvestment districts. Without formalizing the boundaries that encompass the network of parks and open spaces in the district (Guadalupe River Park, Los Gatos Creek, and all the existing and planned parks and plazas), there is not a foundation to support the future development of these spaces to meet the park and public space goals stated in the document.

If further revisions are being made to the Plan as part of the approval process, we ask that this change also be made. This would allow for the serious recognition of the importance of this public open space area consistent with San Jose's General Plan, ActivateSJ, San Jose Downtown Vision, Guadalupe River Master Plan, and a number of other plans, community priorities, and guiding principles developed through countless community meetings, task forces, and public input.
As a trusted nonprofit partner, we want to ensure that the City is aware of the opportunity in front of them to develop a value capture and stewardship foundation that would turn our downtown open space network into a case study for success, and avoid another missed opportunity to actualize this long-held priority.

O-5.4 Additionally, if the DSAP includes allowing taller buildings that could shade Arena Green (east and west), we would like the Addendum to include a thorough discussion of this environmental impact.

O-5.4 Cont. As the largest open space in the district, both currently and after the buildout of this Plan, this is a major concern that needs clarification. We can find no discussion of how the project will ensure that proposed development would not result in a 10 percent or greater increase in shadow cast onto an open space area.

As we stated in our letter regarding the proposed Downtown West (Google) project, shade and shadow impacts from that development were incorrectly compared to the entire river park. Table 26 of the Addendum confirms that Arena Green (east and west) is an individual park within the Downtown area. The evaluation of shade and shadow impacts of that project should be re-evaluated, and a determination of significant impact should be corrected.
The Addendum states the following:

O-5.5 "Future development proposals for parcels within 100 feet of the riparian corridor of Los Gatos Creek or the Guadalupe River shall assess the effects of the proposed structures (shading and thermal radiation) on riparian vegetation and creek temperatures. Projects that will result in a 20 percent or more increase in shade or any increase in average daily temperature within the river corridor shall be required to: 1) alter their design to reducing shading; or 2) implement other measures to reduce instream water temperatures. Such measures could include increasing the setback or planting of additional shaded riverine aquatic habitat."

We agree that to shade the Guadalupe River and Los Gatos Creek are significant impacts, but we wonder how the re-design of projects (including the Google project) will occur as a result. Does the Addendum include the evaluation of this impact or does the Google project, which is actually proposing development? These resources and Arena Green must be protected, and we support greater setbacks from these sensitive areas. The viewshed from the park must also be protected and impacts identified.

O-5.6 The Guadalupe River Park and Arena Green are outdoor living rooms where community members can gather and connect, both for events and as part of their daily lives. Changes in the Diridon Station Area will certainly impact GRP, just as changes in GRP will impact the Diridon Station Area. This necessitates that the open space strategy considers how these will interact and be managed and funded in the long term. Including Arena Green and the trail within the boundaries of the DSAP will provide a more guaranteed consideration of these important resources as further planning occurs.

O-5.7 We concur that the pedestrian and bicycling network is important and support the footbridge over Los Gatos Creek and hope that it will allow travel for both pedestrians and bicyclists. We also support the concept of "Active Greenways"; however, any that are located in proximity to the Guadalupe River or Los Gatos Creek must respect the natural environment of these ecological resources. We support the proposed extension and off-street alignment of the Los Gatos Creek Trail from W. St. John Street to Auzerais Avenue as long as it abides by all General Plan goals and policies related to the protection of resources and park and trail facilities.

O-5.8 We are concerned that the objectives of the DSAP Amendments do not support or elevate parks, open spaces, areas for public life, public art and the existing natural resources in the area. These are key elements to achieve goals around creating a regional destination (goal 1), and equitable planning goals later in the same chapter. Without specific objectives to meet the baseline public life and civic commons amenities needed, we are concerned that these community priorities would be overlooked.

O-5.9 As the goals do not expressly support the health and restoration of the adjacent natural resources, ecology, and open spaces, the plan creates an innate opposition between supporting development and preservation and restoration of our City's defining unique assets. We encourage the City to revisit the draft plan and first identify elements of the district which are special and unique to us, and plan for and invest in them to become characteristics of our economic, cultural, and social competitive advantage in the region.

O-5.10 The Guadalupe River Park (GRP) is one of the largest parks in San José and provides parks, recreation, and transportation amenities throughout the Downtown and DSAP areas. However, the importance of Arena Green as a stand-alone park must also be recognized. The Downtown West (Google) project DEIR did not assess the impacts of

O-5.10 Cont. shade and shadow on Arena Green specifically and attempted to dilute impacts of shading by applying the impacts to the GRP as a whole. This and any future lack of autonomy for impacts to Arena Green would be partially rectified by the inclusion of Arena Green within the DSAP Boundaries.

O-5.11 One of the key strategies of the Plan is to provide "19 acres of easily-accessible public and private open space, including plazas and neighborhood parks, dispersed through the existing neighborhoods and the proposed new developments." We would appreciate clarification in the DSAP Amendment as to how the proposed 19 acres is factored into the requirements of the Google project, which includes "semi-private" and "project sponsored-owned open space". We would also like to see more details on what a "plaza" is considered to be and whether they should be considered to be active open spaces. We agree that people coming to and moving around the Diridon Station Area will frequently use the streets, parks, trails, and plazas as part of their journey. Therefore, we would appreciate more detail as to how "these parts of the public realm are designed to seamlessly connect for people walking, bicycling, or using other forms of human-powered transportation."

O-5.12 We also agree that "the combination of enhanced mobility, robust open space and public life provide opportunities for residents to come to the Diridon Station Area for a unique experience and then move easily to the vibrant spaces of Downtown." We believe the Plan should describe how Arena Green and the GRP are vital to achieve this unique experience.

O-5.13 The Draft Plan would be enhanced by a discussion of how future and existing parks and trails will be maintained. We are also very interested in the connectivity of all the parks described in the Plan.

O-5.14 The revised DSAP states that some parks will have a "floating" designation of where parks may or may not be located. It then states that the specific size, exact location, and configuration of such park sites will be finalized only through future development of particular parcels in the Diridon Station Area. We assume this includes the Google project; however, details as to how that project is going to meet the City's Level of Service requirements for parks was not very specific. We are concerned that the actual locations and sizes of future parks may not be sufficient as future development is proposed, leaving future residents with an inadequate amount of park land leading to an environmental justice impact.

O-5.15 We agree with the intent to provide a trail on the west side of the Guadalupe River between W. Julian and W. St. John Streets. This trail is in the GRP Master Plan. However, consistent with the City's Riparian Corridor Policy, such a trail can occur within the 50-foot riparian corridor – and not outside of it. We have found that the farther away the trail is from the river, the harder it is to maintain such areas and keep them safe. Therefore, we ask that future and important trail connection be consistent with the Riparian Corridor Policy.

Additional Comments

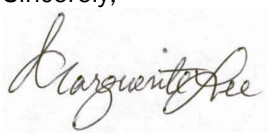
O-5.16 Including the GRP and Trail in the DSAP boundary will provide the opportunity to better focus the building strategy of the DSAP around public life, not only in terms of environmental benefits provided in air filtration and reduction of urban heat island effect, but also in terms of the physical and mental well-being of a community. Our parks and open spaces have never been more important than right now in this time of pandemic, as mentioned in the DSAP Amendment. The increase in usership of these kinds of spaces has been substantial, and inclusion of them in the planning process should be of high priority for future open space planning.

Including the Guadalupe River Park into the DSAP boundaries allows for a more comprehensive plan that helps address public health, equity, ecology, and recreational impacts the development will have in the district and city. The placemaking, circulation and access goals of the DSAP will be greatly enhanced by the inclusion of the largest open space and dense trail system on its doorstep in the planning process and we welcome the opportunity to participate and provide leadership for the future.

O-5.16 Cont.

We fervently believe that the DSAP process will benefit from the inclusion of the Guadalupe River Park and Arena Green to ensure that these open space resources support DSAP development and quality of life goals. This is an opportunity for the City of San Jose to redefine success by connecting growth and circulation goals to ecology, equity, and public health. GRPC urges our city leadership to include GRP and Arena Green in the DSAP boundary.

Sincerely,



Marguerite Lee
GRPC Board President

438 Coleman Avenue
San Jose, CA 95110
408-298-7657
guadalupeconservancy.org
EIN: 77-0166797

SILICON VALLEY LAW GROUP
A LAW CORPORATION

April 1, 2021

Via Electronic Mail: shannon.hill@sanjoseca.gov

Ms. Shannon Hill, Planner III
Department of Planning, Building, and Code Enforcement
200 E. Santa Clara Street, T-3
San Jose, CA 95113

RE: Sharks Sports & Entertainment LLC Comments Regarding Initial Study/Addendum to the Downtown Strategy 2040 Environmental Impact Report for the Diridon Station Area Plan Amendment
File No.: PP19-082; SCH #2003042127; Council Districts 3 and 6

Dear Ms. Hill:

O-6.1

Sharks Sports & Entertainment LLC (SSE) submits this comment letter regarding the Initial Study/Addendum (Addendum) to the Downtown Strategy 2040 Final Environmental Impact Report, dated March 2021 (FEIR) for the **Diridon Station Area Plan Amendment** (the DSAP Amendment; also referred to as the project). This comment letter should be reviewed in conjunction with SSE's comment letter dated December 8, 2020, for Google's related project as described in the Downtown West Mixed-Use Plan Draft Environmental Impact Report dated October 2020 (Google DEIR). [1]

SSE supports the redevelopment of the Diridon Station area, consistent with the objective of the Diridon Station Area Plan (DSAP) to "*ensure the continued vitality of the San Jose Arena, recognizing that the San Jose Arena is a major anchor for both Downtown San Jose and the Diridon Station area, and that sufficient parking and efficient access for San Jose Arena customers, consistent with the provisions of the Arena Management Agreement, are critical for the San Jose Arena's on-going success*" (p. 12 of the proposed DSAP Amendment). [2] Ensuring the success of the Arena is also an objective of the FEIR (page 25).

O-6.2

However, we believe that a subsequent (supplemental) Environmental Impact Report should have been prepared for the proposed DSAP Amendment, rather than an Addendum. Pursuant to the CEQA Guidelines §15164, an Addendum is not appropriate in this case. Here the amount of proposed additional development is substantial, which triggers the requirement for a

[1] Our comments on the Google DEIR are incorporated by reference.
[2] The proposed DSAP Amendment refers to the draft DSAP dated October 2020.

subsequent EIR in accordance with §15162 of the CEQA Guidelines. Moreover, the expanded project includes rezonings, which are project-level approvals and therefore inappropriate to be addressed in an Addendum to this program-level FEIR. In addition, we can find no document that evaluates the cumulative impacts of the Downtown Strategy 2040, the Downtown West Mixed-Use Plan (Google project), and the proposed DSAP Amendment.

O-6.2 Cont. The FEIR is a **program**-level document that did not include actual rezoning of parcels in Downtown or the DSAP area. Under City policy, which is in accordance with CEQA, rezonings are considered only in **project-**level CEQA compliance documents. The Addendum to the FEIR clearly includes proposed project-level rezonings on specific parcels as shown on Figure 3b (page 9), yet the Addendum does not provide project-level environmental review which has always been required by the City for other rezoning projects – especially of this magnitude. Please clarify whether the Addendum is a program- or project-level CEQA review and if it is a program-level review, please explain the authority for using it to approve rezonings.

O-6.3 The cumulative scenario for the DSAP Amendment is not clearly defined or consistent in the Addendum. Has a cumulative impacts analysis been undertaken? If so, please identify where and when this required analysis has been accomplished. Which projects are included in it? Without clear information, the public and decision makers have no ability to ascertain the actual impacts of over 14.6 million square feet of office/retail development and 12,619 residential units within the DSAP area, and therefore a subsequent EIR is required.

O-6.4 The Addendum fails to provide the City Council and the public with the information necessary to make an informed decision regarding the project, which must consider the potential project-level and cumulative negative effects of the project on the neighborhoods in the DSAP area and around the Arena. It is our sincere hope that by drawing attention to these issues now, a subsequent (supplemental) EIR can be prepared to provide complete, accurate, and realistic information to the City Council, as well as to the general public, and the expanded project can be modified and mitigated as needed.

OVERVIEW

O-6.5 SSE is the parent company of San Jose Arena Management, LLC, which manages the SAP Center (Arena) – an 18,000-seat regional multipurpose event center located adjacent to the planned Diridon Station – pursuant to an Arena Management Agreement (AMA) executed with the City on August 15, 2018. The AMA formalizes the City's long-standing obligation to work closely

with SSE on all development projects near the Arena to ensure that appropriate measures are taken to protect Arena operations. (See Sections 21 and 23 of AMA attached as **EXHIBIT A**.)

This commitment was reiterated in the "Side Letter Regarding Future Discussions" (AMA Side Letter, attached as **EXHIBIT B**), which was signed concurrently with the AMA. In the AMA Side Letter, the City and SSE agreed to the following mutual intention: "We believe that with proper planning, the Diridon Station area can support robust corporate development, a multi-modal transportation system, and a successful world-class sports and entertainment arena. However, the plan must also address critical needs of the SAP Center regarding transportation and parking."

O-6.5 Cont.

With over 170 events in a typical year, the Arena is one of San Jose's most consistent and impactful economic catalysts, and a critical asset to the City's economic success. The SAP Center operations support over 5,000 FTE jobs, generate more than $250 million in annual economic impact, and provide millions of dollars in direct general fund revenue for the City.

As a regional event center, the Arena usually attracts more than 1.5 million people every year to San Jose's downtown area, drawing a diverse crowd from throughout Santa Clara, San Mateo, Santa Cruz, and Alameda counties and beyond. One of the reasons the Arena has been so successful is because of the excellent access to its location by major highways and surface streets with adequate capacity. The geographic region from which the Arena draws is primarily suburban, and therefore, mass transit is not a viable option for the majority of the Arena's guests. Although in some areas transit opportunities may be improving for daily commuters, transit generally does not work well for Arena guests who attend evening or weekend events on an occasional basis.

Because attendance at events is discretionary for Arena guests, if they cannot travel to and from the Arena in a reasonably convenient and efficient way, they may choose not to attend at all. Accordingly, the Arena's success depends on a large supply of convenient nearby parking, as well as the existing highly functional and efficient vehicle ingress and egress. This important fact has been acknowledged by the City since the construction of the Arena and the inception of the original AMA, and has been reaffirmed by the City on numerous occasions.

O-6.6

Past predictions of mass transit use for Arena events have been grossly overestimated. After approximately 20 years of light rail operation, the use of light rail to attend Arena events is trivial – typically averaging less than 2% of patrons for regular Sharks games, and even less than

that for special events. Similarly, travel by Caltrain for Arena events is minimal – less than 5% of patrons for regular Sharks games, and fewer than that for special events.

There is no evidence in the record that this situation has dramatically changed (or will change). The 2040 San Jose General Plan, supported by Traffic Demand Modeling by Hexagon Transportation Consultants Inc., predicts that 20 years from now 60% of all trips will still be by automobile. The 2019 General Plan Annual Performance Review indicates that the drive alone mode currently is used by over 75% of San Jose commuters – down only a few percentage points in the last decade. The fact is that automobiles are the primary means of transportation in the South Bay, and will be for the foreseeable future, notwithstanding "goals" and "predictions" put forth in the proposed DSAP Amendment and the related Google DEIR.

O-6.6 Cont.

According to the proposed DSAP Amendment, about 85% of total trips within the Diridon Station area (trips that start and/or end in the Diridon Station area) currently are made by automobile – 60% of which are in single-occupancy vehicles and the remaining 25% of which are in carpools and/or shared ride services. The goal stated in the DSAP Amendment would flip this around by 2040, such that 75% of the trips within the DSAP area will be via transit, carpooling, walking, or biking. However, there is no discussion as to how this goal was selected, nor any evidence that it is likely to be achieved.[3]

In this Addendum, all of the traffic, noise, air quality, and greenhouse gas analyses have underestimated impacts by assuming, without any supporting data or scientific analysis, that 75% of all trips in the area will be via transit or on foot. There are no facts in the record or studies to confirm this to be the case. This assumption appears to be based on the premise that by severely limiting the availability of parking, the vast majority of people will use mass transit as their primary means of travel, because they will have no other choice. However, such premise is unfounded, as we describe further below. Furthermore, in the case of Arena guests, whose attendance at events is optional, they may make the choice to simply not attend – the consequences of which will be disastrous for the Arena, the downtown San José entertainment industry, and the City as a whole.

O-6.7

The conclusions in the Addendum are undermined by the analysis of SSE's traffic engineers Krupka Consulting and Wenck Associates and SSE's parking consultant, Watry Design.

O-6.8

[3] Even if the share of drive alone trips were to dramatically drop in the next 20 years from the current 60% (as reported in the DSAP Amendment) to the targeted 25%, the massive increase in density would mean that the total automobile trips in the Diridon Station area will still increase dramatically.

(**EXHIBITS C, D, and E**) These experts have undertaken professional analyses of the relevant transportation, circulation, and parking impacts in the Diridon Station area. The memos attached as exhibits hereto are incorporated by this reference into this comment letter. We ask that responses be provided for each of these memos, as well as our other attached exhibits, as they were prepared to address critical deficiencies in the Addendum.

O-6.8 Cont. In actuality, the parking shortfall and traffic congestion, as revealed by a realistic analysis, will be far worse than can be readily discerned from the Google DEIR and the Addendum. Development under the Google project and the DSAP Amendment, when combined, would increase the area population twentyfold and increase daily car trips dramatically (from 19,200 to 136,600) over existing conditions, while reducing street lane capacity on the two, primary north-south and east west corridors by 50%. It defies City experience to assert that traffic congestion will not worsen significantly under this growth scenario or that operating conditions for the Arena will not be harmed.

With respect to parking, Watry Design has reviewed the relevant public documents for the DSAP Amendment/Addendum, as well as for the Google project/Google DEIR and the Downtown Strategy 2040/FEIR (together which actually constitute the entire project as described in the "Segmentation" section below). These public documents suffer from not having the actual parking calculations and assumptions set forth and available for review. (See Section 8 of the **Watry** Memo). The Watry review reveals that these segmented pieces of the project use wildly different and confusing assumptions regarding parking and transportation. Moreover, these documents deviate from actual practice regarding what the City actually

O-6.9 approves and the zoning code. Nonetheless, after reviewing the publicly available information, Watry calculated a 47% parking shortfall or 14,548 spaces for the development proposed!

The Addendum fails to cite any industry-standard parking analysis for the DSAP and Downtown areas. VTA and the High Speed Rail Authority incorrectly based their parking assumptions on a mere inventory of existing and future parking in the area without addressing demand, and therefore could not legitimately identify how many spaces would be publicly <u>available</u> to meet the applicable parking demand. It is baffling that there continues to be no scientific study of parking impacts from development in the DSAP area, including the Google project.

Many documents, including the Goggle DEIR, continue to promise the preparation of a parking study or assessment that has yet to materialize. Meanwhile, the Google project is planning to provide significantly less parking than is typically required at even the lowest levels specified

under the Municipal Code, and if that should prove problematic (which is bound to happen), then as a back-up plan the project plans to utilize unidentified off-site parking in unspecified amounts or locations. Please identify the back-up parking locations. Please also identify the information indicating the back-up locations are feasible.

We remind the City that an industry standard, scientific parking assessment has been promised for years, and as required under Section 21 of the AMA, must be prepared for the Diridon Station area. To date, there exists no evidence-based assessment that can support a finding that adequate publicly available parking will be provided to replace parking lost due to these projects, sufficient to meet the parking demands created by those projects and to ensure safe and convenient access for workers, residents, patrons of the Arena, and transit users at Diridon Station.

O-6.9 Cont.

For the foreseeable future, access to the Diridon Station area and the Arena will remain automobile dependent. To mitigate adverse environmental effects, adequate parking must be included in the project under any reasonable planning horizon. We can find no evidence in the record that a "minimal parking" plan has been analyzed or will work. Please provide an industry standard study in the Addendum that justifies the parking assertions.

SSE'S INVOLVEMENT IN PLANNING REVIEW

SSE has been actively engaged in nearly every environmental or planning process affecting the Diridon Station area over the last twenty-five years, including the DSAP, the BART Phase II Extension to San Jose, the Caltrain Electrification project, the High Speed Rail to San Jose project, and the more recent Diridon Integrated Station Concept (DISC) plan. SSE has participated in scoping and identifying issues related to travel access, increased traffic volumes, parking supply and demand, pedestrian safety, and construction impacts, by submitting multiple comment letters related to the projects.

O-6.10

Page 5 of the Addendum notes the following known area of controversy:

> Combined effects of DSAP Amendment, Downtown West, DISC Plan, and other major projects implementation – particularly related to coordinated design, construction management, traffic, parking, and the San José Arena operations.

SSE is concerned about all aspects of development in and around the Arena, in large part because the potential impacts from such development could negatively affect the successful

operation of the Arena, both during construction and permanently. As indicated by the "known area of controversy" noted above, the City is well aware of these concerns. In the AMA executed on August 15, 2018, the City reaffirmed its obligation to work closely with SSE on all development projects near the Arena to ensure that appropriate measures would be taken to protect Arena operations.

For example, with respect to parking, Section 21.1.1 of the AMA provides that:

> "City shall coordinate with Manager regarding significant land use and development decisions within the 1/2 Mile Radius, to ensure that the required number of Available Parking Spaces is maintained." [That section further provides that] "projects would be required to analyze and identify the projected parking demand, demand management strategies, and the parking supply to be provided by the project. The analysis would identify the impacts of the project on the existing parking supply within the Diridon Station Area and suggest ways to mitigate the impact if it is deemed significant. The analysis would also include an assessment of spaces impacted or needed during construction."

O-6.10 Cont.

Section 21.2.3 of the AMA provides that the City must coordinate with SSE "regarding any material changes to the design, configuration or operation of the major streets and intersections in the vicinity of the Arena to the extent that they may have a direct impact on the safe and efficient flow of vehicular, bicycle, and pedestrian traffic to and from the Arena, including Autumn Street and the intersection at Autumn Street and Park Avenue." It goes on to state that the parties "shall work together in good faith with the goal of achieving the best overall function of the streets and intersections for the benefit of both the Arena and all other development in the Diridon Area.

The City's acknowledgement of SSE's critical role and interest in development around SAP Center, and its commitment to work with SSE to ensure that new development will not threaten the viability of the Arena, were key reasons for SSE's willingness to extend the term of the AMA. Unfortunately, although the City and SSE have had numerous meetings and discussions about many of the issues described in this comment letter, the City has not yet adequately addressed SSE's concerns. We hope that by again presenting our concerns in this comment letter, the City will work with SSE to ensure that the project will not impair the success of the Arena.

As stated in the AMA Side Letter:

> We understand that the issues surrounding the development of the Diridon Station Area are complex, and the situation is constantly evolving. It will likely be many years before the parking and transportation "ecosystem" in the Diridon Station Area is stabilized.
>
> Until such stabilization occurs, we will need to meet and confer regularly and often to discuss the ongoing public and private development projects in the Diridon Station Area, to try to find ways to facilitate the transformation of the Diridon Station Area into a master-planned transit-oriented community while meeting the access and parking needs of the SAP Center.

O-6.10 Cont.

A Subsequent or Supplemental EIR is the Appropriate CEQA Document for the Proposed DSAP Amendment

The Addendum describes a modified project that is far different from the original project described in the FEIR, based on significant changes to the types and mix of uses allowed under the land use plan; new zoning districts; expansion of the geographic area; reallocation of development capacity from other areas of the City; the intensification of development including substantially different massing, height limits, and concentration; and an exponential increase in both employees and residents in the Downtown. In addition, there are significant changes in the circumstances under which the modified project will be developed, including the concurrent Google project, major transportation projects, the DISC plan, and other public infrastructure projects. Because the modified project presents new and/or increased severity of the environmental effects, especially on a cumulative basis, under CEQA Guidelines §15162 (a) a subsequent EIR should have been prepared, rather than an addendum to the FEIR.

O-6.11

The greatly expanded project allows the additional development of over **14.6 million sq. ft**. of office/retail uses and **12,619** residential units. When added to the development already included in the Downtown Strategy and the development proposed by the Google project, the capacity of Downtown will go from 15.6 million square feet of office/retail and 14,360 residential units[4] to a staggering 29.7 million square feet of office/retail and 28,151 residential units[5] without sufficient environmental review – even at a program level. The expanded

[4] Table 2.4-1, *Proposed Downtown Strategy 2040 Development Capacities*, page 9, Integrated Downtown Strategy Final EIR, December 2018.
[5] Table 3, *Maximum DSAP Amendment Development Capacity and Proposed Maximum Downtown Strategy 2040 Development Capacity*, page 19 DSAP Addendum.

project is a massive amount of new development and it will result in more severe impacts than described in the Downtown Strategy 2040 FEIR.

Moreover, the City's "reallocation of development capacity" from unknown areas of the City is a huge change to development patterns, with unexamined impacts throughout the City. As more and more development is moved to the Downtown and DSAP area, impacts are concentrated in those areas. Not all impacts are "city-wide" impacts, and it must be concluded that impacts within the greater Downtown, especially in terms of pedestrian and bicyclist safety, noise, and air quality, will be significantly greater with the proposed project. Again, this change would require a subsequent EIR pursuant to CEQA Guidelines §15162.

The DSAP Amendment also includes a boundary change that allows an additional 12 acres of land to be included within the DSAP area boundaries, including land in proximity to the Guadalupe River. This is also a significant project change, but the Addendum does not evaluate the new uses within the new area.

O-6.11 Cont.

Under CEQA Guidelines §15164, an Addendum to an EIR is only appropriate if there are not significant new effects or more severe effects arising from modifications to the project or circumstances surrounding the project, per CEQA Guidelines §15162. The use of an Addendum to a program level EIR to support new project level approvals is a novel CEQA application. It is certainly not a mere technical change. There is nothing in CEQA that authorizes an Addendum to be used for this purpose. What is the authority for this unique use of an Addendum?

The Downtown Strategy 2040 FEIR states on page 27 (Section 2.6.2.1 ***Future Actions***) that "Updates to the Zoning Ordinance and rezoning of properties in conformance with the Downtown Strategy 2040 and General Plan Land Use/Transportation Diagram" are a "future action that will implement the Downtown Strategy." However, the Addendum to the FEIR for the DSAP Amendment includes proposed project-level rezonings as shown on Figure 3b (page 9). The Addendum does not provide project-level environmental review as has always been required by the City for other rezoning projects – especially those of this magnitude. What is the basis for this change in City approvals? Please clarify whether rezonings will be approved without further project level CEQA review.

To rezone property is a project-level discretionary action, requiring a discussion of the specific development that is allowed on distinct parcels of land and consistency with the zoning ordinance. In fact, once a rezoning is approved, only site development permits with limited

O-6.11 Cont.

environmental review, would be required especially if a project is consistent with the zoning. The public and stakeholders will get little to no opportunity to review such projects and their environmental impacts. In addition, a rezoning project requires that a Local Transportation Analysis (LTA) be prepared for the project to evaluate circulation, parking, and access issues, at a minimum. This was not done, which is a violation of City policy.

Inadequate Project Description

The project description included in the Addendum is not adequate for project-level environmental review. The City is required by CEQA to provide enough project description information to allow for an accurate evaluation and review of environmental impacts needed for the discretionary actions that rely on this Addendum (CEQA Guidelines Section 15124).

O-6.12

The City released (October 23, 2020) "CEQA Findings" for an amendment to the San José Downtown Strategy 2040 for the amendments to the DSAP which are required to allow additional development plus the Google project. **(<u>EXHIBIT F</u>, Circlepoint Memorandum**) Apparently, a CEQA Addendum to the Downtown Strategy 2040 FEIR was prepared in advance of the release of the Google DEIR, but not released for public review. The combined additional allowed development of these two actions (DSAP and Downtown Strategy amendments) is approximately 14.6 million square feet of office and 12,619 residential units[6] in excess of what was originally approved in 2014 for the DSAP area.

To assume the approval of the DSAP Amendment as a foregone conclusion and to not release the Addendum that was prepared in advance of the release of the Google DEIR was a violation of CEQA because public input was not included in the process. Confusingly and contrary to City policy and CEQA practice, the process here seems to be that rezonings can be approved prior to the approval of General Plan program-level designations. Is this what the City is contemplating? Under normal practice the DSAP would have already been amended at a program-level prior to the DSAP Amendment rezonings and the PD rezonings included in the Google project. Please explain the process being followed in the Addendum. Is the Addendum being used to support rezonings of certain parcels prior to changing the designations in the General Plan? To release the Addendum for the proposed DSAP Amendment (which is required

[6] Table 3, *Maximum DSAP Amendment Development Capacity and Proposed Maximum Downtown Strategy 2040 Development Capacity*, page 19 DSAP Addendum.

to approve the Google project) after the release of the Google DEIR is highly irregular and potentially misleading.

As stated in our comment letter related to the Google DEIR, there is no way the public or stakeholders can divine what is being proposed when the design standards and guidelines for development are still in draft form and it is unknown which would apply. In fact, design standards and guidelines that only provide illustrative renderings without specific development information such as the siting, massing, orientation, appearances, and access locations makes it impossible for the reader to imagine what both the Google and the DSAP Amendment projects might entail. The same flaw is applicable here.

O-6.12 Cont.

EIRs approved in San Jose for rezoning projects typically have extensive, detailed renderings and site plans showing the public the rezoning project. Further, rezoning applications must be on-file with the City prior to circulation of any environmental documents. This has not occurred for this Addendum. This is a violation of City policy and CEQA.

Projects that rezone properties must include detailed information related to massing, heights, building materials, orientation, access, setbacks, street orientations, grading, tree removals, drainage, depths of excavation, and parking details at a minimum. Because this required information was not included, as is required for rezonings, stakeholders are all left to imagine the overall look, feel, interaction, and circulation, and to guess what the impacts to surrounding neighborhoods and structures will be, both in the long-term and during construction. This is contrary to what the City always requires for a rezoning. The basis for this deviation from City policy needs to be explained.

Now the public and decision makers have one program-level document that professes to be a project-level document (the Google DEIR) and a minimal Addendum that is actually attempting to allow project-specific development. The process is confusing and unexplained. Further, decision makers and the public cannot be expected to comb through multiple documents to

O-6.12 Cont. determine which standards and guidelines are applicable to the project. This situation is confusing and compromises the Addendum as an informational document.

Worst-Case Scenario and the Project Description

Section 2.4.2 (page 19) of the Addendum states the following related to development capacity changes:

> The City evaluated two development capacity scenarios based on a capacity study conducted by Skidmore, Owings & Merrill LLP in January 2020: one with a residential focus and one with a commercial focus. For the purpose of this CEQA analysis, a maximum envelope including the greatest possible residential and commercial capacities from each scenario is assumed. Table 3 shows the proposed maximum buildout compared to the original DSAP assumptions contained in the Downtown Strategy 2040 EIR.

The growth shown in Table 3 of the Addendum is a summary of planned growth capacity in the 2014 DSAP and planned 2040 General Plan development capacity equivalent to over 14.6 million square feet of office/retail space and 12,619 housing units which are proposed to be reallocated to Downtown from other planning areas identified in the 2040 General Plan to support transit-oriented development.

O-6.13 With this description, how is the public to know what will actually be approved, especially since very limited environmental review has been completed for the approval of rezonings? How can the public be certain the caps of 7.8 million sq. ft. of office and 7,044 housing units will actually be approved when over 14.6 million square feet of office/retail and 12,619 residential units have been included in this confusing and abbreviated process? This is not an accurate, stable and finite project description as required by CEQA. To evaluate a worst-case scenario does not give the public an accurate picture of what will actually be approved. This is a violation of CEQA and recent case law (see, for example, *stopthemillenniumhollywood.com v. City of Los Angeles* (2019) 39 Cal. App. 5th 1, 28).

Inadequate Analysis and Mitigation Measures

O-6.14 The implementation of General Plan policies for mitigation is a program-level environmental exercise and is not appropriate for a project-specific project that includes rezoning property. While the FEIR states that “standard measures” are included in the mitigation section of the

FEIR, there is no way, without doing the actual analyses, of knowing if their implementation would reduce impacts to a less than significant level.

Section 15126.4 of the CEQA Guidelines (B) states:

> Where several measures are available to mitigate an impact, each should be discussed and the basis for selecting a particular measure should be identified. Formulation of mitigation measures shall not be deferred until some future time. The specific details of a mitigation measure, however, may be developed after project environmental review when it is impractical or infeasible to include those details during the project's environmental review provided that the agency (1) commits itself to the mitigation, (2) adopts specific performance standards the mitigation will achieve, and (3) identifies the type(s) of potential action(s) that can feasibly achieve that performance standard and that will considered, analyzed, and potentially incorporated in the mitigation measure. (Emphasis added.)

O-6.14 Cont.

Mitigation measures must include performance criteria to substantiate that the mitigation measures will result in a quantifiable reduction in impacts. (*Sierra Club v. Cty. of Fresno*, 6 Cal. 5th 502, 522 (2018)). Performance standards should be objective, measurable, realistic, and stated clearly. The Addendum discusses a generic Transportation Demand Management (TDM) plan that will purportedly reduce air quality impacts to a less than significant level, we can find no such TDM plan for the project in either the Addendum or the FEIR. Further, a TDM plan seems to be required only to reduce travel demand, and not trip generation. Is this correct? If so, this does not meet the requirements of CEQA.

The City of San Jose requires rezoning projects to prepare TDM plans. There is no evidence that the TDM plan that is discussed but has no specifics will be successful to reduce air quality impacts. TDM is not included in the project to reduce impacts related to travel demand, greenhouse gas emissions, or parking impacts. Furthermore, the preparation of a TDM plan is not adequate mitigation under CEQA if there is no ability to determine if the measure will, in fact, reduce the impact. Please include evidence of how the TDM measures will reduce impacts, including an industry standard analysis of the specific measures and their effectiveness. Additionally, the lack of a project-level project description makes it impossible to know if one TDM plan will be prepared or multiple plans as development will be presented. Please clarify the TDM plans discussion.

It is not impractical or infeasible for the project to include details and calculations now as to the extent to which air quality impacts would be reduced with the proposed TDM plan. There is no information on the exact specific measures included in the TDM plan that can be analyzed and ensured to reduce impacts to a less than significant level. Further, there is no evidence that the TDM program will be maintained during the life of the project. Please provide this information.

Again, no studies have been provided to show that the proposed TDM measures will be successful, and we know of no other projects in San José that have been allowed to provide such low rates of parking. The analysis prepared in response to this comment must include a proper and complete review of the critical assumption that the TDM measures will result in a non-single occupancy vehicle rate of up to 65 percent, especially in light of the failure of efforts by Google in Mountain View (**EXHIBIT I ARTICLE**), which similarly tried to enhance transit and bicycle options for travel. Please provide evidence in the record justifying the assertion that the TDM reduction of 65% is likely to be successful.

O-6.14 Cont.

Page 5 of the Addendum notes the following known area of controversy:

> Combined effects of DSAP Amendment, Downtown West, DISC Plan, and other major projects implementation – particularly related to coordinated design, construction management, traffic, parking, and the San José Arena operations.

Yet, neither the Addendum nor the FEIR includes a discussion of a construction management and how a lack of such management will affect Arena operations. A Temporary Traffic Control Plan (TTCP) for either the entire DSAP development or individual rezoning projects, which should be a mitigation measure for significant construction-related impacts, is not properly presented in the Addendum. This TTCP must include measurable performance standards.

For example, TTCPs are intended to provide continuity of movement for traffic, pedestrians, bicyclists, transit operations, and access to property/utilities at any time a roadway's normal function is suspended. Therefore, the TTCP must also include consideration of Arena ingress and egress for event days and allow for efficient movement and safe conditions for patrons of the Arena. The preparation of TTCP's must be completed in advance and included in the environmental review document so the plans can be evaluated based on success criteria. SSE must be allowed to review any such plans as required by the AMA.

Since many projects will be under construction simultaneously, how will construction management treatments, including those related to parking, be implemented and when? If

there is no way to travel through the area and to SAP Center when all streets are closed, how can the existing land uses survive? Providing these answers is required now because that is the only way that feasible mitigation per the CEQA Guidelines Section 15126.4 can be included in the project that is likely to reduce impacts to a less than significant level.

The locations of the parking that will be provided during construction must be identified. Only if the parking is identified will it be possible to evaluate whether it is adequate.

The only mention of neighborhood traffic and parking intrusion we can find in the FEIR is on page 270 related to on-street primary bicycle facilities street typologies. It is mentioned that "Neighborhood traffic management strategies **may be** implemented to slow and discourage through automobile and truck traffic." "May be" is insufficient – these strategies must be known now for both construction and long-term operational conditions. This vitally important impact must be disclosed.

It is not credible, given the amount of development proposed and vehicle trips generated by the project, to conclude that the cut-through traffic and parking spillover will not occur within the surrounding neighborhood. This impact is a direct impact to pedestrian and bicyclist safety in the project area. Baseline monitoring should have been conducted as part of the project – not deferred to some unknown future environmental review process. It needs to be done now, so that the public and decision makers know what existing conditions are now. Then they would be able to determine the significance of this impact. This is a basic tenet of a CEQA document – to be an informational document.

O-6.14 Cont.

Additional details are not provided regarding how the City will go about monitoring the effectiveness of the required transportation management plans, both during construction and in the long-term. For example, how will carpooling, transit, walking, and biking by project employees and visitors be encouraged and evaluated for effectiveness? The public should have been involved in the development of a baseline condition. Similarly, a parking plan would be greatly enhanced by knowing the parking situation in the project area now. Then a supportable analysis can be provided showing what conditions will be in the future compared to the existing condition. Yet, no industry-standard parking analysis has been completed for the area or the project. Instead, the Addendum defers the development of these important mitigation measures to the future.

If the lack of parking and preparation of TDM plans results in a condition where residents and employees are circling the area for hours, how will the health and safety of Arena patrons and residents of the surrounding neighborhoods be affected? These impacts must be considered to be significant during construction and in the long-term. These impacts must be assessed and mitigation in the form of specific, implementable, and feasible measures must be provided in a new subsequent (supplemental) EIR to reduce these serious impacts to a less than significant level.

Many standard analyses have not been provided in the Addendum. For example, there was no analysis in the FEIR or Addendum of hazardous materials impacts in a historically industrial area. Impacts due to a loss of trees and historical structures have not been determined. What are the specific shade and shadow impacts to existing and future public parks? Will the proposed buildings in proximity to a natural waterway, particularly where the DSAP boundary is being expanded, be constructed of reflective materials that can be detrimental in terms of bird safety, night sky, and heat island effects? Because this project includes the rezoning of up to 181 acres, this vital information is needed to assess potential project-level impacts and determine if site specific mitigation measures are adequate. This level of disclosure and analysis is required by CEQA and the City on all other rezoning projects.

O-6.14 Cont.

The FEIR admits that noise reports, human health risk assessments, and air quality modeling to assess toxic air contaminants (TAC) exposure have not been completed. And it seems that most impacts are dismissed with the same broad-brush statement that because “development capacity would be reallocated to the DSAP area from other growth areas identified in the General Plan”, there is “no net new growth” in the City “beyond what is anticipated in the 2040 General Plan EIR or Downtown Strategy 2040 EIR”.

This statement is not sufficient for either the determination of program- or project-level impacts. The impacts will occur Downtown, rather than distributed throughout the City. Some traffic trips will be shorter, but they will all occur Downtown. This results in greater pedestrian and bicyclist safety, air quality, and noise impacts to future and existing residents and workers within the DSAP area and Downtown. There is no analysis of the transfer of impacts from elsewhere in the City to the project area. Please include this information.

The proposed DSAP Amendment is intended to adapt the DSAP to updated circumstances and to “support and facilitate DSAP implementation relative to both private development and public investment.” We must remind the City that these “initiated” amendments to the DSAP

were released three weeks after the Google DEIR, and environmental review of the DSAP Amendment has not been completed.

O-6.14 Cont.

The rezoning of properties was not included in the FEIR for any parcels within Downtown and this action is specifically deferred to "future project-level environmental review" throughout the FEIR. For example, on page 62 of the FEIR, it is stated that the determination of construction-related "fine particulates (PM2.5), carbon monoxide, and ozone precursors" will be determined during "future project-level environmental review" that "will be required of individual development project to account for their construction impacts."

Yet, that was not done in the FEIR or Addendum, and in the case of these types of air quality impacts, project-specific air quality analyses were not completed "to identify the potential for significant construction TAC impacts." Specific property related mitigation measures are therefore not included in the FEIR or Addendum to reduce construction emissions to a less than significant level (page 66 of the FEIR). This example shows that project-level mitigation measures are considerably different from those analyzed in the program-level Downtown Strategy 2040 FEIR. This is one more reason why a subsequent EIR must be prepared.

Lack of an Accurate Cumulative Impacts Discussion

Because a subsequent EIR was not prepared for the proposed DSAP Amendment, a consistent and accurate evaluation of cumulative impacts has not been completed.

Section 15355 of the CEQA Guidelines defines cumulative impacts as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.

> (a) The individual effects may be changes resulting from a single project or a number of separate projects.
>
> (b) The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time."

O-6.15

This is certainly the case for the proposed DSAP Amendment. With the DSAP Amendment, the Downtown Strategy 2040, the Google project, and DISC projects all happening at the same time

or certainly within the next 10 years or so, cumulative impacts are foreseeable and must be adequately evaluated.

Section 2.3.3 (page 16) of the Addendum states:

> The Downtown West project is currently undergoing separate, project-level environmental review. Therefore, this document only evaluates changes proposed under the Downtown West project as part of the cumulative scenario. (Emphasis added)

Then, Table 18 on page 127 of the Addendum [**Downtown Strategy 2040 and the DSAP Amendment GHG Emissions (MT of CO2e per Service Population)**] includes the following footnote under the "Cumulative Scenario 2040":

O-6.15 Cont.

> The Downtown West analysis is included for informational purposes only.

This leaves stakeholders confused as to what the cumulative condition is for the DSAP Amendment given that it allows so much more development in the Downtown than was evaluated at the program-level in the FEIR.

Section 15130(b)(1)(A) and (B) of the CEQA Guidelines identify the elements that are necessary for an adequate discussion of significant cumulative impacts. As stated in the Guidelines, the discussion must include "a list of past, present, and probable future projects producing related or cumulative impacts" or "a summary of projections contained in an adopted local, regional, or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect." We can find neither in the Addendum. Where has this required analysis been conducted?

Further complicating the issue, Section 2.4.3 on page 21 of the Addendum states:

> While most other designations would remain the same or similar, nearly all land uses would be intensified to accommodate the increased development capacities described in Table 3. As shown in Figure 2b, while the revised DSAP boundary includes the entirety of the Downtown West project area, the new uses proposed for this area are not analyzed within this document, except as part of the cumulative scenario. (Emphasis added)

So, the boundaries are being expanded, but the Addendum is not evaluating the new uses within the new boundary? Why not? Please explain where this required analysis is being accomplished. This should be part of the project and the cumulative scenario.

Further confusing the public is that the cumulative scenario for the Addendum is not described in the Addendum. Because so much new development is included in the DSAP Amendment compared to the 2018 Downtown Strategy project and FEIR, a new discussion of cumulative impacts is required. Please identify where cumulative impacts are being evaluated.

With no discussion of what is included in the cumulative scenario as required by CEQA, it is impossible to know if the entirety of the impacts has been evaluated in either the Addendum or the FEIR. Since the DSAP Amendment were effectively "approved" prior to release of the Google DEIR, there is no evidence in the record that the baseline conditions are accurate – the cumulative impacts certainly are not. To rely on the cumulative scenario of the Downtown Strategy 2040 FEIR at this junction, given the amount of development anticipated in the DSAP, is not justified. Please identify the evidence in the record demonstrating that the cumulative scenario of the Downtown Strategy 2040 FEIR is accurate in light of all the other projects moving forward in the area.

O-6.15 Cont.

Table 30 on page 224 of the Addendum (**Cumulative Development Capacity within DSAP Amendment Boundary**) states that the office/retail component of the Google project is 6,775,000 square feet with 5,575 residential units. This is significantly less than what is described in the Google DEIR (page S-2) which states that the project includes 7.3 million square feet of commercial office space with 5,900 residential units in addition to over 700,000 square feet of active, event, conference, and logistics center space.

In addition, the retail square footage included in the DSAP Amendment is not shown (424,100 square feet). Therefore, the cumulative scenario and the entire traffic analysis has underestimated project and cumulative scenario impacts. This amount of new development is in excess of the development described in the FEIR and is a cumulatively considerable contribution towards the cumulative impact. Where is a complete cumulative impacts analysis presented?

Segmentation

The DSAP Amendment is integral to approval of the Google project. Breaking apart the analysis of these two projects is segmenting the whole of the action and hinders developing a comprehensive mitigation strategy for the same area of Downtown.

The Addendum must be replaced with a subsequent (supplemental) EIR that includes all components and approvals required for the proposed project. Section 15378 of the CEQA Guidelines requires an analysis of the whole of the action. Because a new EIR was not completed for the entire increase in development proposed in the DSAP area including the massive Google project, an analysis of the additional 14.6 million square feet of office/retail and 12,619 residential units has not been completed.

O-6.16 The analysis and identification of impacts should be in one document. The public should not have to read the Downtown Strategy 2040 FEIR, the Google DEIR, and now the Addendum to determine how the DSAP area will be affected by this massive new development.

To reiterate, the approval of the Google project requires amendments to the DSAP. The DSAP Amendment and the Google project are one project as they include many of the same properties and are interdependent, and therefore breaking them up into two different projects is segmentation under CEQA. The City has essentially admitted that they are inextricably tied together, by considering them and approving them all together as described on the City's webpage at https://www.diridonsj.org/diridon-station-area-plan-google-project. That page states:

> The DSAP amendment process will consider and incorporate Google's proposal. The City Council will consider approval of the City-initiated DSAP amendments, Google planning entitlements, and all associated environmental documents and legislative changes as part of a comprehensive planning process. The City aims to complete this process by mid-2021.

The 2014 DSAP project underwent extensive public involvement and reflects the desires of the community. Changes to that plan must therefore be approved and in place prior to approval of the Google project that must conform to the plan. Not the other way around. The DSAP Amendment is required for approval of the Google project, yet details of the proposed (but not approved) DSAP Amendment were not known at the time the Google DEIR was circulated. To

O-6.16 Cont.

have broken the projects into two separate environmental documents dilutes the disclosure and mitigation of the impacts of both. This is the definition of segmentation.

Reallocating Development Capacity Throughout the City

In many sections of the Addendum, including almost all of the environmental and cumulative analysis sections, it is stated that 14.6 million square feet (**up to 70,000 jobs**) and 12,619 residential units will "be reallocated to Downtown from other planning areas identified in the 2040 General Plan to support transit-oriented development."

This proposal could greatly affect other areas of the City, especially those *Urban Villages* slated for transit-oriented development along Bus Rapid Transit lines. This would be in direct conflict with the goals and policies of the Envision San José 2040 General Plan and compromise the future success of vital transit projects. A City's transportation network must work on a system-wide basis. People must be able to conveniently travel throughout the City, not just within Downtown. If a lack of development outside of Downtown compromises the success of bus transit systems, suburban areas will falter. Traffic impacts of how the transfer of development from other parts of the City to the project site must be evaluated now in conjunction with the Google project and DSAP Amendment, and not relegated to the future.

O-6.17

Because there are many projects, including *Urban Village* amendments, that have claimed this "reallocated development" in San José, how are stakeholders to know if there is even any extra development available in these unidentified areas of the City? How can this tactic be claimed to "support transit-oriented development" when it is moving allowed development from other transit-oriented projects to the DSAP area? What will be left in these areas and how will there be enough development to support transit in areas farther afield that depend on transit to access Downtown and the DSAP area for jobs? How does this constant transfer of development actually affect VMT, congestion, transit use, and pedestrian and bicyclist safety – both in the Downtown and DSAP area as well as other parts of the City? This impact is not disclosed in any of the documents, in violation of CEQA. Nor is there any apparent accounting of the transfers.

This is all vital information with respect to a new or significant increase in environmental effects, not suitable for an Addendum. The moving of development capacity all over the City without transparent accounting and environmental review as required by CEQA must be rectified.

Future Actions

The lack of information regarding the major elements of the project leads to an inability to correctly and adequately name the future approvals that will be required and will use the Addendum for environmental review, as required by Section 15124 (d)(1)(A-D) of the CEQA Guidelines.

Section 2.4.9 **Future Actions** of the Addendum states the following:

> This Addendum will provide the basis for tiering the subsequent environmental review of future actions.

It is established that the project evaluated in the Addendum includes the rezoning of property. There is no ability to legally tier from the Addendum. The Addendum must be considered with the original FEIR to allow tiering.

Future actions based on the Addendum include rezonings, grading and drainage permits, tree removal permits, demolition permits, construction plans, and TDM plans, to include a few. Rezoning projects in San José are required to not only have applications on file, but also General Development Permits for Planned Development (PD) zones. Conforming rezonings must be available for review depending upon the project proposed. The process in San José has been developed over many years to guarantee that the public is aware of all future approvals and able to participate in the process. However, this Addendum circumvents this established process. What is the legal basis for using this Addendum to approve these future actions from an environmental perspective?

O-6.18

Under the relevant AMA provisions (**EXHIBIT A)**, the City has an obligation to work closely with SSE on all development proposals near the Arena to ensure that appropriate measures will be taken to protect Arena operations. This includes referring notification of preliminary review applications, environmental documents, traffic and parking analyses, construction traffic management plans, and transportation and parking management plans, among others. Therefore, the future preparation of any plans as it relates to the proposed DSAP Amendment must come to SSE in draft form for review and comment. This includes the TDM plan, all subsequent Transportation Analyses (TAs), Local Transportation Analyses (LTAs), construction management and staging plans and schedules, construction worker parking schemes, recommended Temporary Traffic Control Plans (TTCP), proposed street network changes, truck haul routes, etc. It is difficult to see how the City will be able to comply with its obligations

O-6.18 Cont. when these standard documents have not been prepared as part of the Addendum for this project. How will this be accomplished?

Inconsistent Boundaries

The amended DSAP boundaries are shown on Figures 2b and 3b, yet they do not appear to match the Diridon Station Area Plan Extension shown on Figure 1. The additional area north of W. St. John along the Guadalupe River is not depicted. There also appears to be an expanded area south of Park Avenue, east and west of Sonoma Street that does not appear on Figure 1. What exactly is the proposed boundary of DSAP? As the City well knows, the parcels along the Guadalupe River are very sensitive and the required development setbacks of the City's Riparian Corridor Policy must be considered.

In addition, Section 2.4.1 states the following:

O-6.19

> As part of the DSAP Amendment, the DSAP boundaries would be expanded by approximately 24 acres, increasing the total DSAP area from approximately 250 to 262 acres, an increase of 12 acres.

So, is it 24 or 12? Again, the maps are of no help in determining the actual increase or the areas to be included. Figure 2b does not depict the proposed boundary changes that are described on page 19. None of the boundary changes are shown on Figure 4b "Proposed Building Height Limits," which is very important to surrounding neighborhoods. Please correct and harmonize these statements.

Further, page 20 of the Addendum seems to be saying that the DSAP Amendment includes additional development in "outlying areas" that "would allow up to 24,166 square feet of office/retail space and up to 2,761 residential units" that appear to be included in the development capacity, but "will be tracked separately for planning purposes." Is this the development contained within the "expanded boundary" areas? Not only is this confusing, but it seems to overstate the process and leaves the community with a cloudy conception of how their neighborhoods and the rest of the DSAP area will be changed and ultimately, impacted. Please explain.

Incorrect Zoning being Applied to Lots E and Milligan

O-6.20

As stated in the **Watry Design Memo (<u>EXHIBIT E</u>)**, both the Lot E and Milligan sites are anticipated to be interim parking lots and potentially, new parking structures in the future as

stated in the Addendum. However, the proposed zoning designations for these sites are shown on Figure 3b as *Downtown Primary Commercial*. We believe that these proposed zoning designations have the potential to preclude the ability to develop these sites for either parking lots or structures that would allow them to be efficient for Arena parking. The provision of the parking is required by the AMA.

We ask that the sites be zoned for *Public/Quasi-public* uses to allow the construction of public parking facilities. We are also concerned that requiring the future structures to be "wrapped with active uses" will cause access and safety impacts to pedestrians accessing the parking from either the Arena or other nearby uses. Preserving the ability to extend Autumn Parkway through the Milligan site should be retained. Because there is a potential for both sites to be used for *interim* parking uses, 5.4 *Surface Parking Lots* of the *Downtown Design Standards and Guidelines* (DDGs) should not be required. Please clarify that the future interim parking lots will not be required to comply with the DDGs.

O-6.20 Cont.

In addition, because these future required parking facilities must provide for safe and efficient ingress and egress that supports access to the street network, consistent with the objective of the DSAP to ensure the continued vitality of the Arena consistent with the provisions of the AMA, the future parking lots and structures on these sites must not be required to be consistent with Section 3.5.3 *Parking and Vehicular Access Location* of the *DDGs*. The ability of parking facilities to best serve Arena events is tantamount to pedestrian safety and transportation management. Please clarify that these guidelines do not apply to these future parking facilities.

Promised Parking Study

On page 16, Section 2.3.3, once again, the public is promised an "updated parking study and strategy." This study should have been completed years ago and a parking strategy should have been developed based on scientific data rather than anecdotes. Because neither VTA nor High Speed Rail are providing any necessary parking, the lack of sufficient parking could create impacts that will be crippling for Arena operations and lead to the City's inability to satisfy its off-site parking obligations under the AMA.

O-6.21

The Addendum wholly fails to identify, evaluate, propose mitigation for, or otherwise address the parking issues raised previously by SSE in multiple City documents. Neither the Downtown Strategy, this Addendum, or the Google DEIR include an actual parking availability and demand

study, nor do they analyze parking availability after the removal of large swaths of parking that will occur as a result of planned Downtown Strategy and DSAP development.

As explained in CEQA Guideline §15125. Environmental Setting:

> [T]he purpose of this requirement [to accurately describe the environmental setting] is to give the public and decision makers the most accurate and understandable picture practically possible of the project's likely near-term and long-term impacts.

In this case, we can find no accounting in the Addendum as to how many parking spaces will be lost as a result of the proposed project. While the Google project will provide a dramatically reduced number of spaces when compared to the Municipal Code, based on a TDM program, there are with no specific performance measures or means of accounting for success in either document.

O-6.21 Cont.

As stated in the **Watry Design Memo (<u>EXHIBIT E</u>)**, it is interesting to note that the original DSAP included 11,950 parking spaces for a development of approximately 5.4 million square feet of office/retail development and 2,588 residential units. The Addendum (Section 2.3.1.5 ***Parking***) states "Of these, approximately 8,960 spaces would be located in off-street surface lots and structure parking garages and the remaining 2,990 spaces would be provided in underground parking facilities. Approximately 1,403 spaces were allocated for transit demand."

What the analysis fails to state is that DSAP office development is now growing by 9.18 million square feet and residential units provided will increase by 10,031 units which are increases of 184% and 388% respectively **with no increase in parking proposed**. Per the 2014 DSAP, parking ratios should be 1.51 stalls per 1,000 net square footage of office, one stall for every residential unit, and 0.2 stalls for every hotel room. Therefore, the DSAP Amendment should provide 30,833 stalls. With the Google project deficits in required parking, the DSAP area will have a whopping total deficit of 14,548 parking stalls, as shown in **<u>EXHIBIT E</u>**.

All the various users are apparently supposed to share parking, but experience within the parking consultant industry shows that office and transit do not share parking well. Residential shares some with transit and office, but in practice generally only about 40-50% of the spaces will share. This is not accounted for in the Addendum. Residential development does not share well with event parking and this reality is also not addressed. Therefore, the assumptions are seriously flawed. Coupling that with the dramatic reduction in parking being proposed by the

Google project and the fact that existing parking is being removed without replacement **(EXHIBIT G Parking within 1/3-mile**), and no new parking is included in the future BART and HSR projects (an identified demand in the 2014 DSAP of 1,353-2,213 spaces), the DSAP area will be short by thousands of parking spaces**.**

A transportation and parking evaluation is something the City of San Jose would require in an environmental document for any other large project in the Diridon Station area. The City, per relevant provisions in the AMA (**EXHIBIT A**), is obligated to consider and mitigate adverse impacts on the Arena caused by major projects in the Diridon Station area, particularly impacts related to parking and transportation. The AMA states:

> For the BART and High Speed Rail transit projects, the City will request that the lead agency conduct a project parking analysis – The analysis should include a projection of parking demand, demand management strategies, recommended supply solutions, and potential impacts on the existing parking supply within the Diridon area, including suggested ways to mitigate the impact if it is deemed significant. The results of any parking analysis will be provided to Arena Management for review and comment. The City will consider Arena Management's timely feedback in formulating comments that the City forwards to the lead agency as part of the project development and approval process.

O-6.21 Cont.

Page 2-4 of the Google DEIR states that "The City will also prepare implementation plans for shared parking, infrastructure financing, and affordable housing." As previously stated, this information has not been forthcoming and it is unclear when it will be provided. The discussion on page 2-46 of the Google DEIR provides that "As part of its current broader effort to update the DSAP, the City is also updating the parking analysis." This updated parking analysis should be part of the proposed DSAP Amendment project, as well as the Downtown Strategy 2040 and Google projects. When will the implementation plans be prepared?

There is no evidence as to where off-site parking, shared or not, will be located or what actual parking demands will be. The implementation plans for the DSAP Amendment, Google project, Downtown Strategy 2040, and General Plan must be known now for meaningful evaluation of environmental impacts of this project. There are far too many moving parts for the public and decision makers to have the ability to meaningfully participate in the environmental process for the project.

The amount of parking proposed does not come close to meeting the minimum stated requirements set forth in the DSAP. Per the Google project documents "Some commercial parking could also be provided at off-site location(s), should such off-site parking be developed separately from the project in the future. In addition, a portion of the residential parking spaces could be designated as shared spaces, meaning that they could be used by office employees when not occupied by residential users." It is presumed that this off-site parking is the Lot E parking structure which was also identified in the Addendum as usable for transit parking. Transit and office parking are not compatible for sharing parking. Again, it is unclear how all the parking supply will serve the demand for all of the uses.

In the City of San Jose, all projects are required to include a detailed description of where and how parking requirements will be met. We are perplexed that such a large project is not being required to meet this basic project requirement. We know that many high-tech firms do not allow shared parking with residential and other uses for security reasons. Similarly, residential projects do not typically share with other uses, particularly for evening uses such as Arena events. For this reason, a comprehensive shared parking arrangement, based on a parking study that utilizes proven scientific data is long over-due.

O-6.21 Cont.

The Addendum has no discussion of where or how parking will be provided, and the FEIR states on page 27 that future actions will include the "Adoption of ordinances, policies, and plans that implement the Downtown Strategy such as the Transportation and Parking Demand Management Plan or Design Guidelines." The preparation of a project-level TDM plan must be done now, as is usually done for a rezoning project, and not deferred to some later date.

The extent to which parking is even discussed in the FEIR includes program-level "Parking Measures" for air quality impacts to include:

- Provide preferential parking (e.g., near building entrance, sheltered area, etc.) for carpool and vanpool vehicles
- Implement parking fees for single occupancy vehicle commuters
- Implement parking cash-out program for employees (i.e., non-driving employees receive transportation allowance equivalent to value of subsidized parking)

Further the document seems to state, without pointing to any evidence, that the implementation of a VMT Policy in the Downtown Strategy 2040 will take care of parking by

reducing minimum parking space requirements for residential uses, expanding unbundled parking opportunities for all uses, and adding TDM options.

The above does not come close to being a parking analysis and it certainly does not solve the problem of the lack of replacement parking in the Downtown area. To depend on parking in terms of policies to be determined in the future that have not been proposed and may not exist is improperly deferring a potential impact to a later time. Again, a parking study that is based in proven science must be completed now.

There is also no evidence that increased parking demands caused by future transit riders at the San Jose Diridon Station and new development would be met by any available parking in existing or new parking facilities. The City has not prepared a comprehensive parking study for the Downtown and/or DSAP area. This is especially important as the BART and HSR projects do not include any parking for transit users or valid parking studies.

O-6.21 Cont.

The fact that the future BART and HSR projects coming to the Diridon Station will not be providing any parking for transit users means that the parking demands created by those projects will put pressure on the already-paltry parking supply planned to be included in the project. The project certainly does not include enough parking for transit users, and there is no analysis to demonstrate that there are offsetting effects associated with increased transit service at the station such that parking demands of station users and SAP Center patrons would be met (in addition to the demands created by the project) without secondary environmental or socioeconomic effects.

Further, a true unconstrained parking study with actual scientific modeling was not completed for either the proposed project or future transit projects. The Google DEIR posits, without evidence, that parking is available in the project area and Downtown that can be used by residential and commercial development, the Arena, and transit users. Indeed, many other projects in the DSAP area and Downtown are proclaiming to be able to utilize “under-utilized” and “commercially available” parking downtown. However, a scientific, industry-standard analysis has not been completed. Accordingly, there is no evidence in the record to support these statements.

A new project-level environmental document should be prepared for the DSAP Amendment project that discloses off-site parking locations so that surrounding neighborhoods and businesses, including the Arena, are able to evaluate potential impacts in advance of the

O-6.21 Cont.

project. Without knowing locations, how can impacts be adequately described and mitigated? Impacts related to construction vehicle traffic is also deferred to the future. A project-level EIR must be prepared that includes an evaluation of these impacts now.

Lack of Parking and Resulting Safety Impacts

Currently, the project is inconsistent with General Plan Land Use Policy LU-3.5 which states:

> Balance the need for parking to support a thriving Downtown with the need to minimize the impacts of parking upon a vibrant pedestrian and transit oriented urban environment. Provide for the needs of bicyclists and pedestrians, including adequate bicycle parking areas and design measures to promote bicyclist and pedestrian safety.

If the lack of adequate parking results in many workers or residents driving around for an extended period of time looking for parking, impacts to air quality and greenhouse gas emissions could occur, as well as safety impacts to bicyclists and pedestrians

O-6.22

The lack of adequate parking both during construction and in the long-term will result in many situations where the safety of bicycle and pedestrian facilities will be compromised. When parking is not available, the occurrence of illegal on-street parking (in loading zones and restricted parking areas or across driveways and sidewalks) affects the ability of pedestrians and bicyclists to have a good line of sight, and the quality of pedestrian and bicycle paths of travel is compromised and could result in injury or death.

The project includes a dramatic reduction in parking when compared to Municipal Code requirements, and a vast amount of existing parking will be removed and not replaced as a part of the project (**EXHIBIT G Parking in 1/3-mile**). In addition, future Diridon Station transit projects do not include any parking. Therefore, the area will be short by thousands of parking spaces. This shortage should be disclosed, analyzed, and mitigated.

Users of the transit opportunities will not just live and work in the Downtown West area and the DSAP area. They will be living and working in other locations and driving to the Diridon area. The lack of parking in the DSAP area will be a barrier to optimal use of the station, which will diminish the environmental benefits it might provide. It also jeopardizes the success of the project. Please explain why Google is not being required to provide parking at levels even close to the minimum standards in the Municipal Code.

The General Plan predicts that more than 20 years from now, 60% of all trips will still be by automobile. Yet, the DSAP Amendment and the Google project appear to assume that 75% of all trips within the DSAP will occur via transit. This is confusing, and is unsupported by any study. It is a goal – not reality. The idea that providing inadequate parking will reduce parking demand to the level of parking actually provided has not worked and there is no evidence that it would work in the project area.

There is no information in the DEIR that points to any study showing South Bay residents will no longer rely on automobiles to access public transit. In complete contradiction to the City's argument that the General Plan supports the removal of parking, previous traffic analyses completed since at least 2008 show that over 75% of commuters to and from San Jose were in single-occupant vehicles. The General Plan's "goal" for 2040 is still 40% drive alone mode share for commuters, and that does not include the approximately 10% who carpool and will also need parking. Please provide a study to evaluate this assumption.

O-6.22 Cont.

The problems caused by parking shortages are well known. As an example, when transit projects fail to provide adequate parking at their stations, spillover occurs. In other words, unlike the undocumented speculation that removing parking means drivers will no longer drive to an area, actual experience shows the drivers still drive and they create spillover parking in the surrounding neighborhoods. SSE is attaching a collection of articles documenting this point. (**EXHIBIT H, Articles Re BART Parking**). In addition to documenting the negative impacts a lack of parking has on BART ridership, the articles describe negative effects on the neighborhoods where BART stations are located and on local businesses. Particularly instructive is the article about Stoneridge Mall having to chain up its parking lots because BART riders were taking it over.

These articles also document the burdens on businesses and infrastructure when a project proponent fails to adequately disclose and mitigate its construction impacts. These are just a few examples of what happens when projects fail to provide adequate parking to meet the demand caused by the project – the burden is shifted to innocent parties.

The lack of parking spaces in the Diridon area will be a hardship to SAP Center's employees and customers. For some events, SSE may have well over 400 employees who need to park within walking distance, many of whom arrive early in the day to start work and many others who arrive mid-day but leave late at night. In addition, some events occur during weekday daytime hours. All of these factors should be studied. A scientific, data-driven parking demand analysis

O-6.22 Cont.

using realistic data based on demand created by all the projects in this area must be completed and included in the environmental review document. At the very least, the Addendum should be revised to include this vital information to reduce pedestrian and bicycle safety impacts.

Lack of Replacement Parking for The Arena

The proposed Google project includes the development of Lots A, B, and C (which currently provide the Arena with vital parking), with commercial and residential uses. Therefore, the loss of this parking is an impact of that project. The DSAP Amendment will also result in the loss of parking for the Arena as result of providing parking at levels much lower than the Municipal Code.

O-6.23

This is a direct impact to a public use that will occur as a result of the project and it should be identified and mitigated as part of the proposed project – not deferred to some later date, which is a violation of CEQA. This is especially true since we have no assurances of when future environmental review will occur for the "replacement" parking. This is also inconsistent with the City's obligations under the AMA. If parking for a public use is being removed as part of the project, it needs to be replaced as part of the project, which is true for any similar situation in San José.

Moreover, under agreements signed by Google concurrently with its option agreement with the City, the development of certain replacement parking spaces, specifically on Lot E and the Milligan site, is a condition precedent to Google's right to develop its properties along Delmas Avenue at Santa Clara Street. Therefore, replacement parking on Lot E and the Milligan site is inextricably linked to the project. The City is obligated to construct parking on those two sites under the AMA and its agreements with Google. Therefore, the zoning of these two future parking locations must be *Public/Quasi-public* and not *Downtown Primary Commercial*, as proposed by the DSAP Addendum (**Watry Design Memo, EXHIBIT E**). Please have this clarified.

In furtherance of its obligations, the City has prepared plans for these parking facilities. Thus, environmental review for them could have been included in the Google DEIR or the Addendum, or a new project-specific EIR that should be prepared for the DSAP Amendment. There is no explanation of why development of these parking facilities is not included in these projects. The details regarding their construction should be, at least, as detailed as those of the proposed Google project.

As for the other options that the City believes can provide replacement parking for SAP Center events, the Platform 16 project is on-hold without any date known for completion, and negotiations with the County over the West Julian Street parking have stalled. Further, Table 29 on page 217 of the Addendum seems to state that the City is promoting modifications to prioritize the use of the Julian Street/SR 87 interchange as "the primary Downtown gateway for regional vehicular traffic on SR-87" to "connect vehicles to key parking locations outside the core station area."

O-6.23 Cont.

As stated in **EXHIBIT C (Krupka Consulting Memo)**, this proposed modification is not supported given the above-described lack of parking off of Julian Street and the fact that the DSAP Amendment would reduce parking supply north of Santa Clara Street. As for the Adobe project, SSE has reviewed the plans and has determined that the parking in that structure does not have adequate post-event egress, among other issues.

The Google project and presumably the Downtown Strategy 2040 all assume there are other potential parking sites that are available throughout the DSAP area. These parking facilities either would not exist post-project or have not been identified, in which case it is not possible to determine if any of them are conducive to Arena event parking. The point is, enough is known about the existing situation to have allowed environmental review for the required replacement parking. Therefore, please include a full parking analysis.

Transportation Document Review

The comments in this section pertain to the following environmental documents for the DSAP Amendment:

- Addendum
- Appendix C: Transportation Analysis (TA)
- Appendix E: Transportation Project Descriptions

O-6.24

Our comments below are based, in part, on the professional judgment of Krupka Consulting (**EXHIBIT C**) and should be considered to be a high-level summary of this technical memorandum. Therefore, please respond to each specific comment in **EXHIBIT C**, as well as all other Exhibits.

Addendum

As we previously mention, Figure 3b (p. 10) presents substantial zoning changes to allow for increased development densities. Respective zoning requirements stipulate details that would affect access, circulation and parking for all uses including SAP Center. These details are sufficient to require a Local Transportation Analysis (LTA) for the Addendum, which was not done. Please explain the rationale for not requiring an LTA for the DSAP Amendment project.

The general discussion of development capacity changes on page 19 is over-generalized. Please discuss where specifically (i.e., what areas and traffic analysis zones) these land uses transferred from, and include detailed procedures, illustrations, and results of the work. In addition, the transportation projects listed in Section 2.4.5 of the Addendum must be included in a subsequent EIR for the project.

O-6.24 Cont.

On page 213, the VMT per capita analysis was discussed generally, which is typical for environmental documents prepared after the law was changed to address VMT instead of intersection levels of service. The essence of the change in VMT, the document explained, would *decrease*, that is improve, because population density would *increase* relative to the Downtown Strategy 2040 condition and such new population would be situated near new jobs and extensive opportunities to use non-automobile modes of travel, thereby *decreasing* the VMT created by residents and employees Downtown.

This may seem somewhat intuitive to a transportation professional but is not at all substantiated by facts. Please provide sufficiently detailed examples to illustrate how the findings in Table 28 *VMT Analysis* were derived. Also, please discuss the significance of change in the noted values about the threshold. In other words, for example, how different are the numbers 10.12 (threshold) and 6.78 (estimated)?

On Page 214, the VMT per Service Population analysis was summarized in a couple of sentences and the reader was advised to "see Appendix C for a full discussion." The reader deserves to see facts and examples in this document. For information, the "full discussion" in Appendix C contains a generic discussion of methodology and no facts or examples. Please provide a discussion in the Addendum based on the facts and circumstances covered by the Addendum.

The summary of the Journey to Work Mode Share analysis and the Average Vehicle Speeds in Transit Priority Corridors analysis also suffer from brevity. Please provide a discussion of procedures and results in the Addendum based on facts and circumstances covered by the

Addendum. For reference, simply adding tabular information, like that in Table 28 VMT Analysis (p. 213), for each of these analyses, and providing discussion about their meaning, would help the reader interpret, compare, and contrast results.

On page 217, the modifications proposed at Santa Clara Street and Julian Street interchanges on SR-87 appear grand in scope but are merely generalized in Table 29. Substantial planning and engineering and environmental efforts are required now in a subsequent EIR to render reasonable improvement plans and describe potential impacts. The proposed changes would introduce major access, circulation and parking tradeoffs for major activity centers including SAP Center. For example, the reference to a purported benefit of the interchange improvements – to "connect vehicles to key parking locations…" is not supported given that the DSAP Amendment would, in fact, reduce parking supply north of Santa Clara Street. Finally, the "bus-only" (page 22) and "exclusive public service lanes" mentioned regarding Santa Clara Street are not documented and would also have substantial implications regarding access to SAP Center. Please provide the necessary documentation.

Appendix C: Transportation Analysis (TA)

O-6.24 Cont.

Please explain this sentence on page 7: "The DSAP Amendment removes the Autumn Street extension." The statement does not provide any context related to rationale and expected disposition of this facility and is not consistent with the Addendum which states on p. 22 that the "City is currently considering two options regarding the remaining segment of the Autumn Parkway extension," including retention and removal.

Changes listed in Table 3 (p. 15) related to Autumn Street, Montgomery Street, Park Avenue, Bird Avenue and Santa Clara Street will substantially change access and circulation to major activity centers including SAP Center, which have not been documented. Please provide the necessary documentation.

On page 47, the estimated Journey to Work Mode Share for drive alone is 71% under the "Plus DSAP" scenario (Table 13) and 70% under the "Cumulative GPAs" scenario (Table 16, p. 51). These values are far from the 2040 goal for the DSAP area, which is 25%.[7] Granted, these values are in different units – one is related to work trips and one is (presumably) total daily trips. However, the implication is clear and raises a somewhat paradoxical question. *Why does*

[7] City of San Jose, Draft Amended Diridon Station Area Plan, October 2020.

the DSAP Amendment not result in mode share performance that more closely matches the 2040 goal? Please provide an explanation.

Finally, it is important to note that the "Goal-Based Project Buildout Conditions" in the Google DEIR assume that the project will achieve a mode share drive alone of 25%, yet the analysis of Journey to Work Mode Share is nowhere near that value (Table 12 in Appendix J1 of the DEIR shows 70%). Please provide a suitable explanation to assist the reader.

Appendix E: Transportation Project Descriptions

O-6.24 Cont. On page 4, Project ID T5, Santa Clara Street Complete Street with Dedicated Public Service Lanes, contains no details and likely would also have substantial implications regarding access to SAP Center. Project ID C1, Santa Clara Street SR-87 Off-ramp Closure, differs from the general discussion in Table 29 of the Addendum, which does not call for a ramp closure. The proposed changes would introduce major access, circulation and parking tradeoffs for major activity centers including SAP Center. See previous comment under Addendum at p. 217. Please explain how these impacts are being managed.

Project ID C2, Julian Street SR-87 Interchange Modifications, which references a purported benefit of the interchange improvements – to "connect vehicles to key parking locations…" - is not supported given that the DSAP Amendment would in fact reduce parking supply north of Santa Clara Street. See comment under Addendum at p. 217, above. Please provide sufficient information to allow the reader to evaluate how the interchange improvements connect vehicles to key parking locations. Diagrams would be helpful.

Lack of a Local Transportation Analysis (LTA)

As we stated previously in this letter, we are very concerned about the lack of project information included in the Addendum. This inadequacy results in an incomplete analysis of traffic impacts.

O-6.25 The City of San José requires every rezoning project to include an analysis of driveway operations in an LTA. Driveway operations are very important to ensure the safety of motorists, pedestrians, and bicyclists, especially in light of the volume of traffic expected by the proposed project. To not discuss the potential impact of driveway operations and their effect on these important transportation modes now, when the environmental review process is occurring, is in violation of City policy and CEQA. We are dismayed as to why this project is not being treated the same as other projects in Downtown.

As a result, the Addendum is incomplete because it does not sufficiently address site access and local circulation. For example, critical intersections in the area, including N. Montgomery Street at W. Julian Street, W. Santa Clara Street, W. San Fernando, Park Avenue at N. Autumn Street, and the intersection of W. San Fernando at Almaden Blvd. were not evaluated. Please provide this information. The City could have and should have developed a complete scope of analysis in cooperation with stakeholders. This was an imperative step that should have been included in a subsequent EIR, yet it was not completed. In addition, in accordance with the AMA, SSE should be involved in the preparation and review of the LTA.

O-6.25 Cont.

The Wenck Associates Memo (**EXHIBIT D)** assessed street segments in the DSAP area for capacity, circulation, and access to parking. We must point out that all street network changes must be extensively studied from a design and engineering standpoint, which was not done as part of the environmental review for the project. SSE requests additional input during the planning and design stages of any street conversions, closures, or re-striping projects. Once they are implemented, they would be irrevocable, and their effects could be detrimental for both SAP Center events, the surrounding neighborhood, and project traffic conditions.

Impacts During Construction

The apparently project-level Addendum does not include any specific construction information nor are construction staging locations, lengths of street closures or modifications, detours, street circulation changes or any other pertinent construction-related information included. The impacts caused by the construction of this massive project are not disclosed or mitigated. Please correct.

O-6.26

Construction traffic will undoubtedly occur outside the peak hours in the mornings and evenings. In fact, these are prime times for when construction begins and ends. If streets are closed for days on end, adding construction-worker traffic (for which there may not be any parking) would only exacerbate an intolerable situation, especially after 6 pm on event nights at SAP Center. If BART and HSR are also under construction in the next 10-year timeframe, gridlock will be guaranteed.

Because the mitigation measures of the FEIR upon which the Addendum is tiering are program-level, all mitigation measures are deferred and unknown. Off-street parking areas are not identified for construction-related vehicles; therefore, impacts as they apply to surrounding land uses cannot be determined. There are no measures to ensure that pedestrian and bicycle

access is maintained or how accessibility will be provided. Truck haul routes, equipment staging locations, and street detours are not identified. Mechanisms to prevent roadway construction activities from reducing roadway capacity during special events presumably to occur at SAP Center are not identified.

CEQA Guidelines §15126.4 requires that mitigation measures must be feasible and fully enforceable and include the adoption of specific project-level performance measures to ensure that mitigation can reduce or avoid impacts. Further, the mitigation must identify "the type(s) of potential action(s) that can feasibly achieve that performance standard and that will be considered, analyzed, and potentially incorporated in the mitigation measure." The mitigation measures included in the Addendum and FEIR do not meet this standard for project-level analysis. If the project description were more developed, which a project of this magnitude should and can be, mitigation could be designed in compliance with CEQA.

O-6.26 Cont.

The Addendum does not evaluate traffic disruptions during construction, nor how they will be mitigated. The project will have extensive and atypical construction impacts throughout Downtown San José. We must assume that construction will take many years and given the long duration and the heavy amount of construction work along major arterials and adjacent to existing businesses and residences in Downtown and the DSAP area, including the Google development, gridlock will ensue. This is why the project-level evaluation of construction impacts now is so vitally important. Mitigation measures must be identified now especially since only site development permits may be required in the future for the proposed development. Therefore, this is the last chance for this evaluation.

One important ingredient of an EIR is the discussion of steps that can be taken to mitigate adverse environmental consequences. The requirement that an EIR contain a detailed discussion of possible mitigation measures flows both from the language of CEQA and, more expressly, from CEQA's implementing regulations.

Consistency with plans and policies is not adequate mitigation under CEQA for project-specific impacts. While Appendix G of the CEQA Guidelines does not specifically mention event centers, Question X. Land Use and Planning (a) asks: "Would the project physically divide an established community?" Multiple years of lane closures, lost parking, and disruptive construction activity immediately adjacent to long-established businesses (including the SAP Center) and residents, could significantly impact the viability of these businesses and would

constitute physically dividing an established community. This impact is erroneously not identified, analyzed, or mitigated in the Addendum or FEIR.

Neither the Addendum nor the FEIR even mentions street or lane closures (and impliedly sidewalk closures) on any streets in the DSAP area. Therefore: (1) The document does not accurately identify these potential adverse impacts both during construction and in the long-term; and (2) The Arena will suffer significant adverse impacts if any portion of any sidewalks are inaccessible to pedestrians or if the vehicular capacity of the surrounding streets is diminished. As to the first issue, the Addendum is deficient on its face due to the lack of identification of a certain impact. As to the second issue, SSE is strongly opposed to any intrusion onto Santa Clara, Montgomery, and Autumn Streets by the project construction.

Because it is not discussed in either the Addendum nor the FEIR, we must point out that any street closures will interfere with not only emergency services traffic in the area, but also affect pedestrian and bicycle facilities. As we know, most construction projects, especially Downtown, depend on street rights-of-way for construction and equipment staging, including the placement of cranes. How can a high-rise structure be built "on-site", especially those in the final stages of construction on a particular site? This needs to be explained before the proposed mitigation measure can be evaluated.

O-6.26 Cont.

Truck haul routes whether for construction or long-term equipment should be identified in a project-level environmental review document. The Addendum states (page 68) that "a community risk assessment of construction activities related to future development in the DSAP area would be conducted at a project level to address these impacts." We must point out that specific construction plans and schedules for construction should be disclosed for this project, and it is possible to quantify the impacts and determine impact significance now. We discourage the use of existing residential streets as haul routes to avoid both on-site and off-site sensitive receptors. These routes could be used regularly for at least 10 years and should be known now. If they are changed, how will residents be notified?

The program-level Addendum and FEIR do not describe mitigation measures for construction traffic emissions due to congestion. Scientific performance criteria are not provided and mitigation is deferred. Significant impacts can occur to existing and future sensitive receptors in violation of CEQA. Again, we believe that the lack of project-specific information for a rezoning project is in violation of CEQA and a subsequent EIR should be prepared that contains an accurate identification of impacts and project-specific mitigation.

O-6.26 Cont.

Further construction information detail is required to determine impacts to the surrounding neighborhoods. What measures will be included to reduce single-occupant vehicle trips by construction workers? Will shuttles be used during construction to drop workers off and pick them up? Where will they be located? How will a plan for construction worker parking be measured and enforced? How will pedestrian and cyclist safety be affected by these actions? Indirect safety impacts to pedestrians and bicyclists during construction are also not addressed.

Economic Consequences

The lack of a project-level environmental analysis with a stated cumulative scenario and an adequate evaluation of impacts with feasible mitigation measures for a project so large is unacceptable. There will also be significant long-term socioeconomic impacts that will burden the Arena, the Diridon Station area (including the surrounding neighborhoods), and the City as a whole. Travel to Arena events is unlike commuter transportation analysis. Like other sports and entertainment venues, travel to the Arena is discretionary. Thus, worsening transportation or parking conditions, which may not deter a commuter from making a required trip to work or home, will often completely deter a patron from going to an Arena event. Consequently, good transportation access is required in order for the Arena's on-going success, both in the long-term and during construction. A proposed development project that damages the transportation and parking experience can have ruinous economic impacts on the continued vitality of the Arena.

O-6.27

The San Jose City Council approved the extension to the Arena Management Agreement in 2015 based on the community and economic asset the Arena had become under SSE's management, noting in a memo from 5 councilmembers recommending the approval that "[W]ith tens of millions in annual economic impact, the building annually generates over $5 million in sales, hotel and other tax revenues for the General fund, supporting the City's provision of basis services."

As noted in this comment letter, a reduction in adequate parking supply and street capacity impacts the ability of SSE to successfully operate the Arena because patrons cannot easily access the facility and so are less likely to attend events. This results in reduced revenue to the City, as well as the likely potential for a loss of jobs. The economic impact of reduced Arena operations is being felt by the City now due to the shutdown arising from the Covid-19 pandemic, and some similar impacts associated with the project are expected. The economic studies which are included in the environmental review documents do not account for the

O-6.27 Cont. impact to the Arena as a cost of the project and should be assessed, particularly since the DSAP goals include ensuring the continued successful operation of SAP Center.

CONCLUSION

In closing, I would like to reiterate the mutual intention of the City and SSE as expressed in the AMA Side Letter two years ago:

O-6.28

> We believe that with proper planning, the Diridon Station Area can support robust corporate development, a multi-modal transportation system, and a successful world-class sports and entertainment arena. However, the plan must also address critical needs of the SAP Center regarding transportation and parking.

Consistent with this, SSE supports the City's desire to redevelop the Diridon Station area. However, an Addendum is the wrong CEQA tool. A new subsequent EIR that includes a project-level project description, suitable analysis based on evidence (not assumption), and definitive, enforceable mitigation of the significant adverse environmental impacts must be prepared. It is SSE's belief, grounded in long experience, that this will result in a project that can achieve the goals of the City, while preserving the viability of the Arena.

Sincerely,

Silicon Valley Law Group

By: /s/
Jeffrey S. Lawson

JSL

cc: Jim Goddard, Executive Vice President JGoddard@sapcenter.com
Lucy Lofrumento, LMA Law lal@LMALLP.com
Nanci Klein, Director of Economic Development Nanci.Klein@sanjoseca.gov
Cameron Day, City Attorney's Office Cameron.Day@sanjoseca.gov
Rosalynn Hughey, Deputy City Manager Rosalynn.Hughey@sanjoseca.gov

Exhibits A: AMA Excerpts (Sections 21 and 23)
B: AMA Side Letter
C: Krupka Consulting Memo
D: Wenck Associates Memo with Supplement
E: Watry Design Memo
F: Circlepoint Memorandum
G: Graphic of Parking within 1/3-mile
H: Articles re Parking Problems at BART Stations
I: Article re Mode Shift Issues at North Bayshore

SECTION 21. COORDINATION AND COOPERATION.

21.1 Parking Matters. City shall continuously monitor and evaluate development within the 1/2 Mile Radius, to help ensure that its parking obligations under this Agreement will continue to be met throughout the entire Term. Among other things, City reaffirms its intent to comply with the following obligations mandated by the City Council in connection with approval of the Diridon Plan:

21.1.1 Significant Land Use Decisions. City shall coordinate with Manager regarding significant land use and development decisions within the 1/2 Mile Radius, to ensure that the required number of Available Parking Spaces is maintained. Such coordination obligations shall include the following measures:

(a) City shall refer to Manager all development proposals on parcels within approximately 1/3 of a mile of the Diridon Station that have off-street public parking facilities, and are in excess of 25,000 square feet. Referrals shall include the cover letter, plan set, and other relevant materials the applicant provides as part of the project submittal. Referrals shall also include notification of preliminary review applications, initial studies, and environmental impact reports (including draft and final EIR's, amendments and addenda). Staff shall provide comments received in a timely manner from Manager to the applicant and consider them in formulating initial comments the City may provide on the proposed project.

(b) City shall require development proposals on parcels within the central and northern zone of the Diridon Plan that have off-street public parking facilities, and are in excess of 100,000 square feet of commercial space or in excess of 50,000 square feet of stand-alone retail/restaurant projects, to conduct a parking analysis for the project. City shall similarly request the same of development proposals within approximately 1/3 of a mile of the Diridon Station. These projects would be required to analyze and identify the projected parking demand, demand management strategies, and the parking supply to be provided by the project. The analysis would identify the impacts of the project on the existing parking supply within the Diridon Station Area, and suggest ways to mitigate the impact if it is deemed significant. The analysis would also include an assessment of spaces impacted or needed during construction.

(c) For the BART and High Speed Rail transit projects, the City shall request that the lead agency conduct a project parking analysis. The analysis should include a projection of parking demand, demand management strategies, recommended parking supply solutions, and potential impacts on the existing parking supply within the Diridon Station Area, including suggested ways to mitigate the impact if it is deemed

significant. The results of any parking analysis shall be provided to Manager for review and comment. City shall consider Manager's timely feedback in formulating comments that City forwards to the lead agency as part of the project development and approval process.

21.1.2 Shared Parking for Non-Residential Development. For non-residential development that would result in the substantial loss of Available Parking Spaces, City will strive to include shared parking as a condition of development if necessary to mitigate the loss of parking. The shared parking condition would require that the development's parking facilities be available for the general public, with or without fees, at times when the parking facilities within the development are not being fully used by the development.

21.2 Transportation Matters. City shall coordinate with Manager regarding transportation projects, transportation plans, and other transportation matters in the vicinity of the Diridon Station Area or that may otherwise affect ingress to and egress from the Arena, including as follows:

21.2.1 Transportation Projects. For transportation projects such as BART and High Speed Rail, City will request that the lead agency conduct a transportation analysis that evaluates potential adverse impacts on traffic and parking in the vicinity of the Diridon Station Area, with the objective of ensuring that appropriate mitigation measures are included to protect the Arena's operations from such adverse impacts. City shall also consider Manager's timely feedback in formulating comments that City forwards to the lead agency as part of the project development and approval process.

21.2.2 TPMP's. City and Manager shall coordinate regarding the Transportation and Parking Management Plan for the Arena as well as TPMP's for the Arena Green, BART, High Speed Rail, and other major development projects, all as set forth in Section 23 below.

21.2.3 Streets and Intersections. City and Manager shall also coordinate regarding any material changes to the design, configuration or operation of the major streets and intersections in the vicinity of the Arena to the extent that they may have a direct impact on the safe and efficient flow of vehicular, bicycle, and pedestrian traffic to and from the Arena, including Autumn Street and the intersection at Autumn Street and Park Avenue.

(a) City shall give Manager advance notice of any such material changes, including copies of relevant plans and specifications, and shall meet with Manager in advance of any work in order to discuss Manager's input and suggestions.

(b) The Parties shall work together in good faith with the goal of achieving the best overall function of the streets and intersections for the benefit of both the Arena and all other development in the Diridon Area.

21.3 **Coordination Meetings.** City and Manager agree that time is of the essence with respect to the obligations under this Agreement, and agree to use reasonable good faith efforts to meet and confer as often as necessary to prioritize and resolve parking, traffic and transportation issues in the vicinity of the Arena.

21.3.1 Meeting Participants. The City Manager's office, with the assistance of the Arena Authority, will engage the appropriate City departments and other agencies to participate in meetings with Manager as necessary, including the Department of Transportation, the Police Department, the Planning Department, the Public Works Department, SARA, and the VTA.

21.3.2 Issues to be Addressed. Issues to be addressed between the Parties shall include the following:

(i) The operation and management of Off-Site Parking Facilities;

(ii) The location and manner of providing the Minimum Employee Parking Requirements;

(iii) Any Temporary Conditions that impact the Available Parking Spaces and any requested Temporary Parking Agreements;

(iv) Preparation of the Parking Supply Report, the Parking Forecast Report, and the Schedule of Parking Solutions, and any issues related thereto;

(v) Preparation of the Parking Utilization Report, and any adjustments to the Minimum Off-Site Parking Requirements based on the results of such Report;

(vi) The design, construction and operation of BART, High Speed Rail and other transportation projects, including associated parking facilities and traffic impacts;

(vii) Development projects with the 1/3 Mile Ring and the 1/2 Mile Ring;

(viii) The identification and evaluation of sites for development of additional Off-Site Parking Facilities as needed, including both surface lots and structured parking facilities;

(ix) Shared parking in the vicinity of the Arena;

(x) The extension and realignment of Autumn Street;

(xi) Revisions to the TPMP's for the Arena, the Arena Green, transportation projects, and other major projects; and

(xii) Other on-site and off-site transportation and parking issues.

SECTION 23. TRANSPORTATION AND PARKING MANAGEMENT PLANS.

23.1 **Arena TPMP**. Manager and City have agreed to a traffic and parking management plan for the Arena, entitled "Transportation & Parking Management Plan, 6th Edition," a copy of which is attached as **Attachment No. 13** hereto (the "**Arena TPMP**"). The Arena TPMP identifies goals and strategies for: (i) the operation and management of the On-Site Parking Facilities; (ii) the provision of convenient Off-Site Parking Facilities for Arena employees and customers; and (iii) the provision of safe and efficient traffic and pedestrian movement of Arena customers.

23.1.1 Background.

(a) The parties agree that because of the lack of adequate On-Site Parking Facilities, the success of the Arena is dependent on an effective TPMP to move people to and from the Arena.

(b) Manager and City agree to use reasonable good faith efforts to correct by appropriate means and methods any material deficiencies in the provision of and effective use of the On-Site Parking Facilities and Off-Site Parking Facilities. This includes an obligation by the City to use its reasonable good faith efforts to devote sufficient operating funds and resources to make the movement of cars and people effective and efficient.

23.1.2 Contents of Arena TPMP. The Arena TPMP is intended by the Parties to address traffic, parking and pedestrian issues of concern to City, Manager, Arena customers and the neighborhood arising from the usage of the Arena. The Arena TPMP specifically addresses, among other things, the following:

(i) ingress and egress to the Arena Facilities and Off-Site Parking Facilities;

(ii) coordinated traffic control procedures for signalization, pedestrian flow movement, vehicular flow movement, and coordination of conflicts between same;

(iii) the provision, replacement and substitution of Off-Site Parking Facilities by City;

(iv) the use and availability of on-site and off-site parking spaces for Arena Events;

(v) off-site traffic control (including personnel and Arena Employee parking, bus parking, parking payments and charges);

(vi) guide signs on regional and local roadways and San Jose freeways for motorists coming to the Arena, guide signs for parking and pedestrians, public information promotion and signage;

(vii) coordination with mass transit authorities; and

(viii) all other provisions deemed necessary by the Parties to set forth the means by which they shall implement their respective rights and obligations pertaining to traffic and parking.

23.1.3 Modification of Arena TPMP. The Arena TPMP shall be subject to modification as the Parties may agree from time to time.

(a) The Arena TPMP is intended to be a working document and contains both the ability and the requirement to adjust to changing conditions, and to improve as the Parties may agree, provided that no such changes shall operate to limit or reduce the scope and purpose of the Arena TPMP.

(b) The Parties agree that as of the Execution Date, the Arena TPMP needs to be updated to address recent changes in the Diridon Station Area. The Parties shall work together in good faith to mutually agree upon appropriate revisions to the Arena TPMP as soon as reasonably practicable following the Execution Date of this Agreement.

(c) Manager and City shall consult and act reasonably to monitor performance of the Arena TPMP on an ongoing basis. At least every three years following the update described above, the Parties shall review the Arena TPMP together to determine whether any correction, minor modification, complete update or other revision is warranted based on then-current facts and circumstances. If needed, the Parties shall work together in good faith to correct, modify, update or otherwise revise the Arena TPMP and the security plans, with the common objective of providing the most effective use of the On-Site Parking Facilities and Off-Site Parking Facilities and security measures during Arena Events.

23.1.4 Legal Effect of Arena TPMP. Neither the Arena TPMP nor any modification thereto shall be construed to amend this Agreement, but the Arena TPMP may be used to help interpret the Parties' intentions and respective obligations under this Agreement. In the event of any conflict or inconsistency between the terms of this Agreement and the terms of the Arena TPMP, the terms of this Agreement shall control.

23.2 Transit Project TPMP's.

23.2.1 Definitions. In this Agreement, the following terms have the meanings given below:

(a) "**Transit Project**" means the High Speed Rail project or station, or the BART project or station.

(b) "**Project TPMP**" means a transportation and parking management plan for either an Assembly Venue or a Transit Project.

23.2.2 TPMP's and Construction Mitigation Plan Required. In the event that the City or SARA transfers real property for the construction of a Transit Project in the Diridon Area, City or SARA shall include in any document of transfer of property a requirement for a Project TPMP and a construction mitigation plan for the proposed project.

(a) Each Project TPMP shall adhere to the framework set forth on document entitled "Framework for Project Transportation and Parking Management Plans" attached as **Attachment No. 14** to this Agreement and incorporated herein by reference. The Project TPMP's shall be coordinated with, be consistent with and not be in conflict with the Arena TPMP.

(b) The Project TPMP's will be reviewed on a periodic and as needed basis by a TPMP committee which will include representatives from the City, the entity operating the Transit Project, and Manager. Amendments and updates to the TPMP's will be as needed in order to conform to changed circumstances, provided that any such amendment shall be consistent with and not in conflict with the Arena TPMP.

(c) The costs of administration and management of the TPMP's shall be addressed and provided for in the TPMP's.

23.2.3 Event Operations Committee. City and Manager will provide leadership and follow-through on Event Operations Committee to implement an extensive communications program for both Arena and other event producers to encourage parties to use routes and parking facilities that would minimize conflicts with each other.

SIDE LETTER REGARDING FUTURE DISCUSSIONS

This Side Letter Regarding Future Discussions ("**Side Letter**"), dated for reference as of August 15, 2018, is delivered by the City of San Jose ("**City**") and San Jose Arena Management, LLC ("**Manager**") as an expression of our mutual commitment to work together to help facilitate a bold new vision for the Diridon Station Area, for the good of the entire community.

BACKGROUND

On May 19, 2015, the City Council adopted Resolution number 77352 authorizing the City Manager to negotiate and execute a Second Amended and Restated Arena Management Agreement ("**AMA**") for the management of the City-owned SAP Center, extending the term of the 2000 Arena Agreement and amending other terms, consistent with the Term Sheet presented to the Council.

During the past three years of negotiations of the AMA, City and Manager have discussed future construction and development projects in the Diridon Station Area that may impact the availability and operation of parking facilities that serve the SAP Center, as well as access to and from those facilities.

The parties have now completed the drafting of the AMA consistent with the Term Sheet, including extensive provisions regarding on-site and off-site parking, transportation in and around the Diridon Station Area, and the need to anticipate and address changed conditions that result from new transit projects and/or private development projects.

THE NEED FOR CONTINUING DISCUSSIONS

Although the AMA is done and the parties are executing it concurrently with this letter, we know that our discussions are not done. We understand that the issues surrounding the development of the Diridon Station Area are complex, and the situation is constantly evolving. It will likely be many years before the parking and transportation "ecosystem" in the Diridon Station Area is stabilized.

Until such stabilization occurs, we will need to meet and confer regularly and often to discuss the ongoing public and private development projects in the Diridon Station Area, to try to find ways to facilitate the transformation of the Diridon Station Area into a master-planned transit-oriented community while meeting the access and parking needs of the SAP Center.

We believe that with proper planning, the Diridon Station Area can support robust corporate development, a multi-modal transportation system, and a successful world-class sports and entertainment arena. However, the plan must also address critical needs of the SAP Center regarding transportation and parking.

OUR MUTUAL COMMITMENT

Following the execution of the AMA, City and Manager will continue to meet in good faith to discuss long-term, integrated, and shared parking solutions for the benefit of the community and the key stakeholders in the Diridon Station Area, including transportation agencies and residential and corporate developers. These meetings will include discussions addressing (i) the City's desire to encourage construction and development projects in the Diridon Station Area; (ii) construction management plans, including mitigation of construction impacts; (iii) changes that may result from the new development; (iv) Manager's access and parking requirements in coordination with the transportation and development projects surrounding the SAP Center; and (v) alternative ways to achieve solutions for Manager's parking operations as part of the development of these projects.

Such discussions will recognize one of the primary objectives of the Diridon Station Area Plan, which is to "ensure the continued vitality of the San Jose Arena, recognizing that the Arena is a major anchor for both Downtown San Jose and the Diridon Station Area, and that sufficient parking and efficient access for Arena customers, consistent with the provisions of the Arena Management Agreement, are critical for the Arena's on-going success."

Without limiting the foregoing, Manager is open to the future possibility of relocating, reconfiguring, restructuring or otherwise reorganizing the parking facilities that serve the SAP Center, provided that any such reorganization is accomplished through a comprehensive plan that, on a holistic basis, preserves the access for SAP Center patrons and the overall quality of the parking ecosystem, including the operational and revenue-generating aspects of the parking as described in the AMA.

OUR MUTUAL INTENT

Nothing in this Side Letter modifies the AMA in any way. Further, nothing in this Side Letter obligates the parties to agree to any modifications to the AMA. This Side Letter does not constitute a binding contract, and does not create any contractual obligations or duties.

The purpose of this Side Letter is to reaffirm that the parties remain willing to meet and confer with each other as development plans for the Diridon Station Area evolve, to try to find mutually acceptable solutions for parking and transportation issues that arise over the next several years, with the express goal of helping to ensure that the SAP Center and its new neighbors will be able to co-exist successfully in a synergistic and dynamic transit-oriented community.

City of San Jose:

David Sykes, City Manager

San Jose Arena Management, LLC:

John Tortora, President

Exhibit B

krupka.

March 31, 2021

[*by email only*]

TO: Jim Goddard, Sharks Sports & Entertainment LLC (SSE)
FROM: Paul Krupka
RE: Draft Transportation Comments > Diridon Station Area Plan Amendment Initial Study Addendum to the Downtown Strategy 2040 Environmental Impact Report (ADDENDUM), March 2021

Krupka Consulting was engaged by SSE to review the technical content of transportation sections and appendices of the referenced ADDENDUM.[1] This memorandum summarizes the findings of this review and provides comments on the ADDENDUM. This memorandum is intended to be incorporated as an enclosure to a formal comment letter by SSE. Responses to these comments are requested from the drafters of the ADDENDUM.

This memorandum is organized by ADDENDUM element as listed below.

- IS/Addendum (IS/A)
- Appendix C: Transportation Analysis (TA)
- Appendix E: Transportation Project Descriptions

IS/Addendum (IS/A)

p. 10 Figure 3b presents substantial zoning changes to allow for increased development densities. Respective zoning requirements stipulate details that would affect access, circulation and parking for all uses including SAP Center. These details are sufficient to require a Local Transportation Analysis (LTA) for the ADDENDUM, which was not done. Please explain rationale for not requiring an LTA with the ADDENDUM.

O-6.29

p. 11 Under Transit Improvements in the last paragraph, "…planned Caltrain Electrification Program…" was noted, but Caltrain Business Plan was not. Please clarify whether Caltrain Business Plan service levels were included in Transit Improvements. The reader noted "Caltrain Business Plan Long Range Service Vision" was listed in Table 29 on p. 219 under the category "New Projects Planned within DSAP."

p. 19 Referring to discussion of development capacity changes, where specifically (i.e., what areas and traffic analysis zones) were these land uses transferred from?

p.22 The reader inferred that all transportation projects listed in this Section 2.4.5 and the referenced Section 3.17 would require discretionary actions and environmental review(s) separate from the ADDENDUM. Please confirm this.

[1] Krupka Consulting is a Sole Proprietorship with qualifications and experience represented by the enclosed resumé of Paul Krupka, Sole Proprietor.

KRUPKA CONSULTING
431 Yale Drive | San Mateo, CA | 94402
650.504.2299 | paul@pkrupkaconsulting.com | pkrupkaconsulting.com

p. 24 In Table 4:

- Where is the segment of Montgomery Street denoted "Cahill Street to Autumn Street"?
- Where is the segment of Saint John Street denoted "Cahill Street to Autumn Street"?

p. 213 The VMT per Capita analysis was discussed generally, which is typical for environmental documents prepared after the law was changed to address VMT instead of intersection levels of service. The essence of the change in VMT, the document explained, would *decrease*, that is improve, because population density would *increase* relative to the Downtown Strategy 2040 condition and such new population would be situated near new jobs and extensive opportunities to use non-automobile modes of travel, thereby *decreasing* the VMT created by residents and employees Downtown.

This is somewhat intuitive to a transportation professional but is not at all substantiated by facts. Please provide sufficiently detailed examples to illustrate how the findings in Table 28 VMT Analysis were derived. Also, please discuss the significance of change in the noted values about the threshold. In other words, for example, how different are the numbers 10.12 (threshold) and 6.78 (estimated)?

p. 214 The VMT per Service Population analysis was summarized in a couple sentences and the reader was advised to "see Appendix C for a full discussion." The reader deserves to see facts and examples in this document. For information, the "full discussion" in Appendix C contains a generic discussion of methodology and no facts or examples. See comment at p. 213 above. Please provide a discussion in the ADDENDUM based on the facts and circumstances covered by the ADDENDUM.

O-6.29 cont'd

The summary of the Journey to Work Mode Share analysis and the Average Vehicle Speeds in Transit Priority Corridors analysis also suffer from brevity. Please provide a discussion of procedures and results in the ADDENDUM based on facts and circumstances covered by the ADDENDUM. For reference, simply adding tabular information, like that in Table 28 VMT Analysis, for each of these analyses, and providing discussion about their meaning, would help the reader interpret and compare results.

p. 217 The reader inferred that all improvements listed in Table 29 Transportation Projects within DSAP would require discretionary actions and environmental review(s) separate from the ADDENDUM. Please confirm this.

Case in point, the modifications proposed at Santa Clara Street and Julian Street interchanges on SR-87 appear grand in scope but are merely generalized in Table 29. Substantial planning and engineering and environmental efforts will be required to render reasonable improvement plans and describe potential impacts. The proposed changes would introduce major access, circulation and parking tradeoffs for major activity centers including the SAP Center. For example, the reference to a purported benefit of the interchange improvements – to "connect vehicles to key parking locations…" is not supported given the DSAP Amendment would in fact reduce parking supply north of Santa Clara Street. Finally, the "exclusive public service lanes" mentioned regarding Santa Clara Street are not documented and would also have substantial implications regarding access to SAP Center. Please provide the necessary documentation.

p. 223 The "Cumulative Downtown VMT" discussion suffers by generalization like the previous "project" VMT analysis. Therefore, the comments above at pp. 213 and 214 are directly relevant here. Please provide responses related to this topic.

Appendix D: Transportation Analysis (TA)

p. i As noted in the IS/A comment on p. 10 above, the fact that the DSAP Amendment presents substantial zoning changes that would affect access, circulation and parking for all uses including SAP Center, the TA should include a Local Transportation Analysis (LTA), which was not done. Please explain rationale.

p. 7 Please explain "The DSAP Amendment removes the Autumn Street extension." The statement does not provide any context related to rationale and expected disposition of this facility and is not consistent with the IS/A The IS/A states on p. 22 that the "City is currently considering two options regarding the remaining segment of the Autumn Parkway extension," including retention and removal

Referring to the second to last paragraph, discussing reallocation of commercial and residential growth, where specifically (i.e., what areas and traffic analysis zones) were these land uses reallocated from?

p. 15 Changes listed in Table 3 related to Autumn Street, Montgomery Street, Park Avenue, Bird Avenue and Santa Clara Street will substantially change access and circulation to major activity centers including SAP Center, which have not been documented. Please provide the necessary documentation.

p. 20 Please clarify whether Caltrain Business Plan service levels were included in 2040 Transit Service.

O-6.29 cont'd

p.35 This VMT Evaluation provides a bit more depth regarding rationale for improvements than the IS/A, which is customary and very helpful to reader.

p. 47 The estimated Journey to Work Mode Share for drive alone is 71% under the "Plus DSAP" scenario (Table 13) and 70% under the "Cumulative GPAs" scenario (Table 16, p. 51). These values are far from the 2040 goal for the Diridon Station Area, which is 25% (City of San Jose, Draft Amended Diridon Station Area Plan, October 2020). Granted, these values are in different units – one is related to work trips and one is (presumably) total daily trips. However, the implication is clear and raises a somewhat paradoxical question. *Why does the DSAP Amendment not result in mode share performance that more closely matches the 2040 goal?* Please provide an explanation.

Finally, it is important to note that the "Goal-Based Project Buildout Conditions" in the Downtown West Mixed-Use Plan Draft Environmental Impact Report (DEIR) assume that the referenced Project will achieve a mode share drive alone of 25%, yet the analysis of Journey to Work Mode Share is nowhere near that value (Table 12 in Appendix J1 of the DEIR shows 70%).

Please provide a suitable explanation to assist the reader.

Appendix E: Transportation Project Descriptions

p.4 Project ID T5, Santa Clara Street Complete Street with Dedicated Public Service Lanes, contains no details and likely would also have substantial implications regarding access to SAP Center. See comment under IS/A at p. 217.

O-6.29 cont'd

Project ID C1, Santa Clara Street SR-87 Off-ramp Closure, differs from the general discussion in Table 29 of the IS/A, which does not call for a ramp closure. The proposed changes would introduce major access, circulation and parking tradeoffs for major activity centers including the SAP Center. See comment under IS/A at p. 217. Please explain how these impacts are being managed.

Project ID C2, Julian Street SR-87 Interchange Modifications, which references a purported benefit of the interchange improvements – to "connect vehicles to key parking locations…" - is not supported given the DSAP Amendment would in fact reduce parking supply north of Santa Clara Street. See comment under IS/A at p. 217. Please provide sufficient information to allow the reader to evaluate how the interchange improvements connect vehicles to key parking locations. Diagrams would be helpful.

———————————————————

I appreciate the opportunity to provide these services to you. Please call me if you have any questions or other requests.

Sincerely,
KRUPKA CONSULTING

Paul J. Krupka, P.E.
Sole Proprietor

Registered California Professional Engineer (Traffic TR1574, Civil C47497)

_____
Enclosure: Resumé of Paul Krupka, Sole Proprietor of Krupka Consulting

krupka.

PAUL KRUPKA, P.E.

SUMMARY OF QUALIFICATIONS

- Experienced project manager and technical specialist in transportation, traffic and transit planning, engineering and design related to transit-oriented development, transit facilities (systems and stations), parking facilities, large and small development projects (infill and greenfield), institutional projects, transportation demand management, neighborhood, community, downtown, city, sub-area, county, and sub-regional plans, and transit and highway corridors.
- Proficient analyst of transportation impacts and mitigations supporting environmental impact reports for developments and improvements under the California Environmental Quality Act (CEQA).
- Forty years of diverse transportation project development experience in all project phases including preliminary assessment, conceptual planning, feasibility, design and construction.
- Excels in applying traffic and transit engineering principles to solve site design challenges as well as street and highway functional design and operations issues.
- Broad and deep work experience in San Francisco Bay Area and Monterey Bay Area transportation systems. Extensive project experience in Silicon Valley and the San Francisco Peninsula.
- Direct involvement with Caltrans branches responsible for project development as well as highway operations, traffic controls, facility design, construction phasing and transportation management planning.
- Well-versed in the core principles of business success and has applied them successfully in consulting firms small and large. Focuses on first understanding what the customer, internal or external, needs and wants.
- Experienced and proficient problem solver who emphasizes teamwork.
- Persuasive, with ability to communicate effectively with culturally diverse audiences. Has extensive public speaking and executive management briefing experience.

PROFESSIONAL EXPERIENCE

KRUPKA CONSULTING
Principal
2010 – Present
San Mateo, CA

KIMLEY-HORN AND ASSOCIATES, INC.
Associate
2002 – 2010
Oakland/Pleasanton, CA

MEYER, MOHADDES ASSOCIATES/ITERIS
Associate Principal
1996 –2002
San Mateo/Oakland, CA

NOLTE ASSOCIATES
Engineering Manager
1991 –1996
San Jose/Walnut Creek, CA

WILBUR SMITH ASSOCIATES
Associate/Transportation Engineer
1980 –1991
San Francisco/San Jose, CA

EDUCATION

B.E. TRANSPORTATION ENGINEERING
Thayer School of Engineering
Dartmouth College

B.A. ENGINEERING SCIENCES
Dartmouth College

REGISTRATIONS AND AFFILIATIONS

Civil Engineer, CA (C47497)
Traffic Engineer, CA (TR1574)

Member, WTS International
Member, Institute of Transportation Engineers

KRUPKA CONSULTING
Trusted Advisor | Transportation
650.504.2299
paul@pkrupkaconsulting.com

Exhibit C

Technical Memo

DIRIDON STATION AREA STREET NETWORK

WENCK
Responsive partner.
Exceptional outcomes.

To: Jim Goddard, SAP Center at San Jose

From: Jim Benshoof, Registered Traffic Engineer in California (TR 2289

Date: May 21, 2020

Subject: SAP Center Recommendations for Diridon Station Area Street Network

INTRODUCTION

This Technical Memo provides recommendations concerning certain transportation planning issues that are critical to the continuing success of SAP Center. These issues have arisen in connection with the City's current efforts to amend the Diridon Station Area Plan to accommodate Google's Downtown West project, the new integrated transit station, and other developments in the Diridon Station area. There are numerous transportation issues associated with the proposed developments, but this Memo focuses only on impacts related to potential changes to the street network, including changes shown on various plans posted by the City on its websites, and in particular the slide presentation dated April 3, 2020, entitled "Transportation" and presented by Ramses Madou (the **Transportation Slide Presentation**).

O-6.30

It is widely recognized that the construction of BART, High Speed Rail, Downtown West and other developments will cause severe traffic and parking problems for SAP Center, other downtown businesses and nearby neighborhoods for many years, if not decades. Even following completion of construction, SAP Center and others will be facing ongoing traffic and parking impacts caused by the intensification, such as an increase in traffic volumes on local roadways and an increase in parking demand (without a corresponding increase in parking supply).

Although the City has placed a strong emphasis on pedestrians, bicycles and mass transit to solve transportation issues in the downtown core, this effort seems disproportionate when considering that there has been no meaningful change in the drive-alone commute mode share since at least 2007. (Excerpts from the 2019 General Plan Annual Performance Review are attached as **Exhibit A**.) Studies have shown that automobile access will remain essential for the majority of SAP Center customers for the foreseeable future (including those arriving via ride share services), especially since most of SAP Center's customers live in areas not well-served by transit. Therefore, SAP Center must remain vigilant about reviewing development proposals in order to advise City planners of potential negative

impacts relating to accessibility, traffic capacity, parking, extraordinary traffic management measures, and so forth.

COORDINATION UNDER ARENA MANAGEMENT AGREEMENT

The Arena Management Agreement (AMA) requires close coordination between the City and SAP Center regarding transportation matters that may affect ingress to and egress from the Arena, with the objective of ensuring that appropriate mitigation measures are included to protect the Arena's operations from adverse impacts. Among other things, the City must coordinate "regarding any material changes to the design, configuration or operation of the major streets and intersections in the vicinity of the Arena to the extent that they may have a direct impact on the safe and efficient flow of vehicular, bicycle, and pedestrian traffic to and from the Arena." Prior to undertaking any work, the City must meet with Manager "to discuss Manager's input and suggestions." (AMA Section 21.)

This Memo is intended to be shared with the City as part of such coordination efforts, and includes specific recommendations to help ensure that any changes to the street network will not adversely impact SAP Center's operations.

STREET NETWORK ELEMENTS

O-6.30 cont'd

When evaluating the street network in terms of efficient ingress and egress for SAP Center event customers, we believe that the following three elements are the most significant:

1. The location and arrangement of street segments between the Arena and freeway ramps in terms of their ability to provide direct, accessible routes for SAP Center customers;

2. The capacity of such street segments to handle the volume of traffic generated by Arena events when combined with peak hour traffic, based primarily on the number of traffic lanes included in each segment; and

3. The width of the traffic lanes in terms of the ability of traffic to flow freely and safely at a reasonable speed.

The Transportation Slide Presentation included information relevant to item 1 above, but not items 2 or 3. Both item 2, number of traffic lanes, and item 3, lane widths, are highly important regarding adequate functioning of the roadway system, and thus those items also are addressed in this Memo.

LANE WIDTHS

Historically, the standard traffic lane width has been 12 feet. Increasingly, in dense urban areas such as the Diridon Station Area, governmental agencies have used 11

foot lanes for through traffic and a 10 foot width for turn lanes. For all roadways in the Diridon Station Area, we recommend that all through traffic lanes remain at least 11 or 12 feet wide, and that all turn lanes remain at least 10 to 12 feet wide. Anything less could result in serious safety problems, road congestion, and other traffic issues. If a roadway includes flex lanes, those lanes can be used for parking, drop-off, loading or travel lanes if they are at least 10 feet wide. If narrower than 10 feet, they should not be used for travel lanes.

REVIEW OF ROADWAY SECTIONS

The remaining sections of this Memo describe and review each of the following roadway segments in terms of ingress and egress for SAP Center event customers:

O-6.30 cont'd

a) Bird Avenue and Autumn Street between I-280 and Santa Clara Street
b) Santa Clara Street between Stockton Avenue and Almaden Boulevard
c) Julian Street between Stockton Avenue and Highway 87
d) Delmas Avenue between Santa Clara Street and Highway 87
e) Exit ramp from northbound Highway 87 to Santa Clara Street

The roadways listed in a) through d) are included in this Memorandum because, based on our experience over the years, these locations have shown to be especially important in effectively accommodating traffic ingress and egress for SAP Center events, a conclusion that is reinforced by traffic volume data. The sections discussing these four roadway segments also include the recommended number of traffic lanes necessary to adequately accommodate SAP Center traffic.

The freeway off-ramp listed in e) above is included in this Memo because it is being considered for closure by the City (which would be disastrous for SAP Center).

There are many other roadways, intersections and off-ramps that impact SAP Center, but the above are the ones that merit comment at his time based on the Transportation Slide Presentation.

Several sections in this Memo refer to traffic volumes for SAP Center motorists and total traffic volumes. The source for these volumes is Figure 8a, Background Traffic Volumes, San Jose Ballpark Supplemental EIR, produced by Hexagon Transportation Consultants, Inc. (This Figure is attached as **Exhibit B**.)

A. BIRD AVENUE AND S. AUTUMN STREET BETWEEN I-280 AND SANTA CLARA STREET

For the purpose of this section, two presumptions, per the City's plans, are 1) that S. Autumn Street will be converted to a two-way roadway between its existing intersection with S. Montgomery Street and Santa Clara Street and 2) that S. Montgomery Street will be converted to a two-way local street, which will extend only between San Fernando and Santa Clara Streets.

During the 6 to 7 pm hour before an SAP Center event, this route from I-280 accommodates about 500 vehicles traveling northbound to the event. During this hour, the total northbound traffic at San Carlos Street typically exceeds 1,100 vehicles. During the exiting peak hour from an SAP Center event, the number of southbound SAP Center vehicles exceeds 500 because a larger portion of the total attendees exit during this peak hour.

In the Transportation Slide Presentation, the Bird Avenue/Autumn Street route is shown to be a City Connector route. According to the City's 2040 General Plan, "These streets typically have four or six traffic lanes and would accommodate moderate to high volumes of through traffic within and beyond the City."

O-6.30 cont'd

The recommended number of lanes along this route is as follows (which is consistent with existing conditions from I-280 to the existing S. Montgomery/S. Autumn intersection, and also consistent with the City's designation as a City Connector route):

- Bird Avenue between I-280 and San Carlos Street – three through lanes in each direction, with left and right turn lanes and a raised center median
- Bird Avenue between San Carlos Street and Park Avenue – three through southbound lanes, two through northbound lanes, with left and right turn lanes and a raised center median.
- S. Autumn Street between Park Avenue and Santa Clara Street, two through lanes in each direction, with a left turn lane and a raised center median, except that a third southbound lane is needed on the approach to Park Avenue.

B. SANTA CLARA STREET BETWEEN STOCKTON AVENUE AND ALMADEN BOULEVARD

During the 6 to 7 pm hour before an SAP Center event, westbound Santa Clara Street west of Highway 87 accommodates about 850 vehicles traveling to the event. The total westbound volume at this time and location on Santa Clara Street is about 1,500 vehicles. In addition to this heavy use of westbound Santa Clara Street west of Highway 87, eastbound Santa Clara Street also accommodates a

significant volume of SAP Center vehicles during the arrival peak period, many of which are destined to parking in the Cahill Lots.

In the Transportation Slide Presentation, Santa Clara Street is shown to be a Grand Boulevard. According to the City's 2040 General Plan, "Grand Boulevards serve as major transportation corridors that connect City neighborhoods. In most cases these are primary routes for VTA light-rail, bus rapid transit (BRT), and standard/community buses, as well as other public transit vehicles....These streets accommodate moderate to high volumes of through traffic within and beyond the city."

SAP Center would not be negatively impacted by the City's designation of Santa Clara Street as a Grand Boulevard. To effectively accommodate both regular traffic and Arena traffic in the 6 to 7 pm hour before events, it is recommended that this street maintain the existing two general traffic lanes in each direction, with left turn lanes and a raised center median. If a dedicated transit lane is considered, it should be in addition to the existing general traffic lanes.

C. JULIAN STREET BETWEEN STOCKTON AVENUE AND HIGHWAY 87

O-6.30 cont'd

During the 6 to 7 pm hour before an SAP Center event, westbound Julian Street west of Highway 87 accommodates about 400 vehicles traveling to the event. During this hour, the total westbound volume at this location on Julian Street is about 800 vehicles. Eastbound Julian Street between Stockton Avenue and the parking entrance at N. Montgomery Street also accommodates a significant volume of SAP Center vehicles during the arrival peak period. A high volume of SAP Center traffic in the reverse directions also occurs during the peak period at the end of an event.

The City's 2040 General Plan shows Julian Street to be a City Connector between N. Autumn Street and Highway 87 and a Local Connector between N. Autumn Street and Stockton Avenue. The Transportation Slide Presentation does not address the function of Julian Street east of N. Montgomery Street and designates this street as a City Connector between N. Montgomery Street and the railroad tracks. According to the City's 2040 General Plan, a Local Connector is similar to a City Connector, except that it would accommodate lower volumes and generally provide just two traffic lanes.

Though there are some differences between the functional designation for Julian Street in the 2040 General Plan, as compared to the designation shown in the Transportation Slide Presentation, the basic emphasis of both documents designating Julian Street as a City Connector is acceptable for SAP Center. The same designation (as a City Connector) is needed between N. Montgomery Street and Highway 87, given the SAP Center parking access at N. Montgomery Street and the plans to possibly extend Cahill Street north to N. Montgomery Street and then Julian Street. If the City prefers designation of Julian Street as a Local Connector west of N. Montgomery Street, that would also be acceptable for SAP Center.

To adequately accommodate SAP Center event traffic, it is recommended that Julian Street between N. Montgomery Street and Highway 87 provide two through lanes in each direction, with a left turn lane and raised center median. Between Stockton Avenue and N. Montgomery Street, Julian Street should provide one lane in each direction, with a westbound right turn lane provided at Stockton Avenue and eastbound left and right turn lanes provided at N. Montgomery Street. All the above lane recommendations are consistent with the City's functional designations and with existing conditions.

D. DELMAS AVENUE BETWEEN SANTA CLARA STREET AND HIGHWAY 87

Delmas Avenue has served two highly important traffic functions for SAP Center:

- Access to large parking lots on both sides of Delmas Avenue between Santa Clara and San Fernando Streets that have been heavily utilized by SAP Center customers.
- Egress route from SAP Center parking in the Delmas and Diridon areas to a southbound Highway 87 entrance ramp from Delmas Avenue just south of Auzerais Avenue. This high volume exit route is estimated to accommodate at least 750 vehicles in the exiting peak hour, which is the volume of SAP Center vehicles during the arrival peak hour that turn left onto Santa Clara Street from the northbound Highway 87 exit ramp to Santa Clara Street.

O-6.30 cont'd

The City's 2040 General Plan shows Delmas Avenue as a City Connector between Santa Clara and San Fernando Streets and appears to show this street as a Local Connector between San Fernando Street and Auzerais Avenue. The Transportation Slide Presentation shows Delmas Avenue as a Local Connector between Santa Clara and San Fernando Streets and does not address the functional designation south of San Fernando Street.

SAP Center would not be negatively impacted if the City designates Delmas Avenue as a Local Connector over the full distance between Santa Clara Street and Auzerais Avenue, so long as sufficient traffic lanes are provided to accommodate SAP Center traffic. Specifically, it is recommended that Delmas Avenue incorporate the same number and type of traffic lanes as are presented in the prior Delmas TOD development plans approved by the City, including:

- Two northbound lanes on Delmas Avenue approaching Santa Clara Street
- Two southbound lanes on Delmas Avenue approaching San Fernando Street
- Restriping Delmas Avenue between San Fernando Street and Park Avenue to provide two southbound lanes

E. EXIT RAMP FROM NORTHBOUND HIGHWAY 87 TO SANTA CLARA STREET

This exit ramp is one of several freeway interchanges that are critical in accommodating SAP Center motorists as they travel from the regional highway system to local streets that serve SAP Center. This particular exit ramp is addressed in this Memo, because the City is considering closing this ramp.

The Hexagon traffic information attached as Exhibit B to this Memo includes counts of SAP Center traffic during the 6 to 7 pm hour before an event at this exit ramp from northbound Highway 87 to Santa Clara Street, together with counts at the Highway 87 and Julian Street interchange and at the I-280/Bird Avenue interchange. These counts reveal that significantly more SAP Center event traffic uses the Highway 87 exit to Santa Clara Street than either of the other two interchanges:

O-6.30 cont'd

- Total of 990 SAP Center motorists on the Santa Clara Street exit ramp – 760 turning left to the west on Santa Clara Street and 230 turning right to the east.
- Total of 515 SAP Center motorists on the two exit ramps to Bird Avenue from I-280
- Total of 390 SAP Center motorists on the two exit ramps from Highway 87 to Julian Street

A primary reason for the high counts on the Santa Clara Street exit ramp is that Santa Clara Street is centrally located relative to SAP Center parking both near the Arena and in the downtown area. Given the convenience of this access and its high usage for SAP Center customers, closure of this ramp would have two serious negative consequences:

- Require SAP Center customers to choose and navigate much less convenient routes to access their preferred parking locations.
- Likely cause serious congestion on the remaining entry routes, e.g. Bird Avenue from I-280 and Julian Street from Highway 87.

To avoid these serious negative impacts, it is imperative that the exit ramp from northbound Highway 87 to Santa Clara Street be retained, without change.

Excerpts from San Jose 2019 General Plan Annual Performance Review

MAJOR STRATEGY #11 – DESIGN FOR A HEALTHFUL COMMUNITY

The General Plan supports the physical health of community members by promoting walking and bicycling as travel options, encouraging access to healthful foods, and supporting the provision of health care and safety services. Specifically, the Land Use and Transportation Chapter includes a set of balanced, long-range, multi-modal transportation goals and policies that provide for a transportation network that is safe, efficient, and sustainable. One such policy includes reducing the automobile commute mode share to no more than 40% by 2040, with goals to increase various other modes accordingly (see Figure 18).

Figure 18. Commute Mode Split Targets for 2040

COMMUTE TRIPS TO AND FROM SAN JOSE		
MODE	2017	2040 GOAL
Drive Alone	75.4%	No More than 40%
Carpool	11.9%	At least 10%
Transit	5.0%	At least 20%
Bicycle	0.8%	At least 15%
Walk	1.4%	At least 15%
Other means (including work at home)	5.5%	See Note 1

Source: U.S. Census Bureau, 2017 American Community Survey 1-Year Estimates

Note 1: Working at home is not included in the transportation model, so the 2040 Goal shows percentages for only those modes currently included in the model.

In order to measure the proportion of commute travel using modes other than the single-occupant vehicle, data was collected from the ACS for the most recent available data (2013 through 2017) for San José. As shown in Figure 18, there has not been a meaningful change in commute mode shares. Out of the five targets set for commute modes, only the Carpool Target has been met. It should also be noted that 11.7% of San José residents work outside of Santa Clara County.

Figure 19. San José Commute Modes, Workers 16+ Years, 2011-2017

Mode	Year						
	2007-11	*2008-12*	*2009-13*	*2010-14*	*2011-15*	*2012-16*	*2013-17*
Drove alone	78.0%	77.8%	77.5%	77.7%	77.1%	76.3%	75.9%
Carpooled	10.6%	10.8%	11.3%	11.1%	11.3%	11.6%	11.7%
Public transit (excluding taxicab)	3.4%	3.5%	3.5%	3.7%	3.9%	4.1%	4.5%
Walked	2.0%	1.8%	1.7%	1.6%	1.6%	1.6%	1.7%
Bicycle	0.9%	0.9%	0.9%	0.9%	1.0%	0.9%	0.9%
Other means	1.4%	1.3%	1.3%	1.2%	1.2%	0.8%	1.2%
Worked at home	3.7%	4.0%	3.9%	3.9%	3.9%	4%	4.1%
Work outside Santa Clara County	11.2%	11.2%	11.1%	11.1%	11.3%	11.3%	11.7%

Source: United States Census Bureau, American Community Survey, 5-year Estimates, Table S0801

Reflective of development patterns and access to public transit, residents living in Downtown San José use a higher percentage of alternative transportation modes compared to citywide statistics, as shown by the table below.

Figure 20. Commute Modes for Downtown Block Groups, Workers 16+ Years, 2013 - 2016

Means of Transportation	*2009-2013*	*2010-2014*	*2011-2015*	*2012-2016*	*2013-2017*
Drove alone	61.7%	60.6%	63.3%	63.1%	63.7%
Carpooled	5.4%	5.7%	3.9%	5.1%	5.8%
Public transportation (excluding taxicab)	15.7%	13.4%	14.8%	15.8%	18.0%
Walked	7.5%	9.2%	7.3%	8%	6.7%
Bicycle	2.1%	2.7%	2.9%	1.9%	1.4%
Taxicab	0.5%	0.5%	0.7%	0.4%	0.3%
Worked at home	4.6%	4.8%	5.0%	4.3%	5.3%
Other means	2.2%	3.2%	2.0%	0.8%	0.3%

Source: American Community Survey, 5-Year Estimates, B08301



Other measures of determining whether San José is achieving a balanced transportation network include WalkScore, BikeScore, and TransitScore. These annual online assessments measure a geographical area's walkability, bikeability, and access to public transit. According to this year's analysis, San José has a WalkScore of 51out of 100 (somewhat walkable), a BikeScore of 59 out of 100 (bikeable – some bike infrastructure), and a TransitScore of 41 out of 100 (some transit). The City's WalkScore, TransitScore, and Bike Score stayed the same from the previous year.

The Santa Clara Valley Transportation Authority's (VTA) Next Network project is a redesign of the transit network and is one component of VTA's Transit Ridership Improvement Program. The Transit Ridership Improvement Program is an effort to make public transit faster, more frequent and more useful for Santa Clara County travelers. The Next Network project concerns VTA's transit operations and seeks to 1) better connect VTA transit with the Milpitas and Berryessa BART stations; 2) increase overall system ridership; improve VTA's farebox recovery rate. VTA's implementation of the Next Network project will support the commute mode split targets of the General Plan. The Next Network aims to align with the commencement of BART operations in the South Bay.

Bay Area Bike Share. In 2013, Bay Area Bike Share was introduced as a pilot program for the region. In December 2015, City Council unanimously approved plans to expand San José's bike share program to 1,000 bicycles with 100 parking stations over the next two years. In 2017, Motivate, the bike share operator, reinvented their bike share system with FordGo Bike and replaced existing equipment with new stations and bicycles. In 2017, the City hosted 45 bike share stations. During 2018, the City planned to add 38 more stations to its system for a total of 83 stations. As of August 2019, the City has 72 stations. Complete build-out of the 83 stations is expected in the next 3-6 months. During summer 2018, in

Exhibit D

Exhibit B

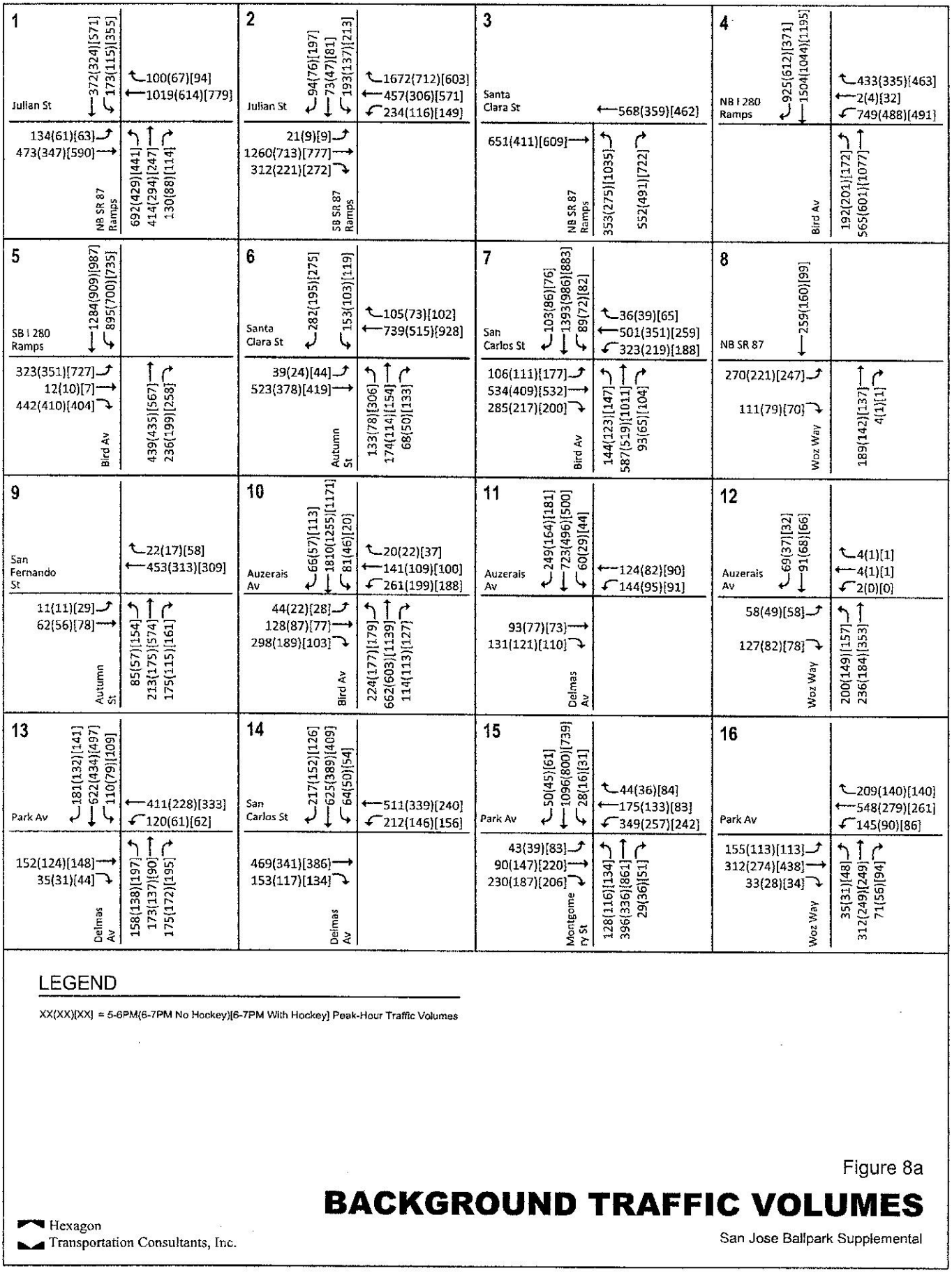


Figure 8a

BACKGROUND TRAFFIC VOLUMES

Hexagon
Transportation Consultants, Inc.

San Jose Ballpark Supplemental

Exhibit D

December 4, 2020

SUPPLEMENT TO WENCK MEMO DATED MAY 21, 2020, ENTITLED: "SAP CENTER RECOMMENDATIOS FOR DIRIDON STATION AREA STREET NETWORK"

BACKGROUND

The Wenck memo dated May 21, 2020, was based on information available at that time regarding the planned Downtown West Mixed-Use Development. The purpose of this document is to supplement that memo based on information presented in the "Downtown West Mixed-Use Plan, Draft Environmental Impact Report," dated October 2020 (DEIR). This document and the Wenck memo were prepared by Jim Benshoof, registered traffic engineer in California (TR 2289).

SUPPLEMENTAL COMMENTS REGARDING PARTICULAR STREET SEGMENTS

O-6.30 cont'd

a) Bird Avenue between San Carlos and Park – A problem exists, because the recommended plan in the DEIR would eliminate an existing third southbound lane, would eliminate the existing southbound right turn lane at San Carlos, and would eliminate the existing northbound right turn lane at Park. In addition to causing capacity problems along this segment, these changes would cause a serious design transition problem through the San Carlos intersection.

b) Autumn Street between Park and San Fernando – The recommended plan for this segment would provide just one lane in each direction and a center left turn lane. This plan would cause insufficient capacity to accommodate the projected traffic and would cause a design transition problem through the Park intersection.

c) Autumn Street between San Fernando and Santa Clara – The recommended plan for this segment would provide just one lane in each direction, without a center left turn lane. This plan would result in insufficient capacity to accommodate the projected traffic and would cause a design transition problem through the San Fernando and Santa Clara intersections. Plans presented in the DEIR to extend Cahill Street to Park Avenue will not be able to overcome the capacity deficiencies on Autumn Street for multiple reasons, including:
   - Access for parking facilities is much more oriented to Autumn Street. Motorists will prefer to stay on Autumn Street for parking ingress and egress.
   - Cahill Street will stop at Park Avenue and will not have continuity to I-280. This lack of continuity would deter motorists from maneuvering between the south on Bird Avenue and the north on Cahill Street.
   - The intersection of Cahill Street and Park Avenue would be highly problematic. The steep grade on Cahill Street approaching Park Avenue, and the close spacing between the railroad overpass and the Autumn/Bird intersection would create operational problems.

d) Julian Street between Stockton and Hwy. 87. The plan recommended in the DEIR would eliminate the existing eastbound right turn lane at Montgomery Street, which would increase delays for eastbound traffic, including motorists traveling to SAP Center.

e) Delmas Avenue between Santa Clara and San Fernando – If this street segment is closed, it is important that all parking spaces can be accessed from both Santa Clara and San Fernando.
f) Delmas Avenue south of San Fernando – A condition of approval for the former Delmas TOD project is that the project includes restriping of Delmas between San Fernando and Park to provide two southbound traffic lanes. In order to avoid serious congestion after SAP Center events, it is highly important for this condition to be retained in an approval for development on the Delmas parcels.

O-6.30 cont'd

SUPPLEMENTAL COMMENTS REGARDING TRAFFIC MANAGEMENT

Page 269 in Appendix M for the DEIR makes reference that Autumn Street could accommodate three lanes of traffic for southbound SAP Center egress. To provide that three-lane capacity, Autumn Street would have to be converted from a two-way street to a one-way street during the egress period for SAP Center events. This temporary conversion of the street from two-way to one-way operation would cause two serious problems: a) high expense for traffic management personnel and control equipment and b) disruption for non-event traffic accustomed to two-way operation. For these reasons, it is important to effectively accommodate SAP Center egress traffic without temporary conversion of one or more streets to one-way operation.

Architects • Engineers • Parking Planners

WATRY DESIGN, INC.

Memorandum

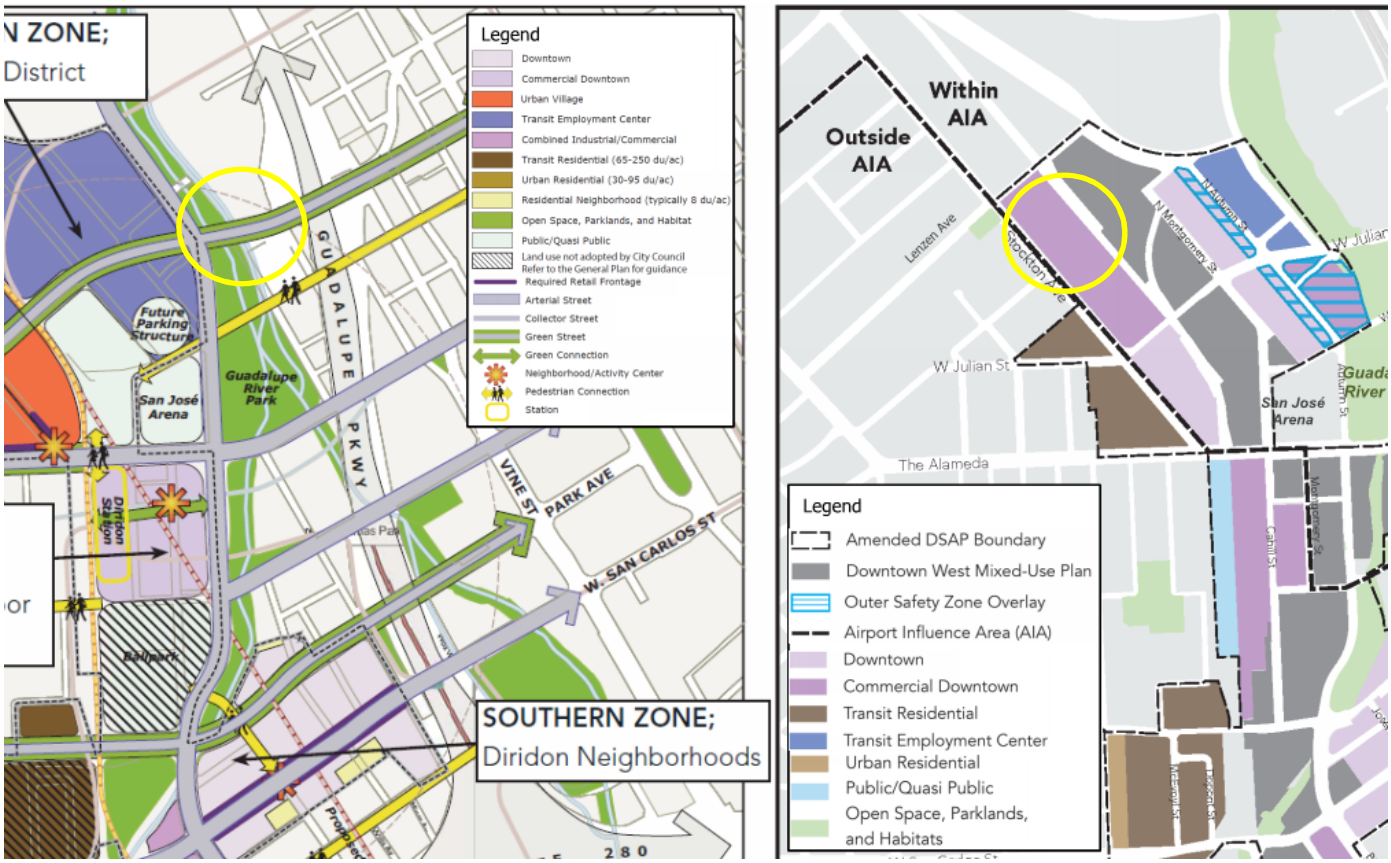
Date:	03.26.21	WDI No.:	05098.313
Project:	SAP Center		
From:	Michelle Wendler		
To:	Jim Goddard		
Regarding:	SSE/DSAP Amendment Addendum Review		

Per your request, we have reviewed the March 2021 Diridon Station Area Plan Amendment Draft Initial Study-Addendum (Addendum) for the purposes of understanding the impacts related to parking on SAP Center and the surrounding area. This review provides our observations and formal comments on the Addendum. It is our understanding this review will be submitted with SSE's comment letter on the Addendum and that the drafters will provide formal responses to these comments.

1. The Lot E Parking Structure site in the original Downtown Station Area Land Use Plan was shown as a *Public/Quasi Public* designation and identified on the map as a future parking structure. In the amendment, the Lot E site shows as a *Downtown* designation with an *Outer Safety Zone* along Autumn St. The Downtown designation "includes office, retail, service, residential, and entertainment uses." The *Outer Safety Zone* "would have a maximum occupancy of 300 people per acre, minimum open space requirement of 20 percent of gross area, and would preclude uses such as regional shopping centers, theaters, meeting halls, stadiums, schools, large day care centers, hospitals, nursing homes, or similar activities." To implement the planned parking structure, the Lot E Parcels should retain the original assumption of a *Public/Quasi Public* designation with reference to the future parking structure, preserving the ability, as originally envisioned and discussed with the City, to build a stand-alone parking structure on this site for event/public parking that is efficient and meets the objectives of serving event parking needs.

O-6.31

2. The Milligan Site in the original Downtown Station Area Land Use Plan was shown split as *Transit Employment Center* and *Open Space* due to Autumn Parkway bisecting the site. Since the Milligan site has been identified in discussions with the City as a parking structure site it should be addressed as such. In the amendment, the site is now shown as a *Commercial Downtown* designation which includes "a vibrant mix of retail, entertainment, office, and hotel development, with retail and entertainment uses located at the ground level and high intensity hotel or office development above. Residential uses are not allowed. Emphasis is placed on creating a walkable, pedestrian environment with active uses at the street edge. Parking should be structured and wrapped by active uses." There is an *Outer Safety Zone Overlay* as described above over the whole site. The designation of this site must include the ability to build a stand-alone parking structure on this site for event/public parking that is efficient and meets the objectives of serving event parking needs. The designation should also provide for adequate parking capacity if Autumn Parkway were to be extended which is still being addressed as an alternative. Please clarify that the planned stand-alone parking structure is allowed under the *Public/Quasi Public* designation.

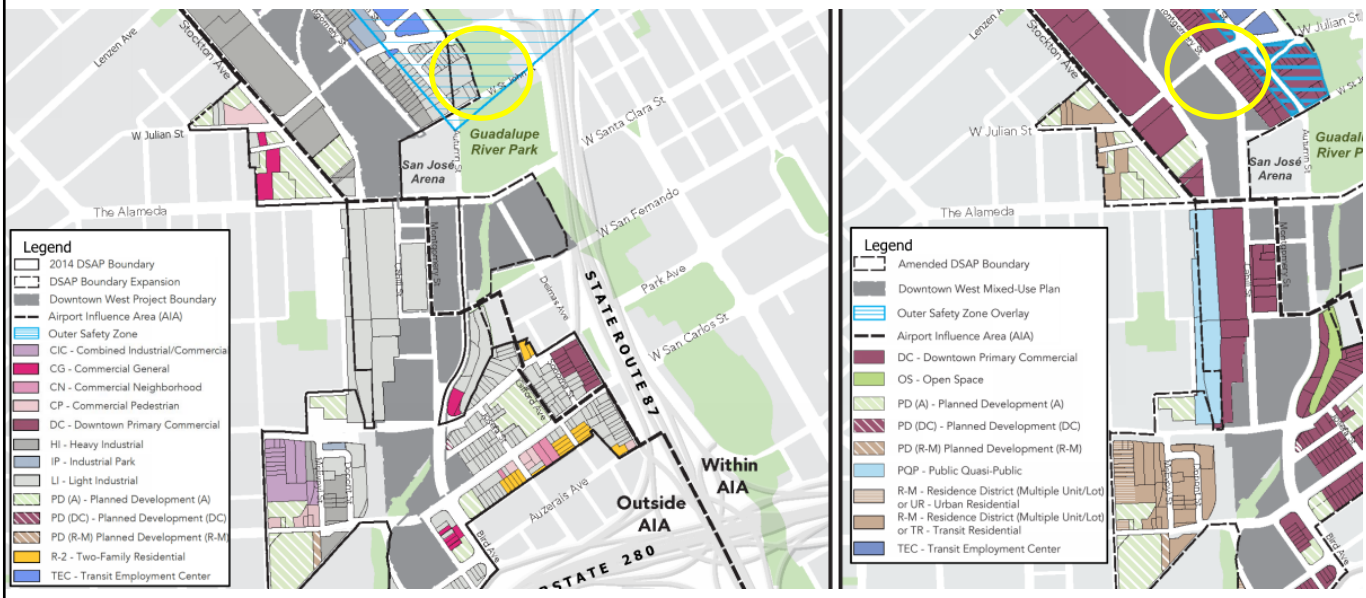


3. The Lot E site has current zoning designations as *Heavy Industrial and Light Industrial*. In the proposed changes to the zoning designations it is labeled *Downtown Primary Commercial* which is "designated as the Ground Floor Active Use Overlay (AUA), which means ground-floor, street frontage, building space. The overlay requires "active uses," store front style façade design, and window transparency. Permitted uses include general retail, education and training, entertainment and recreation, food service, personal services but not financial services, medical and veterinary services, other general services, public, quasi-public and assembly," with an *Outer Safety Zone Overlay* along Autumn St. For the Lot E Parking Structure parcels the designation should be *Public/Quasi Public*. Preserving the ability, as originally envisioned, to build a stand-alone parking structure on this site for event/public parking that is efficient and meets the objectives of serving event parking needs.

4. The Milligan site has current zoning designations as *Light Industrial*. In the proposed changes to the zoning designations it is labeled *Downtown Primary Commercial* which is "designated as the Ground Floor Active Use Overlay (AUA), which means ground-floor, street frontage, building space. The overlay requires 'active uses', store front style façade design, and window transparency. Permitted uses include general retail, education and training, entertainment and recreation, food service, personal services but not financial services, medical and veterinary services, other general services, public, quasi-public and assembly," with an *Outer Safety Zone Overlay* over the whole site. The

O-6.31
cont'd

designation of this site should be reviewed and should not preclude the ability to build a stand-alone parking structure on this site for event/public parking that is efficient and meets the objectives of serving event parking needs. The designation should also address the situation if Autumn Parkway were to be extended which is still being addressed as an alternative.



5. Section **2.3.1.5 Parking** refers to "a future planned parking structure, located northeast of Saint John Street and Montgomery Street with at least 900 spaces". This would be the Lot E Parking Structure site and should refer to a structure with "at least 900 spaces and up to 1200 parking spaces". The change will make the statement consistent with SSE's prior discussions with the City.

6. Per Section **2.4.8 Other Planned Development** "In addition to these projects, two lots (referred to as Lot E and the Milligan Lot) located near the San José Arena would be converted to surface parking as an interim use and potential future parking garages. Lot E is bounded by Montgomery Street, Saint John Street, and Autumn Street, and the Milligan Lot is bounded by Autumn Street, Saint John Street, and the Guadalupe River." The potential future parking garages should refer to parking garages on Lot E and Milligan with at least 900 spaces and up to 1200 parking spaces. In addition, as interim surface parking lots they should not be subject to **Section 5.4 of the Downtown Design Guidelines** referenced in the document in **Table 20**. Please clarify in the Response to Comments that the interim surface parking lots are not subject to Section 5.4 of the Downtown Design Guidelines.

7. Please confirm that per **Table 27**, referring to **DDG Guidelines Section 3.5.3 Parking and Vehicular Access Location** when the use of a site includes event parking it should not fall under these guidelines. The parking and vehicular access should be chosen based on the ability to provide for safe and efficient ingress and egress that supports the overall access to

these sites from the street network, therefore contributing to the stated objective in the DSAP to "ensure the continued vitality of the San José Arena, recognizing that the San José Arena is a major anchor for both Downtown San José and the Diridon Station area, and that sufficient parking and efficient access for San José Arena customers, consistent with the provisions of the Arena Management Agreement, are critical for the San José Arena's ongoing success."

8. Per the *Initial Study/Addendum to the Downtown Strategy 2040 Environmental Impact Report for the 2021 DSAP Amendment* **Section 2.3.1.5 Parking** - 11,950 spaces were proposed in the DSAP area in the 2014 Plan. Of these 11,950 spaces, 1,403 are allocated for transit demand, which leaves 10,547 spaces for office, residential, and hotel development. Per **Figure 2-8-1** in the *2014 DSAP*, below, 9,127 spaces were analyzed in the *2014 DSAP* for development with an average parking ratio of 1.51 stalls per 1000 net sf for office, 1 per unit for residential and 0.2 per room for hotel. Per **Figure 2-8-3** in the *2014 DSAP*, below, and **Section 2.3.1.5** of *the Addendum for the 2021 DSAP Amendment* a range of 1,353-2,213 transit spaces were anticipated based on ridership projections with the average being 1,783 not 1,403. **Section 2.3.1.5** in the *Addendum* is inconsistent with the description in the *2014 DSAP*.

   In addition, the *draft DSAP, Amendment (October 2020)* completely removes all analyses of the parking demand that will be necessary for the development. The *Initial Study/Addendum to the Downtown Strategy 2040 Environmental Impact Report DSAP Amendment* **Section 2.3.1.5 Parking** implies the amount of parking will remain at 11,950 outside of Downtown West. The Downtown West proposal utilizes parking ratios that are approximately half of the *2014 DSAP* analyzed parking ratios. The DSAP area will be dramatically under parked given that the square footage of office has been increased by 184% from 4,963,400 to 14,144,000 and the number of residential units has increased by 388% from 2,588 to 12,619. Per the analysis below, the DSAP area outside of Downtown West including SJ Water Co., will be 41% under parked and the Downtown West development including SJ Water Co., will be 53% under parked and the whole DSAP area will be 47% under parked. The Addendum should continue with the average parking ratio of 1.51 stalls per 1000 net sf for office, 1 per unit for residential and 0.2 per room for hotel in accordance with the 2014 DSAP.

O-6.31 cont'd

   The reference in the *Initial Study/Addendum to the Downtown Strategy 2040 Environmental Impact Report for the DSAP Amendment* **Section 2.3.1.5 Parking** regarding transit parking utilizing the Lot E Parking Structure is in conflict with the fact that the Downtown West project refers to the use of offsite parking, presumably also the Lot E Parking Structure. This is inconsistent with the fact that both office and transit parking are used at the same time.

   Based on the information provided, it is not possible to determine the impacts to the area and the ability of the plan to meet the stated objective in the DSAP to "ensure the continued

vitality of the San José Arena, recognizing that the San José Arena is a major anchor for both Downtown San José and the Diridon Station area, and that sufficient parking and efficient access for San José Arena customers, consistent with the provisions of the Arena Management Agreement, are critical for the San José Arena's ongoing success." A proper analysis of parking supply and demand should be provided in the *DSAP* and analyzed in the *Addendum* in order to understand the impacts of the significant reduction in parking supply. Consistent with other industry standard parking studies prepared for the City, this parking study should include the location of parking and the demand per use.

O-6.31 cont'd

FIGURES FROM 2014 DSAP

FIGURE 2-8-1: DEVELOPMENT-BASED PARKING DEMAND BY LAND USE CATEGORY AND ZONE

20% VMT reduction		Proposed Development by Land Use			
		Commercial	Retail/ Restaurant	Residential	Hotel
North	rate	1.9	0	1	0.2
A. Arena North		576,400	40,300		
B. Julian North		1,634,000			
C. Stockton Corridor		802,000	40,800	223	
	Total	3,012,400	81,100	223	0
South	rate	1.4	0	1	0.2
D. Dupont/McEvoy			61,000	1175	
E. Royal/Auzerias		805,000	12,000	155	200
F. Park/ San Carlos			130,000	1035	450
	Total	805,000	203,000	2365	650
Central	rate	0.55	0	1	0.2
G. Ballpark		0	0		
H. Station East		1,146,000	140,000		250
	Total	1,146,000	140,000	0	250
Total Development		4,963,400	424,100	2,588	900
Projected Parking Demand					
North	5,088	4,864	0	223	0
South	3,453	958	0	2365	130
Central	586	535	0	0	50
Total	9,127	6,357	0	2,588	180
Weighted Rate		1.51	0.00	1.00	0.20

Note: The parking ratios for commercial use are applied to net square footage, which is 85% of gross square footage listed in the figure above.

FIGURE 2-8-3:DIRIDON STATION TRANSIT ACCESS MODE SPLIT GOALS AND PARKING SPACES

	2030 Projection	10% PNR Mode Share Target	15% PNR Mode Share Target	20% PNR Mode Share Target
BART	2,585	260	390	520
Caltrain	2,281	600	900	1,200
Amtrak and Capitol Corridor	65	65	65	65
High Speed Rail*	3,800	428	428	428
Total		1,353	1,783	2,213

**Refer to HSR discussion below*

ANALYSIS OF PROPOSED PARKING DEMAND

		Office SF	Retail SF	Resid. Units	Hotel Rooms	Total Parking	Parking Shortage	
1	**Original DSAP (2014), a subset of capacity in Downtown Strategy 2040 (2018) (Per Figure 2-8-1 2014 DSAP)**	4,963,400	424,100	2,588	900			
	2014 DSAP Ratios	1.51/1000	none	1/unit	0.2/room			
	Supply per 2014 DSAP ratios	6,371	0	2,588	180	9,139		
	Supply proposed (Per Figure 2-8-1 2014 DSAP)	***6,357***	***0***	***2,588***	***180***	***9,125***	**USED AS BASIS BELOW**	
2	**Proposed DSAP Amendment Development Capacity (excluding Downtown West) (includes SJ Water Co.)**	7,838,000	424,100	7,044	0			
	2014 DSAP Ratios	1.51/1000	none	1/unit	0.2/room			
	Supply per 2014 DSAP ratios	10,060	0	7,044	0	17,104		
	Supply proposed (Per Figure 2-8-1 2014 DSAP)	***6,357***	***0***	***2,588***	***180***	***9,125***	***7,979***	**-47%**
2A	**Proposed DSAP Amendment Development Capacity (excluding Downtown West) (excluding SJ Water Co.)**	6,844,000	393,100	6,719	0			
	2014 DSAP Ratios	1.51/1000	none	1/unit	0.2/room			
	Supply per 2014 DSAP ratios	8,784	0	6,719	0	15,503		
	Supply proposed (Per Figure 2-8-1 2014 DSAP)	***6,357***	***0***	***2,588***	***180***	***9,125***	***6,378***	**-41%**
3	**Downtown West Project (excludes existing entitlement on SJ Water Co. Site)**	6,306,000	469,000	5,575	1,100		hotel is 300 hotel 800 long term corporate	
	2014 DSAP Ratios	1.51/1000	none	1/unit	0.2/room		hotel parking calculated on hotel only	
	Supply per 2014 DSAP ratios	8,094	0	5,575	60	13,729		
	Supply proposed (0.645/1000, .4/unit) Per Downtown West	***4,067***	***0***	***2,230***	***0***	***6,297***	***7,431***	**-54%**
3A	**Downtown West Project (including entitlement on SJ Water Co. Site)**	7,300,000	500,000	5,900	1,100		hotel is 300 hotel 800 long term corporate	
	2014 DSAP Ratios	1.5/1000	none	1/unit	0.2/room		hotel parking calculated on hotel only	
	Supply per 2014 DSAP ratios	9,308	0	5,900	60	15,268		
	Supply proposed (0.645/1000, .4/unit) Per Downtown West	***4,800***	***0***	***2,360***	***0***	***7,160***	***8,108***	**-53%**
4	**Proposed Maximum DSAP Amendment Development Capacity (including Downtown West Project) (includes SJ Water Co.)**	14,144,000	469,000	12,619	1,100		hotel is 300 hotel 800 long term corporate	
		185%	**11%**	**388%**	**22%**		**Percent increase**	
	2014 DSAP Ratios	1.51/1000	none	1/unit	0.2/room		hotel parking calculated on hotel only	
	Supply per 2014 DSAP ratios	18,154	0	12,619	60	30,833		
	Supply proposed (2014 DSAP+Downtown West,1+3A)	***11,157***	***0***	***4,948***	***180***	***16,285***	***14,548***	**-47%**
5	**SJ Water Co using 2014 DSAP ratios**	994,000	31,000	325	0			
	2014 DSAP Ratios	1.51/1000	none	1/unit	0.2/room			
	Supply per 2014 DSAP ratios	1,276	0	325	60	1,661		
	Supply proposed based on Downtown West ratios)	***733***	***0***	***130***	***0***	***863***		
6	**SJ Water Co. approved per PDP**	994,000	31,000	325	0			
	SJ outside downtown required with reductions	2.25/1000plus 10% red	none	1/unit	N/A			
	SJ outside downtown with reductions	1,711	0	325	0	2,036		
	Supply proposed					***2,446***		

Note for office parking calculation is based on 85% of gross square footage consistent with City of San Jose Zoning

TOTAL DEFICIT

Exhibit E

circlepoint®

M E M O R A N D U M

TO: Rosalyn Hughey, City of San José
Robert Manford, City of San José

FROM: Audrey M Zagazeta, Circlepoint

SUBJECT: CEQA Findings for the Diridon Station Area Plan Amendment

DATE: October 23, 2020

Circlepoint has completed the environmental analyses for the Diridon Station Area Plan (DSAP) Amendment pursuant to our contracted scope of work. Our approach included the preparation of an expanded initial study, in the form of a California Environmental Quality Act (CEQA) Addendum that evaluates the DSAP Amendment changes in relation to analysis in the Downtown Strategy 2040 Environmental Impact Report (EIR), certified by the San José City Council in December 2018.

The Downtown Strategy 2040 EIR Addendum (Addendum) has been prepared in conformance with the CEQA Guidelines (Title 14, California Code of Regulations §15000 et seq.), and City regulations and policies.

This memorandum provides the overall CEQA findings for the Addendum, and our recommendation of the appropriate CEQA document based on the CEQA Guidelines presented below.

CEQA Guidelines for an Addendum

CEQA Statutes Section 21166 and CEQA Guidelines Sections 15162 and 15164 provide that an Addendum to a previously certified EIR can be prepared for a project if the criteria and conditions summarized below are satisfied:

- ***No Substantial Project Changes***: There are no substantial changes proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
- ***No Substantial Changes in Circumstances:*** Substantial changes have not occurred with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
- ***No Substantial New Information:*** There is no new information of substantial importance which was not known or could not have been known at the time of the previous EIR that shows any of the following:
  (a) The project will have one or more significant effects not discussed in the previous EIR;
  (b) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
  (c) Mitigation measures or alternatives previously found not to be feasible would, in fact, be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternatives; or
  (d) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative

Exhibit F

If the changes would involve new significant environmental impacts or a substantial increase in the severity of previously identified significant impacts, further environmental review (in the form of a Subsequent or Supplemental Environmental Impact Report) would be warranted per CEQA Guidelines Section 15162 and 15163. If the changes do not meet these criteria, then an Addendum, per CEQA Guidelines Section 15164, is prepared to document any resulting changes to environmental impacts or mitigation measures.

DSAP Amendment

The Addendum to the Downtown Strategy 2040 EIR analyzes the proposed increases in density and development capacity that would be added to the DSAP as part of the DSAP Amendment (see **Figure 1**). The Downtown Strategy 2040 EIR is the most recent planning-level EIR to evaluate development within 90 percent of the DSAP area.

The environmental analysis in the Addendum is based on the DSAP Amendment project description derived from the capacity study conducted by Skidmore, Owings & Merrill LLP (SOM) on behalf of the City, dated January 24, 2020. The SOM capacity study evaluated potential increases in development capacity in the DSAP resulting from the lifting of One Engine Inoperative (OEI) height restrictions. For CEQA purposes, the City decided to analyze the maximum office and residential capacities, with the caveat that actual development capacities may be less after the DSAP Amendment if finalized through the public outreach. **Table 1** below shows the proposed maximum buildout compared to the original DSAP assumptions contained in the Downtown Strategy 2040 EIR.

The growth shown in **Table 1** is a summary of planned growth capacity in the 2014 DSAP and planned General Plan development capacity equivalent to approximately 12,619 housing units and 14.1 million square feet of commercial office space. This growth is proposed to be reallocated to Downtown from other planning areas identified in the General Plan to support transit-oriented development, which in turn reduces vehicles mile traveled (vmt) and supports Smart Growth.

Table 1 - Change in Maximum DSAP Development Capacity

	Office (sf)	Retail (sf)	Residential (units)	Hotel (units)
Original DSAP (2014), a subset of capacity in Downtown Strategy (2018)	*4,963,400*	*424,100*	*2,588*	*900*
Proposed Amendment to DSAP Capacity (DSAP Amendment)	*7,838,000*	*-*	*7,044*	*-*
Proposed Amendment to DSAP Capacity (Downtown West Project)	*6,306,000*	*469,000*	*5,575*	*1,100*
Net Increase in DSAP Development Capacity	**14,144,000**	**469,000**	**12,619**	**1,100**

Source: City of San José 2020
sf = square feet; DSAP = Diridon Station Area Plan

Additionally, the DSAP Amendment would allow up to 24,166 square feet of commercial office space and up to 2,671 residential units located in areas within the DSAP but outside of the Downtown boundary. This portion of the DSAP Amendment-related growth would not represent an increase in development capacity above what was planned for in

the Downtown Strategy 2040 and is consistent with the official growth allocations and forecasts from the City's 2040 Envision San José 2040 General Plan and Association of Bay Area Governments (ABAG). **Table 2** below summarizes the net growth in Downtown Strategy 2040 development capacity from the Downtown West project and the DSAP Amendment.

Table 2 – Change in Maximum Downtown Strategy 2040 Buildout

	Office (sf)	Retail (sf)	Residential (units)	Hotel (units)
Original Downtown Strategy 2040 (2018)	*14,200,000*	*1,400,000*	*14,360*	*3,600*
*Proposed Amendment to DSAP Capacity within Downtown Boundary (*DSAP Amendment*)*	*7,813,834*	-	*4,373*	-
Proposed Amendment to DSAP Capacity (Downtown West)	*6,306,000*	-	*5,575*	-
New Total Downtown San José Development Capacity	**28,319,834**	**1,400,000**	**24,308**	**3,600**

Source: City of San José 2020
sf = square feet

Other Planned Development

A list of other planned development projects within the DSAP area is considered in the Addendum, including future reasonably foreseeable transportation projects within the DSAP area. New transportation projects planned under the DSAP Amendment include primarily pedestrian, bicycle, and transit upgrades, as well as several roadway improvements. In addition to these projects, two lots located near the San José Arena would be converted to surface parking as an interim use and potential future parking garages. The Downtown West project is a proposed development undergoing separate, project-level environmental review that would occupy approximately 81 acres of the DSAP area. Downtown West is currently under consideration for approval by the City and is undergoing a separate, project-level environmental review process.

CEQA Findings

The Addendum describes changes that have occurred in the existing environmental conditions within and near the DSAP area and Downtown, as well as environmental impacts associated with DSAP Amendment. The major changes proposed as a part of the DSAP Amendment process would intensify the planned densification of the Downtown Strategy 2040 EIR to allow for mixed uses and public infrastructure, strengthening the City as a regional employment center, entertainment destination, and significant hub for public life. The draft Addendum also includes an analysis of cumulative impacts of the DSAP Amendment in conjunction with other planned development, including the Downtown West project.

The environmental impacts of the Downtown Strategy 2040 were addressed by a Final Program EIR entitled, "Downtown Strategy 2040 General Plan Final Environmental Impact", and findings were adopted by City Council Resolution No. 78944 on December 18, 2018.

The Addendum includes an analysis of aesthetics, air quality, noise, historic resources, greenhouse gas emissions, transportation, and other topical areas consistent with the Appendix G CEQA Guidelines. Several technical studies were prepared to support the analyses in the Addendum including:

- Air Quality
- Greenhouse Gas
- Noise and Vibration
- Transportation

The environmental analysis presented in the Addendum indicates that there are no substantial changes proposed by the DSAP Amendment that would result in new significant environmental effects or a substantial increase in the severity of previously identified significant effects. Therefore, no major revisions of the existing EIR or preparation of an a new subsequent or supplemental EIR would be required. The technical reports and environmental analyses provides the substantial evidence required to support these findings and is presented in the Addendum and administrative record for the DSAP Amendment. Based on the conclusions of the environmental analysis and supporting technical reports, it is Circlepoint' s expert opinion that an Addendum is the appropriate CEQA document for this project.

Next Steps

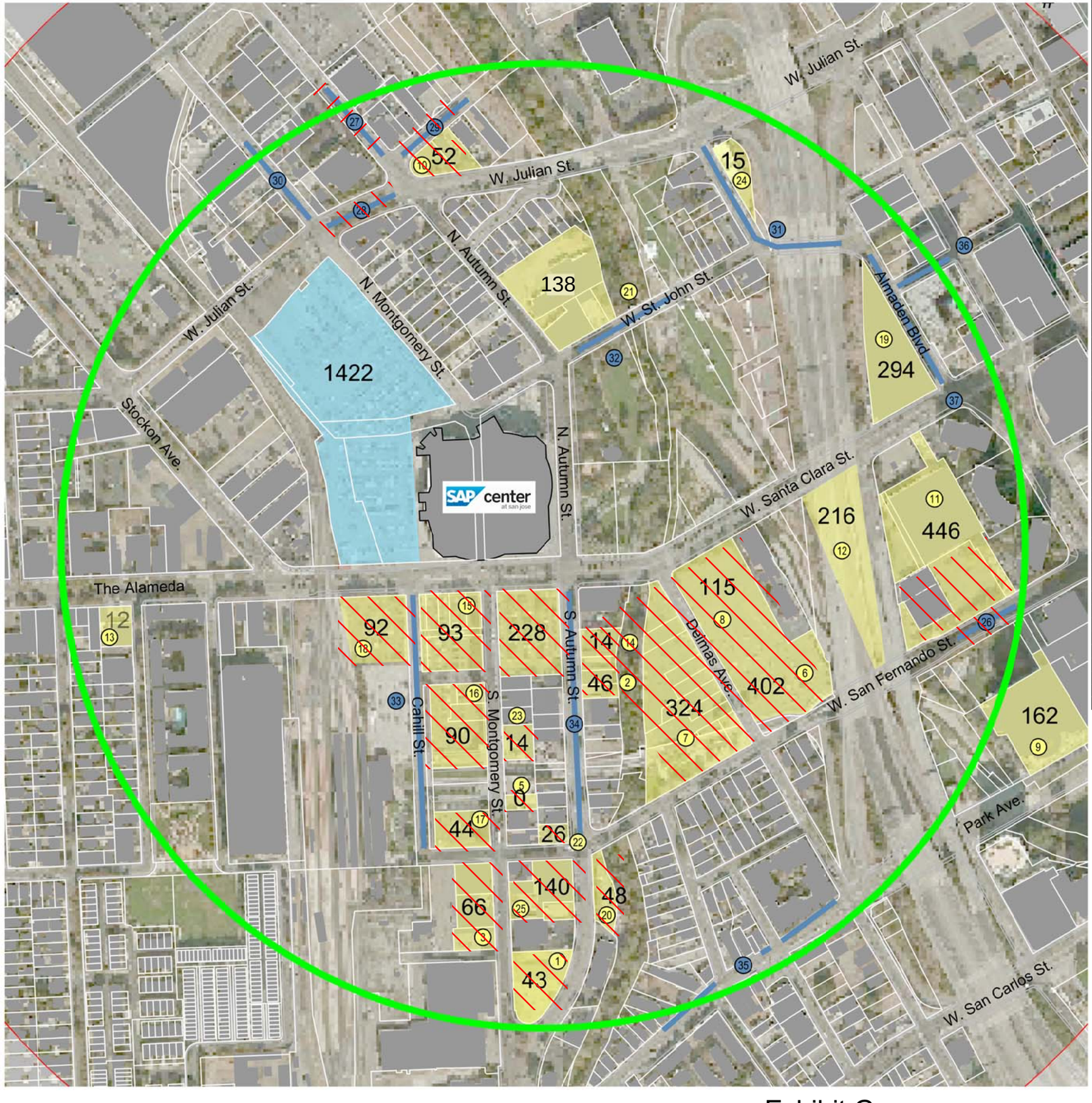
The administrative draft Addendum was submitted to the City for review and comment on October 21, 2020. City Staff will review the document and come to an independent conclusion and CEQA finding based on the information provided in the report. We look forward to receiving the City's comments on the administrative draft Addendum. Please do not hesitate to reach out with any questions or comments in the interim.



Project Location Figure 1

Source: ESRI, 2020

Exhibit F



	B	C	D	E	F	G	H
4	ID	Existing	Ownership	Total Number of Striped Spaces	Number of Qualified Spaces	Ave. Number of Available Spaces at 6:30 p.m. on 9/27/17 and 10/5/17	Spaces Remaining
5		**Existing Facility**		**Existing**	**Existing**	**Existing**	
6	1	150 S. Montgomery (Navlets)	Google	62	62	43	
7	2	34 S. Autumn (Wine and Roses)	Google	46	46	46	
8	3	510 W. San Fernando (Stephens Meat)	Google	135	135	66	
9	4	65 North Almaden		43	-	-	-
10	5	80 S Montgomery (former Power Play Hockey)		14	-	-	
11	6	Adobe 1 (Water Co. East)	Google	453	453	402	
12	7	Adobe 2 (Water Co. West)	Google	324	324	324	
13	8	Adobe 3 (Water Co. Management)	Google	115	115	115	
14	9	Adobe Garage-20%		220	220	162	162
15	10	Akatiff-484 Old W. Julian		55	55	52	
16	11	Almaden Financial Plaza - with Adobe construction, surface lot will be closed		1,153	539	539	384
17	12	Arena Parking (Santa Clara under 87)		257	257	216	216
18	13	Babe's Muffler (The Alameda)		12	12	12	12
19	14	Borschs	Google	14	14	14	
20	15	Cahill 1		180	180	93	
21	16	Cahill 2		162	162	90	
22	17	Cahill 3 (closest to Stephen's Meat)		90	90	44	
23	18	Cahill 4		149	149	92	
24	19	Comerica Garage		609	383	294	294
25	20	CSC Security (Water District)		70	70	48	
26	21	Milligan		138	138	138	138
27	22	NW San Fernando/Autumn (Palmero)		26	26	26	
28	23	Templo la Hermosa		14	14	14	
29	24	Julian/N. Almaden (YA Title)		51	51	15	15
30	25	Montgomery/San Fernando (Patty's)	Google	140	140	140	
31	26	San Fernando E. of 87	Street	6	6	1	
32	27	Autumn N. of Julian	Street	8	8	1	
33	28	Julian W. of Autumn	Street	10	10	-	
34	29	Old Julian E. of Autumn	Street	10	10	5	
35	30	Montgomery N. of Julian	Street	3	3	1	1
36	31	N. Almaden/curve under 87	Street	44	44	6	6
37	32	St. John E. or River St.	Street	4	4	-	-
38	33	Montgomerty S. of Santa Clara	Street	79	79	48	48
39	34	Autumn S. of Santa Clara	Street	67	67	29	29
40	35	Park W. of 87	Street	34	34	28	28
41	36	Carlysle W. of Notre Dame	Street	16	16	1	1
42	37	N. Almaden N. of Santa Clara	Street	18	18	2	2
43	38	Lot D	Google	228	228	228	228
44		Subtotal Existing		5,059	4,162	3,335	1,564
45							**1,771**
46							**Spaces lost**

SPACES LOST

Map 2 - Existing Parking within 1/3 Mile
Available Spaces

9/19/2019

SAP center at san jose

Exhibit G

Table of Parking Spaces Lost due to Development

ID	Existing	Ownership	Total Number of Striped Spaces	Number of Qualified Spaces	Ave. Number of Available Spaces at 6:30 p.m. on 9/27/17 and 10/5/17	Spaces Remaining
	150 S. Montgomery (Navlets)	Google	62	62	43	
	34 S. Autumn (Wine and Roses)	Google	46	46	46	
	510 W. San Fernando (Stephens Meat)	Google	135	135	66	
	65 North Almaden		43	-	-	-
	80 S Montgomery (former Power Play Hockey)		14	-	-	
	Adobe 1 (Water Co. East)	Google	453	453	402	
	Adobe 2 (Water Co. West)	Google	324	324	324	
	Adobe 3 (Water Co. Management)	Google	115	115	115	
	Adobe Garage-20%		220	220	162	162
	Akatiff-484 Old W. Julian		55	55	52	
	Almaden Financial Plaza - with Adobe construction, surface lot will be closed		1,153	539	539	384
	Arena Parking (Santa Clara under 87)		257	257	216	216
	Babe's Muffler (The Alameda)		12	12	12	12
	Borschs	Google	14	14	14	
	Cahill 1		180	180	93	
	Cahill 2		162	162	90	
	Cahill 3 (closest to Stephen's Meat)		90	90	44	
	Cahill 4		149	149	92	
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	CSC Security (Water District)		70	70	48	
	Milligan		138	138	138	138
	NW San Fernando/Autumn (Palmero)		26	26	26	
	Templo la Hermosa		14	14	14	
	Julian/N. Almaden (YA Title)		51	51	15	15
	Montgomery/San Fernando (Patty's)	Google	140	140	140	
	San Fernando E. of 87	Street	6	6	1	
	Autumn N. of Julian	Street	8	8	1	
	Julian W. of Autumn	Street	10	10	-	
	Old Julian E. of Autumn	Street	10	10	5	
	Montgomery N. of Julian	Street	3	3	1	1
	N. Almaden/curve under 87	Street	44	44	6	6
	St. John E. or River St.	Street	4	4	-	-
	Montgomerty S. of Santa Clara	Street	79	79	48	48
	Autumn S. of Santa Clara	Street	67	67	29	29
	Park W. of 87	Street	34	34	28	28
	Carlysle W. of Notre Dame	Street	16	16	1	1
	N. Almaden N. of Santa Clara	Street	18	18	2	2
	Lot D	Google	228	228	228	228
	Subtotal Existing		**5,059**	**4,162**	**3,335**	**1,564**

Exhibit G

BART parking — looking for that sweet ($$$) spot

BART

Agency considers raising prices, aiming to free up spots in crowded lots

'THERE IS A TIPPING POINT'

ByNico Savidge

nsavidge@bayareanewsgroup.com

How much would you pay to park at your local BART station if you knew you could count on getting a spot?

Or, if you had the choice, how much would that spot have to cost before you'd give it up andwalk, carpool or take a bus to the station instead?

Those are some of the questions that could determine how much patrons pay to park at BART in the future, as the transit agency that once surrounded its stations with vast lots of free spaces considers price hikes for a shrinking inventory of spots.

The $3 fee BART charges for allday parking at many stations could double at some of the system's most popular lots and garages— or rise by even more— under ideas the agency's

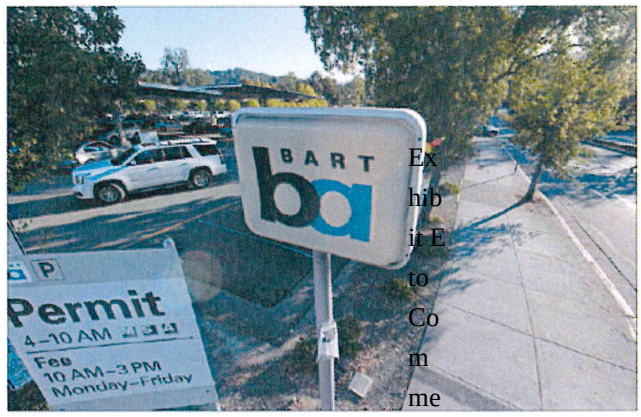


Exhibit E to Comment

A driver looks for an open space in the parking lot at the Lafayette BART station in 2018.

JOSE CARLOS FAJARDO — STAFF ARCHIVES

BART parking — looking for that sweet ($$$) spot

BART

board will discuss at the annual retreat this week that serves as a preview of its priorities for the year.

Opponents, as well as many passengers who park and ride, resist the idea of paying more, warning it could lead more people to ditch BART and worsen the area's grinding rush-hour traffic.

"What other options are there?" said Albert Hahn, an accountant who drives to BART because bus service between the station and his home in Alamo is too slow.

Parking spaces are likely to become more scarce as BART swaps some stations' sprawling surface lots for new apartment buildings under a push to build 20,000 units of housing on the agency's property. BART officials stress that they consider each station's parking needs when deciding how many spaces to replace when a new development goes up, but many car-dependent commuters are wary.

Exhibit H

"I would probably drive a little more," said Lisa Winn, a meeting planner who lives in Danville and commutes to work by driving to the Walnut Creek BART station, then riding to work in Oakland. With free parking available at her job, Winn said, she might join the traffic on Highway 24 if BART's lots were too pricey.

"There is a tipping point," she said.

But supporters argue that BART parking suffers from a rare problem in today's Bay Area: It's too cheap.

By capping weekday parking fees for all but one lot at $3, there is little incentive for riders not to drive if they have another option — parking at BART is barely more expensive, for instance, than a bus fare. The exception is the West Oakland station, which is one stop away from San Francisco and has parking fees that run $10.50 per day.

The result is packed lots that fill up well before rush hour at some stations and waitlists tens of thousands of people long for the coveted monthly parking permits that guarantee a space.

Across the entire system, 29% of BART's weekday riders drove or carpooled to their stop in 2015, according to the most recent data that is available. That share is higher in more car-dependent suburbs. More than half of those commuters drove or carpooled to the Dublin/ Pleasanton and Orinda stations, where the lots typically fill well before 8 a.m.

"We clearly are not charging enough to have a big impact on demand," said BART director Rebecca Saltzman, who said she wants to see a more "market- based" parking rate.

Charge more for spots, the thinking goes, and the people who have another way to get to BART would use it. That would in theory free up a space for some other rider who really needs it — say, a parent who lives far from the nearest station and has to drop off kids before catching the train and can't show up before 8 a.m. to secure a spot.

At today's board retreat, agency officials will lay out a couple of scenarios for raising parking rates, though the board won't vote on any of them.

One option includes raising the cap on daily parking fees from $3 to $6. There could be similar price increases for single-day and monthly permits and a range of prices based on demand at each station. Drivers might pay $6 to park at the Dublin/Pleasanton station, for instance, but perhaps $2 at North Concord/ Martinez, which never fills up. BART estimates such an increase could bring in $10 million to $15 million in new revenue.

Or the agency could eliminate the cap entirely, replacing it with a system that allowed for increases every six months with no final limit on how high the price could go. BART forecasts an additional $12 million to $17 million annually from that model.

Board members also will consider ideas to lower parking rates when demand is lower, such as on Fridays or during holiday weeks, when lots are less likely to fill. There is no indication the system will start charging for parking during evenings or on weekends, when BART's ridership is way down.

BART spokeswoman Alicia Trost stressed those ideas are not specific proposals but rather "examples to get the discussion going." BART staff are now studying what impact higher parking costs could have on low-income riders, a first step toward potentially making those increases a reality.

And any price hike proposal is far from guaranteed — it would require approval from two-thirds of the BART board, which could be a high bar considering several directors come from suburbs where riders see few options but their cars for getting to stations.

"Every time you raise fares, every time you raise parking costs, it becomes less affordable," said Director Debora Allen, who represents four central Contra Costa County stations. Allen added that she would oppose raising parking rates any more than overall cost-of-living increases.

"We could be charging more and opening up some spaces for people who don't have another choice," Saltzman said.

Another Walnut Creek rider, Linda Fisher, didn't like the idea of pricier parking, noting that it comes as BART is also raising fares. But she may be an unwitting poster child for the concept.

Fisher lives less than a mile from the station, saying she drives because it saves her time. She wouldn't dream of driving to her banking-industry job in downtown San Francisco, with its traffic and astronomical parking costs.

"Even if they increased it $1 a day, that would be too much" to justify parking at the station, Fisher said. So she'd likely walk to BART or work from home more — freeing up a space in the lot.

Still others at the station said they would keep driving to BART, even if it meant paying more.

"Let's talk about how we're going to bring riders back — we are not going to do that by raising parking fees and reducing parking," she said.

The North Berkeley BART station parking lot is full on Tuesday.

ARIC CRABB — STAFF PHOTOGRAPHER

Thursday, 02/13/2020 Page .A01 Copyright (c)2020 The Mercury News, Edition. Please review new arbitration language here. 2/13/2020

Pleasanton Weekly.com

https://pleasantonweekly.com/news/print/2019/07/29/key-7-million-allocated-for-new-parking-garage-at-dublin-pleasanton-bart-station

Uploaded: Mon, Jul 29, 2019, 2:50 pm

Key $7 million allocated for new parking garage at Dublin-Pleasanton BART station

Construction expected to begin next spring, opening scheduled for mid-2021

by Elaine Yang

The effort to construct a new parking garage at the Dublin-Pleasanton BART station took another step forward last week as the Metropolitan Transportation Commission (MTC) announced the Tri-Valley project was among those to share in $9.3 million in funding from bridge toll revenue.

Based on project cost estimates, the $7 million allocated from Regional Measure 2 revenue to the Alameda County Transportation Commission (ACTC) represents the final piece of funding needed to build the new parking structure adjacent to the existing BART garage on the Dublin side of the station.

"This a great way to improve the quality of life for a lot of commuters who don't live within walking distance of a BART station or bus stop," Alameda County Supervisor Scott Haggerty, who is also MTC chair, said in a statement.

"Among the ways to reduce congestion on East Bay freeways is to make it more convenient for people to ride transit; and one of the best ways to improve convenience is to solve the chronic parking shortages at so many of our key transit stops," Haggerty said.

The proposed $34 million, 537-space parking structure aims to provide a needed addition to the parking supply at Dublin-Pleasanton, where the existing BART garage with nearly 3,000 spaces is often filled early on the morning commute. Haggerty joined state and local leaders in devising the plan after BART declined to move forward with building its own second garage at the station.

The project, which held a ceremonial groundbreaking last October, is expected to see onsite construction begin on the new garage next spring, with the opening scheduled for mid-2021.

The $7 million commitment from MTC supplements $20 million in state funds awarded to the Livermore-Amador Valley Transit Authority for the project through the Transit and Intercity Rail Capital Program, plus another $7 million in vehicle registration fee money contributed by the ACTC.

The other $2.3 million in funding awarded by MTC last week will go to completing a trio of commuter parking lots served by AC Transit's transbay buses through MTC's Bay Bridge Forward initiative. The three commuter parking lots now under construction in the East Bay -- two lots beneath Interstate 880 at High Street and Fruitvale Avenue in Oakland and a third lot adjacent to Interstate 80 at Buchanan Street in Albany -- are scheduled to open by the end of this year.

Regional Measure 2 was approved by Bay Area voters in 2004 and raised tolls by $1 on each of the region's seven state-owned toll bridges to finance highway and transit improvements in the bridge corridors and along their approaches, as well as to provide operating support for transit services in the bridge corridors.

BART Eyes $16M Parking Lot At New Antioch Station To Meet High Demand

October 26, 2018 at 2:51 pm

ANTIOCH (CBS SF) – So many riders are driving to Antioch's new BART station that the station's parking lots cannot meet the demand.

BART officials said the station has been a tremendous success and noted that daily ridership has far exceeded their original forecasts.

On Friday, BART officials announced that they have identified full funding for a proposed $16.4 million parking lot that will be able to accommodate more than 800 new parking spaces, nearly doubling the parking capacity at the station. The new BART station, which opened in May, has extended BART's yellow line further east from the Pittsburg/Bay Point station. Prior to opening, the station's daily ridership was expected to be 2,270, but it is currently at 3,050 daily riders, according to BART officials.

The proposed lot is on a piece of BART land located just east of the existing parking lots.

BART director Joel Keller, who represents East Contra Costa County said in a statement Friday, "We've made it a priority to ensure that every rider has access to the new service which takes drivers off the congested Highway 4 corridor." Funding sources for the proposed parking lot project include BART, Contra Costa Transportation Authority, the Metropolitan Transportation Commission, and the East Contra Costa Regional Fee and Financing Authority.

BART officials said they plan to bring the project to the BART Board of Directors in late 2018 and that if everything goes as planned, the new parking lot could be open in the fall of 2020.

Until then, riders can also consider utilizing the new BART station's shared use bicycle lockers, which cost 5 cents or less per hour, compared to the daily fee for car parking, which is $3.

BART extension to Antioch so popular there's no room at the station to park

Phil Matier July 29, 2018 Updated: July 29, 2018 6 a.m.



A new diesel-powered train sits at the Antioch Station during a test run of a new BART extension that runs from the Pittsburg-Bay Point station to Hillcrest Avenue in Antioch, Calif., on Wednesday, May 23, 2018. The new people moving line runs down the middle of Highway 4 for that length

Photo: Carlos Avila Gonzalez / The Chronicle

BART’s new East Bay extension to Antioch is already rocketing off the charts.

Opened in late May at a cost of $525 million, the 10-mile link from Pittsburg to Antioch is averaging 3,800 weekday riders — well above the 2,800 BART initially estimated.

“And there likely would be even more riders, but there’s no room in the parking lot,” said BART Board Director **Joel Keller**, whose east Contra Costa County district includes the new station.

The 1,006-slot parking lot, which already is being restriped to allow for more than three dozen extra vehicles, is usually filled by 5:55 a.m.

BART “underestimated the parking,” said Antioch Mayor **Sean Wright**. As a result, riders are parking all day on neighborhood streets.

Now the transit agency is moving to add 700 parking spaces on seven acres it owns adjacent to the station. But if that doesn’t do the trick, it could reopen the long-standing debate among BART directors over whether building more parking is the best way to promote the use of public transit.

Exhibit H

NEWS

BART's New Antioch Station Is Very Popular -- and Doesn't Have Enough Parking

By Dan Brekke
Published on June 1, 2018



Cars parked on a roadside just outside Antioch's new BART station. **(East County Today)**

By all accounts, people in eastern Contra Costa County love the brand-new eBART line from Pittsburg-Bay Point to Antioch. In its first week of operation, the service has far exceeded its projected ridership.

But here's something they don't like: The 1,012-space parking lot at the new Antioch station has been filling up in a hurry every weekday. That has led late-comers to try parking just about any old where so they can catch the new train.

This week, "any old where" has included nearby bicycle lanes and roadsides with tall, dry -- and potentially very combustible -- grass.

BART held a meeting Friday to discuss short- and long-term steps it can take to provide more space for commuters and how to deal with illegal and potentially dangerous parking.

BART spokeswoman Alicia Trost said that among the questions raised at the meeting are whether it's possible to find under-used parking nearby. Among others who have floated that idea is a local resident who posted a video suggesting using a partially empty shopping mall parking lot.

Trost said BART is also evaluating whether it could build additional parking on unused portions of its Antioch property. Among the factors the agency would need to address is how much parking could be provided, how quickly and at what cost.

In the short term, though, BART is going to do what it can to shut down outlaw parking around the Antioch property.

"We are going to be blocking off the illegal spaces people were discovering this week," Trost said. She added that many of the impromptu roadside parking areas pose a high fire danger.

"People were parking on top of tall, dry grass," she said. "Hot engines can spark a fire, so that is an extreme danger."

Many drivers chose to leave their vehicles in bike lanes around the stations, prompting Antioch police to write dozens of parking citations this week.

Trost said that by putting those areas out of bounds, commuters will be prompted to drive to either the new Pittsburg Center station or the Pittsburg-Bay Point station. She said the Pittsburg Center parking lot, which has 245 stalls, did not fill up during eBART's first week. And she said that Pittsburg-Bay Point had spaces open until after 10 each morning, a situation she called "completely unheard of."

"A lot of people who were driving to Pittsburg-Bay Point are going to Antioch," Trost said. "So the idea is it will smooth out. People are going to figure out if they just cannot get to Antioch early enough" they can try the other stations.

Of the 1,000-plus parking stalls, 225 are set aside for monthly and daily passholders and for those using the Scoop carpool app. There are very long waiting lists to get reserved parking at the station, but Trost says the Scoop option has been very lightly used so far.

So far, the parking woes have not put a dent in eBART ridership. The service was projected to record about 5,600 trips a day -- the total of entries and exits at the Pittsburg Center and Antioch stations. The total trips for eBART for the first three workdays this week ranged as high as 7,441, or 33 percent over the initial projection.

Trost said that the strong first-week ridership on the new line has been matched by a decline at Pittsburg-Bay Point, the old end of the system's Yellow Line.

Exhibit H

BART Pauses Planning for Dublin Parking Garage

Posted: Thursday, February 16, 2017 12:00 am

The BART Board of Directors voted to delay a decision on a proposed parking garage at the East Dublin Station. If it were to move forward, the garage would provide an additional 540 parking spaces adjacent to the current parking garage.

The vote was unanimous. Staff has 90 days to return with a report.

Directors decided they wanted to look at other options, such as finding nearby surface lots.

There were also questions about whether or not funding was in place to pay for the garage estimated to cost $37.1 million. Of that total, $8.6 million would be needed to pay to design the structure. Directors suggested that before spending the design money, they would like more information on where the $28.5 million to build the garage would come from.

The proposed six-story garage would replace a current surface parking lot of 118 spots, netting 540 more spaces.

John McPartland, who represents the Tri-Valley on the board, stated, "I really want to build this thing today. Arguments to look at other options are reasonable. I don't think surface parking is there."

He stated, that if the motion to delay the process passes, that doesn't mean the parking structure is dead; it's on pause for 90 days.

Director Nick Josefowitz, who made the motion to pause the process, suggested that more work needs to be done. He said that the agency should reach out to nearby neighbors, such as Oracle, who have parking available, to see if BART could lease some of the available spaces. He said he visited the area during a weekday and found over 1000 spaces that were not occupied.

He and other directors also wanted to look at multi-modal access for cars, buses, and bikes, not just cars. Josefowitz said, "There are real access needs in the Tri-Valley that we are not meeting. We need to strive to do so."

Director Joel Keller said that if BART could achieve the parking goals using less taxpayer money, it has an obligation to do so. Among the options would be surface parking away from the station with a shuttle to take passengers to the station.

Funding for the design portion is expected to come from the Metropolitan Transportation Commission and the Alameda County Transportation Commission.

BART General Manager Grace Crunican said it was her understanding that the MTC and ACTC would put in a "substantial amount" of money toward the project, but also want to make sure BART is contributing.

During the public hearing, Dublin Councilmember Don Biddle stated there is an immediate demand for parking in Dublin. He noted that statistics show a wait list for parking permits of 3,000 for the eastside station and 3700 for the station on the westside of the city. "If people don't arrive at the stations by 7:30 or 8 a.m. they are out of luck."

Cindy Chin from Assemblywoman Catharine Baker's office read a letter from Baker supporting the project. It echoed comments made by Biddle and others in support of the garage. The letter concluded, "The need is not going away."

BART TO LIVERMORE

The BART board also received an update on the BART extension to Livermore. It was noted that completion of the I-580 express lanes had eliminated the median.

There is $533 million in funding committed to the Livermore extension. While it would be cheaper to build in the median, there is no median. It will be necessary to widen the freeway 40 to 45 feet to make room for the extension.

It is anticipated that the draft EIR would be released in this spring and a project adopted in late 2017. If the board were to choose a capital intensive project, a federal environmental impact statement would be required. The final impact statement would be expected in 2020. Construction could be completed in 2026.

Capital intensive options include regular BART, a diesel multiple unit or electric multiple unit (similar to eBART), or enhanced bus service. The enhanced bus service would include direct access to the trains, necessitating construction of new infrastructure.

In looking at ridership, the board was told that extending to Isabel means that those from the Central Valley would park there, rather than at Dublin. This would provide slots in Dublin and Pleasanton for those who have been unable to park there.

http://www.independentnews.com/news/bart-pauses-planning-for-dublin-parking-garage/article_2a4c396c-f3c6-11e6-b3b1-bf671dbbe3ef.html

Pleasanton Working with BART, Stoneridge on Parking Possibilities

Posted: Wednesday, July 1, 2015 12:00 am

By Ron McNicoll, the Independent

BART and the owner of Stoneridge Mall have been talking separately to Pleasanton staff about the problem that some morning commuters find in trying to find a parking place on the Pleasanton side of the West Dublin/Pleasanton BART station.

BART passengers had been using the Stoneridge Mall lot across from BART when they could not find a parking place in the BART parking structure on Stoneridge Mall Road, the ring road around the mall.

However, in May, commuters found posts and chains blocking the way into all of the driveway lanes going into mall parking. The chains were hooked up every night after store hours; then removed after 9:30 a.m. the next day. More parking becomes available in the BART structure after 10 a.m.

Pleasanton residents communicated with vice-mayor Karla Brown, who forwarded their e-mails to the BART board.

The short-term result was removal of the chain barriers in much of the mall's huge lot.

The city used its leverage. Most of the mall had not gone through design review with the city for the chain modifications. "We told them to cease and desist," said City Manager Nelson Fialho.

Although the chains are gone from much of the mall parking lot, it is still private property. Motorists should be aware that mall security can order cars towed, although they cannot issue citations. BART also cannot issue citations there, since it is private property.

The anchor tenants control the parking next to their stores. The city allowed Nordstrom to continue to chain off the area next to its store, but a long-term solution clearly is needed, said Fialho. The Nordstrom lot is the closest one to the BART station.

The solution will require funding and investment, whoever solves it, added Fialho.

There is some vacant land east of the BART parking structure. It is owned by BART, and was zoned for housing at 15 units per acre. The housing was never built.

BART has given a 99-year lease on the land to Workday, which will use the land for a private parking garage. Fialho said that Workday has been cooperative in taking part in discussions with the city about its leased land.

The only apparent solution that could be controlled by BART would be to add two more floors to its existing structure to match the height of the garage on the Dublin side of the station, said Fialho.

Also, there may be a win/win solution with the mall if BART could explore permit parking in the mall lot for BART riders. BART could pay for it, or administer it, said Fialho.

Fialho said another possible tool is the park-and-ride lot at Stoneridge and Johnson drives in Pleasanton. It is across the street from the DSRSD waste-water treatment plant. The lot is used now by carpoolers who travel the freeways, but there is potential that Wheels might be able to run a shuttle to BART from there.

Brown is a member of the LAVTA board , which operates Wheels. She said that a study of routes is underway. The idea would be a good subject to add to the study.

Fialho said that in talking to other cities at the end of BART lines, he found that lack of parking is a common problem. Livermore could learn something for its BART extension from the current Pleasanton problem, declared Fialho.

"They need to be mindful of mistakes of the past. Parking needs to be adequate not only for Livermore, but also for the commute shed for the area. Right now East Dublin/Pleasanton is launch point for riders from Modesto and Tracy. The two stations (including West Dublin/Pleasanton) can easily be overrun with demand."

Talks will continue, with the city as a broker with BART, Workday and the mall, said Fialho.

http://www.independentnews.com/news/pleasanton-working-with-bart-stoneridge-on-parking-possibilities/article_338670e6-202e-11e5-922a-bbcad4a32df7.html

Barriers Stop BART Overflow Parkers From Using Stoneridge Lot

Posted:.Thursday, April 16, 2015 12:00 am

Stoneridge Mall has begun chaining off its parking lot each night after business hours, and opening it up again after 9:30 a.m. the next day in an effort to better control parking spaces for its customers and employees.

The mall lot is located close to the Pleasanton side of the West Dublin/Pleasanton BART station. Commuters have been using the Stoneridge lot when parking fills up in the BART parking ramp before 10 a.m. Spaces tend to be available after 10 a.m. in the BART structure.

Mall manager Mike Short said in a prepared statement to The Independent that convenient parking is "an amenity we want to preserve for those who are actively doing business at the center. A controlled parking program ensures the best spaces are available for Stoneridge shoppers and employees anytime of the day, any day of the week."

Short said, "There are signs posted indicating Stoneridge Shopping Center is private property. These signs have always been there."

A Pleasanton resident told The Independent that when her daughter, who goes to law school in San Francisco, showed up at BART on the morning of April 6, she found chains across the Stoneridge parking entrances. She drove on to San Francisco, and paid a high parking fee there. Subsequently, the daughter has been getting rides to BART from her mother.

The mother contacted Pleasanton Vice-mayor Karla Brown, who passed the mother's e-mail on to BART, and sent one of her own. Brown said that she, too, has has been unable to find parking in the BART lots, and "had to resort to driving to San Francisco in my car."

"I know many other drivers that have been stuck in the same position, and used their car instead of the preferred BART transportation," said Brown.

BART district secretary Kenneth Duron replied to Brown that he will share the e-mails with the board, and ask the BART Office of External Affairs and the Customer Access Department to investigate and respond.

The Independent talked to BART spokesperson Jim Allison on April 10. He said that he was not aware of the situation, but would look into it.

Allison said that BART averages 400,000 riders daily. Parking spaces are provided for fewer than 10 percent of that number.

"It's a natural tension. People want to drive to the station. Could we build a space for all, or encourage ride-sharing, cycling, buses, by limiting the amount of parking. It's a debate that goes on at the nine-member BART board, which has members from downtown San Francisco and the suburbs," said Allison.

BART tracks parking usage every six months, and reevaluates it at every station. BART looks at permit spots, and daily fees. There is a $3 cap at all stations, except West Oakland, where it is $7.

At the West Dublin station, there are 722 parking spaces inside the Dublin structure, and 468 on the Pleasanton side. The structures are split between daily users and monthly permit holders. It's possible to buy a permit for a specific day for $6 on-line, said Allison. He said that "guarantees" a parking spot in the rush time up to 10 a.m.

If vehicles are illegally parked in the permit area, BART checks regularly for violators, said Allison.

***Comment*:**

BART Parking

Ann Reichert, Livermore | Posted: Thursday, April 30, 2015 12:00 am

I loved your article about the Stoneridge Mall preventing BART riders from using its parking lot. You can't blame the Mall. It was surprising that it took this long for the barricades to go up.

The situation is entirely BART's fault. You can't have 400,000 riders and only provide parking for less than 10% of those riders and think everything is okay. Jim Allison gives the standard BART answer that he wasn't aware of the problems. Wouldn't that be his job to be aware? BART is never aware of the problems. I guess BART thinks that if you ignore problems they will somehow go away.

http://www.independentnews.com/news/barriers-stop-bart-overflow-parkers-from-using-stoneridge-lot/article_5c4602ba-e42b-11e4-a776-938a45e20df2.html

BART parking spaces filling up quickly

By Kelli Phillips | Bay Area News Group
PUBLISHED: March 25, 2008 at 9:17 am | UPDATED: August 17, 2016 at 4:01 am



A sign is posted at the Pittsburg – Bay Point BART station for additional parking at the North Concord / Martinez BART station on Wednesday, February 27, 2008, in Pittsburg, Calif. BART riders have a hard time finding parking at the stations closest to their homes and find themselves driving to other stations. (Bob Larson/Contra Costa Times)

Jessica Morgan wants to take her mind and her car off the road, but she can't find parking.

The Walnut Creek resident enjoys riding BART to work in San Francisco, but finding an empty space at nearby stations has become increasingly difficult.

"Lately, there are times when I've just given up and got on the freeway," Morgan said. "Once I drove from Walnut Creek to Lafayette and then Orinda, and there wasn't a single parking space."

On weekdays, more than half of BART's 46,392 parking spaces are filled by 8 a.m., and it jumps to at least 73 percent by 8:45 a.m., according to BART parking data analyzed by MediaNews.

Parking is an issue at several stations, and while a few lot expansions are in the works, BART says just building more parking lots and garages is a costly and impractical solution.

With 441 spaces, the West Oakland station is the first to fill on weekdays at 6 a.m., while Concord (2,367 spaces) and San Bruno (1,083 spaces) are the last to reach capacity at

8:45 a.m.

Pleasant Hill, which has the most parking at 3,011 spaces, is full by 8:30 a.m.

The West Dublin station, slated to open in 2009, will add another 1,200 parking spaces along the Dublin-Pleasanton line, and the Richmond, Ashby, Pittsburg-Bay Point and West Oakland stations are negotiating for additional parking over the next several years.

But the cost is significant.

The 1,200-space garage scheduled to open this spring at the Dublin-Pleasanton station carries a $42 million price tag — or $28,000 per parking space, BART spokesman Linton Johnson said.

"Having more parking in general will encourage people to live further out, which means they have to drive further back in," Johnson said.

"It's really environmental, cost and land planning. It's not just BART, but there are state-mandated goals to reduce greenhouse gases, and you do that by getting people out of their vehicles," he said.

Transit-oriented development, such as the transit village in Fruitvale or proposed sites in Pleasant Hill and Walnut Creek, are putting the land around BART stations to better use, Johnson said.

"There are people who say they don't want to live in a transit village, but there are people who would," he said. "That frees up a parking spot for those in the suburbs because (transit village residents) don't have to drive to the station."

Marci McKillian of Pinole takes public transportation to hiking-club activities around the Bay Area. During a recent trip to the El Cerrito del Norte station, McKillian found parking in a nearby neighborhood.

"I parked 41/2 blocks away because all the closer streets were either full or four-hour parking," she wrote via e-mail. "It was no problem to walk down to the station, but after hiking for almost five miles, another 41/2 blocks up El Cerrito hills was a bit much for an 83-year-old."

The Walnut Creek station's 2,089 spaces and Lafayette's

1,509 are taken by 8 a.m., and the 1,406-space lot in Orinda reaches capacity 30 minutes later.

Lots are filling faster each morning, but it's not deterring patrons. The transit agency saw a ridership increase of 23,000 between this February and last.

"Our parking hasn't increased that much, but we're seeing lots and lots of new riders," Johnson said. "The cost and convenience of commuting drives our ridership, and gas prices are one of the most volatile factors."

With a gallon of unleaded going for $3.50 or higher, more people are turning to BART instead of turning the ignition.

BART's average weekday ridership is about 360,000 people, up from 301,000 three years ago. "Even with this monstrous ridership increase, people are finding other ways to get to BART," Johnson said.

The transit agency is also encouraging those who can to carpool, walk or bike to nearby stations. BART is installing more than 2,000 electronic bike lockers systemwide, and it's working with County Connection and AC Transit to better inform riders of the "Bus to BART" option.

"There are only a couple of routes that don't hit a BART station," said County Connection spokeswoman Mary Burdick.

The bus agency is working to produce schedules that are more user-friendly to BART riders.

"There's a perception that our schedules don't mesh," Burdick said. "We're not going to meet every train, but to make (the schedule) more understandable, we've added the train (times) our buses are scheduled to meet."

AC Transit has 14 park-and-ride lots where BART riders can catch a bus to stations in Castro Valley, Fremont, Oakland and Richmond. "Part of our plan is to provide an available service for riders to get to BART," AC Transit spokesman Clarence Johnson said.

Linton Johnson said BART is trying to devise "all kinds of ways to help those who don't have to take their car to BART," but the agency realizes it's crazy to expect people to just "ditch their cars."

Some motorists, such as Jonathon Peacock, have found ways around the parking issue, at least for now.

The Pittsburg resident lives 10 minutes from the Pittsburg-Bay Point station, but he doesn't bother looking for a space because the lot is full by 7:40 a.m. "I don't leave until about 9 a.m., and parking is long gone by the time I'm looking," he said.

Instead, Peacock, who takes BART to the Montgomery station in San Francisco, slugs through Highway 4 traffic to the North Concord-Martinez station.

The detour adds 15 minutes to his commute, but it guarantees him an empty spot. But, even there, the number of available spaces is shrinking, he says.

"It's getting bad lately," Peacock said. "The lower lot is in three pieces. I was finding a space in the middle of the second portion, but now I find myself parking three-fourths of the way down the third portion. I'm going to have to start leaving earlier."

For those who have to drive, BART does offer a limited number of "single-day parking permits" at 11 stations and "monthly parking permits" at those stations and 21 others.

Monthly permits range from $30 to $115.50 per month, while single-day permits go for $3 to $6.

On Thursday, monthly permits were sold out at 22 of the 32 stations, including all seven in Contra Costa County, and single-day permits for the Walnut Creek station were sold out through April 2.

These permits guarantee the user a parking space at a specific location before 10 a.m. Monday through Friday.

Some motorists become so frustrated with parking that they risk a ticket by parking illegally. BART's Board of Supervisors voted March 13 to raise fines for permit violations from $25 to $40.

"A $25 fine is a bargain. It's cheaper than paying the bridge toll and trying to park in downtown San Francisco," Linton Johnson said. "We're hoping the higher fines will eliminate some parking poachers."

Reach Kelli Phillips at 925-945-4745 or kphillips@bayareanewsgroup.com.

http://www.eastbaytimes.com/2008/03/25/bart-parking-spaces-filling-up-quickly/

If You Can't Park, You Can't Ride / For a BART commuter in the suburbs, every workday morning begins with a race to claim one of the precious spots in the transit system's inadequate parking lots

By Michael Cabanatuan, San Francisco Chronicle

Published 4:00 am, Sunday, January 28, 2001

It's 7:45 a.m. -- witching hour at the BART parking lot in Orinda -- but Lark Hilliard is stuck a mile away in molasses-slow traffic on Moraga Way while the last available spaces are vanishing.

Hilliard, chief financial officer for a San Francisco architectural firm, tries to arrive early enough to find a spot in the BART lot but life sometimes gets in the way. On this rainy morning, for instance, trouble with her daughter's carpool forced Hilliard to shuttle the freshman through stop-and-go traffic to Miramonte High School before fighting her way back to BART.

By the time she arrives just after 8 a.m., there's little hope but Hilliard quickly circles the lot anyway before deciding to try her second option, a city park-and-ride lot a half-mile away across Highway 24 and up a hill. She arrives as the last spaces fill. Finally, around the corner, she finds a space on a steep side street just beyond signs limiting parkers to four hours. From there, it's a brisk 10-minute walk to the BART station.

"If I can't find a space, I end up driving," she said. "And I hate driving to San Francisco."

BART's parking shortage is fast becoming the transit agency's most pressing problem. At all but three of the 29 stations that offer parking, the spaces are gone by 8 a.m. To make matters worse, many communities with BART stations have imposed commuter-hostile parking limits on streets anywhere within walking distance.

With demand for parking growing along with ridership, but money to build lots and garages scarce, BART is slowly moving toward a future in which it will charge for parking for the first time in its 28-year history. Not all parking, perhaps, but some.

A recent survey shows that BART is putting a lot of would-be passengers on the highway because they can't find parking at its stations, and is likely to lose even more if it doesn't deal with the problem.

BART surveyed 602 customers who have ridden BART regularly and parked at the stations since 1998. It found that 17 percent of those riders stay in their cars and drive to their destinations

when BART lots are full. The rest park on neighborhood streets, get rides to BART, try to find spaces at other stations or figure out another way to get to the station. And if the parking shortage worsens, 27 percent said they would stop riding BART.

While BART is poised to begin small-scale experiments with paid reserved parking, satellite lots and commuter shuttles, it has no plans, no intent and no money to do what many commuters want: build big new lots or parking garages at every BART station whose lots fill early each morning.

BART's parking shortage is nearly universal. Most of the 41,666 spaces at the 29 stations with parking fill early each weekday. By 8 a.m., just three stations -- North Concord/Martinez, Richmond and Coliseum -- have empty spaces, according to a recent BART study.

BART stations have small reserves of parking spots they save for "midday" parkers that open at 10 a.m. But desperate commuters who could not find parking spots earlier in the morning often begin circling the lots or lining up outside well before the hour.

Several obstacles -- political, financial and philosophical -- stand in the way of more parking at BART.

Building parking is a pricey proposition, with a surface lot costing about $10,000 a space and a parking garage about $20,000 a space. Maintenance and security costs add up to about $1 a space per year, BART officials estimate.

With government funds for parking lots scarce and BART's board of directors averse to charging for parking, that leaves BART the option of raising fares or coming up with creative solutions, such as joint ventures with private developers.

While BART directors aren't ready to start charging for every space at BART, they are moving toward levying parking fees at new lots or stations but not charging for existing parking, which has always been free.

Sometime next year, BART will test the waters with a reserved parking program at a handful of stations. In return for paying a monthly or weekly fee, a BART user will be guaranteed a parking space close to the station.

In another program, BART and the Contra Costa cities of Orinda and Moraga are considering a shuttle bus service that would pick up patrons at church and park-and-ride lots and take them to and from the Orinda station.

BART is also preparing to see if it can interest developers in either building or leasing new parking garages on BART property -- and charging whatever they want.

Travelers bound for San Francisco International Airport on BART once the extension opens in a little more than a year may also be charged to leave their cars behind. BART officials, fearing fliers could tie up valuable parking spaces for days while they travel, are leaning toward opening

some long-term lots that would charge a fee. The matter of parking charges at airport extension stations has not been determined.

BART Director Dan Richard said the board seems to be headed toward a future in which it will build more parking but charge for it -- along with special parking services including reserved, long-term, perhaps even valet parking -- while existing lots and garages would remain free.

"The new parking is going to have to be provided on a different basis," Richard said.

But that's not enough for some BART directors like Roy Nakadegawa, who argues that people who don't drive to BART are paying higher fares and subsidizing the parking places for those who do. Nakadegawa would like to charge everyone who parks at BART and use the money to maintain parking -- and subsidize better transit to stations.

"The fact is, people will start paying when there is a demand," Nakadegawa said. "Why don't we take the big leap forward and just put in paid parking without putting in any additional parking?"

But Richard, voicing an opinion held by a majority of BART directors, believes it would be a mistake to start charging for parking that has always been free. "I think we'd have a revolt on our hands if we tried to take away something we have already given people," he said.

Joel Keller, a director who represents eastern Contra Costa County, contends commuters from the end-of-the-line Pittsburg/Bay Point station already pay excessive fares and can't afford an added parking charge.

"(Eastern Contra Costa) BART riders pay more for their trip than any other riders in the Bay Area," said Keller. "Any increased cost would be unfair." But Hilliard, whose last-resort parking spot was a couple of weeks later posted with a two-hour limit, says she would gladly pay for a place to leave her car.

"I wouldn't mind paying if I knew I would have a space," she said. "In fact, I'd pay almost anything."

http://www.sfgate.com/bayarea/article/If-You-Can-t-Park-You-Can-t-Ride-For-a-BART-2958316.php

Despite ambitious traffic goals, fewer employees are biking to work in Mountain View

by Kevin Forestieri / Mountain View Voice
Uploaded: Fri, Nov 13, 2020, 1:55 pm



Google's main campus in North Bayshore. Photo by Michelle Le.

Mountain View's vision for North Bayshore is banking on a car-lite future for the city's bustling jobs center, home to massive tech offices for Google, Microsoft and Intuit. But when it comes to getting commuters to bike to work, the city is missing the mark and losing ground.

Getting tech workers out of cars has been a critical strategy in building out the city's urban vision for the mostly low-density office park, and the bar is set high. The goal is to get the number of solo drivers down to 45% of the total commuters into North Bayshore, and hit a lofty goal of 10% commuters heading in by bike.

Failing to meet those goals threatens to jam roadways into and out of the area, some of which were arguably over capacity prior to the coronavirus pandemic and temporary telecommuting policies.

Starting in 2015, the city saw a surge in bike commuting into North Bayshore that reached about 6% of the total trips into North Bayshore, which amounts to about 1,500 employees, according to data collected by the city. That number remained steady through spring 2017, at which point it precipitously dropped to only 3% -- or about 750 employees -- and never

bounced back. Meanwhile, the number of solo drivers heading into North Bayshore hasn't budged, making up about 57% of the trips into the area in the spring this year.

When asked by the City Council about the puzzling change, particularly as the city priorities bike and pedestrian infrastructure, city staff could only speculate. It could have to do with busy construction activities in North Bayshore discouraging bike use, or it could be caused by differing methodologies used to count commuters.

Representatives from Google, North Bayshore's largest employer, did not respond to requests for comment.

Reaching 10% of commutes by bike may not be feasible, at least not yet. The future plans for North Bayshore include robust bike infrastructure that criss-crosses all of the major roads in the area intended to make it easy and safe to get to work. Many of the proposals in the North Bayshore Precise Plan call for dedicated bike lanes, including "cycle tracks" completely separate from the road and the sidewalk. The city is also planning to build a new bridge over Highway 101 for bicycles and pedestrians to commute between North Bayshore and the rest of the city.

A 2015 study by the city found that bike commuters prefer to use Stevens Creek Trail to get to work, followed by Middlefield Road, California Street and Shoreline Boulevard. The most loathed streets, considered the least bike friendly, including El Camino Real, Castro Street and San Antonio Road. At the time, 6.5% of the Mountain View's residents biked to work, significantly higher than the average across Santa Clara County but falling short of Palo Alto at 9.1%.

At a community meeting last month, residents overwhelmingly told city staff that they would like to see Mountain View prioritize bike infrastructure as a top priority, even over transit services, and ensure bike and pedestrian routes are both safe and convenient.

City officials closely watch commute patterns into North Bayshore as part of its "trip cap" policy for the area, which monitors traffic flows and whether they exceed the maximum roadway capacity into and out of the jobs center. Though the traffic lull during COVID-19 has given commuters a reprieve from the gridlock, data from earlier this year shows some city roads are already at or exceeding their "practical capacity." Shoreline Boulevard in the morning had 3,170 commute trips in the morning -- a touch over the 3,110 target set by the city -- while Rengstorff Avenue was clogged and overcapacity during the evening commute.

Looming over transportation decisions for North Bayshore is what, if anything, will happen to the area's commute patterns following COVID-19. During the approval of Google's Landings office project, Mountain View council members that met with company officials suggested that the tech company may shift gears, drop some of its office proposals and embrace telecommuting on a permanent basis. Google is currently reevaluating its need for additional offices, council members said at the time, and may not move forward with building the Landings project.

Public Comments on Initial Study-Addendum

March 2, 2021

Dear City of San Jose,

Thank you for this opportunity to comment on the October 2020 Diridon Station plan. Soft Lights is a disability rights advocacy group focused on ensuring that those with light sensitivity disabilities are protected from the harms of artificial light.

After having reviewed the March 2021 Diridon Station Area Plan Amendment, we provide the following summary and requests:

1) The light pollution requirements lack quantifiable restrictions and therefore are unacceptably weak. We request that the city add the following restrictions related to light pollution for this project:
    a. Maximum color temperature of all outdoor lighting is 2700 Kelvin.
    b. Recommended color temperature is 2200 Kelvin or less.
    c. Maximum luminance at the eye from any light source shall be 50 candela per square meter.
    d. Digital advertising billboards shall be prohibited.
    e. All outdoor lighting shall be shielded to prevent light trespass and diffused (no bare-diode LEDs).
    f. No outdoor lighting shall exhibit sub-sensory flicker.
    g. Blinking/flashing/strobing lights shall be prohibited.

2) In our review of the San Jose Municipal Code, we found only one reference to either "luminance" or "color temperature":

    Quote: "Any Sign, visible from a wetland, burrowing owl habitat or Riparian Corridor, shall be dimmed automatically one hour after sunset to 5% of their daylight luminance setting"

    While this code is certainly helpful, it should be enhanced. According to research studies, the human tolerance threshold for luminance in a nighttime environment is less than 1 candela per square meter. In addition, contrast ratios should not exceed 20:1. Therefore, we recommend that the maximum luminance at the eye for a riparian area should be set to 1 candela per square meter and the maximum luminance at the eye for a non-riparian area should be 20 candela per square meter.

    In addition, the code should be updated to specify the maximum color temperature of any outdoor light at 2700 Kelvin for business areas, and 2200K for residential areas.

3) We saw no references to the Americans with Disabilities Act or Section 504 of the Rehabilitation Act. We request that the city add language to the Diridon plan that explicitly states what steps are being taken to protect those with light sensitivity disabilities. We wish to ensure that outdoor lighting does not exceed tolerance levels, whether it be color temperature, luminance, strobing, contrast, or sub-sensory flicker.

4) The city is proposing to purposely increase light pollution. This wasteful use of energy is contrary to the city's climate policy goals. Natural night is a fundamental resource that is critical to the proper functioning of nearly all biological systems, including humans. Polluting the natural night with artificial light damages the natural night resource, which in turn leads to human diseases such as cancer, diabetes, and psychological disorders.

   Instead of adding light pollution, this project should focus on restoring the natural night. The moon and the stars provide a substantial amount of light. Small amounts of artificial light could be added for functional purposes, but there should no superfluous light that pollutes the natural night resource.

   We request that the following text be added to this proposal: "Sky Brightness at any location within the project boundary shall be a minimum of 20.5 mpsas."

5) Soft Lights requests to be included in the city's dialog with the disability rights community for this project. We wish to ensure that those with light sensitivity disabilities will be able to enjoy and navigate through this project without undue discomfort or harm.

Sincerely,



Mark Baker, B.S.E.E.
Soft Lights
mbaker@softlights.org
www.softlights.org
Facebook: Soft Lights
Twitter: @softlights_org

From: [redacted]
To: Hill, Shannon
Subject: RE: FILE NOS: PP19-082 & GP20-007
Date: Wednesday, March 3, 2021 1:41:05 PM

[External Email]

Hello Lead Agent,

I am looking to do a research Project to amend Diridon Station Area. Is there an EIR report available? Your reponse will be highly appreciated.

Regards,
Hyon Lee

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

From: [redacted]
To: Hill, Shannon
Subject: Diridon Station Area Plan
Date: Wednesday, March 3, 2021 2:02:30 PM

[External Email]

To Whom it May Concern,

My name is Kanyon Sayers-Roods. I am writing this on behalf of the Indian Canyon Band of Costanoan Ohlone People as requested, responding to your letter dated : Mar 3,2021

As this area in question is adjacent to a site that has been identified and recorded as culturally sensitive, we recommend that a Native American Monitor and an Archaeologist be present on-site at all times. In the event that any disruptive surveying or earth movement transpires.

Kanyon Konsulting, LLC has numerous Native Monitors available for projects such as this, if applicable, along with Cultural Sensitivity Training at the beginning of each project. This service is offered to aid those involved in the project to become more familiar with the indigenous history of the peoples of this land that is being worked on.

Kanyon Konsulting, LLC believes in having a strong proponent of honoring truth in history, when it comes to impacting cultural resources and potential ancestral remains. We have seen that projects like these tend to come into an area to consult/mitigate and move on shortly after. Doing so has the strong potential to impact cultural resources and disturb ancestral remains. Because of these possibilities, we highly recommend that you receive a specialized consultation provided by our company as the project commences.

As previously stated, our goal is to **Honor Truth in History**. And as such we want to ensure that there is an effort from the project organizer to take strategic steps in ways that **#HonorTruthinHistory**. This will make all involved aware of the history of the indigenous communities whom we acknowledge as the first stewards and land managers of these territories.

Potential Approaches to Ingenious Culture Awareness/History:
--Signs or messages to the audience or community of the territory being developed. (ex. A commerable plaque or as advantageous as an Educational/Cultural Center with information about the history of the land)

-- Commitment to consultation with the native peoples of the territory in regards to presenting messaging about the natives/Indigenous history of the land (Land Acknowledgement on website, written material about the space/org/building/business/etc)

-- Advocation of supporting indigenous lead movements and efforts. (informing one's audience and/or community about local present Indigenous community)

We look forward to working with you.

Best Regards,

Kanyon Sayers-Roods
Creative Director/Tribal Monitor
Kanyon Konsulting, LLC

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

From: Kanyon Konsulting
To: Hill, Shannon
Subject: Re: Diridon Station Area Plan Amendment: Draft Initial Study/Addendum to Downtown Strategy 2040 EIR
Date: Wednesday, March 3, 2021 12:00:11 PM

[External Email]

I, Kanyon Sayers-Roods, daughter of Tribal Chairwoman Ann-Marie Sayers has been added to the Native American Heritage Commissions list of MLDs/Native Tribal Consultants regarding all previous and subsequent projects, that have potential in disturbing-disrupting-impacting cultural resources and ancestral remains, transpiring in Ohlone territory. I would like to be added to your list when it comes to projects that impact my ancestral homelands.

My email address:
kanyon@kanyonkonsulting.com

Ann-Marie Sayers - shifted to: ams@indiancanyons.org

Kanyon "Coyote Woman" Sayers-Roods

Co-Founder - CEO | Kanyon Konsulting, LLC

Mobile (831) 207-9331 | kanyon@kanyonkonsulting.com

www.kanyonkonsulting.com

Indian Canyon Mutsun Band of Costanoan Ohlone People

www.indiancanyonlife.org/ksr

http://about.me/kanyon.coyotewoman

On Wed, Mar 3, 2021, 9:51 AM Hill, Shannon <Shannon.Hill@sanjoseca.gov> wrote:

> Hello,
>
> Our notice sent yesterday to ams@indiancanyon.org was returned undeliverable. Is this email address no longer valid?
>
> Please refer to the following notice, and let me know if there is another email address the City

should use for noticing.

Best regards,

Shannon Hill
Planner, Environmental Review
Planning, Building & Code Enforcement
City of San José | 200 East Santa Clara Street
Shannon.Hill@sanjoseca.gov | (408) 535 - 7872

Please Submit Comments by Thursday, April 1, 2021 at 5:00 p.m.

To Whom it may concern:

The City of San Jose prepared an Initial Study/Addendum to the Downtown Strategy 2040 EIR for the proposed Diridon Station Area Plan Amendment. The Initial Study/Addendum can be found at: https://www.sanjoseca.gov/your-government/departments-offices/planning-building-code-enforcement/planning-division/environmental-planning/environmental-review/diridon-station-area-plan-amendment.

Project Description: Project would amend the existing Diridon Station Area Plan (DSAP) to align it with the other adopted and ongoing plans; integrate equity considerations; and support DSAP implementation through private development and public investments. Information on the DSAP Amendment, including a draft of the Plan, can be found here: https://www.diridonsj.org/fall2020-dsap.

To Submit Comments: Please submit comments on the Draft Initial Study/Addendum to Shannon Hill, Planner III, in one of the following ways:

1. E-mail: shannon.hill@sanjoseca.gov

2. Mail to: City of San Jose Department of Planning, Building, and Code Enforcement

   Attn: Shannon Hill
   200 E. Santa Clara Street, T-3
   San Jose, CA 95113

Please submit comments on the Draft Initial Study/Addendum by **Thursday, April 1, 2021 at 5:00 p.m.**

For more information on the DSAP Amendment, including upcoming outreach events, public hearings, and updates, please visit www.diridonsj.org.

Shannon Hill
Planner, Environmental Review
Planning, Building & Code Enforcement
City of San José | 200 East Santa Clara Street
Shannon.Hill@sanjoseca.gov | (408) 535 - 7872

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

From: [redacted] Mary Cassel
To: Hill, Shannon
Date: Friday, March 5, 2021 9:29:49 PM

[External Email]

Dear Shannon, thank you for your email. I would love to see a park or garden at the 615 Stockton

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

From: [redacted]
To: Hill, Shannon
Cc: [redacted]
Subject: Comment #2 on Diridon Station Area Plan Amendment Addendum to the Downtown Strategy 2040 Environmental Impact Report
Date: Saturday, March 6, 2021 9:42:10 PM

[External Email]

Dear Ms. Hill,

First, there is a composition error in Table 4 on page 17 of Appendix D, "Transportation Analysis".

The "Descriptions" of item B27 and B28 are identical: "Completion of the last reach of the Los Gatos Creek Trail including design, land acquisition and environmental review."

That description is valid for item B27. However a different description for item B28 would be more appropriate.

And second, it seems to me that there is an error in the text of the "Project" for item B33: Three Creeks Trail: W est from Los Gatos Creek Trail/Lonus St to Guadalupe River

The Three Creeks Trail ends at Lonus Street, where it joins the Los Gatos Creek Trail. And in any event, to go from that location to the Guadalupe River, you don't go west; instead you go mostly north. I am not sure what is intended for B33, but the current project text seems erroneous.

Sincerely,

Martin Delson
[redacted].
San Jose, CA [redacted]

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

From: [redacted]
To: Hill, Shannon
Cc: [redacted]
Subject: Comment on Diridon Station Area Plan Amendment Addendum to the Downtown Strategy 2040 Environmental Impact Report
Date: Saturday, March 6, 2021 8:47:28 PM

[External Email]

Dear Ms. Hill,

Item 7 in Table 3 on page 15 of Appendix D, "Transportation Analysis" reads as follows:

"Convert Montgomery Street between Santa Clara Street and San Fernando Street from a one-way (southbound) street to a two-way street. Create cul-de-sac at southerly end of Montgomery Street, just north of Park Avenue."

My suggestion is to create a gap in the planned cul-de-sac at the southerly end of Montgomery Street on the western side of the street wide enough for bicycles traveling south on Montgomery to proceed directly through to Park Avenue and beyond.

Montgomery Street - Bird Avenue is one of the few north-south corridors across I-280, and provides direct access to and from the Diridon Station Area. A gap in the cul-de-sac will allow cyclists heading from Diridon Station or the Arena, or from the planned amenities in the Diridon Station area to take the most direct route south without having to go East to Autumn Street just to come back to Montgomery Street.

Sincerely,

Martin Delson
[redacted].
San Jose, CA [redacted]

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

County of Santa Clara

Roads and Airports Department
Planning, Land Development and Survey

101 Skyport Drive
San Jose, CA 95110-1302
(408) 573-2460 FAX 441-0276

March 29, 2021

Shannon Hill
Planner, Environmental Review
Planning, Building & Code Enforcement
City of San José | 200 East Santa Clara Street
Shannon.Hill@sanjoseca.gov

SUBJECT: Draft Initial Study/Addendum to the Downtown Strategy 2040 EIR for the Diridon Station Area Plan Amendment

The County of Santa Clara Roads and Airports Department (The County) appreciates the opportunity to review the Draft Initial Study/Addendum to the Downtown Strategy 2040 EIR for the Diridon Station Area Plan Amendment and is submitting the following comments:

- Did the City provide a Supplemental Local Transportation Analysis (LTA) for this Amendment?
- We did not see one in the Transportation Analysis Section of the Supplemental EIR. Can we request the City to provide that?

If you have any questions or concerns about these comments, please contact me at 408-573-2462 or ben.aghegnehu@rda.sccgov.org

Thank you.

Board of Supervisors: Mike Wasserman, Otto Lee, Susan Ellenberg, S. Joseph Simitian, Cindy Chavez
County Executive: Jeffrey V. Smith

Pacific Gas
And Electric Company

Corporate Real Estate
Strategy and Services

U.S. Mail
Mail Code N15G
Pacific Gas and Electric Company
P O Box 770000
San Francisco, CA 94177-0001

Overnight Mail:
Mail Code N15G
Pacific Gas and Electric Company
245 Market Street
San Francisco, CA 94105-1702

March 30, 2021

Jose Ruano, DSAP Project Manager
Shannon Hill, Planner Environmental Review
Department of Planning, Building, and Code Enforcement
City of San Jose
200 E. Santa Clara Street, T-3
San Jose, CA. 95113

Delivered via email to Jose.Ruano@sanjoseca.gov and shannon.hill@sanjoseca.gov

RE: Draft Diridon Station Area Plan (DSAP) and EIR Comments
Cinnabar Service Center - APN's 259-27-027, 259-26-020, & 259-26-019

Dear Mr. Ruano and Ms. Hill:

Thank you for providing the opportunity to comment on the Draft Amended Diridon Station Area Plan (DSAP) and the accompanying Draft Initial Study/Addendum to the EIR (EIR). PG&E has reviewed the Drafts from a land use policy perspective and has the following comments.

PG&E in general supports the overall vision and objectives of the DSAP and the policies contained throughout, and specifically supports:

- Maximizing height potential in certain areas to generate more urban vitality and economic activity. PG&E supports the increase in maximum building height allowed on the Cinnabar Service Center site owned by PG&E.
- Creating a pedestrian-focused mixed-use urban district with appropriate transitions to surrounding lower-density residential neighborhoods.
- The focus on creating new affordable housing units, preserving housing affordability for lower-income residents, and protecting vulnerable residents from displacement. PG&E supports the City's adoption of the commercial impact fee to help finance affordable housing within walking distance to the Diridon Station.
- Providing for a variety of housing, commercial and mixed-use opportunities throughout the DSAP area.
- The policies and objectives that focus on enhancing mobility to and throughout the station area.

PG&E would, however, like to raise the following issues as they are depicted in the DSAP and EIR applicable to the Cinnabar Service Center site. The Service Center site is bounded by Stockton Avenue to the west, the railroad tracks to the east, W. Julian Street to the south, and Lenzen Avenue to the north:

- **Land Use Designation:** PG&E notes that the proposed General Plan land use designation for the Cinnabar site is Commercial Downtown. This proposed land use excludes any residential uses. PG&E believes that given the size of the parcel, its location west of the railroad, and the neighboring existing residential uses to the west, it would be more appropriate for the site to be designated as "Downtown", like the neighboring land south of W. Julian Street. This would permit a possible mix of uses to be developed, and also allow for appropriate transitions to the neighboring residential areas which is a policy goal of the Plan, as mentioned above. PG&E believes this land use change can be made without impacting the DSAP Maximum Development Capacity Limits stated in the EIR, since these are not site specific and are more than adequate for the entire station area.

- **Greenways:** PG&E is generally supportive of the proposed Active Greeways. These include A1 which would run under the elevated railroad tracks along the east side of the Cinnabar site; A2 which would be a proposed extension of Cinnabar Street that would cross the site and pass under the elevated railroad tracks; and A3 which would run along Lenzen Avenue and also cross under the elevated tracks. PG&E would, however, request that the City of San Jose collaborate with it on any decisions regarding the exact location, design and function of these proposed Greenways.

- **Parking Policy:** PG&E supports prioritizing shared parking and dispersed parking throughout the Station Area. However, PG&E would appreciate additional information regarding parking minimums and maximums for individual developments, and specifically for the Cinnabar site given its location at the far northern end of the DSAP area.

- **Continued Use as a Public Utility Service Center:** PG&E requests assurance that its current use and operation as an active Service Center be allowed to continue for the foreseeable future, in order to continue providing the required level of utility services and response times to the surrounding areas within the City of San Jose.

Once again, PG&E supports the DSAP's comprehensive overall land-use vision. But as owner of one of the largest parcels within the DSAP boundaries, we hope you will agree that the potential future use of the Cinnabar site is worthy of further consideration.

We look forward to working with the City of San Jose and would be pleased to discuss our comments with you. You can reach me at M2Rw@pge.com.

Sincerely,



Mark Redford
Principal Real Estate Transaction Manager
Corporate Real Estate Strategy & Services

April 1, 2021

City of San José, Department of Planning, Building, and Code Enforcement
Attn: Shannon Hill, Planner III
200 East Santa Clara Street, T-3
San José, CA 95113-1905

Via USPS and email: shannon.hill@sanJoséca.gov

Re: Comments on Initial Study/Addendum to the Downtown Strategy 2040 EIR for the Diridon Station Area Plan Amendment

Dear Ms. Hill:

Thank you for including the City of Santa Clara (Santa Clara) in the environmental review process for the Initial Study/Addendum to the Downtown Strategy 2040 EIR (Addendum) for the Diridon Station Area Plan Amendment (the "DSAP Amendment" or "Project"). Among other changes, the DSAP Amendment would include:

- Expanding the DSAP boundaries from approximately 250 acres to 262 acres;
- Increasing maximum development capacity to permit up to 7,838,000 square feet of office/commercial capacity and 7,044 residential units (not including Google's Downtown West project); and
- Increasing maximum height limits to the limits as established by the Federal Aviation Administration's (FAA's) United States Standard for Terminal Instrument Procedures (TERPS) for the Norman Y. Mineta San José International Airport (Airport).

The following comments are provided following our review of the Addendum.

1. Transportation

a. Congestion Impacts

The Addendum finds that the DSAP Amendment is expected to increase congestion beyond acceptable levels under Valley Transportation Authority's (VTA's) Congestion Management Plan (CMP). However, no analysis is provided regarding the severity of the increase in congestion or where it may occur. Though congestion is no longer a CEQA impact, San José is still required to implement VTA's CMP requirements for evaluating the Project's impacts on CMP facilities and to mitigate impacts to those facilities. Additionally, page 39 of San José's 2020 Transportation Analysis Handbook states that intersections outside San José's boundaries with potential to be affected by a project shall be evaluated per the transportation standards of the corresponding

external jurisdiction. The City of Santa Clara uses the VTA Transportation Impact Analysis Guidelines as a basis for determining study intersections. Accordingly, in addition to CMP facilities, Santa Clara intersections with ten or more project trips per approach lane must be analyzed, including intersections along the corridors of Stevens Creek Boulevard, Coleman Avenue, El Camino Real, Newhall Street, and Pruneridge Avenue within Santa Clara. Cumulative conditions including other reasonably foreseeable projects such as the Downtown West project must be evaluated as well. By failing to evaluate impacts to CMP facilities and Santa Clara intersections, the Transportation Analysis failed to comply with state law and San José's transportation analysis requirements.

b. Impacts to Transit Services

The DSAP Amendment will significantly increase the number of residents and employees in the Project area. Accordingly, it will significantly increase the demand for transit services. The Addendum focuses on whether pedestrian, bicycling, and transit facilities are accessible and analyzes average vehicle speeds in Transit Priority Corridors during the AM peak hour. However, it fails to evaluate the Project's impacts on average vehicle speeds in Transit Priority Corridors during the PM peak hour. Page 32 of San José's 2020 Transportation Analysis Handbook states that large projects should be assessed for its effects on transit operations. To identify these potential impacts, the Transportation Analysis should analyze average vehicle speeds in Transit Priority Corridors during the PM peak hour and should work with the VTA to identify any feasible transit priority measures to address increased transit vehicle delays.

Additionally, San José's General Plan Policy TR-1.2 specifically mandates San José to "[c]consider impacts on overall mobility and all travel modes when evaluating transportation impacts of new developments or infrastructure projects." By failing to adequately analyze impacts on transit services, the San José failed to implement Policy TR-1.2, and the Addendum fails to fully evaluate whether the Project would be consistent with applicable policies. Accordingly, the Addendum's conclusion that the Project would not contribute to new or worsened conflicts with an applicable program, plan, ordinance, or policy addressing the circulation system is not supported by substantial evidence.

2. Affordable Housing

The need to guarantee affordable housing within the Project area is clear, but neither the DSAP Amendment nor the Addendum includes an affordable housing requirement. The DSAP Amendment also discusses the link between adequate and integrated affordable housing and improved public health outcomes and its importance to environmental sustainability. Integrated affordable housing is also prioritized by San José planning documents related to sustainability. For instance, Strategy 2.2 of Climate Smart San José recognizes the need for affordable housing to minimize climate change impacts. However, rather than committing to requiring affordable

housing on site, the DSAP Amendment provides an unenforceable goal of 25 percent affordable housing.

Santa Clara requests that the DSAP Amendment meet its affordable housing requirement fully through the provision of onsite affordable housing and that this be included as an enforceable requirement in the Addendum. Without an enforceable requirement, developers may simply pay the inclusionary housing fee without ensuring affordable housing will be built in the DSAP area. This may lead to public health outcomes that have not been considered in any planning document and may result in increases in VMT, which in turn increase air quality, GHG, and energy impacts.

3. Flight Patterns

The DSAP Amendment will permit significantly increased residential density within the 65 dBA CNEL noise contour. Additionally, it will permit residential uses in the Airport's Outer Safety Zone despite the fact such development is discouraged by the Santa Clara County Airport Comprehensive Land Use Plan (CLUP) due to potential aviation accidents. Further, the DSAP Amendment will allow an increase in building height from 90-100 feet to 180-205 feet in the area closest to the airport. The Addendum also indicates potential for future development projects that could exceed the FAA imaginary surfaces or potentially conflict with CLUP policies.

Santa Clara is concerned that the increase in residential density and building heights near and within the Airport Influence Area and Outer Safety Zone may induce the FAA to change the flight paths into and out of the Airport, which in turn could lead to increased noise and safety impacts in Santa Clara. Though the Addendum claims the Project "would continue to avoid impacts to air traffic patterns," it does not appear that the FAA, which has exclusive control over flight paths, has been consulted with regards to this issue. Instead, the Addendum aligns its conclusion that the Project would not impact air traffic patterns with its discussion of impacts related to airport hazards. However, the fact that the Addendum finds no significant impacts related to airport hazards does not guarantee there will be no impact related to air traffic patterns, which San José has no control over. Because the determination that the Project will not cause changed flight patterns has not been confirmed by the FAA, it is not supported by substantial evidence. Santa Clara requests that San José consult with the FAA to confirm that this scale of development will neither cause the FAA to shift flight patterns nor be a factor in determining future changes to flight patterns into and out of the Airport. If the FAA may shift flight patterns due to the Project, this must be publicly disclosed, and the potential noise and safety impacts must be analyzed.

4. Changed Impacts trigger the requirement to prepare an SEIR

a. <u>The Addendum discloses emissions will be substantially more severe than anticipated in the Downtown Strategy 2040 EIR</u>.

An addendum may not be used where changes to a project result in new or substantially more severe environmental impacts than analyzed in a prior EIR. (See CEQA Guidelines, §§ 15162(a) & 15164(a).) The Addendum shows that emissions of criteria air pollutants will substantially exceed those anticipated in the prior EIR, the Downtown Strategy 2040 EIR. Table 10 shows that the DSAP will increase annual ROG emissions by 74.96 tons per year (tpy); NOx by 42.98 tpy; and PM_{10} by 38.20 tpy. Each of these substantially exceeds the 10 or 15 tpy threshold of significance. Daily emissions will increase by 405.3 lbs/day for ROG; 235.5 lbs/day for NOx; and 209.3 lbs/day for PM_{10}. Again, each substantially exceeds the daily threshold of significance of 54 or 82 lbs/day. Additionally, these increased levels do not include Google's Downtown West project, which would further increase emissions in the DSAP area and require further amendment to the DSAP. These are clearly substantially more severe impacts than those evaluated in the Downtown Strategy 2040 EIR.

The Addendum dismisses these substantially more severe significant impacts by stating that overall General Plan development will not increase and alleging that this means the Project will not increase emissions in the air basin as a whole. However, this rationale does not excuse the requirement to prepare an SEIR here. The Addendum is to the Downtown Strategy 2040 EIR, not the General Plan EIR or any other environmental review document. Therefore, the only relevant inquiry is whether air quality emissions exceed those anticipated by the Downtown Strategy 2040 EIR, which they do. Accordingly, comparison to air quality emissions under the General Plan as a whole is irrelevant to the issue of whether an SEIR to the Downtown Strategy 2040 EIR is required. Because impacts related to ROG, NOx, and PM_{10} emissions will substantially exceed those in the Downtown Strategy 2040 EIR, an SEIR is required.

Thank you for your consideration of and attention to Santa Clara's comments on the Initial Study/Addendum to the Downtown Strategy 2040 EIR for the Diridon Station Area Plan Amendment.

Sincerely,

Andrew Crabtree

Andrew Crabtree
Director of Community Development

DANG
Diridon Area Neighborhood Group

April 1, 2021

City of San Jose
Planning Building & Code Enforcement
Jose Ruano, DSAP Project Manager
200 East Santa Clara Street
San Jose, CA 95113
Sent via email

RE: Diridon Station Area Plan CEQA document amendment

To whom it may concern:

The Diridon Area Neighborhood Group (DANG) would like to reintroduce the issues raised in our last comments to the DSAP amendment. Those comments are below:

The Diridon Area Neighborhood Group (DANG) would like to reiterate its consternation and frustration concerning the DSAP revision process. Commenting on this Draft Amended DSAP document was difficult due to the lack of a straightforward nature of messaging, community input, and document creation. We have several issues of concern that we want to have clarified.

1. Presenting the Draft Amended DSAP document merely as an amendment does not constitute a full guiding document to be used for future development. We believe that this should be a supplemental or new DSAP EIR.
2. When the Downtown Strategy Update 2018 was being approved, at no time was there mention that there would be no further opportunity for the community to address any building height or neighborhood interface issues for the Diridon Station area. The public should have had the ability to comment on these issues during this process.
3. Piecemealing of various documents for the purpose of taking a short cut and not letting the surrounding neighborhoods know the full extent of the mitigation issues of this change in the DSAP is unprofessional at best, creating a Frankenstein-type monster of a CEQA document.
4. Another item of concern is located within the document ***Downtown Update Strategy 2040 EIR***, page 208, which states:
   The proposed 4,000-unit increase in residential capacity to 14,360 units would be achieved by transferring residential units from outlying (beyond the general

vicinity of Downtown) Urban Villages and other Growth Areas identified in the 2040 General Plan.

The statement above does not declare that the 4,000 units are to be assigned specifically to the Diridon Station area. Since this document does not specifically assign these additional residential units to the station area, staff should eliminate all specific numbers of residential units from the Draft Amended DSAP. If, in fact, these units are assigned specifically to the station area, please cite the location in the EIR document.

Furthermore, DANG requests that you:

1. Provide information about the criteria used to determine that an amendment to the DSAP was the appropriate process instead of a supplemental or new DSAP EIR. DANG believes that a supplemental or new EIR should be the appropriate process because of the major changes being allowed, such as Council's decision to no longer follow the OEI guidelines and the massive increase in development potential for the DSAP area due to the dramatic building height increases.
2. Provide the proposed increase of commercial development in square feet and number of housing units from the 2014 DSAP to the current draft DSAP amendment.
3. Provide information about the impact of the crane heights on development heights.

Regardless of the impediments created to limit public comment, please see below other DSAP comments from DANG.

Thank you,

Kathy Sutherland	Bert Weaver
Laura Winter	Sarah Springer
Edward Saum	Harvey Darnell
Helen Chapman	Bill Rankin
Mary Pizzo	Norma Ruiz
Kevin Christman	Jake Smith

Our research shows that the following documents and referenced pages guide development height in the Diridon and specifically the Delmas Park neighborhood.

Downtown Strategy 2040, Integrated Final EIR

December 2018

Page 209

Diridon Station Area Plan (DSAP)

The majority of the DSAP area is within the Downtown Strategy 2040 boundaries. The Downtown Strategy 2040 does not propose changes to the DSAP. Development occurring in the DSAP area would be subject to land use regulations and policies established in the DSAP. The project, therefore, would be consistent with the DSAP.

Diridon Station Area Plan (DSAP)

June 2014

Page 4-9 number 5 states the following:

ASSUMPTIONS AND EXCLUSIONS

The height limits used in the development of the test-fit plan are consistent with, and in most cases below, the height limits established in the Urban Design Section of this Plan. Building heights used in the test-fit plan are also below the maximum building heights established by Federal Aviation Administration (FAA) Part 77, as discussed below. In the southern zone building heights were set to respect the scale of the adjacent neighborhoods and the recommendations in relevant Strong Neighborhood Initiative (SNI) documents. (underlined for emphasis)

Page 4-16

STRONG NEIGHBORHOOD INITIATIVE ZONES

Project sub-areas D (Dupont/McEvoy) and F (Park/San Carlos) both fall within existing SNI (Strong Neighborhood Initiative) boundary and both of these areas have had SNI Neighborhood Improvement Plans and/or Business Improvement Plans prepared in the recent past. Delmas Park SNI Neighborhood Revitalization Plan gives general guidance on the community's preferred land uses, and desirable massing/heights/densities of buildings. The proposed uses, block and street patterns and building heights indicated in the 'test-fit' DSAP - Final Plan Report are intended to be respectful of and consistent with the community's recommendations.

2002 Delmas Park Neighborhood Improvement Plan

Approved and accepted by City Council and the Planning Commission

Amended in 2007 without changes to this language by City Council and Planning Commission

> Page 30 states the following: Infill Development Criteria During the planning process community members made specific recommendations for infill development within the West San Carlos corridor, including height, density, tenant mix, and architectural character. Height/Density Community members support significant density and height for new development, provided it is sensitive to adjacent neighborhood conditions.
>
> The “Infill Location and Heights” graphic on the following page illustrates height/density criteria. Infill recommendations for specific locations are:
>
> > • West San Carlos Street Frontage - Replace existing auto and light industrial uses with housing over commercial; 4-5 stories average height along the frontage, stepping down to 3 stories adjacent to single-family areas on the north and south.
>
> Page 31 includes a map clearly identifying the site as a redevelopment area with 4 -5 stories.

Draft Amended DSAP

Page 49

Lot Line and Right of Way step back Plane

From the mid-block Lot Line and Right of Way Setback Plane lines to W. San Carlos, how many square feet of land does this section include? How many square feet of land are in the entire DSAP?

Page 51

The Lot Line step back Plane figure 2-4-8a demonstrates how this will work for a Rear Shared Property Line.

The Lot Line step back Plane does not apply to only rear property lines.

The majority of the property lines are side property lines with only three (3) foot setbacks.

Provide an additional figure to demonstrate the proposed setback plane under these conditions.

In the DSAP area (with the exception of Downtown West), on a map please show developments built within the past 20 years, projects currently under construction, entitled projects, development proposals which are scheduled to be approved before the final version of this amendment, development proposals which have held publicly noticed meetings.

Provide information about the loss of "theoretical capacity" for commercial and residential development in the DSAP due to the above projects

Provide information about the loss of "theoretical capacity" due to newly acknowledged crane height concerns

Provide information about the loss of "theoretical capacity" if the 3 half-blocks on the south side of W San Carlos between Bird and Delmas were developed to the following heights as called out in the Delmas Park Neighborhood Improvement Plan:

"West San Carlos Street Frontage - Replace existing auto and light industrial uses with housing over commercial; 4-5 stories average height along the frontage, stepping down to 3 stories adjacent to single-family areas on the north and south."

Bicycle and Pedestrian Facilities

The proposed project would conflict with a bicycle-or pedestrian-related program plan or policy if it would create a hazardous condition that currently does not exist for pedestrians or bicyclists, or if it conflicts with planned facilities or local agency policies regarding bicycle and pedestrian facilities

Several areas both within the project plan and adjacent to the project plan will have significant negative impacts on bicycle and pedestrian safety, conflicting with Envision **San Jose 2040 General Plan Land Use Goal TR-2**: "improve walking and bicycling facilities to be more convenient, comfortable, and safe**,** so that they become primary transportation modes. Although the Downtown West and adjacent areas will greatly improve pedestrian, bicycle, and other micromodality transportation modes due to the proposed improved network of streets and access to transit, the following locations need greater scrutiny to assure compliance with Safe Routes to Transit, San Jose Bike Plan 2020, and Vision Zero: Onsite Improvements

1. "Off-street path connections along Los Gatos Creek within the project site to fill in gaps in the existing trail, with an off-street path connection running along the western edge of Los Gatos creek between Auzerais Avenue and Park Avenue, as well as along the eastern edge of the creek from West San Fernando Street to West Santa Clara Street. These trail segments would be connected by on-street protected bikeways along

Autumn Street between Park Avenue and the VTA tracks." A safe pedestrian and bicycle undercrossing is imperative here to assure safety for both recreational uses and transit access for commuters. This will be a major vehicular/bus intersection that will be incompatible with the heavy pedestrian, bicycle and other micromodality uses expected for the project area.

"Controlled at-grade crossing (crosswalk and curb improvements) for the Los Gatos Creek Trail across West Santa Clara Street at or near Delmas Avenue. This crossing would connect the existing segment of the Los Gatos Creek Trail within Arena Green, along the west side of the creek, with a new portion of the trail to be developed as part of the project on the east side of Los Gatos Creek between the VTA tracks and West Santa Clara Street." This area is slated for a much more intense use than at present: an office building, two residential buildings, an events center, the adaptive re-use of the San Jose Water Building, a large plaza, the Los Gatos Creek Trail, the Guadalupe River Park Trail, plus Arena Green and SAP center all converge here. Simple controlled-grade crosswalk and curb improvements are grossly insufficient for this level of activity on both sides of West Santa Clara Street. We are aware that an undercrossing is unfeasible. An overcrossing needs to be studied for this location along with a more robust analysis of pedestrian and micromobility issues.

1. West Santa Clara Street at Cahill Street is another location that will be unsafe for pedestrian and micromodalities. Two possible solutions might be to include a second BART station entrance at the north side of Santa Clara Street in front of SAP Center or an overcrossing.

2. Provide a detailed safety analysis with proposed solutions for Bird Avenue over Highway 280. The Gardner Academy on the south side of 280 in the Gardner Neighborhood includes an enrollment boundary north of Highway 280 and is currently a pedestrian and bicycle nightmare. A parallel pedestrian/bicycle bridge may be the safest solution here.

3. West San Fernando Street between Race Street and the project area is proposed to be a protected bike lane and currently experiences heavy pedestrian, motorized scooter, skateboard, and other micromodality usage and the bikeway includes a portion of Cahill Park's promenade. The public safety issues with this bikeway is alarming. An analysis and safety recommendations for this section of West San Fernando Street must be made.

4. A detailed micromdality management plan needs to be produced with robust community involvement and input.

Roadway Network Changes

Autumn Street and Almaden Avenue do not connect to a major highway, as does Delmas Avenue; this would potentially increase VMT and lead to driver confusion, especially with egress for SAP Center, a new project Events Center and Logistics Center. The Arena Traffic and Parking Management Plan is a very detailed document created with the input of the adjacent residential neighborhoods and for 30 years has worked flawlessly to minimize traffic impacts from SAP Center on said neighborhoods. Removing Delmas Avenue between West Santa Clara Street and West San Fernando Street will have a significant negative impact from visitors to SAP Center, the new Events Center and the new Logistics Center. Google Maps and Waze, if not programmed properly, will automatically send drivers through residential neighborhoods in order to get to the nearest freeway onramp to the south of the project area, the Highway 87 southbound onramp at Delmas and Auzerais Avenues. The TPMP goals must continue to be met and the navigation apps must not send drivers into a residential neighborhood.

DANG recommends a pedestrian crossover on West Santa Clara Street: Elevated crosswalk with stairs, elevators and escalators for safe pedestrian crossing over W. Santa Clara close to Diridon Station.

DANG also recommends an elevated trail connection in the north end of the DSAP based upon the outcome of the DISC development. The final determination of the location and termination points would be coordinated with the public before the Diridon Station work has begun.

GUADALUPE RIVER PARK CONSERVANCY

April 1, 2021

Ms. Shannon Hill
City of San Jose – Department of Planning, Building, and Code Enforcement
200 E. Santa Clara Street, T-3
San Jose, CA 95113
Via Electronic Mail: shannon.hill@sanjoseca.gov

Re: Initial Study/Addendum to the Downtown Strategy 2040 Environmental Impact Report for the Diridon Station Area Plan Amendment File No.: PP19-082; SCH #2003042127; Council Districts 3 and 6

Dear Ms. Hill:

The Guadalupe River Park Conservancy has reviewed the Addendum for the DSAP Amendments and are disappointed that Arena Green, the largest park in the DSAP area, continues to be outside the DSAP boundary. In a letter to the Deputy City Manager, Kim Walesh, on June 15, 2020 "Re: Inclusion of the Guadalupe River Park in the DSAP Boundaries", we expressed that to achieve shared visions of a vibrant, healthy, and well-maintained park, and to achieve the City's General Plan Goals for the Guadalupe River Park to be a "Grand Park" for San Jose, there needs to be formalization of the park as part of the broader DSAP district and downtown area to ensure that the park and Downtown can develop and prosper together.

We continue to be concerned about the lack of parkland included in the Google project and encourage the City to require future projects in the DSAP to provide parkland consistent with current City codes, goals, and policies.

Our request should be seriously considered, especially given the stated visions for the parks and public spaces in the area. A number of the parks and trails images shown in the Draft DSAP Plan are placed to inspire aspirational goals around open space design, stewardship, and programming. These open spaces also are supported by various value capture and reinvestment districts. Without formalizing the boundaries that encompass the network of parks and open spaces in the district (Guadalupe River Park, Los Gatos Creek, and all the existing and planned parks and plazas), there is not a foundation to support the future development of these spaces to meet the park and public space goals stated in the document.

If further revisions are being made to the Plan as part of the approval process, we ask that this change also be made. This would allow for the serious recognition of the importance of this public open space area consistent with San Jose's General Plan, ActivateSJ, San Jose Downtown Vision, Guadalupe River Master Plan, and a number of other plans, community priorities, and guiding principles developed through countless community meetings, task forces, and public input. As a trusted nonprofit partner, we want to ensure that the City is aware of the opportunity in front of them to develop a value capture and stewardship foundation that would turn our downtown open space network into a case study for success, and avoid another missed opportunity to actualize this long-held priority.

Additionally, if the DSAP includes allowing taller buildings that could shade Arena Green (east and west), we would like the Addendum to include a thorough discussion of this environmental impact.

As the largest open space in the district, both currently and after the buildout of this Plan, this is a major concern that needs clarification. We can find no discussion of how the project will ensure that proposed development would not result in a 10 percent or greater increase in shadow cast onto an open space area.

As we stated in our letter regarding the proposed Downtown West (Google) project, shade and shadow impacts from that development were incorrectly compared to the entire river park. Table 26 of the Addendum confirms that Arena Green (east and west) is an individual park within the Downtown area. The evaluation of shade and shadow impacts of that project should be re-evaluated, and a determination of significant impact should be corrected.
The Addendum states the following:

"Future development proposals for parcels within 100 feet of the riparian corridor of Los Gatos Creek or the Guadalupe River shall assess the effects of the proposed structures (shading and thermal radiation) on riparian vegetation and creek temperatures. Projects that will result in a 20 percent or more increase in shade or any increase in average daily temperature within the river corridor shall be required to: 1) alter their design to reducing shading; or 2) implement other measures to reduce instream water temperatures. Such measures could include increasing the setback or planting of additional shaded riverine aquatic habitat."

We agree that to shade the Guadalupe River and Los Gatos Creek are significant impacts, but we wonder how the re-design of projects (including the Google project) will occur as a result. Does the Addendum include the evaluation of this impact or does the Google project, which is actually proposing development? These resources and Arena Green must be protected, and we support greater setbacks from these sensitive areas. The viewshed from the park must also be protected and impacts identified.

The Guadalupe River Park and Arena Green are outdoor living rooms where community members can gather and connect, both for events and as part of their daily lives. Changes in the Diridon Station Area will certainly impact GRP, just as changes in GRP will impact the Diridon Station Area. This necessitates that the open space strategy considers how these will interact and be managed and funded in the long term. Including Arena Green and the trail within the boundaries of the DSAP will provide a more guaranteed consideration of these important resources as further planning occurs.

We concur that the pedestrian and bicycling network is important and support the footbridge over Los Gatos Creek and hope that it will allow travel for both pedestrians and bicyclists. We also support the concept of "Active Greenways"; however, any that are located in proximity to the Guadalupe River or Los Gatos Creek must respect the natural environment of these ecological resources. We support the proposed extension and off-street alignment of the Los Gatos Creek Trail from W. St. John Street to Auzerais Avenue as long as it abides by all General Plan goals and policies related to the protection of resources and park and trail facilities.

We are concerned that the objectives of the DSAP Amendments do not support or elevate parks, open spaces, areas for public life, public art and the existing natural resources in the area. These are key elements to achieve goals around creating a regional destination (goal 1), and equitable planning goals later in the same chapter. Without specific objectives to meet the baseline public life and civic commons amenities needed, we are concerned that these community priorities would be overlooked.

As the goals do not expressly support the health and restoration of the adjacent natural resources, ecology, and open spaces, the plan creates an innate opposition between supporting development and preservation and restoration of our City's defining unique assets. We encourage the City to revisit the draft plan and first identify elements of the district which are special and unique to us, and plan for and invest in them to become characteristics of our economic, cultural, and social competitive advantage in the region.

The Guadalupe River Park (GRP) is one of the largest parks in San José and provides parks, recreation, and transportation amenities throughout the Downtown and DSAP areas. However, the importance of Arena Green as a stand-alone park must also be recognized. The Downtown West (Google) project DEIR did not assess the impacts of

shade and shadow on Arena Green specifically and attempted to dilute impacts of shading by applying the impacts to the GRP as a whole. This and any future lack of autonomy for impacts to Arena Green would be partially rectified by the inclusion of Arena Green within the DSAP Boundaries.

One of the key strategies of the Plan is to provide "19 acres of easily-accessible public and private open space, including plazas and neighborhood parks, dispersed through the existing neighborhoods and the proposed new developments." We would appreciate clarification in the DSAP Amendment as to how the proposed 19 acres is factored into the requirements of the Google project, which includes "semi-private" and "project sponsored-owned open space". We would also like to see more details on what a "plaza" is considered to be and whether they should be considered to be active open spaces. We agree that people coming to and moving around the Diridon Station Area will frequently use the streets, parks, trails, and plazas as part of their journey. Therefore, we would appreciate more detail as to how "these parts of the public realm are designed to seamlessly connect for people walking, bicycling, or using other forms of human-powered transportation."

We also agree that "the combination of enhanced mobility, robust open space and public life provide opportunities for residents to come to the Diridon Station Area for a unique experience and then move easily to the vibrant spaces of Downtown." We believe the Plan should describe how Arena Green and the GRP are vital to achieve this unique experience.

The Draft Plan would be enhanced by a discussion of how future and existing parks and trails will be maintained. We are also very interested in the connectivity of all the parks described in the Plan.

The revised DSAP states that some parks will have a "floating" designation of where parks may or may not be located. It then states that the specific size, exact location, and configuration of such park sites will be finalized only through future development of particular parcels in the Diridon Station Area. We assume this includes the Google project; however, details as to how that project is going to meet the City's Level of Service requirements for parks was not very specific. We are concerned that the actual locations and sizes of future parks may not be sufficient as future development is proposed, leaving future residents with an inadequate amount of park land leading to an environmental justice impact.

We agree with the intent to provide a trail on the west side of the Guadalupe River between W. Julian and W. St. John Streets. This trail is in the GRP Master Plan. However, consistent with the City's Riparian Corridor Policy, such a trail can occur within the 50-foot riparian corridor – and not outside of it. We have found that the farther away the trail is from the river, the harder it is to maintain such areas and keep them safe. Therefore, we ask that future and important trail connection be consistent with the Riparian Corridor Policy.

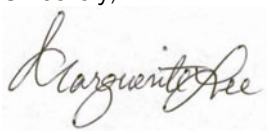
Additional Comments

Including the GRP and Trail in the DSAP boundary will provide the opportunity to better focus the building strategy of the DSAP around public life, not only in terms of environmental benefits provided in air filtration and reduction of urban heat island effect, but also in terms of the physical and mental well-being of a community. Our parks and open spaces have never been more important than right now in this time of pandemic, as mentioned in the DSAP Amendment. The increase in usership of these kinds of spaces has been substantial, and inclusion of them in the planning process should be of high priority for future open space planning.

Including the Guadalupe River Park into the DSAP boundaries allows for a more comprehensive plan that helps address public health, equity, ecology, and recreational impacts the development will have in the district and city. The placemaking, circulation and access goals of the DSAP will be greatly enhanced by the inclusion of the largest open space and dense trail system on its doorstep in the planning process and we welcome the opportunity to participate and provide leadership for the future.

We fervently believe that the DSAP process will benefit from the inclusion of the Guadalupe River Park and Arena Green to ensure that these open space resources support DSAP development and quality of life goals. This is an opportunity for the City of San Jose to redefine success by connecting growth and circulation goals to ecology, equity, and public health. GRPC urges our city leadership to include GRP and Arena Green in the DSAP boundary.

Sincerely,



Marguerite Lee
GRPC Board President

438 Coleman Avenue
San Jose, CA 95110
408-298-7657
guadalupeconservancy.org
EIN: 77-0166797

County of Santa Clara

Parks and Recreation Department

298 Garden Hill Drive
Los Gatos, California 95032-7669
(408) 355-2200 FAX (408) 355-2290
Reservations (408) 355-2201
www.parkhere.org

April 1, 2021

City of San Jose
Planning, Building & Code Enforcement
Attn: Shannon Hill
200 E Santa Clara Street, T-3
San Jose, CA 95113

SUBJECT: Draft Initial Study/Addendum to the Downtown Strategy 2040 EIR for the Diridon Station Area Plan

Dear Shannon Hill,

The County of Santa Clara Parks and Recreation Department (County Parks Department) is submitting the following comments on the Notice of Availability of a Draft Initial Study/Addendum to the Downtown Strategy 2040 EIR for the Diridon Station Area Plan (Plan).

In regard to the Plan, the County Parks Department's review is primarily focused on potential impacts related to the *Santa Clara County Countywide Trails Master Plan Update* (*Countywide Trails Plan*), an element of the County General Plan (adopted by the Board of Supervisors on November 14, 1995), relative to countywide trail routes, public access and regional parks. There are two *Countywide Trails Plan* trail route in the vicinity of the Plan:

> *Guadalupe Sub-Regional Trail* (S3)- a hiking and off-road bicycle route following the Guadalupe River
>
> *Los Gatos Creek Sub-Regional Trail* (S4)- a hiking and on-road bicycle route following the Los Gatos Creek

The segment of the Guadalupe River Trail in the Plan vicinity is already completed. The segment of the Los Gatos Creek Trail located within the Plan vicinity is incomplete, however there are completed segments both north and south of the Plan boundaries.

It is noted in the Plan that "planned improvements to the Los Gatos Creek Trail and the Guadalupe River Trail would be conducted in fulfillment of the Santa Clara County Trails Master Plan" (Section 2.3.1.2 Access and Circulation, page 12).

The County Parks Department supports the collaborative efforts between various City of San Jose departments and other local agencies in regard to this Plan and future site improvements. The County

Board of Supervisors: Mike Wasserman, Cindy Chavez, Otto Lee, Susan Ellenberg, S.Joseph Simitian

County Executive: Jeffrey V. Smith

Parks Department also supports the Plan's efforts to develop new pedestrian and bicycle routes within the development and improve the safety of existing and proposed trail crossings in the Plan vicinity.

Thank you for the opportunity for County Parks Department to provide comments on the Notice of Availability of a Draft Initial Study/Addendum to the Downtown Strategy 2040 EIR for the Diridon Station Area Plan. If you have any questions, please email me at kelly.gibson@prk.sccgov.org

Sincerely,

Kelly Gibson

Kelly Gibson
Assistant Planner

SANTA CLARA COUNTY PARKS

Board of Supervisors: Mike Wasserman, Cindy Chavez, Otto Lee, Susan Ellenberg, S.Joseph Simitian

County Executive: Jeffrey V. Smith

SAN JOSE DOWNTOWN ASSOCIATION

March 31, 2021

Shannon Hill
Environmental Project Manager
City of San José Department of Planning, Building & Code Enforcement
200 East Santa Clara Street, T-3 San José, CA 95113

RE: Diridon Station Area Plan Amendment (PP19-082 and GP20-0070); Downtown Strategy 2040 FEIR (SCH # 2003042127)

Dear Mrs. Hill,

The San Jose Downtown Association (SJDA) provides the following comments on the Amended Final Environmental Impact Report (FEIR) for the development of the Diridon Station Area Plan (DSAP). As a SAAG member, we appreciate the level of detail and consideration staff have put into this FEIR with considerable changes throughout the years.

General Plan 2040:
As the latest addendum relates to the General Plan 2040, we support this update as it would respond to the opportunity to create more housing and jobs by "transferring 4,000 dwelling units and 10,000 jobs from later horizon General Plan growth areas to Downtown capacity available now." The need for consistent land use and zoning is paramount for expanding areas of downtown, such as reflected in this document, converting former land use designations to Commercial Downtown outside of the Downtown West project boundary. As noted, the Downtown Strategy 2040 has a development capacity of 14,360 residential units, 14.2 million square feet of office uses, 1.4 million square feet of retail uses, and 3,600 hotel rooms. The additional 12 acres to be included (from 250 acres to 262 acres) would continue to convert underutilized spaces into a "mixed-use urban neighborhood anchored by a world-class transportation hub and the SAP Center." Building off of the Downtown Design Guidelines and Standards would facilitate an improved aesthetic continuity and higher standards for the DSAP built environment.

Although actual development in the area may not transpire for many years and detail on specific projects will remain vague until they are phased in, we generally support this amendment.

Height Limits and Capacity:
Per City Council's request and Federal Aviation Administration's Terminal Instrument Procedures (TERPS) for the Mineta San Jose International Airport, we appreciate the newly established consideration of maximizing building heights to provide increased density and the guidelines for even higher temporary construction crane allowances. From the prior low maximum of 130 feet to a new height maximum of 295 feet, this is a positive significant delta that will increase density in and near downtown to help establish the bustling urban vibe San Jose warrants and deserves. Subsequently, we are also proponents of the increased maximum of office/commercial capacity to 7,838,000 square feet and residential development capacity to 7,044 units, a net gain of 2,874,600 square feet and 4,456 units, respectively, from the previous plan. The DSAP area is the best place in San Jose for this kind of density and will help create the urbanism much warranted by expanding the city's downtown footprint.

Traffic Circulation/Network Changes, Access:
As noted in the section 2.1 FEIR, "the goal is to develop a sustainable and equitable plan around Diridon Station that capitalizes on an anticipated possible build-out of new transit-oriented development." We are in favor of multiple components here such as reducing GHG and VMT, increasing capacity and multimodal options, and adding bike lanes and connectivity; however, the ramification of certain decisions regarding infrastructure changes should also be considered. For example, we agree an analysis should be conducted if a project surpasses the threshold of VMT Policy 5-1. Components related to permanent infrastructure and development, such as the Autumn Parkway extension, should be examined to allow optimal urban development efficacy. Can a simultaneous extension of Autumn Parkway occur with the development of an interim parking lot? Further studies and updated data must be required to address the DSAP's overall traffic circulation and access, proposed street closures and restrictions, and bike paths. We find the FEIR insufficient in this regard.

To ensure proper ingress and egress from the Downtown West project and DSAP, and its impact on surrounding neighborhoods -- most notably the downtown core -- we also encourage proper vetting of any current and future lane reductions, street closures, and bike paths. For example, the FEIR does not adequately document numerous access and circulation assumptions such as bike path on San Fernando Street or dedicated bus lane on Santa Clara Street. The unintended long-term consequences of such actions may preclude proper access and circulation to numerous impacted properties, businesses, residences and special events. It should be noted that Santa Clara Street is the only east-west thoroughfare in the entire downtown and the FEIR is insufficient in its analysis of how future densities from the DSAP plan will impact this and other downtown streets. Further analysis should be also conducted vis-á-vis the Santa Clara Street complete streets concept.

Parking:
Regarding Section 2.3.1.5, **"**Parking The 2014 DSAP" indicates there was a preliminary concept plan for DSAP. With a total of an anticipated 11,950 parking spaces, "approximately 8,960 spaces would be located in off-street surface lots and structure parking garages and the remaining 2,990 spaces would be provided in underground parking facilities." With an approximate 1,403 spaces aforementioned to serve transit-based demand, it seems there would be a prominent "deficit of approximately 810 spaces" that should be re-evaluated as there are several editions to this updated FEIR. We are cognizant that DSAP will be a predominately transit-oriented development project but if DSAP is leveraging exclusively current allocated parking spaces without building or accommodating for new spaces, this warrants further analysis, and the FEIR is insufficient in its parking supply and demand data.

SJDA thanks staff for their diligence and engagement throughout this process.

Sincerely,



Scott Knies
Executive Director

cc:
Chu Chang, PBCE Acting Director

From: [redacted]
To: Hill, Shannon
Subject: comments on DSAP
Date: Thursday, April 1, 2021 3:32:04 PM

[External Email]

1). make sure the lenzen avenue development is only a walkway no cars bicycles and pedestrians only
2). buy more land for food production to address urban sustainability and a world without fossil fuels
3). buy 630 stockton avenue a diesel bus depot and 615 stockton avenue a large parking lot should be bought for food production and as a demonstration project of turning our asphalt back into the valley of hearts delight so we as humans have food locally and don't become cannibals when the fossil fuels are turned off this is resiliency--growing food locally

4) all residential developments should have a companion kitchen garden a food garden required in all residential developments
5). the hotels should be turned into housing we should not be traveling we need to reduce our fossil fuel use to zero and working from home solves this problem
6). there should be a community garden as the center piece of the guadalupe gardens and for downtown by the train station
7). a large battery backup system should be built as a backup for our rooftop solar to have all. our power green and not on transmission lines
8). pedestrian friendly in every way
9). override SAP center's committment for car parking due to climate crisis
10). fix stockton avenue:

These photos are the most recent of many speeding collisions on Stockton avenue this past weekend.

The reason for these many collisions on Stockton ave are the engineering of the Roads that can be fixed:
*. Too wide of a road
! Too high of a crown
! Road needs three traffic circles with trees planted I. In The circle to stop speeding
! Road needs more curbside trees in Road to reduce width of road
! On sides of Stockton ave: Tree trenches and tree boxes are vegetated engineered landscape practices designed to filter or infiltrate stormwater runoff. They can be incorporated into a wide variety of landscaped areas, including ultra-urban landscapes. Technically, tree boxes and tree trenches are bioretention practices, but their design, construction, maintenance, and benefits merit a separate discussion
! All developers in this area must put into fixing Stockton avenue
! All homeowners should have a property tax to fix Stockton avenue to build the three 1.5 million dollar roundabouts and tree engineered landscape to reduce pollution in our CARE community: the garden alameda neighborhood is part of a COMMUNITY AT RISK for high exposure to pollutants!

! I would like a documented case number for fixing Stockton avenue as itemized above that is submitted to all developers especially google development and on the books —the radar the city plans, the budget of the department of transportation and city planners and our representatives.
! All intersections of Stockton avenue need improved Street lights, ZEBRA STRIPING, at crosswalks and dedicated left hand turn signals to avoid the deaths and injuries at Lenzen at Stockton and Taylor street at Stockton.

10). no car roads for as many as possilble
11). all cars must be in garages or behind fences, no cars no on street parking, make DSAP and downtown san jose car free with congestion pricing for cars very high cost.

1). fix all roads to not have a swoop corners by squaring off corners and increasing the radius to slow traffic
2). speed bumps, tree lines medians, roundabouts bulb out traffic calming engineered into the roads
3). more open space 40 percent more! as required by the general plan and turning significant amount of the green space into food production.

Warm regards,

Tessa Woodmansee
President, Garden Alameda Village Association

--
Clean Air and Quiet Neighborhoods--A Natural Right.

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

From: [redacted] Tessa Woodmansee
To: Hill, Shannon
Subject: DSAP comments from the first san jose community input
Date: Thursday, April 1, 2021 11:42:19 PM

[External Email]

What resonates most to me is saving life on earth and listening and following the science that says we need to be at zero emissions by 2025 . The same human activities that drive climate change and biodiversity loss also drive pandemic risk through their impacts on our environment.
COVID-19 is at least the sixth global health pandemic since the Great Influenza Pandemic of 1918, and although it has its origins in microbes carried by animals, like all pandemics its emergence has been entirely driven by human activities--FLYING, DRIVING AND not being VEGAN! IN ADDITION,

Both nature and nature's contributions to people are vital for human existence and good quality of life (human well-being, living in harmony with nature, living well in balance and harmony with Mother Earth, and other analogous concepts).While more food, energy and materials than ever before are now being supplied to people in most places, this is increasingly at the expense of nature's ability to provide such contributions in the future, and frequently undermines nature's many other contributions, which range from water quality regulation to sense of place. The biosphere, upon which humanity as a whole depends, is being altered to an unparalleled degree across all spatial scales. Biodiversity – the diversity within species, between species and of ecosystems – is declining faster than at any time in human history. WE ARE IN THE SIXTH GREAT MASS EXTINCTION AND WHEN over million species are threatened with extinction in the next decade or two, we humans are on that train and if not going extinct will have a mass dieoff since our growth to almost 8 billion has been driven by fossil fuels and the science says we have to get off of fossil fuels by 2025 or we will experience greater and worse mass human suffering and catastrophic climate collapse and the end to organized human society.

We are NOT reducing our fossil fuel use we are "speeding" in the other direction with our fossil fuel and consumption of earth's resources. Climate crisis and pandemic are telling us the same thing : WE need to STAY HOME!

In my neighborhood we have been totally ignored:
We have a diesel bus depot 630 Stockton Avenue destroying our health and needs to be removed from our community. Diesel Bus DEPOT OR FOOD: you can't eat money or diesel!

We do not need any private diesel buses since all whitecollar workers are working from home as we need to fight the pandemic and reduce our fossil fuel use to zero.

We should not be expanding the airport.

The airport should become an eco village...it's flat like Nebraska. Nebraska is having trouble growing food due to climate crisis, e.g. the record setting derecho that Early estimates say the derecho flattened at least one-third of Iowa's crops – about 10 million acres, according to Iowa Gov. Kim Reynolds. In addition, tens of millions of bushels of grain that were stored at co-ops and on farms were damaged or destroyed as bins blew away. We need to have local agriculture. WE need to grow our food locally.

This land at 615 stockton avenue was originally in general plan 2020 to be RESIDENTIAL
Then in 2008 at the economic downturn the land was given the general plan designation of commercial neighborhood and only commercial buildings NO HOUSING.
This was to make money for the city.
Now a 5 story 80 room with underground parking of 40 cars Hotel is being submitted by the owner and considered by the san jose city planners for 615 Stockton Ave.

After the SJ city council rejected the original hotel that included the residence at 623 Stockton Ave and the 615 stockton ave an affordable housing project was proposed by the property owner, Alan Nyguen in this corner lot since the neighbors did not want a hotel and fought against the rezoning of the residential historical home to commercial.

The affordable housing that was proposed by Alan Nyguen and submitted to the city it was middle income affordable housing for home ownership and the city REJECTED THIS affordable housing even through affordable housing can override the general plan BUT our city said that NO RESIDENTIAL DEVELOPMENT BECAUSE this property is across from heavy industry i.e. there is so much pollution in our neighborhood that the city won't allow housing to be built in our neighborhood.

QUESTION To be answered by our city:

Why did you let my husband and I buy the commercial building now rezoned residential and now our home for 16 years at 641 stockton avenue when it was across the street from the same noisy, toxic air contaminant, cancer causing , heart disease ailments, auto-immune and asthma causing idling DIESEL BUS DEPOT and idling diesel CALTRAIN Maintenance yard. This was not safe for myself and my family. If 615 stockton avenue can not be developed as residential why was 641 stockton avenue allowed to convert from commercial to residential. Actually if the city said that we could not buy this property though the general plan was for the entire west side of Stockton avenue to become residential as shown by our rezoning as a conforming rezoning from commercial to residential means it met the general plan for the entire west side of stockton avenue. Yet now, 16 years later you the city is saying to the proposed owner of 615 stockton ave Alan Nyguen that He can not build affordable housing he proposed since it is across from heavy industry...again Cinnebar commons and Avalon Morrison Park residential development has occurred across from heavy industrial zoning.

But then in 2008 the city to make money went out and financialized our lands to make money for themselves and all the fossil fueled ways they use our money to fly and drive anywhere they want with our support which needs to stop and of course go on global work/vacations with all expenses paid by lobbyists for their entire family to get the support that developers builders and corporations want from politicians. So, 615 stockton Avenue since it was seen by the city drones as a commercial lot was targeted for the 2040 general plan to stay commercial and NOT GO RESIDENTIAL AS planned by the 2020 general plan up until 2008.

Pierluigi Olivario past council member and planning commissioner said: “When a family saves up to buy a single-family home, city zoning promises that their block will remain intact, even if San Jose continues to grow around them. This was not so in our case on Stockton AVenue. We bought our property as a single family home zoning and 8 years later the city changed the general plan for my block and now its corner lot the headstone of the historic neighbotrhood is zoned only for commercial use and a hotel makes millions for the city! Now the plan for 615 stockton avenue corner lot is a 5 story hotel planned at the entrance to my historic block-- Schiele Avenue.

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- All streets that intersect stockton avenue fix the radius where square corners are engineered to slow the turning traffic; no swoops, no more designing our roads like onramps to highways.
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- Add left turn signals to both Lenzen avenue and Taylor street which have been the location for many accidents that have caused death and disability from oncoming uncontrolled traffic turning.

The Garden Alameda neighborhood is a CARE COMMUNITY: Community Air Risk Evaluation Program
Air District Community Health AB 617: Community Health Protection Program
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The Community Air Risk Evaluation Program unites government, communities, and businesses to address areas of concentrated air pollution and related public health effects in the Bay Area.

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The city has no noise controls SO WITH IMPUNITY RCT blasted their gate, car and bus air horns 24/7.
Now that everyone needs to work at home the need for buses and cars and public transit goes away as it should since we need to live very local and fossil fuel free.

The problems in our neighborhood started with Royal Coach Tours but Salvation Army is another area that needs to be fixed. all bus and industrial operations on stockton Avenue and city wide need to use BroadBand backup and warning devices the broadband is a good neighbor warming alarm. When construction or any use of warning alarms are near residential housing then broadband backup beepers need to be used. Also waste management garbage pickup trucks should have broadband backup beepers to be a good neighbor since their pickups can be during quiet time.

Stockton Avenue needs to be fixed.

BART: Bart should not go to Santa Clara BArt should end at Diridon.
LENZEN AVE should be a pedestrian corridor a green space no cars no BS “that cars pay taxes so they should have access to all roads.” No!!!!!! Cars do not pay the taxes necessary to deal with the mess they make i.e. climate change and pollution!
TAYLOR STREET and Stockton AVenue corner needs lots of repair to make it walkable it needs to be redesigned like Campbell avenue near Bascom that made it beautiful walkway separated from the car traffic to make it a beautiful walkable space
SAP NO CARS. The SAP center has to go too. It is a boat anchor of the past. We don’t need entertainment, we need to grow food and have our own entertainment from our family friends and neighbors. In addition, the fact that the SAP is saying they need 5,000 plus car spaces shows they are a true boat anchor to the past.

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ALL THE BUILDINGS NEED TO BE HOUSING
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People say it won't make city money??? That's not true there are many jobs that Alrie middlebrook center for urban sustainability is creating now!!! . Yes it MIGHT NOT make the city THE millions from a hotel; BUT A HOTEL IS NOT RIGHT LIvelihood—-the idea of right livelihood is an ancient one it embodies the principle that each person should follow an honest occupation which fully respects other people and the natural world this holds true for our city too which belongs to the people not corporations and supporting the city services on vices such as hotels, cardroom gambling. Prostitution etc is evil and greedy and on top of that all of us need to stay home so hotels are bad for us because of climate change and covid19 when a pandemic and climate crisis is telling us to stay home .....growing food is good for our survival and creating a demonstration project at 615 Stockton ave will be land centrally located on the grand boulevard Stockton avenue to announce to the world we are

MAKING THE EARTH A GARDEN AGAIN for the human race. It's something we can all agree upon is food for survival instead of becoming as we are seeing now fascistic around the color of our skin we need to be bound together the true definition of fascia is to be bound, but we as humans need to be bound to be unified around our shared need for food , to have food, food security, food sovereignty, and to grow food everywhere so we can survive.

Hotel or food? Which one do you want at the end of life on earth, civilization, organized human society climate and ecological collapse?
Write your San Jose city council persons tell them we need food not a hotel!!!! That is at 615 Stockton avenue at the corner of Schiele ave. Plans are moving forward that need to be stopped we need FOOD not hotel at 615 Stockton avenue! The city needs to buy this land for 3 million or google needs to in order to bring a demonstration project and hands on learning to quickly teach all of us to grow food everywhere we can on every street on every building and on top of every building everywhere grow food SO WE DO NOT BECOME CANNIBALS .

Here is what areas of study and job creation is happening in San Jose, ca by the California native gardens in conjunction with the San Jose and evergreen school community college school district—these are fossil fuel free jobs outdoor jobs/work and sustainable job creation is being worked on at Middlebrook gardens 76 race street And Alrie's Hester gardens which is now centers for urban sustainability they fossil fuel free job tracks at The new urban center for sustainability formally the california native garden foundation are: 1)Regenerative organic agriculture, 2) urban ecological land management, 3)early childhood development pre-k teaching certificate in nature immersion + food, 4)outdoor STEAM education teaching certificate for teachers of grades K-8, 5)regional ecologist,6) ecological engineering technician7) culinary arts academy for a plant based diet. Middlebrook gardens center for urban sustainability at 76 race street are beginning our certification classes in the "first 5" this February. Eventually the college will offer two year applied science degrees. Students must fulfil certification requirements by attending 70 hours of classes over a 20 week period while serving as interns at the build 25 network of farms and eco-villages. The farms will be used by students, teachers, professionals and other older members of our community as laboratories for learning to earn their certificates.

WE need land purchased by the city or Google so that we can have land to grow food and learn how to do this from the program at CNGF: San Jose evergreen Community college district is working with the California native garden foundation to offer 4 new certification classes and eventually 7 job tracks for a new resilient economy that specifically addresses local solutions to climate change.
Each of the 25 eco villages and farm centers will offer teaching, training, research and extension activities for college students, families and members of the community it serves. These centers are designed to protect ecosystems services and allow the residents or

nearby community members to complete all their life cycle needs without travel.Clean air, clean water, healthy soil, nutritious sustainable food, renewable energy, local waste management, human health and well being, education and direct connection to nature and locally restored ecosystems for children, families and members of a diverse community..

What resonates most to me is saving life on earth and listening and following the science that says we need to be at zero emissions by 2025 . “The same human activities that drive climate change and biodiversity loss also drive pandemic risk through their impacts on our environment.
COVID-19 is at least the sixth global health pandemic since the Great Influenza Pandemic of 1918, and although it has its origins in microbes carried by animals, like all pandemics its emergence has been entirely driven by human activities--FLYING, DRIVING AND not being VEGAN! IN ADDITION,
Both nature and nature’s contributions to people are vital for human existence and good quality of life (human well-being, living in harmony with nature, living well in balance and harmony with Mother Earth, and other analogous concepts).While more food, energy and materials than ever before are now being supplied to people in most places, this is increasingly at the expense of nature’s ability to provide such contributions in the future, and frequently undermines nature’s many other contributions, which range from water quality regulation to sense of place. The biosphere, upon which humanity as a whole depends, is being altered to an unparalleled degree across all spatial scales. Biodiversity – the diversity within species, between species and of ecosystems – is declining faster than at any time in human history. WE ARE IN THE SIXTH GREAT MASS EXTINCTION AND WHEN over million species are threatened with extinction in the next decade or two, we humans are on that train and if not going extinct will have a mass dieoff since our growth to almost 8 billion has been driven by fossil fuels and the science says we have to get off of fossil fuels by 2025 or we will experience greater and worse mass human suffering and catastrophic climate collapse and the end to organized human society.
WEe are speeding in the other direction with our fossil fuel and consumption of earth’s resources. Climate crisis and pandemic are telling us the same thing : WE need to STAY HOME!

In my neighborhood we have been totally ignored:
We have a diesel bus depot 630 Stockton Avenue destroying our health and needs to be removed from our community. Diesel Bus DEPOT OR FOOD: you can’t eat money or diesel!

We do not need any private diesel buses since all whitecollar workers are working from home as we need to fight the pandemic and reduce our fossil fuel use to zero.

We should not be expanding the airport.

The airport should become an eco village...it's flat like Nebraska. Nebraska is having trouble growing food due to climate crisis, e.g. the record setting derecho that Early estimates say the derecho flattened at least one-third of Iowa's crops – about 10 million acres, according to Iowa Gov. Kim Reynolds. In addition, tens of millions of bushels of grain that were stored at co-ops and on farms were damaged or destroyed as bins blew away. We need to have local agriculture. WE need to grow our food locally.

This land at 615 stockton avenue was originally in general plan 2020 to be RESIDENTIAL Than in 2008 at the economic downturn the land was given the general plan designation of commercial neighborhood and only commercial buildings NO HOUSING.
This was to make money for the city.
Now a 5 story 80 room with underground parking of 40 cars Hotel is being submitted by the owner and considered by the city for 615 Stockton Ave.

After the SJ city council rejected the original hotel that included the residence at 623 Stockton Ave and the 615 stockton ave an affordable housing project was proposed in this corner since the neighbors did not want a hotel and fought against the rezoning of the residential historical home to commercial.

The affordable housing that was proposed by Alan Nyguen and submitted to the city it was middle income affordable housing for home ownership and the city REJECTED THIS affordable housing even through affordable housing can override the general plan BUT our city said that NO RESIDENTIAL DEVELOPMENT BECAUSE this property is across from heavy industry i.e. there is so much pollution in our neighborhood that the city won't allow housing to be built in our neighborhood.

QUESTION To be answered by our city:

Why did you let my husband and I buy the commercial building now rezoned residential and now our home for 16 years at 641 stockton avenue when it was across the street from a DIESEL BUS DEPOT. This was not safe for myself and my family. If 615 stockton avenue can not be developed as residential why was 641 stockton avenue allowed to convert form commercial to residential. Actually if the city said that we could not buy this property though the general plan was for the entire west side of Stockton avenue to become residential as shown by our rezoning as a conforming rezoning from commercial to residential means it met the general plan for the entire west side of stockton avenue. Yet know 16 years later you the city is saying to the proposed by the owner of 615 stockton ave Alan Nyguen that He can not build affordable housing he proposed since it is across from heavy industry...again innebart commons and Avalon Morrison Park residential development has occurred across from heavy industrial zoning.

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COMMUNITY HEALTH
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Middlebrook gardens center for urban sustainability at 76 race street are beginning our certification classes in the first 4 this February. Eventually the college will offer two year applied science degrees. Students must fulfil certification requirements by attending 70 hours of classes over a 20 week period while serving as interns at the build 25 network of farms and eco-villages. The farms will be used by students, teachers, professionals and other older members of our community as laboratories for learning to earn their certificates.

WE need land purchased by the city or Google so that we can have land to grow food and learn how to do this from the program at CNGF: San Jose evergreen Community college district is working with the California native garden foundation to offer 4 new certification classes and eventually 7 job tracks for a new resilient economy that specifically addresses local solutions to climate change.
Each of the 25 eco village and farm centers will offer teaching, training, research and extension activities for college students, families and members of the community it serves. These centers are designed to protect ecosystems services and allow the residents or nearby community members to complete all their life cycle needs without travel.Clean air, clean water, healthy soil, nutritious sustainable food, renewable energy, local waste management, human health and well being, education and direct connection to nature and locally restored ecosystems for children, families and members of a diverse community..

google could also be made by our city to take the homes on Julian ave three historic homes scheduled for demolition and move them to 615 stockton ave. These homes should be put in a circle facing each other and the commons where they grow food together in the middle. This would be a demonstration project to show how to build a resilient neighborhood. Neighbors knowing each other and working together. for the greater good: growing food and being producers of all the other essentials we need hyper locally. the homes would be renovated to be ecologically advance solar of grid water capture etc LEED certified green as another example of the best of human development and let go of the fossil fueled past.

--
Clean Air and Quiet Neighborhoods--A Natural Right.

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From: Lisa Brancatelli
To: Hill, Shannon
Cc: Colleen Haggerty
Subject: FW: Diridon Station Area Plan Amendment: Draft Initial Study/Addendum to Downtown Strategy 2040 EIR
Date: Thursday, April 1, 2021 4:56:48 PM
Attachments: image001.png

[External Email]

Hello Shannon,

Valley Water has reviewed the Draft Initial Study (IS)/Addendum to the Downtown Strategy 2040 EIR for the Diridon Station Area Plan Amendment (DSAP), received on March 1, 2021 and have the following comments to be considered:

1. Valley Water owns fee title property and easements along both Los Gatos Creek and the Guadalupe River within and adjacent to the DSAP Area. Any work on Valley Water's easement or fee title property will require the issuance of a Valley Water encroachment permit as per Valley Water's Water Resources Protection Ordinance. Issuance of a Valley Water encroachment permit and any agreements with Valley Water, such as Joint Use Agreements, are discretionary acts and require Valley Water to be considered a responsible agency under CEQA.
2. Section 2.4.6 Parks and Open Space, including Figures 6 and 7 propose planned park and trail improvements within Valley Water fee title property and easement. Valley Water is currently working with the City regarding the Los Gatos Creek Trail Reach 5 Phase 1 from Park Avenue to San Carlos Street which is a part of the larger Reach 5 extension from W. Santa Clara Street to Auzerais Avenue. Valley Water has also begun early talks with Google regarding proposed open space and linear parks as part of the Downtown West Mixed-use Plan. The DSAP should note that any new trails will require a Valley Water permit as well as a joint use agreement in addition to permits for use of Valley Water property. Improvements to existing trails may require an amendment of the existing joint use agreements. It should also be noted that anything within the limits of the Downtown Guadalupe Flood Protection Project will require a Valley Water permit.
3. Valley Water has easement along the Guadalupe River which contain several native plant mitigation sites related to past flood protection improvements along the river. The DSAP discussions related to riparian mitigation should note that no planting for mitigation or replacement tree planting can occur on Valley Water property or within existing Valley Water mitigation sites as mitigation on Valley Water property is reserved for Valley Water projects. However, if the work will occur on sections of the Guadalupe River that are outside of Valley Water property, Valley Water as the local sponsor of the USACE improvements constructed on the river will still need to review and permit the proposed work to ensure no impact to flood protection improvements.
4. It appears based on various figures in the DSAP that additional pedestrian crossings (both overcrossings and undercrossings) of Los Gatos Creek and the Guadalupe River are proposed.- Continued development of the park and trail system around the creek and river will require close coordination with Valley Water to avoid impacts to the flood control improvements, mitigation areas, the riparian corridor, and creek hydraulics. Also, a joint use agreement will be required to allow public use of any Valley Water owned areas. The design for the redevelopment of the area will also need to include measures to protect the quality of runoff from the area based on new requirements from the Regional Water Quality Control Board.
5. One of Valley Water's primary responsibilities is not only to plan and implement flood protection measures in the City, but to protect and enhance the river's benefits though stream stewardship. The greatest benefit to the river's habitat value are the setback requirements from the riparian corridor for structures and hardscape. The importance of these setbacks cannot be over emphasized since the Guadalupe River has been designated critical habitat for the threatened

steelhead trout and Chinook salmon by the National Marine Fisheries Service (NMFS). As part of the Guadalupe River Flood Protection Project, the NMFS has imposed protection requirements from the river on Valley Water. The main requirement is the need to keep the temperature of the river suitable for fisheries survival. This is best accomplished by protecting the riparian canopy, under story, and vegetation along the river. Adequate setbacks buffer the river from development, provides improved aesthetic prospects, and present opportunities for riparian restoration. Los Gatos Creek also provides habitat for these threatened species; and therefore, the same considerations should be incorporated into development along Los Gatos Creek.

6. The DSAP Amendment notes in multiple places that impacts to the riparian corridor will be minimized by enforcement of the City's Riparian Corridor Policy, but in some places the corridor is very small and/or degraded. As an area plan, goals, and opportunities for enhancement of the riparian corridor should also be included and discussed in the plan. Valley Water strongly encourages the City to maximize the setbacks to the riparian corridor, using 100 feet where possible, though the riparian corridor policy includes various circumstances where reduced setbacks may be used, such as in-fill areas and areas in and near downtown.

   In addition, Valley Water encourages the City to also utilize the Guidelines and Standards for Land Use Near Streams (G & S) developed by the Water Resources Protection Collaborative in which the City participated. The Guidelines and Standards include additional guidance that complement the Riparian Corridor Policy, particularly since easy to read guide sheets are included that can be provided to developers and property owners. Of particular importance are setbacks, appropriate land uses near the riparian corridor, and use of appropriate plantings adjacent to the riparian corridor. In particular, the use of box size locally native tree species and large nursery containers for shrubs and ground cover adjacent to the riparian corridor should be avoided to protect the genetic integrity of the existing native riparian plants. Instead, for areas adjacent to the riparian corridor where large container plants are desired ornamental and/or non-local natives should be used (see G & S Design Guides 2, 3, 4). Locally native riparian plant species used should be grown propagule from Los Gatos Creek or Guadalupe River watershed stock.

7. Pages 45 and 46 Table 6 Lighting – low light pollution note blue and white LED lights have been found to have greatest impacts on wildlife, compared to yellow, amber, and green.

8. Page 76 – Special Status Species

   - Identify other special-status fish or wildlife species with potential to occur (SSC).
   - Please clarify if a CNDDB/potential to occur search done for this project, or if the plan is relying on EIRs for other projects. An independent analysis should be conducted for this project if that has not occurred.

9. Page 77 Section 3.4.1.2 Changes to Environmental Conditions references the incorrect reach of the Guadalupe River. Reach E8 extends from Highway 280 to Blossom Hill Road. All improvements within the downtown reaches of Guadalupe River have been completed.

10. Page 78 Table 14 – states no instream wetlands observed; however, the channel qualifies as a palustrine wetland. Work in wetlands should require an official wetland delineation to quantify habitat types.

11. Page 81 – 50' riparian setback should consider reduction in woody debris input to the stream, area to support terrestrial insect input into streams, reduction in wildlife corridor, reduced ability to trap sediment and filter pollutants to protect water quality, reduced nesting cavities and structure (birds and bats), reduced food sources (insects, fruits, acorns), maintain stream channel and floodplain stability and adjacent wetlands. Larger water bodies with intense adjacent land use may require larger setbacks to provide water protection and wildlife habitat. Forested riparian areas reduce the temperature of groundwater entering surface waters. This may be important in mitigating temperature effects in urban areas, where pavement and other impervious surfaces can cause air and ground temperatures to be warmer.

12. Page 85 Bullet 2 – might want to consider a temperature for discharge of water as a percentage of existing water temps to account for seasonal changes or day vs. night temperatures.

13. Page 85 Bullet 3 – Please clarify if an assessment of the effects of proposed structures (shading

and thermal radiation) on riparian vegetation and creek temperatures has been completed.

14. Pages 85 notes that for "minor" work in the creek or river additional measures may be required by regulatory agencies to project special status fish that may be present. It is unclear why this measure specifies only "minor" work as all work within the creek/river is subject to regulatory permitting that may require additional measures to protect special status species.
15. Page 86 Impacts to Special-Status and Protected Species – Nesting Raptors and Migratory Birds, work should be scheduled, including vegetation removal, to avoid the nesting season when feasible.
    - Note January 15 to September 1 is standard nesting bird season in permits issued to Valley Water instead of February 1 through August 15 as noted in the DSAP; Anna's hummingbird (ANHU), for example, tend to nest early.
    - Recommend nesting bird surveys occur no more than 14 days before work in a given area for the entirety of the breeding season. The biologist should inspect trees and other possible nesting habitats including buildings, bridges, shrubs, grass, and bare ground/gravel (vegetation, anthropogenic structures, and other habitats which could provide nesting substrate for birds).
    - Clarify if the buffer zone will be marked in the field and by what methods. Recommend re-surveying if construction ceases for 14 days or more during nesting bird season.
    - Nesting bird buffers are typically 50' for songbirds, 250' for raptors.
16. Page 87 – Western red bats have been detected downtown on Coyote Creek and have potential to occur in downtown along Guadalupe River or Los Gatos Creek; potential to forage around streetlights. Potential to occur in low numbers.
17. Page 87 - Measures to Reduce and Avoid Impacts to Bats, Bullet point 2: bat boxes may be sufficient for crevice/cavity nesting species, and *possibly* species using buildings; however, western red bat roost primarily in tree foliage or vegetation, and as such bat boxes would not mitigate lost roost habitat for this species. Suitable roost trees should be installed. Replacement roost structures should resemble lost habitat as closely as possible (i.e., temperature, structure).
18. Page 88 – First sentence states "The DSAP Amendment would not require increased disturbance to areas with potential nesting or roosting sites." The project appears to expand east of Autumn Parkway, which includes a bridge over Guadalupe River, the riparian area surrounding Guadalupe River, and additional buildings. All of these areas could provide suitable roosting habitat for bats.
19. Page 88 - Impacts to Wildlife Migration Corridors – in addition to birds, reducing the size of the riparian corridor reduces habitat suitability for small mammals, deer, reptiles, and amphibians.
20. Page 95 Historic Resources – it may be of note that a mammoth skeleton was found along the Guadalupe River just north of Trimble Road in 2005.
21. As indicated throughout section 3.7.2.1, dewatering is required during construction because shallow groundwater occurs in the Plan Area. Valley Water recommends that the construction dewatering system be designed such that the volume and duration of dewatering are minimized to the greatest extent possible. Valley Water also recommends that a more detailed analysis of construction dewatering be conducted, including estimating dewatering volumes/durations and evaluating related impacts if volumes are expected to be significant and impacts of the discharge on water temperature in Guadalupe and Los Gatos Creek. We also recommend that the geotechnical investigation identify the waterproofing that will be required to avoid the need for permanent dewatering after construction is complete. This comment also applies to other mention of dewatering activities in the DSAP.
22. In the Hazards and Hazardous Materials section 3.9.2.1, we suggest including the following text about Valley Water's Well Ordinance 90-1 to the discussion of Demolition and Construction Activities: "Permits for well construction and destruction work, including exploratory boring for groundwater exploration, and projects within Valley Water property or easements are required under Valley Water's Water Resources Protection Ordinance and District Well Ordinance."

In addition to Valley Water's Well Ordinance, we recommend adding the following text about abandoned wells. "Due to the long agricultural history of the Santa Clara Subbasin, and subsequent land development, there are likely many abandoned wells in the subbasin. While some of these abandoned wells may have been sealed prior to well permitting requirements, many have open casings and may be discovered during project construction. It is not uncommon for these wells to have significant artesian flow, which may impact dewatering and construction activities. If encountered during the proposed project, abandoned wells must be properly destroyed, with related work permitted by Valley Water."

23. The discussions under Section 3.10.2.1, Flooding Impacts, should note the site is subject to inundation from the Guadalupe Dam in addition to the Leroy Anderson Dam and the James J. Lenihan Dam on Lexington Reservoir. Also, please note the Anderson Dam project is expected to start Spring of 2021 and finish by 2031.
24. Page 146 Clean Water Act – On October 20, 2020, the State Water Resources Control Board adopted the 2018 proposed 303(d) list of impaired waters, which listed lower Los Gatos Creek as impaired for cold freshwater habitat and migration beneficial uses.
25. Page 149 Changes to Environmental Conditions – second sentence states "Los Gatos Creek and the Guadalupe River continue to flow through Downtown and *have not been the subject of human modification*." This statement is unclear and should be clarified as there has been substantial modifications to both.
26. Page 153 states the DSAP does not propose any modifications of Los Gatos Creek and the Guadalupe River except for the possible replacement of new or replaced storm drain outfalls. The DSAP also states that new developments will be required to build new storm drain systems to meet the 10-year storm event design standard. Based on this requirement it will be necessary to upgrade the outfalls in the creek and/or river. Valley Water has land rights over most of Los Gatos Creek and the Guadalupe River, in the project vicinity, and outfall work will likely require a Valley Water permit in addition to other regulatory permits.
27. Page 196 states a new extension of the Los Gatos Creek Trail from W. Saint John to Auzerais Avenue was analyzed as part of this amendment; however, the potential impacts due to the trail and mitigation measures do not appear to be part of the discussion.
28. Page 197 Park Avenue to San Carlos Street mentions a future trail connection via tunnel under San Carlos Street; however, this tunnel is not part of the plans for Los Gatos Creek Reach 5. Please clarify this crossing and if it is intended at this location or at the proposed Park Avenue crossing.
29. Page 218 Table 29 Item #4 refers to a Los Gatos Creek trail crossing and San Carlos Street via bridge or undercrossing; however, there is not a creek side trail along the east bank. It is unclear if this is in reference to the proposed on-street bike facility. Please revise for clarity.
30. Page 245 Cumulative Biological Effects, Paragraph 2 – building heights have increased but riparian setback has not; Please clarify if it is still accurate to say shading impacts will be limited.

We appreciate the opportunity to review and comment on this document. Please forward any CEQA documents and future development plans to Valley Water for review, comment, and permit. Reference District File No. 29131 on further correspondence regarding this project. If you have any questions or need further information, you can reach me at (408) 691-1247.

Thank you,

LISA BRANCATELLI
ASSISTANT ENGINEER II (CIVIL)
Community Projects Review Unit
lbrancatelli@valleywater.org
Tel. (408) 630-2479 / Cell. (408) 691-1247
CPRU Hotline: (408) 630-2650

Santa Clara Valley Water District is now known as:

Clean Water • Healthy Environment • Flood Protection

5750 Almaden Expressway, San Jose CA 95118
www.valleywater.org

From: CPRU-Dropbox <CPRU@valleywater.org>
Sent: Tuesday, March 9, 2021 10:28 AM
To: Lisa Brancatelli <LBrancatelli@valleywater.org>
Subject: FW: Diridon Station Area Plan Amendment: Draft Initial Study/Addendum to Downtown Strategy 2040 EIR

LISA BRANCATELLI
ASSISTANT ENGINEER II (CIVIL)
Community Projects Review Unit
lbrancatelli@valleywater.org
Tel. (408) 630-2479 / Cell. (408) 691-1247
CPRU Hotline: (408) 630-2650

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5750 Almaden Expressway, San Jose CA 95118
www.valleywater.org

From: Hill, Shannon <Shannon.Hill@sanjoseca.gov>
Sent: Monday, March 1, 2021 10:15 PM
To: Hill, Shannon <Shannon.Hill@sanjoseca.gov>
Subject: Diridon Station Area Plan Amendment: Draft Initial Study/Addendum to Downtown Strategy 2040 EIR

NOTICE

Draft Initial Study/Addendum to the Downtown Strategy 2040 EIR for the Diridon Station Area Plan Amendment Available for Public Review and Comment

Please Submit Comments by Thursday, April 1, 2021 at 5:00 p.m.

To Whom it may concern:

The City of San Jose prepared an Initial Study/Addendum to the Downtown Strategy 2040 EIR for the proposed Diridon Station Area Plan Amendment. The Initial Study/Addendum can be found at: https://www.sanjoseca.gov/your-government/departments-offices/planning-building-code-enforcement/planning-division/environmental-planning/environmental-review/diridon-station-area-plan-amendment.

Project Description: Project would amend the existing Diridon Station Area Plan (DSAP) to align it with the other adopted and ongoing plans; integrate equity considerations; and support DSAP implementation through private development and public investments. Information on the DSAP Amendment, including a draft of the Plan, can be found here: https://www.diridonsj.org/fall2020-dsap.

To Submit Comments: Please submit comments on the Draft Initial Study/Addendum to Shannon Hill, Planner III, in one of the following ways:

1. E-mail: shannon.hill@sanjoseca.gov

2. Mail to: City of San Jose Department of Planning, Building, and Code Enforcement
   Attn: Shannon Hill
   200 E. Santa Clara Street, T-3
   San Jose, CA 95113

Please submit comments on the Draft Initial Study/Addendum by **Thursday, April 1, 2021 at 5:00 p.m.**

For more information on the DSAP Amendment, including upcoming outreach events, public hearings, and updates, please visit www.diridonsj.org.

Shannon Hill
Planner, Environmental Review
Planning, Building & Code Enforcement
City of San José | 200 East Santa Clara Street
Shannon.Hill@sanjoseca.gov | (408) 535 - 7872

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Santa Clara Valley Transportation Authority

April 1, 2021

City of San José Department of Planning, Building, and Code Enforcement
200 E. Santa Clara St., 3rd Floor
San José, CA 95113

Attn: Shannon Hill
By Email: shannon.hill@sanjoseca.gov

Dear Shannon,

VTA appreciates the opportunity to comment on the Draft Amended Diridon Station Area Plan (DSAP) Amendment to the Downtown Strategy 2040 Environmental Impact Report. We understand that this Amendment will be incorporated into the larger DSAP document we reviewed in the fall of 2020. VTA has reviewed the document and has the following comments:

Public Service Lanes

VTA appreciates the inclusion of public service lanes on Santa Clara Street in the transportation analysis and throughout the document. As stated in previous letters, we look forward to working with you on the forthcoming feasibility study and design for public service lanes on Santa Clara Street.

VTA's BART Silicon Valley Phase II Extension Project

Project Name

The name of the project should be consistent throughout the document as "VTA's BART Silicon Valley Phase II Extension Project."

Additional Comments

Page 8 Footnote 6: Revise sentence to "...BART service to Diridon Station will be substantially completed by 2028, followed by testing, pending acquisition of full funding for the subsurface extension of the BART line to Berryessa Station in North San José."

Page 11: Revise location to state "...from North San José to..." as Phase I of the project connected to Fremont.

Figure 4b (Page 14): Requesting clarification on what heights are allowed for the buildings included in the grey shading. Please send your response to my email address shared at the bottom of this letter.

Table 29: Transportation Projects within DSAP

VTA recommends a footnote or other language in the table that indicates that some projects are subject to change based on decisions to be determined through the Diridon Integrated Station Concept (DISC) process. This also applies to Appendix E: Diridon Station Area Plan Transportation Project Descriptions. For example, Project #12 has changed and VTA intends to keep bus service for the station

on Santa Clara Street.

For Project #14, VTA recommends the text be revised to state, "The Concept Layout proposes an access point to BART via the lobby of a proposed future building on the parcel south of Santa Clara, between Montgomery and Cahill Streets. The Partner Agencies are considering additional access points, which could be completed as part of the Concept Layout project."

California Public Utility Commission (CPUC)

CPUC requires the filing of a Safety Certification per CPUC General Order 88-B for all changes that will be occurring across rail tracks. VTA provides technical assistance and review for concurrence for this process, but the City should be the applicant for filing and submitting the GO-88B to CPUC.

Thank you again for the opportunity to review this project. We look forward to working with the City to realize the goals set forth in this plan. If you have any questions, please do not hesitate to contact me at 408-321-5830 or lola.torney@vta.org.

Sincerely,



Lola Torney
Transportation Planner III

SJ1110

SILICON VALLEY LAW GROUP
A LAW CORPORATION

April 1, 2021

Via Electronic Mail: shannon.hill@sanjoseca.gov

Ms. Shannon Hill, Planner III
Department of Planning, Building, and Code Enforcement
200 E. Santa Clara Street, T-3
San Jose, CA 95113

RE: Sharks Sports & Entertainment LLC Comments Regarding Initial Study/Addendum to the Downtown Strategy 2040 Environmental Impact Report for the Diridon Station Area Plan Amendment
File No.: PP19-082; SCH #2003042127; Council Districts 3 and 6

Dear Ms. Hill:

Sharks Sports & Entertainment LLC (SSE) submits this comment letter regarding the Initial Study/Addendum (Addendum) to the Downtown Strategy 2040 Final Environmental Impact Report, dated March 2021 (FEIR) for the **Diridon Station Area Plan Amendment** (the DSAP Amendment; also referred to as the project). This comment letter should be reviewed in conjunction with SSE's comment letter dated December 8, 2020, for Google's related project as described in the Downtown West Mixed-Use Plan Draft Environmental Impact Report dated October 2020 (Google DEIR). [1]

SSE supports the redevelopment of the Diridon Station area, consistent with the objective of the Diridon Station Area Plan (DSAP) to "*ensure the continued vitality of the San Jose Arena, recognizing that the San Jose Arena is a major anchor for both Downtown San Jose and the Diridon Station area, and that sufficient parking and efficient access for San Jose Arena customers, consistent with the provisions of the Arena Management Agreement, are critical for the San Jose Arena's on-going success*" (p. 12 of the proposed DSAP Amendment). [2] Ensuring the success of the Arena is also an objective of the FEIR (page 25).

However, we believe that a subsequent (supplemental) Environmental Impact Report should have been prepared for the proposed DSAP Amendment, rather than an Addendum. Pursuant to the CEQA Guidelines §15164, an Addendum is not appropriate in this case. Here the amount of proposed additional development is substantial, which triggers the requirement for a

[1] Our comments on the Google DEIR are incorporated by reference.
[2] The proposed DSAP Amendment refers to the draft DSAP dated October 2020.

subsequent EIR in accordance with §15162 of the CEQA Guidelines. Moreover, the expanded project includes rezonings, which are project-level approvals and therefore inappropriate to be addressed in an Addendum to this program-level FEIR. In addition, we can find no document that evaluates the cumulative impacts of the Downtown Strategy 2040, the Downtown West Mixed-Use Plan (Google project), and the proposed DSAP Amendment.

The FEIR is a **program**-level document that did not include actual rezoning of parcels in Downtown or the DSAP area. Under City policy, which is in accordance with CEQA, rezonings are considered only in **project-**level CEQA compliance documents. The Addendum to the FEIR clearly includes proposed project-level rezonings on specific parcels as shown on Figure 3b (page 9), yet the Addendum does not provide project-level environmental review which has always been required by the City for other rezoning projects – especially of this magnitude. Please clarify whether the Addendum is a program- or project-level CEQA review and if it is a program-level review, please explain the authority for using it to approve rezonings.

The cumulative scenario for the DSAP Amendment is not clearly defined or consistent in the Addendum. Has a cumulative impacts analysis been undertaken? If so, please identify where and when this required analysis has been accomplished. Which projects are included in it? Without clear information, the public and decision makers have no ability to ascertain the actual impacts of over 14.6 million square feet of office/retail development and 12,619 residential units within the DSAP area, and therefore a subsequent EIR is required.

The Addendum fails to provide the City Council and the public with the information necessary to make an informed decision regarding the project, which must consider the potential project-level and cumulative negative effects of the project on the neighborhoods in the DSAP area and around the Arena. It is our sincere hope that by drawing attention to these issues now, a subsequent (supplemental) EIR can be prepared to provide complete, accurate, and realistic information to the City Council, as well as to the general public, and the expanded project can be modified and mitigated as needed.

OVERVIEW

SSE is the parent company of San Jose Arena Management, LLC, which manages the SAP Center (Arena) – an 18,000-seat regional multipurpose event center located adjacent to the planned Diridon Station – pursuant to an Arena Management Agreement (AMA) executed with the City on August 15, 2018. The AMA formalizes the City's long-standing obligation to work closely

with SSE on all development projects near the Arena to ensure that appropriate measures are taken to protect Arena operations. (See Sections 21 and 23 of AMA attached as **EXHIBIT A**.)

This commitment was reiterated in the "Side Letter Regarding Future Discussions" (AMA Side Letter, attached as **EXHIBIT B**), which was signed concurrently with the AMA. In the AMA Side Letter, the City and SSE agreed to the following mutual intention: "We believe that with proper planning, the Diridon Station area can support robust corporate development, a multi-modal transportation system, and a successful world-class sports and entertainment arena. However, the plan must also address critical needs of the SAP Center regarding transportation and parking."

With over 170 events in a typical year, the Arena is one of San Jose's most consistent and impactful economic catalysts, and a critical asset to the City's economic success. The SAP Center operations support over 5,000 FTE jobs, generate more than $250 million in annual economic impact, and provide millions of dollars in direct general fund revenue for the City.

As a regional event center, the Arena usually attracts more than 1.5 million people every year to San Jose's downtown area, drawing a diverse crowd from throughout Santa Clara, San Mateo, Santa Cruz, and Alameda counties and beyond. One of the reasons the Arena has been so successful is because of the excellent access to its location by major highways and surface streets with adequate capacity. The geographic region from which the Arena draws is primarily suburban, and therefore, mass transit is not a viable option for the majority of the Arena's guests. Although in some areas transit opportunities may be improving for daily commuters, transit generally does not work well for Arena guests who attend evening or weekend events on an occasional basis.

Because attendance at events is discretionary for Arena guests, if they cannot travel to and from the Arena in a reasonably convenient and efficient way, they may choose not to attend at all. Accordingly, the Arena's success depends on a large supply of convenient nearby parking, as well as the existing highly functional and efficient vehicle ingress and egress. This important fact has been acknowledged by the City since the construction of the Arena and the inception of the original AMA, and has been reaffirmed by the City on numerous occasions.

Past predictions of mass transit use for Arena events have been grossly overestimated. After approximately 20 years of light rail operation, the use of light rail to attend Arena events is trivial – typically averaging less than 2% of patrons for regular Sharks games, and even less than

that for special events. Similarly, travel by Caltrain for Arena events is minimal – less than 5% of patrons for regular Sharks games, and fewer than that for special events.

There is no evidence in the record that this situation has dramatically changed (or will change). The 2040 San Jose General Plan, supported by Traffic Demand Modeling by Hexagon Transportation Consultants Inc., predicts that 20 years from now 60% of all trips will still be by automobile. The 2019 General Plan Annual Performance Review indicates that the drive alone mode currently is used by over 75% of San Jose commuters – down only a few percentage points in the last decade. The fact is that automobiles are the primary means of transportation in the South Bay, and will be for the foreseeable future, notwithstanding "goals" and "predictions" put forth in the proposed DSAP Amendment and the related Google DEIR.

According to the proposed DSAP Amendment, about 85% of total trips within the Diridon Station area (trips that start and/or end in the Diridon Station area) currently are made by automobile – 60% of which are in single-occupancy vehicles and the remaining 25% of which are in carpools and/or shared ride services. The goal stated in the DSAP Amendment would flip this around by 2040, such that 75% of the trips within the DSAP area will be via transit, carpooling, walking, or biking. However, there is no discussion as to how this goal was selected, nor any evidence that it is likely to be achieved.[3]

In this Addendum, all of the traffic, noise, air quality, and greenhouse gas analyses have underestimated impacts by assuming, without any supporting data or scientific analysis, that 75% of all trips in the area will be via transit or on foot. There are no facts in the record or studies to confirm this to be the case. This assumption appears to be based on the premise that by severely limiting the availability of parking, the vast majority of people will use mass transit as their primary means of travel, because they will have no other choice. However, such premise is unfounded, as we describe further below. Furthermore, in the case of Arena guests, whose attendance at events is optional, they may make the choice to simply not attend – the consequences of which will be disastrous for the Arena, the downtown San José entertainment industry, and the City as a whole.

The conclusions in the Addendum are undermined by the analysis of SSE's traffic engineers Krupka Consulting and Wenck Associates and SSE's parking consultant, Watry Design.

[3] Even if the share of drive alone trips were to dramatically drop in the next 20 years from the current 60% (as reported in the DSAP Amendment) to the targeted 25%, the massive increase in density would mean that the total automobile trips in the Diridon Station area will still increase dramatically.

(**EXHIBITS C, D, and E**) These experts have undertaken professional analyses of the relevant transportation, circulation, and parking impacts in the Diridon Station area. The memos attached as exhibits hereto are incorporated by this reference into this comment letter. We ask that responses be provided for each of these memos, as well as our other attached exhibits, as they were prepared to address critical deficiencies in the Addendum.

In actuality, the parking shortfall and traffic congestion, as revealed by a realistic analysis, will be far worse than can be readily discerned from the Google DEIR and the Addendum. Development under the Google project and the DSAP Amendment, when combined, would increase the area population twentyfold and increase daily car trips dramatically (from 19,200 to 136,600) over existing conditions, while reducing street lane capacity on the two, primary north-south and east west corridors by 50%. It defies City experience to assert that traffic congestion will not worsen significantly under this growth scenario or that operating conditions for the Arena will not be harmed.

With respect to parking, Watry Design has reviewed the relevant public documents for the DSAP Amendment/Addendum, as well as for the Google project/Google DEIR and the Downtown Strategy 2040/FEIR (together which actually constitute the entire project as described in the "Segmentation" section below). These public documents suffer from not having the actual parking calculations and assumptions set forth and available for review. (See Section 8 of the **Watry** Memo). The Watry review reveals that these segmented pieces of the project use wildly different and confusing assumptions regarding parking and transportation. Moreover, these documents deviate from actual practice regarding what the City actually approves and the zoning code. Nonetheless, after reviewing the publicly available information, Watry calculated a 47% parking shortfall or 14,548 spaces for the development proposed!

The Addendum fails to cite any industry-standard parking analysis for the DSAP and Downtown areas. VTA and the High Speed Rail Authority incorrectly based their parking assumptions on a mere inventory of existing and future parking in the area without addressing demand, and therefore could not legitimately identify how many spaces would be publicly available to meet the applicable parking demand. It is baffling that there continues to be no scientific study of parking impacts from development in the DSAP area, including the Google project.

Many documents, including the Goggle DEIR, continue to promise the preparation of a parking study or assessment that has yet to materialize. Meanwhile, the Google project is planning to provide significantly less parking than is typically required at even the lowest levels specified

under the Municipal Code, and if that should prove problematic (which is bound to happen), then as a back-up plan the project plans to utilize unidentified off-site parking in unspecified amounts or locations. Please identify the back-up parking locations. Please also identify the information indicating the back-up locations are feasible.

We remind the City that an industry standard, scientific parking assessment has been promised for years, and as required under Section 21 of the AMA, must be prepared for the Diridon Station area. To date, there exists no evidence-based assessment that can support a finding that adequate publicly available parking will be provided to replace parking lost due to these projects, sufficient to meet the parking demands created by those projects and to ensure safe and convenient access for workers, residents, patrons of the Arena, and transit users at Diridon Station.

For the foreseeable future, access to the Diridon Station area and the Arena will remain automobile dependent. To mitigate adverse environmental effects, adequate parking must be included in the project under any reasonable planning horizon. We can find no evidence in the record that a "minimal parking" plan has been analyzed or will work. Please provide an industry standard study in the Addendum that justifies the parking assertions.

SSE'S INVOLVEMENT IN PLANNING REVIEW

SSE has been actively engaged in nearly every environmental or planning process affecting the Diridon Station area over the last twenty-five years, including the DSAP, the BART Phase II Extension to San Jose, the Caltrain Electrification project, the High Speed Rail to San Jose project, and the more recent Diridon Integrated Station Concept (DISC) plan. SSE has participated in scoping and identifying issues related to travel access, increased traffic volumes, parking supply and demand, pedestrian safety, and construction impacts, by submitting multiple comment letters related to the projects.

Page 5 of the Addendum notes the following known area of controversy:

> Combined effects of DSAP Amendment, Downtown West, DISC Plan, and other major projects implementation – particularly related to coordinated design, construction management, traffic, parking, and the San José Arena operations.

SSE is concerned about all aspects of development in and around the Arena, in large part because the potential impacts from such development could negatively affect the successful

operation of the Arena, both during construction and permanently. As indicated by the "known area of controversy" noted above, the City is well aware of these concerns. In the AMA executed on August 15, 2018, the City reaffirmed its obligation to work closely with SSE on all development projects near the Arena to ensure that appropriate measures would be taken to protect Arena operations.

For example, with respect to parking, Section 21.1.1 of the AMA provides that:

> "City shall coordinate with Manager regarding significant land use and development decisions within the 1/2 Mile Radius, to ensure that the required number of Available Parking Spaces is maintained." [That section further provides that] "projects would be required to analyze and identify the projected parking demand, demand management strategies, and the parking supply to be provided by the project. The analysis would identify the impacts of the project on the existing parking supply within the Diridon Station Area and suggest ways to mitigate the impact if it is deemed significant. The analysis would also include an assessment of spaces impacted or needed during construction."

Section 21.2.3 of the AMA provides that the City must coordinate with SSE "regarding any material changes to the design, configuration or operation of the major streets and intersections in the vicinity of the Arena to the extent that they may have a direct impact on the safe and efficient flow of vehicular, bicycle, and pedestrian traffic to and from the Arena, including Autumn Street and the intersection at Autumn Street and Park Avenue." It goes on to state that the parties "shall work together in good faith with the goal of achieving the best overall function of the streets and intersections for the benefit of both the Arena and all other development in the Diridon Area.

The City's acknowledgement of SSE's critical role and interest in development around SAP Center, and its commitment to work with SSE to ensure that new development will not threaten the viability of the Arena, were key reasons for SSE's willingness to extend the term of the AMA. Unfortunately, although the City and SSE have had numerous meetings and discussions about many of the issues described in this comment letter, the City has not yet adequately addressed SSE's concerns. We hope that by again presenting our concerns in this comment letter, the City will work with SSE to ensure that the project will not impair the success of the Arena.

As stated in the AMA Side Letter:

> We understand that the issues surrounding the development of the Diridon Station Area are complex, and the situation is constantly evolving. It will likely be many years before the parking and transportation "ecosystem" in the Diridon Station Area is stabilized.
>
> Until such stabilization occurs, we will need to meet and confer regularly and often to discuss the ongoing public and private development projects in the Diridon Station Area, to try to find ways to facilitate the transformation of the Diridon Station Area into a master-planned transit-oriented community while meeting the access and parking needs of the SAP Center.

A Subsequent or Supplemental EIR is the Appropriate CEQA Document for the Proposed DSAP Amendment

The Addendum describes a modified project that is far different from the original project described in the FEIR, based on significant changes to the types and mix of uses allowed under the land use plan; new zoning districts; expansion of the geographic area; reallocation of development capacity from other areas of the City; the intensification of development including substantially different massing, height limits, and concentration; and an exponential increase in both employees and residents in the Downtown. In addition, there are significant changes in the circumstances under which the modified project will be developed, including the concurrent Google project, major transportation projects, the DISC plan, and other public infrastructure projects. Because the modified project presents new and/or increased severity of the environmental effects, especially on a cumulative basis, under CEQA Guidelines §15162 (a) a subsequent EIR should have been prepared, rather than an addendum to the FEIR.

The greatly expanded project allows the additional development of over **14.6 million sq. ft**. of office/retail uses and **12,619** residential units. When added to the development already included in the Downtown Strategy and the development proposed by the Google project, the capacity of Downtown will go from 15.6 million square feet of office/retail and 14,360 residential units[4] to a staggering 29.7 million square feet of office/retail and 28,151 residential units[5] without sufficient environmental review – even at a program level. The expanded

[4] Table 2.4-1, *Proposed Downtown Strategy 2040 Development Capacities*, page 9, Integrated Downtown Strategy Final EIR, December 2018.
[5] Table 3, *Maximum DSAP Amendment Development Capacity and Proposed Maximum Downtown Strategy 2040 Development Capacity*, page 19 DSAP Addendum.

project is a massive amount of new development and it will result in more severe impacts than described in the Downtown Strategy 2040 FEIR.

Moreover, the City's "reallocation of development capacity" from unknown areas of the City is a huge change to development patterns, with unexamined impacts throughout the City. As more and more development is moved to the Downtown and DSAP area, impacts are concentrated in those areas. Not all impacts are "city-wide" impacts, and it must be concluded that impacts within the greater Downtown, especially in terms of pedestrian and bicyclist safety, noise, and air quality, will be significantly greater with the proposed project. Again, this change would require a subsequent EIR pursuant to CEQA Guidelines §15162.

The DSAP Amendment also includes a boundary change that allows an additional 12 acres of land to be included within the DSAP area boundaries, including land in proximity to the Guadalupe River. This is also a significant project change, but the Addendum does not evaluate the new uses within the new area.

Under CEQA Guidelines §15164, an Addendum to an EIR is only appropriate if there are not significant new effects or more severe effects arising from modifications to the project or circumstances surrounding the project, per CEQA Guidelines §15162. The use of an Addendum to a program level EIR to support new project level approvals is a novel CEQA application. It is certainly not a mere technical change. There is nothing in CEQA that authorizes an Addendum to be used for this purpose. What is the authority for this unique use of an Addendum?

The Downtown Strategy 2040 FEIR states on page 27 (Section 2.6.2.1 ***Future Actions***) that "Updates to the Zoning Ordinance and rezoning of properties in conformance with the Downtown Strategy 2040 and General Plan Land Use/Transportation Diagram" are a "future action that will implement the Downtown Strategy." However, the Addendum to the FEIR for the DSAP Amendment includes proposed project-level rezonings as shown on Figure 3b (page 9). The Addendum does not provide project-level environmental review as has always been required by the City for other rezoning projects – especially those of this magnitude. What is the basis for this change in City approvals? Please clarify whether rezonings will be approved without further project level CEQA review.

To rezone property is a project-level discretionary action, requiring a discussion of the specific development that is allowed on distinct parcels of land and consistency with the zoning ordinance. In fact, once a rezoning is approved, only site development permits with limited

environmental review, would be required especially if a project is consistent with the zoning. The public and stakeholders will get little to no opportunity to review such projects and their environmental impacts. In addition, a rezoning project requires that a Local Transportation Analysis (LTA) be prepared for the project to evaluate circulation, parking, and access issues, at a minimum. This was not done, which is a violation of City policy.

Inadequate Project Description

The project description included in the Addendum is not adequate for project-level environmental review. The City is required by CEQA to provide enough project description information to allow for an accurate evaluation and review of environmental impacts needed for the discretionary actions that rely on this Addendum (CEQA Guidelines Section 15124).

The City released (October 23, 2020) "CEQA Findings" for an amendment to the San José Downtown Strategy 2040 for the amendments to the DSAP which are required to allow additional development plus the Google project. **(EXHIBIT F, Circlepoint Memorandum**) Apparently, a CEQA Addendum to the Downtown Strategy 2040 FEIR was prepared in advance of the release of the Google DEIR, but not released for public review. The combined additional allowed development of these two actions (DSAP and Downtown Strategy amendments) is approximately 14.6 million square feet of office and 12,619 residential units[6] in excess of what was originally approved in 2014 for the DSAP area.

To assume the approval of the DSAP Amendment as a foregone conclusion and to not release the Addendum that was prepared in advance of the release of the Google DEIR was a violation of CEQA because public input was not included in the process. Confusingly and contrary to City policy and CEQA practice, the process here seems to be that rezonings can be approved prior to the approval of General Plan program-level designations. Is this what the City is contemplating? Under normal practice the DSAP would have already been amended at a program-level prior to the DSAP Amendment rezonings and the PD rezonings included in the Google project. Please explain the process being followed in the Addendum. Is the Addendum being used to support rezonings of certain parcels prior to changing the designations in the General Plan? To release the Addendum for the proposed DSAP Amendment (which is required

[6] Table 3, *Maximum DSAP Amendment Development Capacity and Proposed Maximum Downtown Strategy 2040 Development Capacity*, page 19 DSAP Addendum.

to approve the Google project) after the release of the Google DEIR is highly irregular and potentially misleading.

As stated in our comment letter related to the Google DEIR, there is no way the public or stakeholders can divine what is being proposed when the design standards and guidelines for development are still in draft form and it is unknown which would apply. In fact, design standards and guidelines that only provide illustrative renderings without specific development information such as the siting, massing, orientation, appearances, and access locations makes it impossible for the reader to imagine what both the Google and the DSAP Amendment projects might entail. The same flaw is applicable here.

EIRs approved in San Jose for rezoning projects typically have extensive, detailed renderings and site plans showing the public the rezoning project. Further, rezoning applications must be on-file with the City prior to circulation of any environmental documents. This has not occurred for this Addendum. This is a violation of City policy and CEQA.

Projects that rezone properties must include detailed information related to massing, heights, building materials, orientation, access, setbacks, street orientations, grading, tree removals, drainage, depths of excavation, and parking details at a minimum. Because this required information was not included, as is required for rezonings, stakeholders are all left to imagine the overall look, feel, interaction, and circulation, and to guess what the impacts to surrounding neighborhoods and structures will be, both in the long-term and during construction. This is contrary to what the City always requires for a rezoning. The basis for this deviation from City policy needs to be explained.

Now the public and decision makers have one program-level document that professes to be a project-level document (the Google DEIR) and a minimal Addendum that is actually attempting to allow project-specific development. The process is confusing and unexplained. Further, decision makers and the public cannot be expected to comb through multiple documents to

determine which standards and guidelines are applicable to the project. This situation is confusing and compromises the Addendum as an informational document.

Worst-Case Scenario and the Project Description

Section 2.4.2 (page 19) of the Addendum states the following related to development capacity changes:

> The City evaluated two development capacity scenarios based on a capacity study conducted by Skidmore, Owings & Merrill LLP in January 2020: one with a residential focus and one with a commercial focus. For the purpose of this CEQA analysis, a maximum envelope including the greatest possible residential and commercial capacities from each scenario is assumed. Table 3 shows the proposed maximum buildout compared to the original DSAP assumptions contained in the Downtown Strategy 2040 EIR.

The growth shown in Table 3 of the Addendum is a summary of planned growth capacity in the 2014 DSAP and planned 2040 General Plan development capacity equivalent to over 14.6 million square feet of office/retail space and 12,619 housing units which are proposed to be reallocated to Downtown from other planning areas identified in the 2040 General Plan to support transit-oriented development.

With this description, how is the public to know what will actually be approved, especially since very limited environmental review has been completed for the approval of rezonings? How can the public be certain the caps of 7.8 million sq. ft. of office and 7,044 housing units will actually be approved when over 14.6 million square feet of office/retail and 12,619 residential units have been included in this confusing and abbreviated process? This is not an accurate, stable and finite project description as required by CEQA. To evaluate a worst-case scenario does not give the public an accurate picture of what will actually be approved. This is a violation of CEQA and recent case law (see, for example, *stopthemillenniumhollywood.com v. City of Los Angeles* (2019) 39 Cal. App. 5th 1, 28).

Inadequate Analysis and Mitigation Measures

The implementation of General Plan policies for mitigation is a program-level environmental exercise and is not appropriate for a project-specific project that includes rezoning property. While the FEIR states that “standard measures” are included in the mitigation section of the

FEIR, there is no way, without doing the actual analyses, of knowing if their implementation would reduce impacts to a less than significant level.

Section 15126.4 of the CEQA Guidelines (B) states:

> Where several measures are available to mitigate an impact, each should be discussed and the basis for selecting a particular measure should be identified. Formulation of mitigation measures shall not be deferred until some future time. The specific details of a mitigation measure, however, may be developed after project environmental review when it is impractical or infeasible to include those details during the project's environmental review provided that the agency (1) commits itself to the mitigation, (2) adopts specific performance standards the mitigation will achieve, and (3) identifies the type(s) of potential action(s) that can feasibly achieve that performance standard and that will considered, analyzed, and potentially incorporated in the mitigation measure. (Emphasis added.)

Mitigation measures must include performance criteria to substantiate that the mitigation measures will result in a quantifiable reduction in impacts. (*Sierra Club v. Cty. of Fresno*, 6 Cal. 5th 502, 522 (2018)). Performance standards should be objective, measurable, realistic, and stated clearly. The Addendum discusses a generic Transportation Demand Management (TDM) plan that will purportedly reduce air quality impacts to a less than significant level, we can find no such TDM plan for the project in either the Addendum or the FEIR. Further, a TDM plan seems to be required only to reduce travel demand, and not trip generation. Is this correct? If so, this does not meet the requirements of CEQA.

The City of San Jose requires rezoning projects to prepare TDM plans. There is no evidence that the TDM plan that is discussed but has no specifics will be successful to reduce air quality impacts. TDM is not included in the project to reduce impacts related to travel demand, greenhouse gas emissions, or parking impacts. Furthermore, the preparation of a TDM plan is not adequate mitigation under CEQA if there is no ability to determine if the measure will, in fact, reduce the impact. Please include evidence of how the TDM measures will reduce impacts, including an industry standard analysis of the specific measures and their effectiveness. Additionally, the lack of a project-level project description makes it impossible to know if one TDM plan will be prepared or multiple plans as development will be presented. Please clarify the TDM plans discussion.

It is not impractical or infeasible for the project to include details and calculations now as to the extent to which air quality impacts would be reduced with the proposed TDM plan. There is no information on the exact specific measures included in the TDM plan that can be analyzed and ensured to reduce impacts to a less than significant level. Further, there is no evidence that the TDM program will be maintained during the life of the project. Please provide this information.

Again, no studies have been provided to show that the proposed TDM measures will be successful, and we know of no other projects in San José that have been allowed to provide such low rates of parking. The analysis prepared in response to this comment must include a proper and complete review of the critical assumption that the TDM measures will result in a non-single occupancy vehicle rate of up to 65 percent, especially in light of the failure of efforts by Google in Mountain View (**EXHIBIT I ARTICLE**), which similarly tried to enhance transit and bicycle options for travel. Please provide evidence in the record justifying the assertion that the TDM reduction of 65% is likely to be successful.

Page 5 of the Addendum notes the following known area of controversy:

> Combined effects of DSAP Amendment, Downtown West, DISC Plan, and other major projects implementation – particularly related to coordinated design, construction management, traffic, parking, and the San José Arena operations.

Yet, neither the Addendum nor the FEIR includes a discussion of a construction management and how a lack of such management will affect Arena operations. A Temporary Traffic Control Plan (TTCP) for either the entire DSAP development or individual rezoning projects, which should be a mitigation measure for significant construction-related impacts, is not properly presented in the Addendum. This TTCP must include measurable performance standards.

For example, TTCPs are intended to provide continuity of movement for traffic, pedestrians, bicyclists, transit operations, and access to property/utilities at any time a roadway's normal function is suspended. Therefore, the TTCP must also include consideration of Arena ingress and egress for event days and allow for efficient movement and safe conditions for patrons of the Arena. The preparation of TTCP's must be completed in advance and included in the environmental review document so the plans can be evaluated based on success criteria. SSE must be allowed to review any such plans as required by the AMA.

Since many projects will be under construction simultaneously, how will construction management treatments, including those related to parking, be implemented and when? If

there is no way to travel through the area and to SAP Center when all streets are closed, how can the existing land uses survive? Providing these answers is required now because that is the only way that feasible mitigation per the CEQA Guidelines Section 15126.4 can be included in the project that is likely to reduce impacts to a less than significant level.

The locations of the parking that will be provided during construction must be identified. Only if the parking is identified will it be possible to evaluate whether it is adequate.

The only mention of neighborhood traffic and parking intrusion we can find in the FEIR is on page 270 related to on-street primary bicycle facilities street typologies. It is mentioned that "Neighborhood traffic management strategies **may be** implemented to slow and discourage through automobile and truck traffic." "May be" is insufficient – these strategies must be known now for both construction and long-term operational conditions. This vitally important impact must be disclosed.

It is not credible, given the amount of development proposed and vehicle trips generated by the project, to conclude that the cut-through traffic and parking spillover will not occur within the surrounding neighborhood. This impact is a direct impact to pedestrian and bicyclist safety in the project area. Baseline monitoring should have been conducted as part of the project – not deferred to some unknown future environmental review process. It needs to be done now, so that the public and decision makers know what existing conditions are now. Then they would be able to determine the significance of this impact. This is a basic tenet of a CEQA document – to be an informational document.

Additional details are not provided regarding how the City will go about monitoring the effectiveness of the required transportation management plans, both during construction and in the long-term. For example, how will carpooling, transit, walking, and biking by project employees and visitors be encouraged and evaluated for effectiveness? The public should have been involved in the development of a baseline condition. Similarly, a parking plan would be greatly enhanced by knowing the parking situation in the project area now. Then a supportable analysis can be provided showing what conditions will be in the future compared to the existing condition. Yet, no industry-standard parking analysis has been completed for the area or the project. Instead, the Addendum defers the development of these important mitigation measures to the future.

If the lack of parking and preparation of TDM plans results in a condition where residents and employees are circling the area for hours, how will the health and safety of Arena patrons and residents of the surrounding neighborhoods be affected? These impacts must be considered to be significant during construction and in the long-term. These impacts must be assessed and mitigation in the form of specific, implementable, and feasible measures must be provided in a new subsequent (supplemental) EIR to reduce these serious impacts to a less than significant level.

Many standard analyses have not been provided in the Addendum. For example, there was no analysis in the FEIR or Addendum of hazardous materials impacts in a historically industrial area. Impacts due to a loss of trees and historical structures have not been determined. What are the specific shade and shadow impacts to existing and future public parks? Will the proposed buildings in proximity to a natural waterway, particularly where the DSAP boundary is being expanded, be constructed of reflective materials that can be detrimental in terms of bird safety, night sky, and heat island effects? Because this project includes the rezoning of up to 181 acres, this vital information is needed to assess potential project-level impacts and determine if site specific mitigation measures are adequate. This level of disclosure and analysis is required by CEQA and the City on all other rezoning projects.

The FEIR admits that noise reports, human health risk assessments, and air quality modeling to assess toxic air contaminants (TAC) exposure have not been completed. And it seems that most impacts are dismissed with the same broad-brush statement that because "development capacity would be reallocated to the DSAP area from other growth areas identified in the General Plan", there is "no net new growth" in the City "beyond what is anticipated in the 2040 General Plan EIR or Downtown Strategy 2040 EIR".

This statement is not sufficient for either the determination of program- or project-level impacts. The impacts will occur Downtown, rather than distributed throughout the City. Some traffic trips will be shorter, but they will all occur Downtown. This results in greater pedestrian and bicyclist safety, air quality, and noise impacts to future and existing residents and workers within the DSAP area and Downtown. There is no analysis of the transfer of impacts from elsewhere in the City to the project area. Please include this information.

The proposed DSAP Amendment is intended to adapt the DSAP to updated circumstances and to "support and facilitate DSAP implementation relative to both private development and public investment." We must remind the City that these "initiated" amendments to the DSAP

were released three weeks after the Google DEIR, and environmental review of the DSAP Amendment has not been completed.

The rezoning of properties was not included in the FEIR for any parcels within Downtown and this action is specifically deferred to "future project-level environmental review" throughout the FEIR. For example, on page 62 of the FEIR, it is stated that the determination of construction-related "fine particulates (PM2.5), carbon monoxide, and ozone precursors" will be determined during "future project-level environmental review" that "will be required of individual development project to account for their construction impacts."

Yet, that was not done in the FEIR or Addendum, and in the case of these types of air quality impacts, project-specific air quality analyses were not completed "to identify the potential for significant construction TAC impacts." Specific property related mitigation measures are therefore not included in the FEIR or Addendum to reduce construction emissions to a less than significant level (page 66 of the FEIR). This example shows that project-level mitigation measures are considerably different from those analyzed in the program-level Downtown Strategy 2040 FEIR. This is one more reason why a subsequent EIR must be prepared.

Lack of an Accurate Cumulative Impacts Discussion

Because a subsequent EIR was not prepared for the proposed DSAP Amendment, a consistent and accurate evaluation of cumulative impacts has not been completed.

Section 15355 of the CEQA Guidelines defines cumulative impacts as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.

> (a) The individual effects may be changes resulting from a single project or a number of separate projects.
>
> (b) The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time."

This is certainly the case for the proposed DSAP Amendment. With the DSAP Amendment, the Downtown Strategy 2040, the Google project, and DISC projects all happening at the same time

or certainly within the next 10 years or so, cumulative impacts are foreseeable and must be adequately evaluated.

Section 2.3.3 (page 16) of the Addendum states:

> The Downtown West project is currently undergoing separate, project-level environmental review. Therefore, this document only evaluates changes proposed under the Downtown West project as part of the cumulative scenario. (Emphasis added)

Then, Table 18 on page 127 of the Addendum [**Downtown Strategy 2040 and the DSAP Amendment GHG Emissions (MT of CO2e per Service Population)**] includes the following footnote under the "Cumulative Scenario 2040":

> The Downtown West analysis is included for informational purposes only.

This leaves stakeholders confused as to what the cumulative condition is for the DSAP Amendment given that it allows so much more development in the Downtown than was evaluated at the program-level in the FEIR.

Section 15130(b)(1)(A) and (B) of the CEQA Guidelines identify the elements that are necessary for an adequate discussion of significant cumulative impacts. As stated in the Guidelines, the discussion must include "a list of past, present, and probable future projects producing related or cumulative impacts" or "a summary of projections contained in an adopted local, regional, or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect." We can find neither in the Addendum. Where has this required analysis been conducted?

Further complicating the issue, Section 2.4.3 on page 21 of the Addendum states:

> While most other designations would remain the same or similar, nearly all land uses would be intensified to accommodate the increased development capacities described in Table 3. As shown in Figure 2b, while the revised DSAP boundary includes the entirety of the Downtown West project area, the new uses proposed for this area are not analyzed within this document, except as part of the cumulative scenario. (Emphasis added)

So, the boundaries are being expanded, but the Addendum is not evaluating the new uses within the new boundary? Why not? Please explain where this required analysis is being accomplished. This should be part of the project and the cumulative scenario.

Further confusing the public is that the cumulative scenario for the Addendum is not described in the Addendum. Because so much new development is included in the DSAP Amendment compared to the 2018 Downtown Strategy project and FEIR, a new discussion of cumulative impacts is required. Please identify where cumulative impacts are being evaluated.

With no discussion of what is included in the cumulative scenario as required by CEQA, it is impossible to know if the entirety of the impacts has been evaluated in either the Addendum or the FEIR. Since the DSAP Amendment were effectively "approved" prior to release of the Google DEIR, there is no evidence in the record that the baseline conditions are accurate – the cumulative impacts certainly are not. To rely on the cumulative scenario of the Downtown Strategy 2040 FEIR at this junction, given the amount of development anticipated in the DSAP, is not justified. Please identify the evidence in the record demonstrating that the cumulative scenario of the Downtown Strategy 2040 FEIR is accurate in light of all the other projects moving forward in the area.

Table 30 on page 224 of the Addendum (**Cumulative Development Capacity within DSAP Amendment Boundary**) states that the office/retail component of the Google project is 6,775,000 square feet with 5,575 residential units. This is significantly less than what is described in the Google DEIR (page S-2) which states that the project includes 7.3 million square feet of commercial office space with 5,900 residential units in addition to over 700,000 square feet of active, event, conference, and logistics center space.

In addition, the retail square footage included in the DSAP Amendment is not shown (424,100 square feet). Therefore, the cumulative scenario and the entire traffic analysis has underestimated project and cumulative scenario impacts. This amount of new development is in excess of the development described in the FEIR and is a cumulatively considerable contribution towards the cumulative impact. Where is a complete cumulative impacts analysis presented?

Segmentation

The DSAP Amendment is integral to approval of the Google project. Breaking apart the analysis of these two projects is segmenting the whole of the action and hinders developing a comprehensive mitigation strategy for the same area of Downtown.

The Addendum must be replaced with a subsequent (supplemental) EIR that includes all components and approvals required for the proposed project. Section 15378 of the CEQA Guidelines requires an analysis of the whole of the action. Because a new EIR was not completed for the entire increase in development proposed in the DSAP area including the massive Google project, an analysis of the additional 14.6 million square feet of office/retail and 12,619 residential units has not been completed.

The analysis and identification of impacts should be in one document. The public should not have to read the Downtown Strategy 2040 FEIR, the Google DEIR, and now the Addendum to determine how the DSAP area will be affected by this massive new development.

To reiterate, the approval of the Google project requires amendments to the DSAP. The DSAP Amendment and the Google project are one project as they include many of the same properties and are interdependent, and therefore breaking them up into two different projects is segmentation under CEQA. The City has essentially admitted that they are inextricably tied together, by considering them and approving them all together as described on the City's webpage at https://www.diridonsj.org/diridon-station-area-plan-google-project. That page states:

> The DSAP amendment process will consider and incorporate Google's proposal. The City Council will consider approval of the City-initiated DSAP amendments, Google planning entitlements, and all associated environmental documents and legislative changes as part of a comprehensive planning process. The City aims to complete this process by mid-2021.

The 2014 DSAP project underwent extensive public involvement and reflects the desires of the community. Changes to that plan must therefore be approved and in place prior to approval of the Google project that must conform to the plan. Not the other way around. The DSAP Amendment is required for approval of the Google project, yet details of the proposed (but not approved) DSAP Amendment were not known at the time the Google DEIR was circulated. To

have broken the projects into two separate environmental documents dilutes the disclosure and mitigation of the impacts of both. This is the definition of segmentation.

Reallocating Development Capacity Throughout the City

In many sections of the Addendum, including almost all of the environmental and cumulative analysis sections, it is stated that 14.6 million square feet (**up to 70,000 jobs**) and 12,619 residential units will "be reallocated to Downtown from other planning areas identified in the 2040 General Plan to support transit-oriented development."

This proposal could greatly affect other areas of the City, especially those *Urban Villages* slated for transit-oriented development along Bus Rapid Transit lines. This would be in direct conflict with the goals and policies of the Envision San José 2040 General Plan and compromise the future success of vital transit projects. A City's transportation network must work on a system-wide basis. People must be able to conveniently travel throughout the City, not just within Downtown. If a lack of development outside of Downtown compromises the success of bus transit systems, suburban areas will falter. Traffic impacts of how the transfer of development from other parts of the City to the project site must be evaluated now in conjunction with the Google project and DSAP Amendment, and not relegated to the future.

Because there are many projects, including *Urban Village* amendments, that have claimed this "reallocated development" in San José, how are stakeholders to know if there is even any extra development available in these unidentified areas of the City? How can this tactic be claimed to "support transit-oriented development" when it is moving allowed development from other transit-oriented projects to the DSAP area? What will be left in these areas and how will there be enough development to support transit in areas farther afield that depend on transit to access Downtown and the DSAP area for jobs? How does this constant transfer of development actually affect VMT, congestion, transit use, and pedestrian and bicyclist safety – both in the Downtown and DSAP area as well as other parts of the City? This impact is not disclosed in any of the documents, in violation of CEQA. Nor is there any apparent accounting of the transfers.

This is all vital information with respect to a new or significant increase in environmental effects, not suitable for an Addendum. The moving of development capacity all over the City without transparent accounting and environmental review as required by CEQA must be rectified.

Future Actions

The lack of information regarding the major elements of the project leads to an inability to correctly and adequately name the future approvals that will be required and will use the Addendum for environmental review, as required by Section 15124 (d)(1)(A-D) of the CEQA Guidelines.

Section 2.4.9 **Future Actions** of the Addendum states the following:

> This Addendum will provide the basis for tiering the subsequent environmental review of future actions.

It is established that the project evaluated in the Addendum includes the rezoning of property. There is no ability to legally tier from the Addendum. The Addendum must be considered with the original FEIR to allow tiering.

Future actions based on the Addendum include rezonings, grading and drainage permits, tree removal permits, demolition permits, construction plans, and TDM plans, to include a few. Rezoning projects in San José are required to not only have applications on file, but also General Development Permits for Planned Development (PD) zones. Conforming rezonings must be available for review depending upon the project proposed. The process in San José has been developed over many years to guarantee that the public is aware of all future approvals and able to participate in the process. However, this Addendum circumvents this established process. What is the legal basis for using this Addendum to approve these future actions from an environmental perspective?

Under the relevant AMA provisions (**EXHIBIT A)**, the City has an obligation to work closely with SSE on all development proposals near the Arena to ensure that appropriate measures will be taken to protect Arena operations. This includes referring notification of preliminary review applications, environmental documents, traffic and parking analyses, construction traffic management plans, and transportation and parking management plans, among others. Therefore, the future preparation of any plans as it relates to the proposed DSAP Amendment must come to SSE in draft form for review and comment. This includes the TDM plan, all subsequent Transportation Analyses (TAs), Local Transportation Analyses (LTAs), construction management and staging plans and schedules, construction worker parking schemes, recommended Temporary Traffic Control Plans (TTCP), proposed street network changes, truck haul routes, etc. It is difficult to see how the City will be able to comply with its obligations

when these standard documents have not been prepared as part of the Addendum for this project. How will this be accomplished?

Inconsistent Boundaries

The amended DSAP boundaries are shown on Figures 2b and 3b, yet they do not appear to match the Diridon Station Area Plan Extension shown on Figure 1. The additional area north of W. St. John along the Guadalupe River is not depicted. There also appears to be an expanded area south of Park Avenue, east and west of Sonoma Street that does not appear on Figure 1. What exactly is the proposed boundary of DSAP? As the City well knows, the parcels along the Guadalupe River are very sensitive and the required development setbacks of the City's Riparian Corridor Policy must be considered.

In addition, Section 2.4.1 states the following:

> As part of the DSAP Amendment, the DSAP boundaries would be expanded by approximately 24 acres, increasing the total DSAP area from approximately 250 to 262 acres, an increase of 12 acres.

So, is it 24 or 12? Again, the maps are of no help in determining the actual increase or the areas to be included. Figure 2b does not depict the proposed boundary changes that are described on page 19. None of the boundary changes are shown on Figure 4b "Proposed Building Height Limits," which is very important to surrounding neighborhoods. Please correct and harmonize these statements.

Further, page 20 of the Addendum seems to be saying that the DSAP Amendment includes additional development in "outlying areas" that "would allow up to 24,166 square feet of office/retail space and up to 2,761 residential units" that appear to be included in the development capacity, but "will be tracked separately for planning purposes." Is this the development contained within the "expanded boundary" areas? Not only is this confusing, but it seems to overstate the process and leaves the community with a cloudy conception of how their neighborhoods and the rest of the DSAP area will be changed and ultimately, impacted. Please explain.

Incorrect Zoning being Applied to Lots E and Milligan

As stated in the **Watry Design Memo (<u>EXHIBIT E</u>)**, both the Lot E and Milligan sites are anticipated to be interim parking lots and potentially, new parking structures in the future as

stated in the Addendum. However, the proposed zoning designations for these sites are shown on Figure 3b as *Downtown Primary Commercial*. We believe that these proposed zoning designations have the potential to preclude the ability to develop these sites for either parking lots or structures that would allow them to be efficient for Arena parking. The provision of the parking is required by the AMA.

We ask that the sites be zoned for *Public/Quasi-public* uses to allow the construction of public parking facilities. We are also concerned that requiring the future structures to be "wrapped with active uses" will cause access and safety impacts to pedestrians accessing the parking from either the Arena or other nearby uses. Preserving the ability to extend Autumn Parkway through the Milligan site should be retained. Because there is a potential for both sites to be used for *interim* parking uses, 5.4 *Surface Parking Lots* of the *Downtown Design Standards and Guidelines* (DDGs) should not be required. Please clarify that the future interim parking lots will not be required to comply with the DDGs.

In addition, because these future required parking facilities must provide for safe and efficient ingress and egress that supports access to the street network, consistent with the objective of the DSAP to ensure the continued vitality of the Arena consistent with the provisions of the AMA, the future parking lots and structures on these sites must not be required to be consistent with Section 3.5.3 *Parking and Vehicular Access Location* of the *DDGs*. The ability of parking facilities to best serve Arena events is tantamount to pedestrian safety and transportation management. Please clarify that these guidelines do not apply to these future parking facilities.

Promised Parking Study

On page 16, Section 2.3.3, once again, the public is promised an "updated parking study and strategy." This study should have been completed years ago and a parking strategy should have been developed based on scientific data rather than anecdotes. Because neither VTA nor High Speed Rail are providing any necessary parking, the lack of sufficient parking could create impacts that will be crippling for Arena operations and lead to the City's inability to satisfy its off-site parking obligations under the AMA.

The Addendum wholly fails to identify, evaluate, propose mitigation for, or otherwise address the parking issues raised previously by SSE in multiple City documents. Neither the Downtown Strategy, this Addendum, or the Google DEIR include an actual parking availability and demand

study, nor do they analyze parking availability after the removal of large swaths of parking that will occur as a result of planned Downtown Strategy and DSAP development.

As explained in CEQA Guideline §15125. Environmental Setting:

> [T]he purpose of this requirement [to accurately describe the environmental setting] is to give the public and decision makers the most accurate and understandable picture practically possible of the project's likely near-term and long-term impacts.

In this case, we can find no accounting in the Addendum as to how many parking spaces will be lost as a result of the proposed project. While the Google project will provide a dramatically reduced number of spaces when compared to the Municipal Code, based on a TDM program, there are with no specific performance measures or means of accounting for success in either document.

As stated in the **Watry Design Memo (EXHIBIT E)**, it is interesting to note that the original DSAP included 11,950 parking spaces for a development of approximately 5.4 million square feet of office/retail development and 2,588 residential units. The Addendum (Section 2.3.1.5 ***Parking***) states "Of these, approximately 8,960 spaces would be located in off-street surface lots and structure parking garages and the remaining 2,990 spaces would be provided in underground parking facilities. Approximately 1,403 spaces were allocated for transit demand."

What the analysis fails to state is that DSAP office development is now growing by 9.18 million square feet and residential units provided will increase by 10,031 units which are increases of 184% and 388% respectively **with no increase in parking proposed**. Per the 2014 DSAP, parking ratios should be 1.51 stalls per 1,000 net square footage of office, one stall for every residential unit, and 0.2 stalls for every hotel room. Therefore, the DSAP Amendment should provide 30,833 stalls. With the Google project deficits in required parking, the DSAP area will have a whopping total deficit of 14,548 parking stalls, as shown in **EXHIBIT E**.

All the various users are apparently supposed to share parking, but experience within the parking consultant industry shows that office and transit do not share parking well. Residential shares some with transit and office, but in practice generally only about 40-50% of the spaces will share. This is not accounted for in the Addendum. Residential development does not share well with event parking and this reality is also not addressed. Therefore, the assumptions are seriously flawed. Coupling that with the dramatic reduction in parking being proposed by the

Google project and the fact that existing parking is being removed without replacement **(EXHIBIT G Parking within 1/3-mile**), and no new parking is included in the future BART and HSR projects (an identified demand in the 2014 DSAP of 1,353-2,213 spaces), the DSAP area will be short by thousands of parking spaces**.**

A transportation and parking evaluation is something the City of San Jose would require in an environmental document for any other large project in the Diridon Station area. The City, per relevant provisions in the AMA (**EXHIBIT A**), is obligated to consider and mitigate adverse impacts on the Arena caused by major projects in the Diridon Station area, particularly impacts related to parking and transportation. The AMA states:

> For the BART and High Speed Rail transit projects, the City will request that the lead agency conduct a project parking analysis – The analysis should include a projection of parking demand, demand management strategies, recommended supply solutions, and potential impacts on the existing parking supply within the Diridon area, including suggested ways to mitigate the impact if it is deemed significant. The results of any parking analysis will be provided to Arena Management for review and comment. The City will consider Arena Management's timely feedback in formulating comments that the City forwards to the lead agency as part of the project development and approval process.

Page 2-4 of the Google DEIR states that "The City will also prepare implementation plans for shared parking, infrastructure financing, and affordable housing." As previously stated, this information has not been forthcoming and it is unclear when it will be provided. The discussion on page 2-46 of the Google DEIR provides that "As part of its current broader effort to update the DSAP, the City is also updating the parking analysis." This updated parking analysis should be part of the proposed DSAP Amendment project, as well as the Downtown Strategy 2040 and Google projects. When will the implementation plans be prepared?

There is no evidence as to where off-site parking, shared or not, will be located or what actual parking demands will be. The implementation plans for the DSAP Amendment, Google project, Downtown Strategy 2040, and General Plan must be known now for meaningful evaluation of environmental impacts of this project. There are far too many moving parts for the public and decision makers to have the ability to meaningfully participate in the environmental process for the project.

The amount of parking proposed does not come close to meeting the minimum stated requirements set forth in the DSAP. Per the Google project documents "Some commercial parking could also be provided at off-site location(s), should such off-site parking be developed separately from the project in the future. In addition, a portion of the residential parking spaces could be designated as shared spaces, meaning that they could be used by office employees when not occupied by residential users." It is presumed that this off-site parking is the Lot E parking structure which was also identified in the Addendum as usable for transit parking. Transit and office parking are not compatible for sharing parking. Again, it is unclear how all the parking supply will serve the demand for all of the uses.

In the City of San Jose, all projects are required to include a detailed description of where and how parking requirements will be met. We are perplexed that such a large project is not being required to meet this basic project requirement. We know that many high-tech firms do not allow shared parking with residential and other uses for security reasons. Similarly, residential projects do not typically share with other uses, particularly for evening uses such as Arena events. For this reason, a comprehensive shared parking arrangement, based on a parking study that utilizes proven scientific data is long over-due.

The Addendum has no discussion of where or how parking will be provided, and the FEIR states on page 27 that future actions will include the "Adoption of ordinances, policies, and plans that implement the Downtown Strategy such as the Transportation and Parking Demand Management Plan or Design Guidelines." The preparation of a project-level TDM plan must be done now, as is usually done for a rezoning project, and not deferred to some later date.

The extent to which parking is even discussed in the FEIR includes program-level "Parking Measures" for air quality impacts to include:

- Provide preferential parking (e.g., near building entrance, sheltered area, etc.) for carpool and vanpool vehicles
- Implement parking fees for single occupancy vehicle commuters
- Implement parking cash-out program for employees (i.e., non-driving employees receive transportation allowance equivalent to value of subsidized parking)

Further the document seems to state, without pointing to any evidence, that the implementation of a VMT Policy in the Downtown Strategy 2040 will take care of parking by

reducing minimum parking space requirements for residential uses, expanding unbundled parking opportunities for all uses, and adding TDM options.

The above does not come close to being a parking analysis and it certainly does not solve the problem of the lack of replacement parking in the Downtown area. To depend on parking in terms of policies to be determined in the future that have not been proposed and may not exist is improperly deferring a potential impact to a later time. Again, a parking study that is based in proven science must be completed now.

There is also no evidence that increased parking demands caused by future transit riders at the San Jose Diridon Station and new development would be met by any available parking in existing or new parking facilities. The City has not prepared a comprehensive parking study for the Downtown and/or DSAP area. This is especially important as the BART and HSR projects do not include any parking for transit users or valid parking studies.

The fact that the future BART and HSR projects coming to the Diridon Station will not be providing any parking for transit users means that the parking demands created by those projects will put pressure on the already-paltry parking supply planned to be included in the project. The project certainly does not include enough parking for transit users, and there is no analysis to demonstrate that there are offsetting effects associated with increased transit service at the station such that parking demands of station users and SAP Center patrons would be met (in addition to the demands created by the project) without secondary environmental or socioeconomic effects.

Further, a true unconstrained parking study with actual scientific modeling was not completed for either the proposed project or future transit projects. The Google DEIR posits, without evidence, that parking is available in the project area and Downtown that can be used by residential and commercial development, the Arena, and transit users. Indeed, many other projects in the DSAP area and Downtown are proclaiming to be able to utilize “under-utilized” and “commercially available” parking downtown. However, a scientific, industry-standard analysis has not been completed. Accordingly, there is no evidence in the record to support these statements.

A new project-level environmental document should be prepared for the DSAP Amendment project that discloses off-site parking locations so that surrounding neighborhoods and businesses, including the Arena, are able to evaluate potential impacts in advance of the

project. Without knowing locations, how can impacts be adequately described and mitigated? Impacts related to construction vehicle traffic is also deferred to the future. A project-level EIR must be prepared that includes an evaluation of these impacts now.

Lack of Parking and Resulting Safety Impacts

Currently, the project is inconsistent with General Plan Land Use Policy LU-3.5 which states:

> Balance the need for parking to support a thriving Downtown with the need to minimize the impacts of parking upon a vibrant pedestrian and transit oriented urban environment. Provide for the needs of bicyclists and pedestrians, including adequate bicycle parking areas and design measures to promote bicyclist and pedestrian safety.

If the lack of adequate parking results in many workers or residents driving around for an extended period of time looking for parking, impacts to air quality and greenhouse gas emissions could occur, as well as safety impacts to bicyclists and pedestrians

The lack of adequate parking both during construction and in the long-term will result in many situations where the safety of bicycle and pedestrian facilities will be compromised. When parking is not available, the occurrence of illegal on-street parking (in loading zones and restricted parking areas or across driveways and sidewalks) affects the ability of pedestrians and bicyclists to have a good line of sight, and the quality of pedestrian and bicycle paths of travel is compromised and could result in injury or death.

The project includes a dramatic reduction in parking when compared to Municipal Code requirements, and a vast amount of existing parking will be removed and not replaced as a part of the project (**EXHIBIT G Parking in 1/3-mile**). In addition, future Diridon Station transit projects do not include any parking. Therefore, the area will be short by thousands of parking spaces. This shortage should be disclosed, analyzed, and mitigated.

Users of the transit opportunities will not just live and work in the Downtown West area and the DSAP area. They will be living and working in other locations and driving to the Diridon area. The lack of parking in the DSAP area will be a barrier to optimal use of the station, which will diminish the environmental benefits it might provide. It also jeopardizes the success of the project. Please explain why Google is not being required to provide parking at levels even close to the minimum standards in the Municipal Code.

The General Plan predicts that more than 20 years from now, 60% of all trips will still be by automobile. Yet, the DSAP Amendment and the Google project appear to assume that 75% of all trips within the DSAP will occur via transit. This is confusing, and is unsupported by any study. It is a goal – not reality. The idea that providing inadequate parking will reduce parking demand to the level of parking actually provided has not worked and there is no evidence that it would work in the project area.

There is no information in the DEIR that points to any study showing South Bay residents will no longer rely on automobiles to access public transit. In complete contradiction to the City's argument that the General Plan supports the removal of parking, previous traffic analyses completed since at least 2008 show that over 75% of commuters to and from San Jose were in single-occupant vehicles. The General Plan's "goal" for 2040 is still 40% drive alone mode share for commuters, and that does not include the approximately 10% who carpool and will also need parking. Please provide a study to evaluate this assumption.

The problems caused by parking shortages are well known. As an example, when transit projects fail to provide adequate parking at their stations, spillover occurs. In other words, unlike the undocumented speculation that removing parking means drivers will no longer drive to an area, actual experience shows the drivers still drive and they create spillover parking in the surrounding neighborhoods. SSE is attaching a collection of articles documenting this point. (**EXHIBIT H, Articles Re BART Parking**). In addition to documenting the negative impacts a lack of parking has on BART ridership, the articles describe negative effects on the neighborhoods where BART stations are located and on local businesses. Particularly instructive is the article about Stoneridge Mall having to chain up its parking lots because BART riders were taking it over.

These articles also document the burdens on businesses and infrastructure when a project proponent fails to adequately disclose and mitigate its construction impacts. These are just a few examples of what happens when projects fail to provide adequate parking to meet the demand caused by the project – the burden is shifted to innocent parties.

The lack of parking spaces in the Diridon area will be a hardship to SAP Center's employees and customers. For some events, SSE may have well over 400 employees who need to park within walking distance, many of whom arrive early in the day to start work and many others who arrive mid-day but leave late at night. In addition, some events occur during weekday daytime hours. All of these factors should be studied. A scientific, data-driven parking demand analysis

using realistic data based on demand created by all the projects in this area must be completed and included in the environmental review document. At the very least, the Addendum should be revised to include this vital information to reduce pedestrian and bicycle safety impacts.

Lack of Replacement Parking for The Arena

The proposed Google project includes the development of Lots A, B, and C (which currently provide the Arena with vital parking), with commercial and residential uses. Therefore, the loss of this parking is an impact of that project. The DSAP Amendment will also result in the loss of parking for the Arena as result of providing parking at levels much lower than the Municipal Code.

This is a direct impact to a public use that will occur as a result of the project and it should be identified and mitigated as part of the proposed project – not deferred to some later date, which is a violation of CEQA. This is especially true since we have no assurances of when future environmental review will occur for the "replacement" parking. This is also inconsistent with the City's obligations under the AMA. If parking for a public use is being removed as part of the project, it needs to be replaced as part of the project, which is true for any similar situation in San José.

Moreover, under agreements signed by Google concurrently with its option agreement with the City, the development of certain replacement parking spaces, specifically on Lot E and the Milligan site, is a condition precedent to Google's right to develop its properties along Delmas Avenue at Santa Clara Street. Therefore, replacement parking on Lot E and the Milligan site is inextricably linked to the project. The City is obligated to construct parking on those two sites under the AMA and its agreements with Google. Therefore, the zoning of these two future parking locations must be *Public/Quasi-public* and not *Downtown Primary Commercial*, as proposed by the DSAP Addendum (**Watry Design Memo, EXHIBIT E**). Please have this clarified.

In furtherance of its obligations, the City has prepared plans for these parking facilities. Thus, environmental review for them could have been included in the Google DEIR or the Addendum, or a new project-specific EIR that should be prepared for the DSAP Amendment. There is no explanation of why development of these parking facilities is not included in these projects. The details regarding their construction should be, at least, as detailed as those of the proposed Google project.

As for the other options that the City believes can provide replacement parking for SAP Center events, the Platform 16 project is on-hold without any date known for completion, and negotiations with the County over the West Julian Street parking have stalled. Further, Table 29 on page 217 of the Addendum seems to state that the City is promoting modifications to prioritize the use of the Julian Street/SR 87 interchange as "the primary Downtown gateway for regional vehicular traffic on SR-87" to "connect vehicles to key parking locations outside the core station area."

As stated in **EXHIBIT C (Krupka Consulting Memo)**, this proposed modification is not supported given the above-described lack of parking off of Julian Street and the fact that the DSAP Amendment would reduce parking supply north of Santa Clara Street. As for the Adobe project, SSE has reviewed the plans and has determined that the parking in that structure does not have adequate post-event egress, among other issues.

The Google project and presumably the Downtown Strategy 2040 all assume there are other potential parking sites that are available throughout the DSAP area. These parking facilities either would not exist post-project or have not been identified, in which case it is not possible to determine if any of them are conducive to Arena event parking. The point is, enough is known about the existing situation to have allowed environmental review for the required replacement parking. Therefore, please include a full parking analysis.

Transportation Document Review

The comments in this section pertain to the following environmental documents for the DSAP Amendment:

- Addendum
- Appendix C: Transportation Analysis (TA)
- Appendix E: Transportation Project Descriptions

Our comments below are based, in part, on the professional judgment of Krupka Consulting (**EXHIBIT C**) and should be considered to be a high-level summary of this technical memorandum. Therefore, please respond to each specific comment in **EXHIBIT C**, as well as all other Exhibits.

Addendum

As we previously mention, Figure 3b (p. 10) presents substantial zoning changes to allow for increased development densities. Respective zoning requirements stipulate details that would affect access, circulation and parking for all uses including SAP Center. These details are sufficient to require a Local Transportation Analysis (LTA) for the Addendum, which was not done. Please explain the rationale for not requiring an LTA for the DSAP Amendment project.

The general discussion of development capacity changes on page 19 is over-generalized. Please discuss where specifically (i.e., what areas and traffic analysis zones) these land uses transferred from, and include detailed procedures, illustrations, and results of the work. In addition, the transportation projects listed in Section 2.4.5 of the Addendum must be included in a subsequent EIR for the project.

On page 213, the VMT per capita analysis was discussed generally, which is typical for environmental documents prepared after the law was changed to address VMT instead of intersection levels of service. The essence of the change in VMT, the document explained, would *decrease*, that is improve, because population density would *increase* relative to the Downtown Strategy 2040 condition and such new population would be situated near new jobs and extensive opportunities to use non-automobile modes of travel, thereby *decreasing* the VMT created by residents and employees Downtown.

This may seem somewhat intuitive to a transportation professional but is not at all substantiated by facts. Please provide sufficiently detailed examples to illustrate how the findings in Table 28 *VMT Analysis* were derived. Also, please discuss the significance of change in the noted values about the threshold. In other words, for example, how different are the numbers 10.12 (threshold) and 6.78 (estimated)?

On Page 214, the VMT per Service Population analysis was summarized in a couple of sentences and the reader was advised to "see Appendix C for a full discussion." The reader deserves to see facts and examples in this document. For information, the "full discussion" in Appendix C contains a generic discussion of methodology and no facts or examples. Please provide a discussion in the Addendum based on the facts and circumstances covered by the Addendum.

The summary of the Journey to Work Mode Share analysis and the Average Vehicle Speeds in Transit Priority Corridors analysis also suffer from brevity. Please provide a discussion of procedures and results in the Addendum based on facts and circumstances covered by the

Addendum. For reference, simply adding tabular information, like that in Table 28 VMT Analysis (p. 213), for each of these analyses, and providing discussion about their meaning, would help the reader interpret, compare, and contrast results.

On page 217, the modifications proposed at Santa Clara Street and Julian Street interchanges on SR-87 appear grand in scope but are merely generalized in Table 29. Substantial planning and engineering and environmental efforts are required now in a subsequent EIR to render reasonable improvement plans and describe potential impacts. The proposed changes would introduce major access, circulation and parking tradeoffs for major activity centers including SAP Center. For example, the reference to a purported benefit of the interchange improvements – to "connect vehicles to key parking locations…" is not supported given that the DSAP Amendment would, in fact, reduce parking supply north of Santa Clara Street. Finally, the "bus-only" (page 22) and "exclusive public service lanes" mentioned regarding Santa Clara Street are not documented and would also have substantial implications regarding access to SAP Center. Please provide the necessary documentation.

Appendix C: Transportation Analysis (TA)

Please explain this sentence on page 7: "The DSAP Amendment removes the Autumn Street extension." The statement does not provide any context related to rationale and expected disposition of this facility and is not consistent with the Addendum which states on p. 22 that the "City is currently considering two options regarding the remaining segment of the Autumn Parkway extension," including retention and removal.

Changes listed in Table 3 (p. 15) related to Autumn Street, Montgomery Street, Park Avenue, Bird Avenue and Santa Clara Street will substantially change access and circulation to major activity centers including SAP Center, which have not been documented. Please provide the necessary documentation.

On page 47, the estimated Journey to Work Mode Share for drive alone is 71% under the "Plus DSAP" scenario (Table 13) and 70% under the "Cumulative GPAs" scenario (Table 16, p. 51). These values are far from the 2040 goal for the DSAP area, which is 25%.[7] Granted, these values are in different units – one is related to work trips and one is (presumably) total daily trips. However, the implication is clear and raises a somewhat paradoxical question. *Why does*

[7] City of San Jose, Draft Amended Diridon Station Area Plan, October 2020.

the DSAP Amendment not result in mode share performance that more closely matches the 2040 goal? Please provide an explanation.

Finally, it is important to note that the "Goal-Based Project Buildout Conditions" in the Google DEIR assume that the project will achieve a mode share drive alone of 25%, yet the analysis of Journey to Work Mode Share is nowhere near that value (Table 12 in Appendix J1 of the DEIR shows 70%). Please provide a suitable explanation to assist the reader.

Appendix E: Transportation Project Descriptions

On page 4, Project ID T5, Santa Clara Street Complete Street with Dedicated Public Service Lanes, contains no details and likely would also have substantial implications regarding access to SAP Center. Project ID C1, Santa Clara Street SR-87 Off-ramp Closure, differs from the general discussion in Table 29 of the Addendum, which does not call for a ramp closure. The proposed changes would introduce major access, circulation and parking tradeoffs for major activity centers including SAP Center. See previous comment under Addendum at p. 217. Please explain how these impacts are being managed.

Project ID C2, Julian Street SR-87 Interchange Modifications, which references a purported benefit of the interchange improvements – to "connect vehicles to key parking locations…" - is not supported given that the DSAP Amendment would in fact reduce parking supply north of Santa Clara Street. See comment under Addendum at p. 217, above. Please provide sufficient information to allow the reader to evaluate how the interchange improvements connect vehicles to key parking locations. Diagrams would be helpful.

Lack of a Local Transportation Analysis (LTA)

As we stated previously in this letter, we are very concerned about the lack of project information included in the Addendum. This inadequacy results in an incomplete analysis of traffic impacts.

The City of San José requires every rezoning project to include an analysis of driveway operations in an LTA. Driveway operations are very important to ensure the safety of motorists, pedestrians, and bicyclists, especially in light of the volume of traffic expected by the proposed project. To not discuss the potential impact of driveway operations and their effect on these important transportation modes now, when the environmental review process is occurring, is in violation of City policy and CEQA. We are dismayed as to why this project is not being treated the same as other projects in Downtown.

As a result, the Addendum is incomplete because it does not sufficiently address site access and local circulation. For example, critical intersections in the area, including N. Montgomery Street at W. Julian Street, W. Santa Clara Street, W. San Fernando, Park Avenue at N. Autumn Street, and the intersection of W. San Fernando at Almaden Blvd. were not evaluated. Please provide this information. The City could have and should have developed a complete scope of analysis in cooperation with stakeholders. This was an imperative step that should have been included in a subsequent EIR, yet it was not completed. In addition, in accordance with the AMA, SSE should be involved in the preparation and review of the LTA.

The Wenck Associates Memo (**EXHIBIT D)** assessed street segments in the DSAP area for capacity, circulation, and access to parking. We must point out that all street network changes must be extensively studied from a design and engineering standpoint, which was not done as part of the environmental review for the project. SSE requests additional input during the planning and design stages of any street conversions, closures, or re-striping projects. Once they are implemented, they would be irrevocable, and their effects could be detrimental for both SAP Center events, the surrounding neighborhood, and project traffic conditions.

Impacts During Construction

The apparently project-level Addendum does not include any specific construction information nor are construction staging locations, lengths of street closures or modifications, detours, street circulation changes or any other pertinent construction-related information included. The impacts caused by the construction of this massive project are not disclosed or mitigated. Please correct.

Construction traffic will undoubtedly occur outside the peak hours in the mornings and evenings. In fact, these are prime times for when construction begins and ends. If streets are closed for days on end, adding construction-worker traffic (for which there may not be any parking) would only exacerbate an intolerable situation, especially after 6 pm on event nights at SAP Center. If BART and HSR are also under construction in the next 10-year timeframe, gridlock will be guaranteed.

Because the mitigation measures of the FEIR upon which the Addendum is tiering are program-level, all mitigation measures are deferred and unknown. Off-street parking areas are not identified for construction-related vehicles; therefore, impacts as they apply to surrounding land uses cannot be determined. There are no measures to ensure that pedestrian and bicycle

access is maintained or how accessibility will be provided. Truck haul routes, equipment staging locations, and street detours are not identified. Mechanisms to prevent roadway construction activities from reducing roadway capacity during special events presumably to occur at SAP Center are not identified.

CEQA Guidelines §15126.4 requires that mitigation measures must be feasible and fully enforceable and include the adoption of specific project-level performance measures to ensure that mitigation can reduce or avoid impacts. Further, the mitigation must identify "the type(s) of potential action(s) that can feasibly achieve that performance standard and that will be considered, analyzed, and potentially incorporated in the mitigation measure." The mitigation measures included in the Addendum and FEIR do not meet this standard for project-level analysis. If the project description were more developed, which a project of this magnitude should and can be, mitigation could be designed in compliance with CEQA.

The Addendum does not evaluate traffic disruptions during construction, nor how they will be mitigated. The project will have extensive and atypical construction impacts throughout Downtown San José. We must assume that construction will take many years and given the long duration and the heavy amount of construction work along major arterials and adjacent to existing businesses and residences in Downtown and the DSAP area, including the Google development, gridlock will ensue. This is why the project-level evaluation of construction impacts now is so vitally important. Mitigation measures must be identified now especially since only site development permits may be required in the future for the proposed development. Therefore, this is the last chance for this evaluation.

One important ingredient of an EIR is the discussion of steps that can be taken to mitigate adverse environmental consequences. The requirement that an EIR contain a detailed discussion of possible mitigation measures flows both from the language of CEQA and, more expressly, from CEQA's implementing regulations.

Consistency with plans and policies is not adequate mitigation under CEQA for project-specific impacts. While Appendix G of the CEQA Guidelines does not specifically mention event centers, Question X. Land Use and Planning (a) asks: "Would the project physically divide an established community?" Multiple years of lane closures, lost parking, and disruptive construction activity immediately adjacent to long-established businesses (including the SAP Center) and residents, could significantly impact the viability of these businesses and would

constitute physically dividing an established community. This impact is erroneously not identified, analyzed, or mitigated in the Addendum or FEIR.

Neither the Addendum nor the FEIR even mentions street or lane closures (and impliedly sidewalk closures) on any streets in the DSAP area. Therefore: (1) The document does not accurately identify these potential adverse impacts both during construction and in the long-term; and (2) The Arena will suffer significant adverse impacts if any portion of any sidewalks are inaccessible to pedestrians or if the vehicular capacity of the surrounding streets is diminished. As to the first issue, the Addendum is deficient on its face due to the lack of identification of a certain impact. As to the second issue, SSE is strongly opposed to any intrusion onto Santa Clara, Montgomery, and Autumn Streets by the project construction.

Because it is not discussed in either the Addendum nor the FEIR, we must point out that any street closures will interfere with not only emergency services traffic in the area, but also affect pedestrian and bicycle facilities. As we know, most construction projects, especially Downtown, depend on street rights-of-way for construction and equipment staging, including the placement of cranes. How can a high-rise structure be built "on-site", especially those in the final stages of construction on a particular site? This needs to be explained before the proposed mitigation measure can be evaluated.

Truck haul routes whether for construction or long-term equipment should be identified in a project-level environmental review document. The Addendum states (page 68) that "a community risk assessment of construction activities related to future development in the DSAP area would be conducted at a project level to address these impacts." We must point out that specific construction plans and schedules for construction should be disclosed for this project, and it is possible to quantify the impacts and determine impact significance now. We discourage the use of existing residential streets as haul routes to avoid both on-site and off-site sensitive receptors. These routes could be used regularly for at least 10 years and should be known now. If they are changed, how will residents be notified?

The program-level Addendum and FEIR do not describe mitigation measures for construction traffic emissions due to congestion. Scientific performance criteria are not provided and mitigation is deferred. Significant impacts can occur to existing and future sensitive receptors in violation of CEQA. Again, we believe that the lack of project-specific information for a rezoning project is in violation of CEQA and a subsequent EIR should be prepared that contains an accurate identification of impacts and project-specific mitigation.

Further construction information detail is required to determine impacts to the surrounding neighborhoods. What measures will be included to reduce single-occupant vehicle trips by construction workers? Will shuttles be used during construction to drop workers off and pick them up? Where will they be located? How will a plan for construction worker parking be measured and enforced? How will pedestrian and cyclist safety be affected by these actions? Indirect safety impacts to pedestrians and bicyclists during construction are also not addressed.

Economic Consequences

The lack of a project-level environmental analysis with a stated cumulative scenario and an adequate evaluation of impacts with feasible mitigation measures for a project so large is unacceptable. There will also be significant long-term socioeconomic impacts that will burden the Arena, the Diridon Station area (including the surrounding neighborhoods), and the City as a whole. Travel to Arena events is unlike commuter transportation analysis. Like other sports and entertainment venues, travel to the Arena is discretionary. Thus, worsening transportation or parking conditions, which may not deter a commuter from making a required trip to work or home, will often completely deter a patron from going to an Arena event. Consequently, good transportation access is required in order for the Arena's on-going success, both in the long-term and during construction. A proposed development project that damages the transportation and parking experience can have ruinous economic impacts on the continued vitality of the Arena.

The San Jose City Council approved the extension to the Arena Management Agreement in 2015 based on the community and economic asset the Arena had become under SSE's management, noting in a memo from 5 councilmembers recommending the approval that "[W]ith tens of millions in annual economic impact, the building annually generates over $5 million in sales, hotel and other tax revenues for the General fund, supporting the City's provision of basis services."

As noted in this comment letter, a reduction in adequate parking supply and street capacity impacts the ability of SSE to successfully operate the Arena because patrons cannot easily access the facility and so are less likely to attend events. This results in reduced revenue to the City, as well as the likely potential for a loss of jobs. The economic impact of reduced Arena operations is being felt by the City now due to the shutdown arising from the Covid-19 pandemic, and some similar impacts associated with the project are expected. The economic studies which are included in the environmental review documents do not account for the

impact to the Arena as a cost of the project and should be assessed, particularly since the DSAP goals include ensuring the continued successful operation of SAP Center.

CONCLUSION

In closing, I would like to reiterate the mutual intention of the City and SSE as expressed in the AMA Side Letter two years ago:

> We believe that with proper planning, the Diridon Station Area can support robust corporate development, a multi-modal transportation system, and a successful world-class sports and entertainment arena. However, the plan must also address critical needs of the SAP Center regarding transportation and parking.

Consistent with this, SSE supports the City's desire to redevelop the Diridon Station area. However, an Addendum is the wrong CEQA tool. A new subsequent EIR that includes a project-level project description, suitable analysis based on evidence (not assumption), and definitive, enforceable mitigation of the significant adverse environmental impacts must be prepared. It is SSE's belief, grounded in long experience, that this will result in a project that can achieve the goals of the City, while preserving the viability of the Arena.

Sincerely,

Silicon Valley Law Group

By: /s/
Jeffrey S. Lawson

JSL

cc: Jim Goddard, Executive Vice President JGoddard@sapcenter.com
Lucy Lofrumento, LMA Law lal@LMALLP.com
Nanci Klein, Director of Economic Development Nanci.Klein@sanjoseca.gov
Cameron Day, City Attorney's Office Cameron.Day@sanjoseca.gov
Rosalynn Hughey, Deputy City Manager Rosalynn.Hughey@sanjoseca.gov

Exhibits A: AMA Excerpts (Sections 21 and 23)
B: AMA Side Letter
C: Krupka Consulting Memo
D: Wenck Associates Memo with Supplement
E: Watry Design Memo
F: Circlepoint Memorandum
G: Graphic of Parking within 1/3-mile
H: Articles re Parking Problems at BART Stations
I: Article re Mode Shift Issues at North Bayshore

SECTION 21. COORDINATION AND COOPERATION.

21.1 Parking Matters. City shall continuously monitor and evaluate development within the 1/2 Mile Radius, to help ensure that its parking obligations under this Agreement will continue to be met throughout the entire Term. Among other things, City reaffirms its intent to comply with the following obligations mandated by the City Council in connection with approval of the Diridon Plan:

21.1.1 Significant Land Use Decisions. City shall coordinate with Manager regarding significant land use and development decisions within the 1/2 Mile Radius, to ensure that the required number of Available Parking Spaces is maintained. Such coordination obligations shall include the following measures:

(a) City shall refer to Manager all development proposals on parcels within approximately 1/3 of a mile of the Diridon Station that have off-street public parking facilities, and are in excess of 25,000 square feet. Referrals shall include the cover letter, plan set, and other relevant materials the applicant provides as part of the project submittal. Referrals shall also include notification of preliminary review applications, initial studies, and environmental impact reports (including draft and final EIR's, amendments and addenda). Staff shall provide comments received in a timely manner from Manager to the applicant and consider them in formulating initial comments the City may provide on the proposed project.

(b) City shall require development proposals on parcels within the central and northern zone of the Diridon Plan that have off-street public parking facilities, and are in excess of 100,000 square feet of commercial space or in excess of 50,000 square feet of stand-alone retail/restaurant projects, to conduct a parking analysis for the project. City shall similarly request the same of development proposals within approximately 1/3 of a mile of the Diridon Station. These projects would be required to analyze and identify the projected parking demand, demand management strategies, and the parking supply to be provided by the project. The analysis would identify the impacts of the project on the existing parking supply within the Diridon Station Area, and suggest ways to mitigate the impact if it is deemed significant. The analysis would also include an assessment of spaces impacted or needed during construction.

(c) For the BART and High Speed Rail transit projects, the City shall request that the lead agency conduct a project parking analysis. The analysis should include a projection of parking demand, demand management strategies, recommended parking supply solutions, and potential impacts on the existing parking supply within the Diridon Station Area, including suggested ways to mitigate the impact if it is deemed

significant. The results of any parking analysis shall be provided to Manager for review and comment. City shall consider Manager's timely feedback in formulating comments that City forwards to the lead agency as part of the project development and approval process.

21.1.2 Shared Parking for Non-Residential Development. For non-residential development that would result in the substantial loss of Available Parking Spaces, City will strive to include shared parking as a condition of development if necessary to mitigate the loss of parking. The shared parking condition would require that the development's parking facilities be available for the general public, with or without fees, at times when the parking facilities within the development are not being fully used by the development.

21.2 Transportation Matters. City shall coordinate with Manager regarding transportation projects, transportation plans, and other transportation matters in the vicinity of the Diridon Station Area or that may otherwise affect ingress to and egress from the Arena, including as follows:

21.2.1 Transportation Projects. For transportation projects such as BART and High Speed Rail, City will request that the lead agency conduct a transportation analysis that evaluates potential adverse impacts on traffic and parking in the vicinity of the Diridon Station Area, with the objective of ensuring that appropriate mitigation measures are included to protect the Arena's operations from such adverse impacts. City shall also consider Manager's timely feedback in formulating comments that City forwards to the lead agency as part of the project development and approval process.

21.2.2 TPMP's. City and Manager shall coordinate regarding the Transportation and Parking Management Plan for the Arena as well as TPMP's for the Arena Green, BART, High Speed Rail, and other major development projects, all as set forth in Section 23 below.

21.2.3 Streets and Intersections. City and Manager shall also coordinate regarding any material changes to the design, configuration or operation of the major streets and intersections in the vicinity of the Arena to the extent that they may have a direct impact on the safe and efficient flow of vehicular, bicycle, and pedestrian traffic to and from the Arena, including Autumn Street and the intersection at Autumn Street and Park Avenue.

(a) City shall give Manager advance notice of any such material changes, including copies of relevant plans and specifications, and shall meet with Manager in advance of any work in order to discuss Manager's input and suggestions.

(b) The Parties shall work together in good faith with the goal of achieving the best overall function of the streets and intersections for the benefit of both the Arena and all other development in the Diridon Area.

21.3 **Coordination Meetings.** City and Manager agree that time is of the essence with respect to the obligations under this Agreement, and agree to use reasonable good faith efforts to meet and confer as often as necessary to prioritize and resolve parking, traffic and transportation issues in the vicinity of the Arena.

21.3.1 Meeting Participants. The City Manager's office, with the assistance of the Arena Authority, will engage the appropriate City departments and other agencies to participate in meetings with Manager as necessary, including the Department of Transportation, the Police Department, the Planning Department, the Public Works Department, SARA, and the VTA.

21.3.2 Issues to be Addressed. Issues to be addressed between the Parties shall include the following:

(i) The operation and management of Off-Site Parking Facilities;

(ii) The location and manner of providing the Minimum Employee Parking Requirements;

(iii) Any Temporary Conditions that impact the Available Parking Spaces and any requested Temporary Parking Agreements;

(iv) Preparation of the Parking Supply Report, the Parking Forecast Report, and the Schedule of Parking Solutions, and any issues related thereto;

(v) Preparation of the Parking Utilization Report, and any adjustments to the Minimum Off-Site Parking Requirements based on the results of such Report;

(vi) The design, construction and operation of BART, High Speed Rail and other transportation projects, including associated parking facilities and traffic impacts;

(vii) Development projects with the 1/3 Mile Ring and the 1/2 Mile Ring;

(viii) The identification and evaluation of sites for development of additional Off-Site Parking Facilities as needed, including both surface lots and structured parking facilities;

(ix) Shared parking in the vicinity of the Arena;

(x) The extension and realignment of Autumn Street;

(xi) Revisions to the TPMP's for the Arena, the Arena Green, transportation projects, and other major projects; and

(xii) Other on-site and off-site transportation and parking issues.

SECTION 23. TRANSPORTATION AND PARKING MANAGEMENT PLANS.

23.1 **Arena TPMP**. Manager and City have agreed to a traffic and parking management plan for the Arena, entitled "Transportation & Parking Management Plan, 6th Edition," a copy of which is attached as **Attachment No. 13** hereto (the "**Arena TPMP**"). The Arena TPMP identifies goals and strategies for: (i) the operation and management of the On-Site Parking Facilities; (ii) the provision of convenient Off-Site Parking Facilities for Arena employees and customers; and (iii) the provision of safe and efficient traffic and pedestrian movement of Arena customers.

23.1.1 Background.

(a) The parties agree that because of the lack of adequate On-Site Parking Facilities, the success of the Arena is dependent on an effective TPMP to move people to and from the Arena.

(b) Manager and City agree to use reasonable good faith efforts to correct by appropriate means and methods any material deficiencies in the provision of and effective use of the On-Site Parking Facilities and Off-Site Parking Facilities. This includes an obligation by the City to use its reasonable good faith efforts to devote sufficient operating funds and resources to make the movement of cars and people effective and efficient.

23.1.2 Contents of Arena TPMP. The Arena TPMP is intended by the Parties to address traffic, parking and pedestrian issues of concern to City, Manager, Arena customers and the neighborhood arising from the usage of the Arena. The Arena TPMP specifically addresses, among other things, the following:

(i) ingress and egress to the Arena Facilities and Off-Site Parking Facilities;

(ii) coordinated traffic control procedures for signalization, pedestrian flow movement, vehicular flow movement, and coordination of conflicts between same;

(iii) the provision, replacement and substitution of Off-Site Parking Facilities by City;

(iv) the use and availability of on-site and off-site parking spaces for Arena Events;

(v) off-site traffic control (including personnel and Arena Employee parking, bus parking, parking payments and charges);

(vi) guide signs on regional and local roadways and San Jose freeways for motorists coming to the Arena, guide signs for parking and pedestrians, public information promotion and signage;

(vii) coordination with mass transit authorities; and

(viii) all other provisions deemed necessary by the Parties to set forth the means by which they shall implement their respective rights and obligations pertaining to traffic and parking.

23.1.3 Modification of Arena TPMP. The Arena TPMP shall be subject to modification as the Parties may agree from time to time.

(a) The Arena TPMP is intended to be a working document and contains both the ability and the requirement to adjust to changing conditions, and to improve as the Parties may agree, provided that no such changes shall operate to limit or reduce the scope and purpose of the Arena TPMP.

(b) The Parties agree that as of the Execution Date, the Arena TPMP needs to be updated to address recent changes in the Diridon Station Area. The Parties shall work together in good faith to mutually agree upon appropriate revisions to the Arena TPMP as soon as reasonably practicable following the Execution Date of this Agreement.

(c) Manager and City shall consult and act reasonably to monitor performance of the Arena TPMP on an ongoing basis. At least every three years following the update described above, the Parties shall review the Arena TPMP together to determine whether any correction, minor modification, complete update or other revision is warranted based on then-current facts and circumstances. If needed, the Parties shall work together in good faith to correct, modify, update or otherwise revise the Arena TPMP and the security plans, with the common objective of providing the most effective use of the On-Site Parking Facilities and Off-Site Parking Facilities and security measures during Arena Events.

23.1.4 Legal Effect of Arena TPMP. Neither the Arena TPMP nor any modification thereto shall be construed to amend this Agreement, but the Arena TPMP may be used to help interpret the Parties' intentions and respective obligations under this Agreement. In the event of any conflict or inconsistency between the terms of this Agreement and the terms of the Arena TPMP, the terms of this Agreement shall control.

23.2 Transit Project TPMP's.

23.2.1 Definitions. In this Agreement, the following terms have the meanings given below:

(a) "**Transit Project**" means the High Speed Rail project or station, or the BART project or station.

(b) "**Project TPMP**" means a transportation and parking management plan for either an Assembly Venue or a Transit Project.

23.2.2 TPMP's and Construction Mitigation Plan Required. In the event that the City or SARA transfers real property for the construction of a Transit Project in the Diridon Area, City or SARA shall include in any document of transfer of property a requirement for a Project TPMP and a construction mitigation plan for the proposed project.

(a) Each Project TPMP shall adhere to the framework set forth on document entitled "Framework for Project Transportation and Parking Management Plans" attached as **Attachment No. 14** to this Agreement and incorporated herein by reference. The Project TPMP's shall be coordinated with, be consistent with and not be in conflict with the Arena TPMP.

(b) The Project TPMP's will be reviewed on a periodic and as needed basis by a TPMP committee which will include representatives from the City, the entity operating the Transit Project, and Manager. Amendments and updates to the TPMP's will be as needed in order to conform to changed circumstances, provided that any such amendment shall be consistent with and not in conflict with the Arena TPMP.

(c) The costs of administration and management of the TPMP's shall be addressed and provided for in the TPMP's.

23.2.3 Event Operations Committee. City and Manager will provide leadership and follow-through on Event Operations Committee to implement an extensive communications program for both Arena and other event producers to encourage parties to use routes and parking facilities that would minimize conflicts with each other.

SIDE LETTER REGARDING FUTURE DISCUSSIONS

This Side Letter Regarding Future Discussions ("**Side Letter**"), dated for reference as of August 15, 2018, is delivered by the City of San Jose ("**City**") and San Jose Arena Management, LLC ("**Manager**") as an expression of our mutual commitment to work together to help facilitate a bold new vision for the Diridon Station Area, for the good of the entire community.

BACKGROUND

On May 19, 2015, the City Council adopted Resolution number 77352 authorizing the City Manager to negotiate and execute a Second Amended and Restated Arena Management Agreement ("**AMA**") for the management of the City-owned SAP Center, extending the term of the 2000 Arena Agreement and amending other terms, consistent with the Term Sheet presented to the Council.

During the past three years of negotiations of the AMA, City and Manager have discussed future construction and development projects in the Diridon Station Area that may impact the availability and operation of parking facilities that serve the SAP Center, as well as access to and from those facilities.

The parties have now completed the drafting of the AMA consistent with the Term Sheet, including extensive provisions regarding on-site and off-site parking, transportation in and around the Diridon Station Area, and the need to anticipate and address changed conditions that result from new transit projects and/or private development projects.

THE NEED FOR CONTINUING DISCUSSIONS

Although the AMA is done and the parties are executing it concurrently with this letter, we know that our discussions are not done. We understand that the issues surrounding the development of the Diridon Station Area are complex, and the situation is constantly evolving. It will likely be many years before the parking and transportation "ecosystem" in the Diridon Station Area is stabilized.

Until such stabilization occurs, we will need to meet and confer regularly and often to discuss the ongoing public and private development projects in the Diridon Station Area, to try to find ways to facilitate the transformation of the Diridon Station Area into a master-planned transit-oriented community while meeting the access and parking needs of the SAP Center.

We believe that with proper planning, the Diridon Station Area can support robust corporate development, a multi-modal transportation system, and a successful world-class sports and entertainment arena. However, the plan must also address critical needs of the SAP Center regarding transportation and parking.

OUR MUTUAL COMMITMENT

Following the execution of the AMA, City and Manager will continue to meet in good faith to discuss long-term, integrated, and shared parking solutions for the benefit of the community and the key stakeholders in the Diridon Station Area, including transportation agencies and residential and corporate developers. These meetings will include discussions addressing (i) the City's desire to encourage construction and development projects in the Diridon Station Area; (ii) construction management plans, including mitigation of construction impacts; (iii) changes that may result from the new development; (iv) Manager's access and parking requirements in coordination with the transportation and development projects surrounding the SAP Center; and (v) alternative ways to achieve solutions for Manager's parking operations as part of the development of these projects.

Such discussions will recognize one of the primary objectives of the Diridon Station Area Plan, which is to "ensure the continued vitality of the San Jose Arena, recognizing that the Arena is a major anchor for both Downtown San Jose and the Diridon Station Area, and that sufficient parking and efficient access for Arena customers, consistent with the provisions of the Arena Management Agreement, are critical for the Arena's on-going success."

Without limiting the foregoing, Manager is open to the future possibility of relocating, reconfiguring, restructuring or otherwise reorganizing the parking facilities that serve the SAP Center, provided that any such reorganization is accomplished through a comprehensive plan that, on a holistic basis, preserves the access for SAP Center patrons and the overall quality of the parking ecosystem, including the operational and revenue-generating aspects of the parking as described in the AMA.

OUR MUTUAL INTENT

Nothing in this Side Letter modifies the AMA in any way. Further, nothing in this Side Letter obligates the parties to agree to any modifications to the AMA. This Side Letter does not constitute a binding contract, and does not create any contractual obligations or duties.

The purpose of this Side Letter is to reaffirm that the parties remain willing to meet and confer with each other as development plans for the Diridon Station Area evolve, to try to find mutually acceptable solutions for parking and transportation issues that arise over the next several years, with the express goal of helping to ensure that the SAP Center and its new neighbors will be able to co-exist successfully in a synergistic and dynamic transit-oriented community.

City of San Jose:

David Sykes, City Manager

San Jose Arena Management, LLC:

John Tortora, President

Exhibit B

krupka.

March 31, 2021

[*by email only*]

TO: Jim Goddard, Sharks Sports & Entertainment LLC (SSE)
FROM: Paul Krupka
RE: Draft Transportation Comments > Diridon Station Area Plan Amendment Initial Study Addendum to the Downtown Strategy 2040 Environmental Impact Report (ADDENDUM), March 2021

Krupka Consulting was engaged by SSE to review the technical content of transportation sections and appendices of the referenced ADDENDUM.[1] This memorandum summarizes the findings of this review and provides comments on the ADDENDUM. This memorandum is intended to be incorporated as an enclosure to a formal comment letter by SSE. Responses to these comments are requested from the drafters of the ADDENDUM.

This memorandum is organized by ADDENDUM element as listed below.

- IS/Addendum (IS/A)
- Appendix C: Transportation Analysis (TA)
- Appendix E: Transportation Project Descriptions

IS/Addendum (IS/A)

p. 10 Figure 3b presents substantial zoning changes to allow for increased development densities. Respective zoning requirements stipulate details that would affect access, circulation and parking for all uses including SAP Center. These details are sufficient to require a Local Transportation Analysis (LTA) for the ADDENDUM, which was not done. Please explain rationale for not requiring an LTA with the ADDENDUM.

p. 11 Under Transit Improvements in the last paragraph, "…planned Caltrain Electrification Program…" was noted, but Caltrain Business Plan was not. Please clarify whether Caltrain Business Plan service levels were included in Transit Improvements. The reader noted "Caltrain Business Plan Long Range Service Vision" was listed in Table 29 on p. 219 under the category "New Projects Planned within DSAP."

p. 19 Referring to discussion of development capacity changes, where specifically (i.e., what areas and traffic analysis zones) were these land uses transferred from?

p.22 The reader inferred that all transportation projects listed in this Section 2.4.5 and the referenced Section 3.17 would require discretionary actions and environmental review(s) separate from the ADDENDUM. Please confirm this.

[1] Krupka Consulting is a Sole Proprietorship with qualifications and experience represented by the enclosed resumé of Paul Krupka, Sole Proprietor.

p. 24 In Table 4:

- Where is the segment of Montgomery Street denoted "Cahill Street to Autumn Street"?
- Where is the segment of Saint John Street denoted "Cahill Street to Autumn Street"?

p. 213 The VMT per Capita analysis was discussed generally, which is typical for environmental documents prepared after the law was changed to address VMT instead of intersection levels of service. The essence of the change in VMT, the document explained, would *decrease*, that is improve, because population density would *increase* relative to the Downtown Strategy 2040 condition and such new population would be situated near new jobs and extensive opportunities to use non-automobile modes of travel, thereby *decreasing* the VMT created by residents and employees Downtown.

This is somewhat intuitive to a transportation professional but is not at all substantiated by facts. Please provide sufficiently detailed examples to illustrate how the findings in Table 28 VMT Analysis were derived. Also, please discuss the significance of change in the noted values about the threshold. In other words, for example, how different are the numbers 10.12 (threshold) and 6.78 (estimated)?

p. 214 The VMT per Service Population analysis was summarized in a couple sentences and the reader was advised to "see Appendix C for a full discussion." The reader deserves to see facts and examples in this document. For information, the "full discussion" in Appendix C contains a generic discussion of methodology and no facts or examples. See comment at p. 213 above. Please provide a discussion in the ADDENDUM based on the facts and circumstances covered by the ADDENDUM.

The summary of the Journey to Work Mode Share analysis and the Average Vehicle Speeds in Transit Priority Corridors analysis also suffer from brevity. Please provide a discussion of procedures and results in the ADDENDUM based on facts and circumstances covered by the ADDENDUM. For reference, simply adding tabular information, like that in Table 28 VMT Analysis, for each of these analyses, and providing discussion about their meaning, would help the reader interpret and compare results.

p. 217 The reader inferred that all improvements listed in Table 29 Transportation Projects within DSAP would require discretionary actions and environmental review(s) separate from the ADDENDUM. Please confirm this.

Case in point, the modifications proposed at Santa Clara Street and Julian Street interchanges on SR-87 appear grand in scope but are merely generalized in Table 29. Substantial planning and engineering and environmental efforts will be required to render reasonable improvement plans and describe potential impacts. The proposed changes would introduce major access, circulation and parking tradeoffs for major activity centers including the SAP Center. For example, the reference to a purported benefit of the interchange improvements – to "connect vehicles to key parking locations…" is not supported given the DSAP Amendment would in fact reduce parking supply north of Santa Clara Street. Finally, the "exclusive public service lanes" mentioned regarding Santa Clara Street are not documented and would also have substantial implications regarding access to SAP Center. Please provide the necessary documentation.

p. 223 The "Cumulative Downtown VMT" discussion suffers by generalization like the previous "project" VMT analysis. Therefore, the comments above at pp. 213 and 214 are directly relevant here. Please provide responses related to this topic.

Appendix D: Transportation Analysis (TA)

p. i As noted in the IS/A comment on p. 10 above, the fact that the DSAP Amendment presents substantial zoning changes that would affect access, circulation and parking for all uses including SAP Center, the TA should include a Local Transportation Analysis (LTA), which was not done. Please explain rationale.

p. 7 Please explain "The DSAP Amendment removes the Autumn Street extension." The statement does not provide any context related to rationale and expected disposition of this facility and is not consistent with the IS/A The IS/A states on p. 22 that the "City is currently considering two options regarding the remaining segment of the Autumn Parkway extension," including retention and removal

Referring to the second to last paragraph, discussing reallocation of commercial and residential growth, where specifically (i.e., what areas and traffic analysis zones) were these land uses reallocated from?

p. 15 Changes listed in Table 3 related to Autumn Street, Montgomery Street, Park Avenue, Bird Avenue and Santa Clara Street will substantially change access and circulation to major activity centers including SAP Center, which have not been documented. Please provide the necessary documentation.

p. 20 Please clarify whether Caltrain Business Plan service levels were included in 2040 Transit Service.

p.35 This VMT Evaluation provides a bit more depth regarding rationale for improvements than the IS/A, which is customary and very helpful to reader.

p. 47 The estimated Journey to Work Mode Share for drive alone is 71% under the "Plus DSAP" scenario (Table 13) and 70% under the "Cumulative GPAs" scenario (Table 16, p. 51). These values are far from the 2040 goal for the Diridon Station Area, which is 25% (City of San Jose, Draft Amended Diridon Station Area Plan, October 2020). Granted, these values are in different units – one is related to work trips and one is (presumably) total daily trips. However, the implication is clear and raises a somewhat paradoxical question. *Why does the DSAP Amendment not result in mode share performance that more closely matches the 2040 goal?* Please provide an explanation.

Finally, it is important to note that the "Goal-Based Project Buildout Conditions" in the Downtown West Mixed-Use Plan Draft Environmental Impact Report (DEIR) assume that the referenced Project will achieve a mode share drive alone of 25%, yet the analysis of Journey to Work Mode Share is nowhere near that value (Table 12 in Appendix J1 of the DEIR shows 70%).

Please provide a suitable explanation to assist the reader.

Appendix E: Transportation Project Descriptions

p.4 Project ID T5, Santa Clara Street Complete Street with Dedicated Public Service Lanes, contains no details and likely would also have substantial implications regarding access to SAP Center. See comment under IS/A at p. 217.

Project ID C1, Santa Clara Street SR-87 Off-ramp Closure, differs from the general discussion in Table 29 of the IS/A, which does not call for a ramp closure. The proposed changes would introduce major access, circulation and parking tradeoffs for major activity centers including the SAP Center. See comment under IS/A at p. 217. Please explain how these impacts are being managed.

Project ID C2, Julian Street SR-87 Interchange Modifications, which references a purported benefit of the interchange improvements – to "connect vehicles to key parking locations…" - is not supported given the DSAP Amendment would in fact reduce parking supply north of Santa Clara Street. See comment under IS/A at p. 217. Please provide sufficient information to allow the reader to evaluate how the interchange improvements connect vehicles to key parking locations. Diagrams would be helpful.

———————————————————

I appreciate the opportunity to provide these services to you. Please call me if you have any questions or other requests.

Sincerely,
KRUPKA CONSULTING

Paul J. Krupka, P.E.
Sole Proprietor

Registered California Professional Engineer (Traffic TR1574, Civil C47497)

_____
Enclosure: Resumé of Paul Krupka, Sole Proprietor of Krupka Consulting

krupka.

PAUL KRUPKA, P.E.

SUMMARY OF QUALIFICATIONS

- Experienced project manager and technical specialist in transportation, traffic and transit planning, engineering and design related to transit-oriented development, transit facilities (systems and stations), parking facilities, large and small development projects (infill and greenfield), institutional projects, transportation demand management, neighborhood, community, downtown, city, sub-area, county, and sub-regional plans, and transit and highway corridors.
- Proficient analyst of transportation impacts and mitigations supporting environmental impact reports for developments and improvements under the California Environmental Quality Act (CEQA).
- Forty years of diverse transportation project development experience in all project phases including preliminary assessment, conceptual planning, feasibility, design and construction.
- Excels in applying traffic and transit engineering principles to solve site design challenges as well as street and highway functional design and operations issues.
- Broad and deep work experience in San Francisco Bay Area and Monterey Bay Area transportation systems. Extensive project experience in Silicon Valley and the San Francisco Peninsula.
- Direct involvement with Caltrans branches responsible for project development as well as highway operations, traffic controls, facility design, construction phasing and transportation management planning.
- Well-versed in the core principles of business success and has applied them successfully in consulting firms small and large. Focuses on first understanding what the customer, internal or external, needs and wants.
- Experienced and proficient problem solver who emphasizes teamwork.
- Persuasive, with ability to communicate effectively with culturally diverse audiences. Has extensive public speaking and executive management briefing experience.

PROFESSIONAL EXPERIENCE

KRUPKA CONSULTING
Principal
2010 – Present
San Mateo, CA

KIMLEY-HORN AND ASSOCIATES, INC.
Associate
2002 – 2010
Oakland/Pleasanton, CA

MEYER, MOHADDES ASSOCIATES/ITERIS
Associate Principal
1996 –2002
San Mateo/Oakland, CA

NOLTE ASSOCIATES
Engineering Manager
1991 –1996
San Jose/Walnut Creek, CA

WILBUR SMITH ASSOCIATES
Associate/Transportation Engineer
1980 –1991
San Francisco/San Jose, CA

EDUCATION

B.E. TRANSPORTATION ENGINEERING
Thayer School of Engineering
Dartmouth College

B.A. ENGINEERING SCIENCES
Dartmouth College

REGISTRATIONS AND AFFILIATIONS

Civil Engineer, CA (C47497)
Traffic Engineer, CA (TR1574)

Member, WTS International
Member, Institute of Transportation Engineers

KRUPKA CONSULTING
Trusted Advisor | Transportation
650.504.2299
paul@pkrupkaconsulting.com

Exhibit C

Technical Memo

DIRIDON STATION AREA STREET NETWORK

WENCK
Responsive partner.
Exceptional outcomes.

To: Jim Goddard, SAP Center at San Jose

From: Jim Benshoof, Registered Traffic Engineer in California (TR 2289

Date: May 21, 2020

Subject: SAP Center Recommendations for Diridon Station Area Street Network

INTRODUCTION

This Technical Memo provides recommendations concerning certain transportation planning issues that are critical to the continuing success of SAP Center. These issues have arisen in connection with the City's current efforts to amend the Diridon Station Area Plan to accommodate Google's Downtown West project, the new integrated transit station, and other developments in the Diridon Station area. There are numerous transportation issues associated with the proposed developments, but this Memo focuses only on impacts related to potential changes to the street network, including changes shown on various plans posted by the City on its websites, and in particular the slide presentation dated April 3, 2020, entitled "Transportation" and presented by Ramses Madou (the **Transportation Slide Presentation**).

It is widely recognized that the construction of BART, High Speed Rail, Downtown West and other developments will cause severe traffic and parking problems for SAP Center, other downtown businesses and nearby neighborhoods for many years, if not decades. Even following completion of construction, SAP Center and others will be facing ongoing traffic and parking impacts caused by the intensification, such as an increase in traffic volumes on local roadways and an increase in parking demand (without a corresponding increase in parking supply).

Although the City has placed a strong emphasis on pedestrians, bicycles and mass transit to solve transportation issues in the downtown core, this effort seems disproportionate when considering that there has been no meaningful change in the drive-alone commute mode share since at least 2007. (Excerpts from the 2019 General Plan Annual Performance Review are attached as **Exhibit A**.) Studies have shown that automobile access will remain essential for the majority of SAP Center customers for the foreseeable future (including those arriving via ride share services), especially since most of SAP Center's customers live in areas not well-served by transit. Therefore, SAP Center must remain vigilant about reviewing development proposals in order to advise City planners of potential negative

impacts relating to accessibility, traffic capacity, parking, extraordinary traffic management measures, and so forth.

COORDINATION UNDER ARENA MANAGEMENT AGREEMENT

The Arena Management Agreement (AMA) requires close coordination between the City and SAP Center regarding transportation matters that may affect ingress to and egress from the Arena, with the objective of ensuring that appropriate mitigation measures are included to protect the Arena's operations from adverse impacts. Among other things, the City must coordinate "regarding any material changes to the design, configuration or operation of the major streets and intersections in the vicinity of the Arena to the extent that they may have a direct impact on the safe and efficient flow of vehicular, bicycle, and pedestrian traffic to and from the Arena." Prior to undertaking any work, the City must meet with Manager "to discuss Manager's input and suggestions." (AMA Section 21.)

This Memo is intended to be shared with the City as part of such coordination efforts, and includes specific recommendations to help ensure that any changes to the street network will not adversely impact SAP Center's operations.

STREET NETWORK ELEMENTS

When evaluating the street network in terms of efficient ingress and egress for SAP Center event customers, we believe that the following three elements are the most significant:

1. The location and arrangement of street segments between the Arena and freeway ramps in terms of their ability to provide direct, accessible routes for SAP Center customers;

2. The capacity of such street segments to handle the volume of traffic generated by Arena events when combined with peak hour traffic, based primarily on the number of traffic lanes included in each segment; and

3. The width of the traffic lanes in terms of the ability of traffic to flow freely and safely at a reasonable speed.

The Transportation Slide Presentation included information relevant to item 1 above, but not items 2 or 3. Both item 2, number of traffic lanes, and item 3, lane widths, are highly important regarding adequate functioning of the roadway system, and thus those items also are addressed in this Memo.

LANE WIDTHS

Historically, the standard traffic lane width has been 12 feet. Increasingly, in dense urban areas such as the Diridon Station Area, governmental agencies have used 11

foot lanes for through traffic and a 10 foot width for turn lanes. For all roadways in the Diridon Station Area, we recommend that all through traffic lanes remain at least 11 or 12 feet wide, and that all turn lanes remain at least 10 to 12 feet wide. Anything less could result in serious safety problems, road congestion, and other traffic issues. If a roadway includes flex lanes, those lanes can be used for parking, drop-off, loading or travel lanes if they are at least 10 feet wide. If narrower than 10 feet, they should not be used for travel lanes.

REVIEW OF ROADWAY SECTIONS

The remaining sections of this Memo describe and review each of the following roadway segments in terms of ingress and egress for SAP Center event customers:

a) Bird Avenue and Autumn Street between I-280 and Santa Clara Street
b) Santa Clara Street between Stockton Avenue and Almaden Boulevard
c) Julian Street between Stockton Avenue and Highway 87
d) Delmas Avenue between Santa Clara Street and Highway 87
e) Exit ramp from northbound Highway 87 to Santa Clara Street

The roadways listed in a) through d) are included in this Memorandum because, based on our experience over the years, these locations have shown to be especially important in effectively accommodating traffic ingress and egress for SAP Center events, a conclusion that is reinforced by traffic volume data. The sections discussing these four roadway segments also include the recommended number of traffic lanes necessary to adequately accommodate SAP Center traffic.

The freeway off-ramp listed in e) above is included in this Memo because it is being considered for closure by the City (which would be disastrous for SAP Center).

There are many other roadways, intersections and off-ramps that impact SAP Center, but the above are the ones that merit comment at his time based on the Transportation Slide Presentation.

Several sections in this Memo refer to traffic volumes for SAP Center motorists and total traffic volumes. The source for these volumes is Figure 8a, Background Traffic Volumes, San Jose Ballpark Supplemental EIR, produced by Hexagon Transportation Consultants, Inc. (This Figure is attached as **Exhibit B**.)

A. BIRD AVENUE AND S. AUTUMN STREET BETWEEN I-280 AND SANTA CLARA STREET

For the purpose of this section, two presumptions, per the City's plans, are 1) that S. Autumn Street will be converted to a two-way roadway between its existing intersection with S. Montgomery Street and Santa Clara Street and 2) that S. Montgomery Street will be converted to a two-way local street, which will extend only between San Fernando and Santa Clara Streets.

During the 6 to 7 pm hour before an SAP Center event, this route from I-280 accommodates about 500 vehicles traveling northbound to the event. During this hour, the total northbound traffic at San Carlos Street typically exceeds 1,100 vehicles. During the exiting peak hour from an SAP Center event, the number of southbound SAP Center vehicles exceeds 500 because a larger portion of the total attendees exit during this peak hour.

In the Transportation Slide Presentation, the Bird Avenue/Autumn Street route is shown to be a City Connector route. According to the City's 2040 General Plan, "These streets typically have four or six traffic lanes and would accommodate moderate to high volumes of through traffic within and beyond the City."

The recommended number of lanes along this route is as follows (which is consistent with existing conditions from I-280 to the existing S. Montgomery/S. Autumn intersection, and also consistent with the City's designation as a City Connector route):

- Bird Avenue between I-280 and San Carlos Street – three through lanes in each direction, with left and right turn lanes and a raised center median
- Bird Avenue between San Carlos Street and Park Avenue – three through southbound lanes, two through northbound lanes, with left and right turn lanes and a raised center median.
- S. Autumn Street between Park Avenue and Santa Clara Street, two through lanes in each direction, with a left turn lane and a raised center median, except that a third southbound lane is needed on the approach to Park Avenue.

B. SANTA CLARA STREET BETWEEN STOCKTON AVENUE AND ALMADEN BOULEVARD

During the 6 to 7 pm hour before an SAP Center event, westbound Santa Clara Street west of Highway 87 accommodates about 850 vehicles traveling to the event. The total westbound volume at this time and location on Santa Clara Street is about 1,500 vehicles. In addition to this heavy use of westbound Santa Clara Street west of Highway 87, eastbound Santa Clara Street also accommodates a

significant volume of SAP Center vehicles during the arrival peak period, many of which are destined to parking in the Cahill Lots.

In the Transportation Slide Presentation, Santa Clara Street is shown to be a Grand Boulevard. According to the City's 2040 General Plan, "Grand Boulevards serve as major transportation corridors that connect City neighborhoods. In most cases these are primary routes for VTA light-rail, bus rapid transit (BRT), and standard/community buses, as well as other public transit vehicles....These streets accommodate moderate to high volumes of through traffic within and beyond the city."

SAP Center would not be negatively impacted by the City's designation of Santa Clara Street as a Grand Boulevard. To effectively accommodate both regular traffic and Arena traffic in the 6 to 7 pm hour before events, it is recommended that this street maintain the existing two general traffic lanes in each direction, with left turn lanes and a raised center median. If a dedicated transit lane is considered, it should be in addition to the existing general traffic lanes.

C. JULIAN STREET BETWEEN STOCKTON AVENUE AND HIGHWAY 87

During the 6 to 7 pm hour before an SAP Center event, westbound Julian Street west of Highway 87 accommodates about 400 vehicles traveling to the event. During this hour, the total westbound volume at this location on Julian Street is about 800 vehicles. Eastbound Julian Street between Stockton Avenue and the parking entrance at N. Montgomery Street also accommodates a significant volume of SAP Center vehicles during the arrival peak period. A high volume of SAP Center traffic in the reverse directions also occurs during the peak period at the end of an event.

The City's 2040 General Plan shows Julian Street to be a City Connector between N. Autumn Street and Highway 87 and a Local Connector between N. Autumn Street and Stockton Avenue. The Transportation Slide Presentation does not address the function of Julian Street east of N. Montgomery Street and designates this street as a City Connector between N. Montgomery Street and the railroad tracks. According to the City's 2040 General Plan, a Local Connector is similar to a City Connector, except that it would accommodate lower volumes and generally provide just two traffic lanes.

Though there are some differences between the functional designation for Julian Street in the 2040 General Plan, as compared to the designation shown in the Transportation Slide Presentation, the basic emphasis of both documents designating Julian Street as a City Connector is acceptable for SAP Center. The same designation (as a City Connector) is needed between N. Montgomery Street and Highway 87, given the SAP Center parking access at N. Montgomery Street and the plans to possibly extend Cahill Street north to N. Montgomery Street and then Julian Street. If the City prefers designation of Julian Street as a Local Connector west of N. Montgomery Street, that would also be acceptable for SAP Center.

To adequately accommodate SAP Center event traffic, it is recommended that Julian Street between N. Montgomery Street and Highway 87 provide two through lanes in each direction, with a left turn lane and raised center median. Between Stockton Avenue and N. Montgomery Street, Julian Street should provide one lane in each direction, with a westbound right turn lane provided at Stockton Avenue and eastbound left and right turn lanes provided at N. Montgomery Street. All the above lane recommendations are consistent with the City's functional designations and with existing conditions.

D. DELMAS AVENUE BETWEEN SANTA CLARA STREET AND HIGHWAY 87

Delmas Avenue has served two highly important traffic functions for SAP Center:

- Access to large parking lots on both sides of Delmas Avenue between Santa Clara and San Fernando Streets that have been heavily utilized by SAP Center customers.
- Egress route from SAP Center parking in the Delmas and Diridon areas to a southbound Highway 87 entrance ramp from Delmas Avenue just south of Auzerais Avenue. This high volume exit route is estimated to accommodate at least 750 vehicles in the exiting peak hour, which is the volume of SAP Center vehicles during the arrival peak hour that turn left onto Santa Clara Street from the northbound Highway 87 exit ramp to Santa Clara Street.

The City's 2040 General Plan shows Delmas Avenue as a City Connector between Santa Clara and San Fernando Streets and appears to show this street as a Local Connector between San Fernando Street and Auzerais Avenue. The Transportation Slide Presentation shows Delmas Avenue as a Local Connector between Santa Clara and San Fernando Streets and does not address the functional designation south of San Fernando Street.

SAP Center would not be negatively impacted if the City designates Delmas Avenue as a Local Connector over the full distance between Santa Clara Street and Auzerais Avenue, so long as sufficient traffic lanes are provided to accommodate SAP Center traffic. Specifically, it is recommended that Delmas Avenue incorporate the same number and type of traffic lanes as are presented in the prior Delmas TOD development plans approved by the City, including:

- Two northbound lanes on Delmas Avenue approaching Santa Clara Street
- Two southbound lanes on Delmas Avenue approaching San Fernando Street
- Restriping Delmas Avenue between San Fernando Street and Park Avenue to provide two southbound lanes

E. EXIT RAMP FROM NORTHBOUND HIGHWAY 87 TO SANTA CLARA STREET

This exit ramp is one of several freeway interchanges that are critical in accommodating SAP Center motorists as they travel from the regional highway system to local streets that serve SAP Center. This particular exit ramp is addressed in this Memo, because the City is considering closing this ramp.

The Hexagon traffic information attached as Exhibit B to this Memo includes counts of SAP Center traffic during the 6 to 7 pm hour before an event at this exit ramp from northbound Highway 87 to Santa Clara Street, together with counts at the Highway 87 and Julian Street interchange and at the I-280/Bird Avenue interchange. These counts reveal that significantly more SAP Center event traffic uses the Highway 87 exit to Santa Clara Street than either of the other two interchanges:

- Total of 990 SAP Center motorists on the Santa Clara Street exit ramp – 760 turning left to the west on Santa Clara Street and 230 turning right to the east.
- Total of 515 SAP Center motorists on the two exit ramps to Bird Avenue from I-280
- Total of 390 SAP Center motorists on the two exit ramps from Highway 87 to Julian Street

A primary reason for the high counts on the Santa Clara Street exit ramp is that Santa Clara Street is centrally located relative to SAP Center parking both near the Arena and in the downtown area. Given the convenience of this access and its high usage for SAP Center customers, closure of this ramp would have two serious negative consequences:

- Require SAP Center customers to choose and navigate much less convenient routes to access their preferred parking locations.
- Likely cause serious congestion on the remaining entry routes, e.g. Bird Avenue from I-280 and Julian Street from Highway 87.

To avoid these serious negative impacts, it is imperative that the exit ramp from northbound Highway 87 to Santa Clara Street be retained, without change.

Excerpts from San Jose 2019 General Plan Annual Performance Review

MAJOR STRATEGY #1.1 – DESIGN FOR A HEALTHFUL COMMUNITY

The General Plan supports the physical health of community members by promoting walking and bicycling as travel options, encouraging access to healthful foods, and supporting the provision of health care and safety services. Specifically, the Land Use and Transportation Chapter includes a set of balanced, long-range, multi-modal transportation goals and policies that provide for a transportation network that is safe, efficient, and sustainable. One such policy includes reducing the automobile commute mode share to no more than 40% by 2040, with goals to increase various other modes accordingly (see Figure 18).

Figure 18. Commute Mode Split Targets for 2040

COMMUTE TRIPS TO AND FROM SAN JOSE		
MODE	**2017**	**2040 GOAL**
Drive Alone	75.4%	No More than 40%
Carpool	11.9%	At least 10%
Transit	5.0%	At least 20%
Bicycle	0.8%	At least 15%
Walk	1.4%	At least 15%
Other means (including work at home)	5.5%	See Note 1

Source: U.S. Census Bureau, 2017 American Community Survey 1-Year Estimates

Note 1: Working at home is not included in the transportation model, so the 2040 Goal shows percentages for only those modes currently included in the model.

In order to measure the proportion of commute travel using modes other than the single-occupant vehicle, data was collected from the ACS for the most recent available data (2013 through 2017) for San José. As shown in Figure 18, there has not been a meaningful change in commute mode shares. Out of the five targets set for commute modes, only the Carpool Target has been met. It should also be noted that 11.7% of San José residents work outside of Santa Clara County.

Figure 19. San José Commute Modes, Workers 16+ Years, 2011-2017

Mode	Year						
	2007-11	*2008-12*	*2009-13*	*2010-14*	*2011-15*	*2012-16*	*2013-17*
Drove alone	78.0%	77.8%	77.5%	77.7%	77.1%	76.3%	75.9%
Carpooled	10.6%	10.8%	11.3%	11.1%	11.3%	11.6%	11.7%
Public transit (excluding taxicab)	3.4%	3.5%	3.5%	3.7%	3.9%	4.1%	4.5%
Walked	2.0%	1.8%	1.7%	1.6%	1.6%	1.6%	1.7%
Bicycle	0.9%	0.9%	0.9%	0.9%	1.0%	0.9%	0.9%
Other means	1.4%	1.3%	1.3%	1.2%	1.2%	0.8%	1.2%
Worked at home	3.7%	4.0%	3.9%	3.9%	3.9%	4%	4.1%
Work outside Santa Clara County	11.2%	11.2%	11.1%	11.1%	11.3%	11.3%	11.7%

Source: United States Census Bureau, American Community Survey, 5-year Estimates, Table S0801

Reflective of development patterns and access to public transit, residents living in Downtown San José use a higher percentage of alternative transportation modes compared to citywide statistics, as shown by the table below.

Figure 20. Commute Modes for Downtown Block Groups, Workers 16+ Years, 2013 - 2016

Means of Transportation	*2009-2013*	*2010-2014*	*2011-2015*	*2012-2016*	*2013-2017*
Drove alone	61.7%	60.6%	63.3%	63.1%	63.7%
Carpooled	5.4%	5.7%	3.9%	5.1%	5.8%
Public transportation (excluding taxicab)	15.7%	13.4%	14.8%	15.8%	18.0%
Walked	7.5%	9.2%	7.3%	8%	6.7%
Bicycle	2.1%	2.7%	2.9%	1.9%	1.4%
Taxicab	0.5%	0.5%	0.7%	0.4%	0.3%
Worked at home	4.6%	4.8%	5.0%	4.3%	5.3%
Other means	2.2%	3.2%	2.0%	0.8%	0.3%

Source: American Community Survey, 5-Year Estimates, B08301



Other measures of determining whether San José is achieving a balanced transportation network include WalkScore, BikeScore, and TransitScore. These annual online assessments measure a geographical area's walkability, bikeability, and access to public transit. According to this year's analysis, San José has a WalkScore of 51out of 100 (somewhat walkable), a BikeScore of 59 out of 100 (bikeable – some bike infrastructure), and a TransitScore of 41 out of 100 (some transit). The City's WalkScore, TransitScore, and Bike Score stayed the same from the previous year.

The Santa Clara Valley Transportation Authority's (VTA) Next Network project is a redesign of the transit network and is one component of VTA's Transit Ridership Improvement Program. The Transit Ridership Improvement Program is an effort to make public transit faster, more frequent and more useful for Santa Clara County travelers. The Next Network project concerns VTA's transit operations and seeks to 1) better connect VTA transit with the Milpitas and Berryessa BART stations; 2) increase overall system ridership; improve VTA's farebox recovery rate. VTA's implementation of the Next Network project will support the commute mode split targets of the General Plan. The Next Network aims to align with the commencement of BART operations in the South Bay.

Bay Area Bike Share. In 2013, Bay Area Bike Share was introduced as a pilot program for the region. In December 2015, City Council unanimously approved plans to expand San José's bike share program to 1,000 bicycles with 100 parking stations over the next two years. In 2017, Motivate, the bike share operator, reinvented their bike share system with FordGo Bike and replaced existing equipment with new stations and bicycles. In 2017, the City hosted 45 bike share stations. During 2018, the City planned to add 38 more stations to its system for a total of 83 stations. As of August 2019, the City has 72 stations. Complete build-out of the 83 stations is expected in the next 3-6 months. During summer 2018, in

Exhibit D

Exhibit B

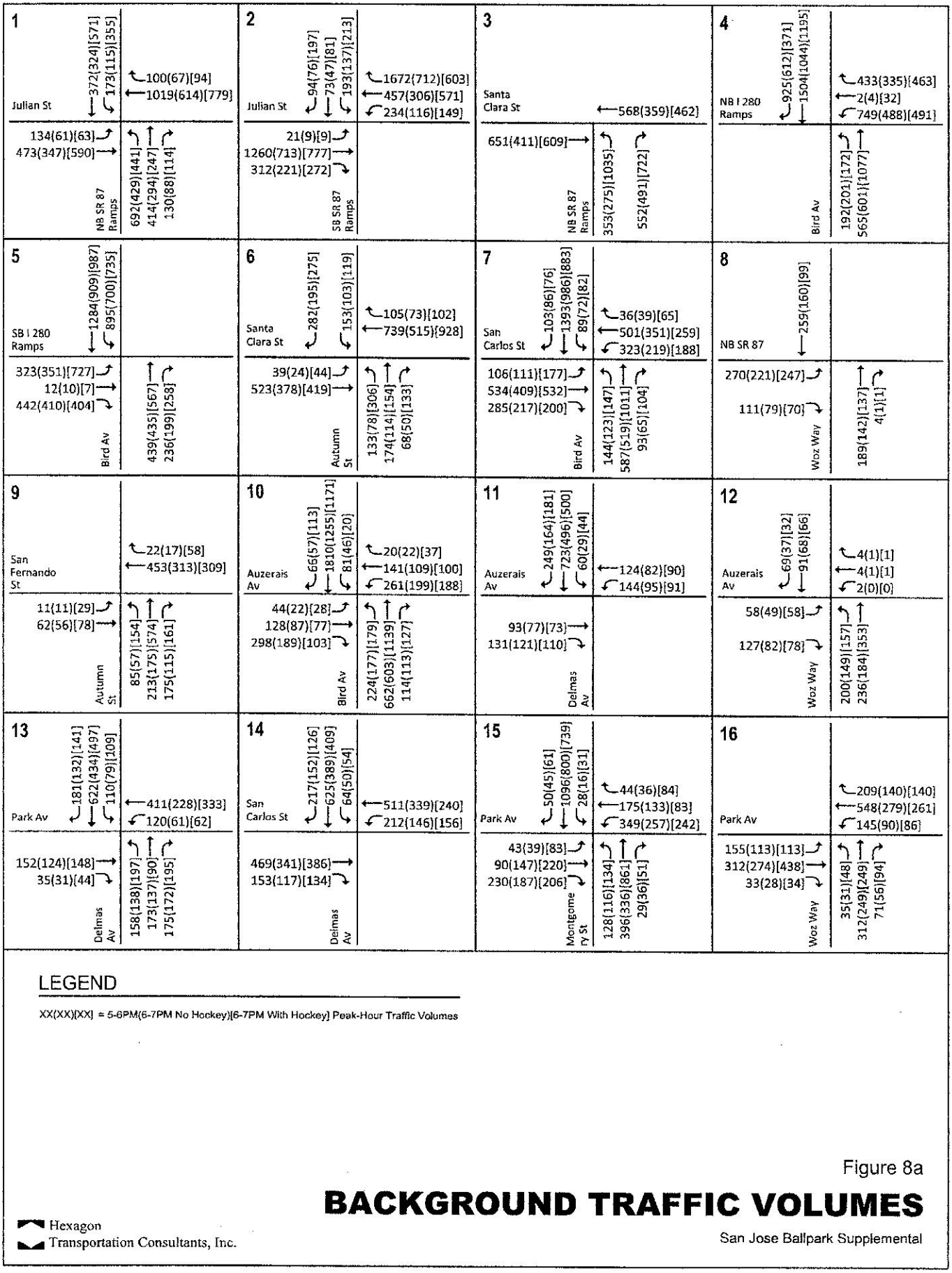


Figure 8a

BACKGROUND TRAFFIC VOLUMES

Hexagon
Transportation Consultants, Inc.

San Jose Ballpark Supplemental

Exhibit D

December 4, 2020

SUPPLEMENT TO WENCK MEMO DATED MAY 21, 2020, ENTITLED: "SAP CENTER RECOMMENDATIOS FOR DIRIDON STATION AREA STREET NETWORK"

BACKGROUND

The Wenck memo dated May 21, 2020, was based on information available at that time regarding the planned Downtown West Mixed-Use Development. The purpose of this document is to supplement that memo based on information presented in the "Downtown West Mixed-Use Plan, Draft Environmental Impact Report," dated October 2020 (DEIR). This document and the Wenck memo were prepared by Jim Benshoof, registered traffic engineer in California (TR 2289).

SUPPLEMENTAL COMMENTS REGARDING PARTICULAR STREET SEGMENTS

a) Bird Avenue between San Carlos and Park – A problem exists, because the recommended plan in the DEIR would eliminate an existing third southbound lane, would eliminate the existing southbound right turn lane at San Carlos, and would eliminate the existing northbound right turn lane at Park. In addition to causing capacity problems along this segment, these changes would cause a serious design transition problem through the San Carlos intersection.

b) Autumn Street between Park and San Fernando – The recommended plan for this segment would provide just one lane in each direction and a center left turn lane. This plan would cause insufficient capacity to accommodate the projected traffic and would cause a design transition problem through the Park intersection.

c) Autumn Street between San Fernando and Santa Clara – The recommended plan for this segment would provide just one lane in each direction, without a center left turn lane. This plan would result in insufficient capacity to accommodate the projected traffic and would cause a design transition problem through the San Fernando and Santa Clara intersections. Plans presented in the DEIR to extend Cahill Street to Park Avenue will not be able to overcome the capacity deficiencies on Autumn Street for multiple reasons, including:
   - Access for parking facilities is much more oriented to Autumn Street. Motorists will prefer to stay on Autumn Street for parking ingress and egress.
   - Cahill Street will stop at Park Avenue and will not have continuity to I-280. This lack of continuity would deter motorists from maneuvering between the south on Bird Avenue and the north on Cahill Street.
   - The intersection of Cahill Street and Park Avenue would be highly problematic. The steep grade on Cahill Street approaching Park Avenue, and the close spacing between the railroad overpass and the Autumn/Bird intersection would create operational problems.

d) Julian Street between Stockton and Hwy. 87. The plan recommended in the DEIR would eliminate the existing eastbound right turn lane at Montgomery Street, which would increase delays for eastbound traffic, including motorists traveling to SAP Center.

e) Delmas Avenue between Santa Clara and San Fernando – If this street segment is closed, it is important that all parking spaces can be accessed from both Santa Clara and San Fernando.
f) Delmas Avenue south of San Fernando – A condition of approval for the former Delmas TOD project is that the project includes restriping of Delmas between San Fernando and Park to provide two southbound traffic lanes. In order to avoid serious congestion after SAP Center events, it is highly important for this condition to be retained in an approval for development on the Delmas parcels.

SUPPLEMENTAL COMMENTS REGARDING TRAFFIC MANAGEMENT

Page 269 in Appendix M for the DEIR makes reference that Autumn Street could accommodate three lanes of traffic for southbound SAP Center egress. To provide that three-lane capacity, Autumn Street would have to be converted from a two-way street to a one-way street during the egress period for SAP Center events. This temporary conversion of the street from two-way to one-way operation would cause two serious problems: a) high expense for traffic management personnel and control equipment and b) disruption for non-event traffic accustomed to two-way operation. For these reasons, it is important to effectively accommodate SAP Center egress traffic without temporary conversion of one or more streets to one-way operation.

Architects • Engineers • Parking Planners

WATRY DESIGN, INC.

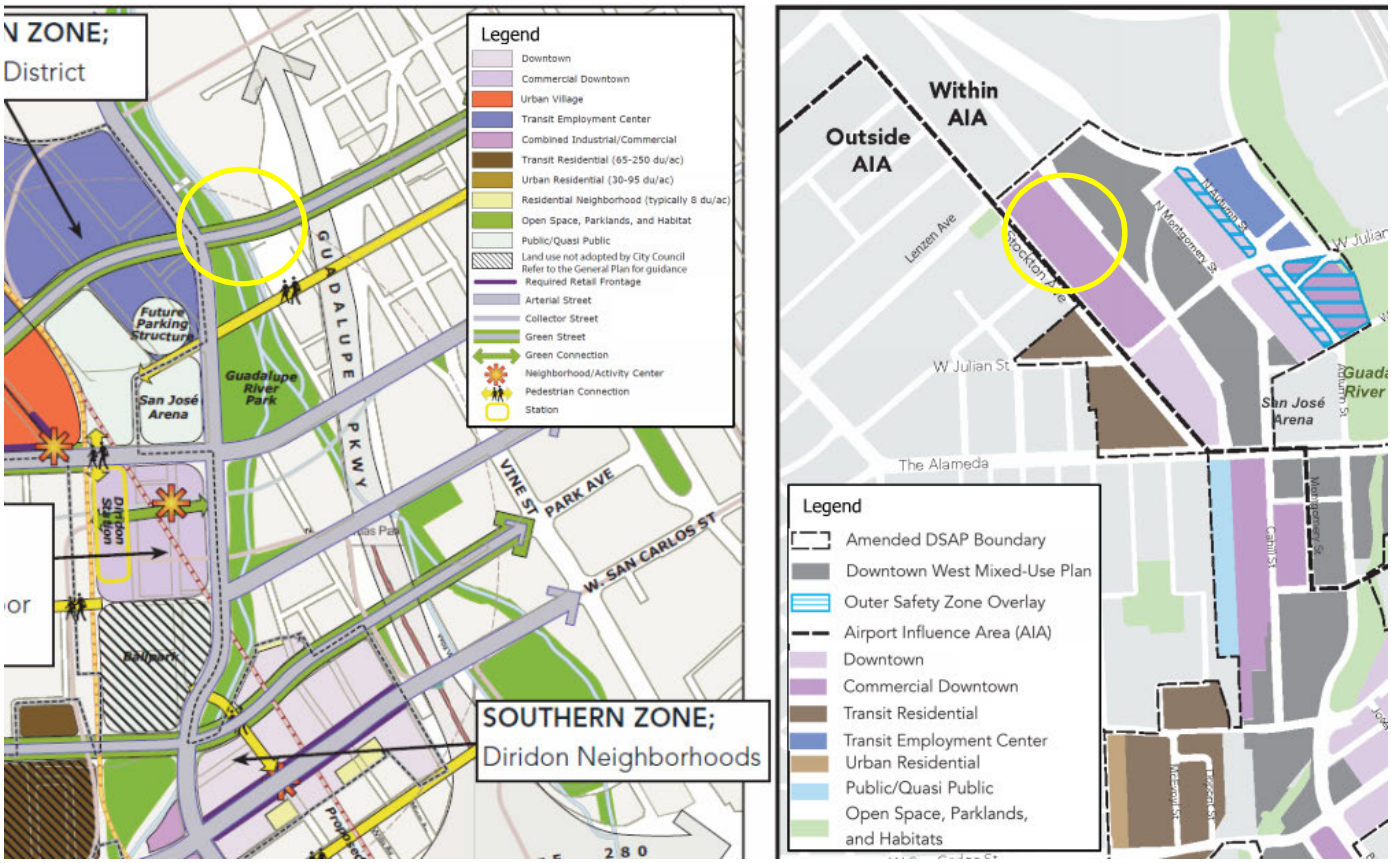
Memorandum

Date:	03.26.21	WDI No.:	05098.313
Project:	SAP Center		
From:	Michelle Wendler		
To:	Jim Goddard		
Regarding:	SSE/DSAP Amendment Addendum Review		

Per your request, we have reviewed the March 2021 Diridon Station Area Plan Amendment Draft Initial Study-Addendum (Addendum) for the purposes of understanding the impacts related to parking on SAP Center and the surrounding area. This review provides our observations and formal comments on the Addendum. It is our understanding this review will be submitted with SSE's comment letter on the Addendum and that the drafters will provide formal responses to these comments.

1. The Lot E Parking Structure site in the original Downtown Station Area Land Use Plan was shown as a *Public/Quasi Public* designation and identified on the map as a future parking structure. In the amendment, the Lot E site shows as a *Downtown* designation with an *Outer Safety Zone* along Autumn St. The Downtown designation "includes office, retail, service, residential, and entertainment uses." The *Outer Safety Zone* "would have a maximum occupancy of 300 people per acre, minimum open space requirement of 20 percent of gross area, and would preclude uses such as regional shopping centers, theaters, meeting halls, stadiums, schools, large day care centers, hospitals, nursing homes, or similar activities." To implement the planned parking structure, the Lot E Parcels should retain the original assumption of a *Public/Quasi Public* designation with reference to the future parking structure, preserving the ability, as originally envisioned and discussed with the City, to build a stand-alone parking structure on this site for event/public parking that is efficient and meets the objectives of serving event parking needs.

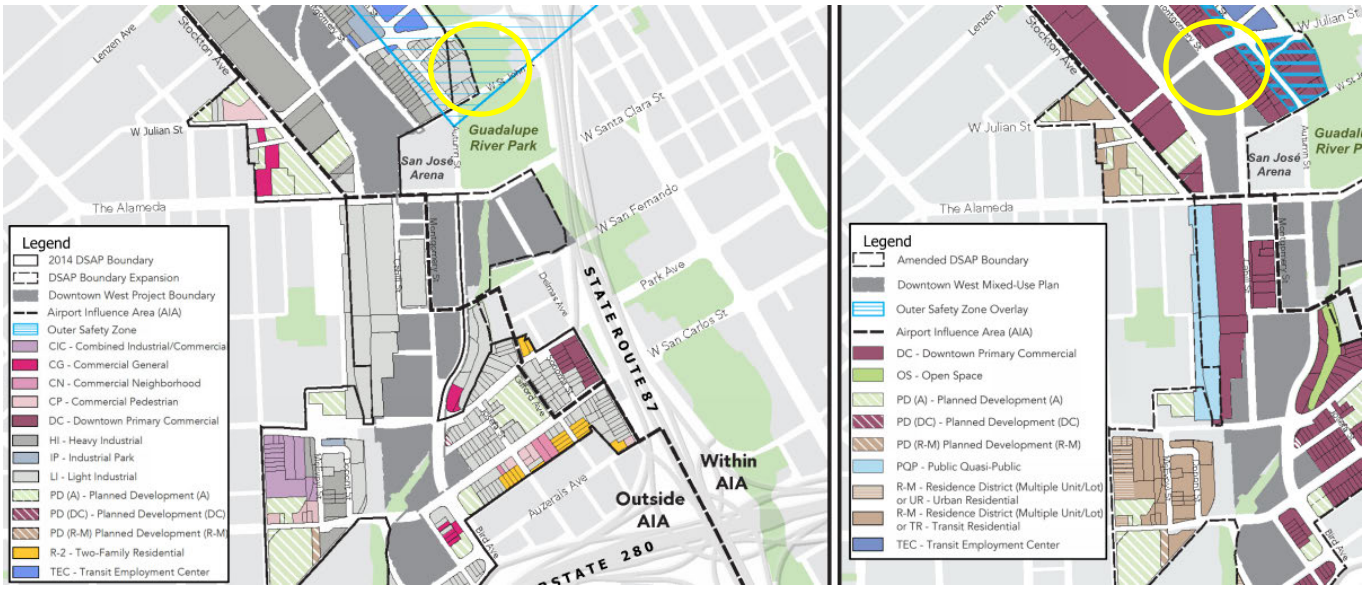
2. The Milligan Site in the original Downtown Station Area Land Use Plan was shown split as *Transit Employment Center* and *Open Space* due to Autumn Parkway bisecting the site. Since the Milligan site has been identified in discussions with the City as a parking structure site it should be addressed as such. In the amendment, the site is now shown as a *Commercial Downtown* designation which includes "a vibrant mix of retail, entertainment, office, and hotel development, with retail and entertainment uses located at the ground level and high intensity hotel or office development above. Residential uses are not allowed. Emphasis is placed on creating a walkable, pedestrian environment with active uses at the street edge. Parking should be structured and wrapped by active uses." There is an *Outer Safety Zone Overlay* as described above over the whole site. The designation of this site must include the ability to build a stand-alone parking structure on this site for event/public parking that is efficient and meets the objectives of serving event parking needs. The designation should also provide for adequate parking capacity if Autumn Parkway were to be extended which is still being addressed as an alternative. Please clarify that the planned stand-alone parking structure is allowed under the *Public/Quasi Public* designation.



3. The Lot E site has current zoning designations as *Heavy Industrial and Light Industrial*. In the proposed changes to the zoning designations it is labeled *Downtown Primary Commercial* which is "designated as the Ground Floor Active Use Overlay (AUA), which means ground-floor, street frontage, building space. The overlay requires "active uses," store front style façade design, and window transparency. Permitted uses include general retail, education and training, entertainment and recreation, food service, personal services but not financial services, medical and veterinary services, other general services, public, quasi-public and assembly," with an *Outer Safety Zone Overlay* along Autumn St. For the Lot E Parking Structure parcels the designation should be *Public/Quasi Public*. Preserving the ability, as originally envisioned, to build a stand-alone parking structure on this site for event/public parking that is efficient and meets the objectives of serving event parking needs.

4. The Milligan site has current zoning designations as *Light Industrial*. In the proposed changes to the zoning designations it is labeled *Downtown Primary Commercial* which is "designated as the Ground Floor Active Use Overlay (AUA), which means ground-floor, street frontage, building space. The overlay requires 'active uses', store front style façade design, and window transparency. Permitted uses include general retail, education and training, entertainment and recreation, food service, personal services but not financial services, medical and veterinary services, other general services, public, quasi-public and assembly," with an *Outer Safety Zone Overlay* over the whole site. The

designation of this site should be reviewed and should not preclude the ability to build a stand-alone parking structure on this site for event/public parking that is efficient and meets the objectives of serving event parking needs. The designation should also address the situation if Autumn Parkway were to be extended which is still being addressed as an alternative.



5. Section **2.3.1.5 Parking** refers to "a future planned parking structure, located northeast of Saint John Street and Montgomery Street with at least 900 spaces". This would be the Lot E Parking Structure site and should refer to a structure with "at least 900 spaces and up to 1200 parking spaces". The change will make the statement consistent with SSE's prior discussions with the City.

6. Per Section **2.4.8 Other Planned Development** "In addition to these projects, two lots (referred to as Lot E and the Milligan Lot) located near the San José Arena would be converted to surface parking as an interim use and potential future parking garages. Lot E is bounded by Montgomery Street, Saint John Street, and Autumn Street, and the Milligan Lot is bounded by Autumn Street, Saint John Street, and the Guadalupe River." The potential future parking garages should refer to parking garages on Lot E and Milligan with at least 900 spaces and up to 1200 parking spaces. In addition, as interim surface parking lots they should not be subject to **Section 5.4 of the Downtown Design Guidelines** referenced in the document in **Table 20**. Please clarify in the Response to Comments that the interim surface parking lots are not subject to Section 5.4 of the Downtown Design Guidelines.

7. Please confirm that per **Table 27**, referring to **DDG Guidelines Section 3.5.3 Parking and Vehicular Access Location** when the use of a site includes event parking it should not fall under these guidelines. The parking and vehicular access should be chosen based on the ability to provide for safe and efficient ingress and egress that supports the overall access to

these sites from the street network, therefore contributing to the stated objective in the DSAP to "ensure the continued vitality of the San José Arena, recognizing that the San José Arena is a major anchor for both Downtown San José and the Diridon Station area, and that sufficient parking and efficient access for San José Arena customers, consistent with the provisions of the Arena Management Agreement, are critical for the San José Arena's ongoing success."

8. Per the *Initial Study/Addendum to the Downtown Strategy 2040 Environmental Impact Report for the 2021 DSAP Amendment* **Section 2.3.1.5 Parking** - 11,950 spaces were proposed in the DSAP area in the 2014 Plan. Of these 11,950 spaces, 1,403 are allocated for transit demand, which leaves 10,547 spaces for office, residential, and hotel development. Per **Figure 2-8-1** in the *2014 DSAP*, below, 9,127 spaces were analyzed in the *2014 DSAP* for development with an average parking ratio of 1.51 stalls per 1000 net sf for office, 1 per unit for residential and 0.2 per room for hotel. Per **Figure 2-8-3** in the *2014 DSAP*, below, and **Section 2.3.1.5** of *the Addendum for the 2021 DSAP Amendment* a range of 1,353-2,213 transit spaces were anticipated based on ridership projections with the average being 1,783 not 1,403. **Section 2.3.1.5** in the *Addendum* is inconsistent with the description in the *2014 DSAP*.

   In addition, the *draft DSAP, Amendment (October 2020)* completely removes all analyses of the parking demand that will be necessary for the development. The *Initial Study/Addendum to the Downtown Strategy 2040 Environmental Impact Report DSAP Amendment* **Section 2.3.1.5 Parking** implies the amount of parking will remain at 11,950 outside of Downtown West. The Downtown West proposal utilizes parking ratios that are approximately half of the *2014 DSAP* analyzed parking ratios. The DSAP area will be dramatically under parked given that the square footage of office has been increased by 184% from 4,963,400 to 14,144,000 and the number of residential units has increased by 388% from 2,588 to 12,619. Per the analysis below, the DSAP area outside of Downtown West including SJ Water Co., will be 41% under parked and the Downtown West development including SJ Water Co., will be 53% under parked and the whole DSAP area will be 47% under parked. The Addendum should continue with the average parking ratio of 1.51 stalls per 1000 net sf for office, 1 per unit for residential and 0.2 per room for hotel in accordance with the 2014 DSAP.

   The reference in the *Initial Study/Addendum to the Downtown Strategy 2040 Environmental Impact Report for the DSAP Amendment* **Section 2.3.1.5 Parking** regarding transit parking utilizing the Lot E Parking Structure is in conflict with the fact that the Downtown West project refers to the use of offsite parking, presumably also the Lot E Parking Structure. This is inconsistent with the fact that both office and transit parking are used at the same time.

   Based on the information provided, it is not possible to determine the impacts to the area and the ability of the plan to meet the stated objective in the DSAP to "ensure the continued

vitality of the San José Arena, recognizing that the San José Arena is a major anchor for both Downtown San José and the Diridon Station area, and that sufficient parking and efficient access for San José Arena customers, consistent with the provisions of the Arena Management Agreement, are critical for the San José Arena's ongoing success." A proper analysis of parking supply and demand should be provided in the *DSAP* and analyzed in the *Addendum* in order to understand the impacts of the significant reduction in parking supply. Consistent with other industry standard parking studies prepared for the City, this parking study should include the location of parking and the demand per use.

FIGURES FROM 2014 DSAP

FIGURE 2-8-1: DEVELOPMENT-BASED PARKING DEMAND BY LAND USE CATEGORY AND ZONE

20% VMT reduction		Proposed Development by Land Use			
		Commercial	Retail/ Restaurant	Residential	Hotel
North	rate	1.9	0	1	0.2
A. Arena North		576,400	40,300		
B. Julian North		1,634,000			
C. Stockton Corridor		802,000	40,800	223	
	Total	3,012,400	81,100	223	0
South	rate	1.4	0	1	0.2
D. Dupont/McEvoy			61,000	1175	
E. Royal/Auzerias		805,000	12,000	155	200
F. Park/ San Carlos			130,000	1035	450
	Total	805,000	203,000	2365	650
Central	rate	0.55	0	1	0.2
G. Ballpark		0	0		
H. Station East		1,146,000	140,000		250
	Total	1,146,000	140,000	0	250
Total Development		4,963,400	424,100	2,588	900
Projected Parking Demand					
North	5,088	4,864	0	223	0
South	3,453	958	0	2365	130
Central	586	535	0	0	50
Total	9,127	6,357	0	2,588	180
Weighted Rate		1.51	0.00	1.00	0.20

Note: The parking ratios for commercial use are applied to net square footage, which is 85% of gross square footage listed in the figure above.

FIGURE 2-8-3:DIRIDON STATION TRANSIT ACCESS MODE SPLIT GOALS AND PARKING SPACES

	2030 Projection	10% PNR Mode Share Target	15% PNR Mode Share Target	20% PNR Mode Share Target
BART	2,585	260	390	520
Caltrain	2,281	600	900	1,200
Amtrak and Capitol Corridor	65	65	65	65
High Speed Rail*	3,800	428	428	428
Total		1,353	1,783	2,213

**Refer to HSR discussion below*

ANALYSIS OF PROPOSED PARKING DEMAND

		Office SF	Retail SF	Resid. Units	Hotel Rooms	Total Parking	Parking Shortage	
1	**Original DSAP (2014), a subset of capacity in Downtown Strategy 2040 (2018) (Per Figure 2-8-1 2014 DSAP)**	4,963,400	424,100	2,588	900			
	2014 DSAP Ratios	1.51/1000	none	1/unit	0.2/room			
	Supply per 2014 DSAP ratios	6,371	0	2,588	180	9,139		
	Supply proposed (Per Figure 2-8-1 2014 DSAP)	***6,357***	***0***	***2,588***	***180***	***9,125***	**USED AS BASIS BELOW**	
2	**Proposed DSAP Amendment Development Capacity (excluding Downtown West) (includes SJ Water Co.)**	7,838,000	424,100	7,044	0			
	2014 DSAP Ratios	1.51/1000	none	1/unit	0.2/room			
	Supply per 2014 DSAP ratios	10,060	0	7,044	0	17,104		
	Supply proposed (Per Figure 2-8-1 2014 DSAP)	***6,357***	***0***	***2,588***	***180***	***9,125***	***7,979***	**-47%**
2A	**Proposed DSAP Amendment Development Capacity (excluding Downtown West) (excluding SJ Water Co.)**	6,844,000	393,100	6,719	0			
	2014 DSAP Ratios	1.51/1000	none	1/unit	0.2/room			
	Supply per 2014 DSAP ratios	8,784	0	6,719	0	15,503		
	Supply proposed (Per Figure 2-8-1 2014 DSAP)	***6,357***	***0***	***2,588***	***180***	***9,125***	***6,378***	**-41%**
3	**Downtown West Project (excludes existing entitlement on SJ Water Co. Site)**	6,306,000	469,000	5,575	1,100		hotel is 300 hotel 800 long term corporate	
	2014 DSAP Ratios	1.51/1000	none	1/unit	0.2/room		hotel parking calculated on hotel only	
	Supply per 2014 DSAP ratios	8,094	0	5,575	60	13,729		
	Supply proposed (0.645/1000, .4/unit) Per Downtown West	***4,067***	***0***	***2,230***	***0***	***6,297***	***7,431***	**-54%**
3A	**Downtown West Project (including entitlement on SJ Water Co. Site)**	7,300,000	500,000	5,900	1,100		hotel is 300 hotel 800 long term corporate	
	2014 DSAP Ratios	1.5/1000	none	1/unit	0.2/room		hotel parking calculated on hotel only	
	Supply per 2014 DSAP ratios	9,308	0	5,900	60	15,268		
	Supply proposed (0.645/1000, .4/unit) Per Downtown West	***4,800***	***0***	***2,360***	***0***	***7,160***	***8,108***	**-53%**
4	**Proposed Maximum DSAP Amendment Development Capacity (including Downtown West Project) (includes SJ Water Co.)**	14,144,000	469,000	12,619	1,100		hotel is 300 hotel 800 long term corporate	
		185%	**11%**	**388%**	**22%**		**Percent increase**	
	2014 DSAP Ratios	1.51/1000	none	1/unit	0.2/room		hotel parking calculated on hotel only	
	Supply per 2014 DSAP ratios	18,154	0	12,619	60	30,833		
	Supply proposed (2014 DSAP+Downtown West,1+3A)	***11,157***	***0***	***4,948***	***180***	***16,285***	***14,548***	**-47%**
5	**SJ Water Co using 2014 DSAP ratios**	994,000	31,000	325	0			
	2014 DSAP Ratios	1.51/1000	none	1/unit	0.2/room			
	Supply per 2014 DSAP ratios	1,276	0	325	60	1,661		
	Supply proposed based on Downtown West ratios)	***733***	***0***	***130***	***0***	***863***		
6	**SJ Water Co. approved per PDP**	994,000	31,000	325	0			
	SJ outside downtown required with reductions	2.25/1000plus 10% red	none	1/unit	N/A			
	SJ outside downtown with reductions	1,711	0	325	0	2,036		
	Supply proposed					***2,446***		

Note for office parking calculation is based on 85% of gross square footage consistent with City of San Jose Zoning

TOTAL DEFICIT

Exhibit E

circlepoint

M E M O R A N D U M

TO: Rosalyn Hughey, City of San José
Robert Manford, City of San José

FROM: Audrey M Zagazeta, Circlepoint

SUBJECT: CEQA Findings for the Diridon Station Area Plan Amendment

DATE: October 23, 2020

Circlepoint has completed the environmental analyses for the Diridon Station Area Plan (DSAP) Amendment pursuant to our contracted scope of work. Our approach included the preparation of an expanded initial study, in the form of a California Environmental Quality Act (CEQA) Addendum that evaluates the DSAP Amendment changes in relation to analysis in the Downtown Strategy 2040 Environmental Impact Report (EIR), certified by the San José City Council in December 2018.

The Downtown Strategy 2040 EIR Addendum (Addendum) has been prepared in conformance with the CEQA Guidelines (Title 14, California Code of Regulations §15000 et seq.), and City regulations and policies.

This memorandum provides the overall CEQA findings for the Addendum, and our recommendation of the appropriate CEQA document based on the CEQA Guidelines presented below.

CEQA Guidelines for an Addendum

CEQA Statutes Section 21166 and CEQA Guidelines Sections 15162 and 15164 provide that an Addendum to a previously certified EIR can be prepared for a project if the criteria and conditions summarized below are satisfied:

- ***No Substantial Project Changes***: There are no substantial changes proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
- ***No Substantial Changes in Circumstances:*** Substantial changes have not occurred with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
- ***No Substantial New Information:*** There is no new information of substantial importance which was not known or could not have been known at the time of the previous EIR that shows any of the following:
  (a) The project will have one or more significant effects not discussed in the previous EIR;
  (b) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
  (c) Mitigation measures or alternatives previously found not to be feasible would, in fact, be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternatives; or
  (d) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative

Exhibit F

If the changes would involve new significant environmental impacts or a substantial increase in the severity of previously identified significant impacts, further environmental review (in the form of a Subsequent or Supplemental Environmental Impact Report) would be warranted per CEQA Guidelines Section 15162 and 15163. If the changes do not meet these criteria, then an Addendum, per CEQA Guidelines Section 15164, is prepared to document any resulting changes to environmental impacts or mitigation measures.

DSAP Amendment

The Addendum to the Downtown Strategy 2040 EIR analyzes the proposed increases in density and development capacity that would be added to the DSAP as part of the DSAP Amendment (see **Figure 1**). The Downtown Strategy 2040 EIR is the most recent planning-level EIR to evaluate development within 90 percent of the DSAP area.

The environmental analysis in the Addendum is based on the DSAP Amendment project description derived from the capacity study conducted by Skidmore, Owings & Merrill LLP (SOM) on behalf of the City, dated January 24, 2020. The SOM capacity study evaluated potential increases in development capacity in the DSAP resulting from the lifting of One Engine Inoperative (OEI) height restrictions. For CEQA purposes, the City decided to analyze the maximum office and residential capacities, with the caveat that actual development capacities may be less after the DSAP Amendment if finalized through the public outreach. **Table 1** below shows the proposed maximum buildout compared to the original DSAP assumptions contained in the Downtown Strategy 2040 EIR.

The growth shown in **Table 1** is a summary of planned growth capacity in the 2014 DSAP and planned General Plan development capacity equivalent to approximately 12,619 housing units and 14.1 million square feet of commercial office space. This growth is proposed to be reallocated to Downtown from other planning areas identified in the General Plan to support transit-oriented development, which in turn reduces vehicles mile traveled (vmt) and supports Smart Growth.

Table 1 - Change in Maximum DSAP Development Capacity

	Office (sf)	Retail (sf)	Residential (units)	Hotel (units)
Original DSAP (2014), a subset of capacity in Downtown Strategy (2018)	*4,963,400*	*424,100*	*2,588*	*900*
Proposed Amendment to DSAP Capacity (DSAP Amendment)	*7,838,000*	*-*	*7,044*	*-*
Proposed Amendment to DSAP Capacity (Downtown West Project)	*6,306,000*	*469,000*	*5,575*	*1,100*
Net Increase in DSAP Development Capacity	**14,144,000**	**469,000**	**12,619**	**1,100**

Source: City of San José 2020
sf = square feet; DSAP = Diridon Station Area Plan

Additionally, the DSAP Amendment would allow up to 24,166 square feet of commercial office space and up to 2,671 residential units located in areas within the DSAP but outside of the Downtown boundary. This portion of the DSAP Amendment-related growth would not represent an increase in development capacity above what was planned for in

the Downtown Strategy 2040 and is consistent with the official growth allocations and forecasts from the City's 2040 Envision San José 2040 General Plan and Association of Bay Area Governments (ABAG). **Table 2** below summarizes the net growth in Downtown Strategy 2040 development capacity from the Downtown West project and the DSAP Amendment.

Table 2 – Change in Maximum Downtown Strategy 2040 Buildout

	Office (sf)	Retail (sf)	Residential (units)	Hotel (units)
Original Downtown Strategy 2040 (2018)	*14,200,000*	*1,400,000*	*14,360*	*3,600*
*Proposed Amendment to DSAP Capacity within Downtown Boundary (*DSAP Amendment*)*	*7,813,834*	-	*4,373*	-
Proposed Amendment to DSAP Capacity (Downtown West)	*6,306,000*	-	*5,575*	-
New Total Downtown San José Development Capacity	**28,319,834**	**1,400,000**	**24,308**	**3,600**

Source: City of San José 2020
sf = square feet

Other Planned Development

A list of other planned development projects within the DSAP area is considered in the Addendum, including future reasonably foreseeable transportation projects within the DSAP area. New transportation projects planned under the DSAP Amendment include primarily pedestrian, bicycle, and transit upgrades, as well as several roadway improvements. In addition to these projects, two lots located near the San José Arena would be converted to surface parking as an interim use and potential future parking garages. The Downtown West project is a proposed development undergoing separate, project-level environmental review that would occupy approximately 81 acres of the DSAP area. Downtown West is currently under consideration for approval by the City and is undergoing a separate, project-level environmental review process.

CEQA Findings

The Addendum describes changes that have occurred in the existing environmental conditions within and near the DSAP area and Downtown, as well as environmental impacts associated with DSAP Amendment. The major changes proposed as a part of the DSAP Amendment process would intensify the planned densification of the Downtown Strategy 2040 EIR to allow for mixed uses and public infrastructure, strengthening the City as a regional employment center, entertainment destination, and significant hub for public life. The draft Addendum also includes an analysis of cumulative impacts of the DSAP Amendment in conjunction with other planned development, including the Downtown West project.

The environmental impacts of the Downtown Strategy 2040 were addressed by a Final Program EIR entitled, "Downtown Strategy 2040 General Plan Final Environmental Impact", and findings were adopted by City Council Resolution No. 78944 on December 18, 2018.

The Addendum includes an analysis of aesthetics, air quality, noise, historic resources, greenhouse gas emissions, transportation, and other topical areas consistent with the Appendix G CEQA Guidelines. Several technical studies were prepared to support the analyses in the Addendum including:

- Air Quality
- Greenhouse Gas
- Noise and Vibration
- Transportation

The environmental analysis presented in the Addendum indicates that there are no substantial changes proposed by the DSAP Amendment that would result in new significant environmental effects or a substantial increase in the severity of previously identified significant effects. Therefore, no major revisions of the existing EIR or preparation of an a new subsequent or supplemental EIR would be required. The technical reports and environmental analyses provides the substantial evidence required to support these findings and is presented in the Addendum and administrative record for the DSAP Amendment. Based on the conclusions of the environmental analysis and supporting technical reports, it is Circlepoint' s expert opinion that an Addendum is the appropriate CEQA document for this project.

Next Steps

The administrative draft Addendum was submitted to the City for review and comment on October 21, 2020. City Staff will review the document and come to an independent conclusion and CEQA finding based on the information provided in the report. We look forward to receiving the City's comments on the administrative draft Addendum. Please do not hesitate to reach out with any questions or comments in the interim.



Not To Scale

N

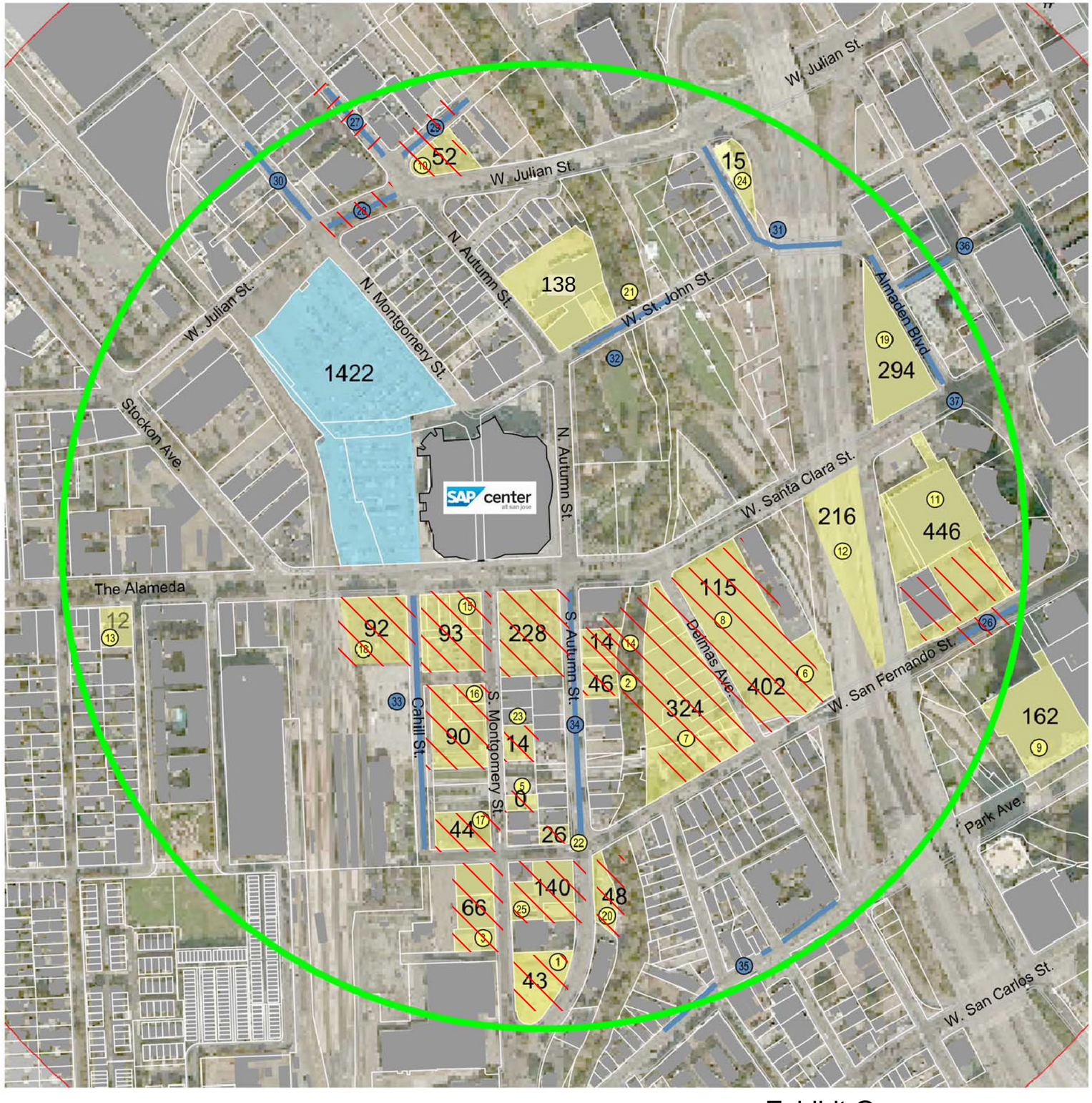
Legend

- Existing Diridon Station Area Plan
- Downtown Strategy 2040

Project Location Figure 1

Source: ESRI, 2020

Exhibit F



	B	C	D	E	F	G	H
4	ID	Existing	Ownership	Total Number of Striped Spaces	Number of Qualified Spaces	Ave. Number of Available Spaces at 6:30 p.m. on 9/27/17 and 10/5/17	Spaces Remaining
5		**Existing Facility**		**Existing**	**Existing**	**Existing**	
6	1	150 S. Montgomery (Navlets)	Google	62	62	43	
7	2	34 S. Autumn (Wine and Roses)	Google	46	46	46	
8	3	510 W. San Fernando (Stephens Meat)	Google	135	135	66	
9	4	65 North Almaden		43	-	-	-
10	5	80 S Montgomery (former Power Play Hockey)		14	-	-	
11	6	Adobe 1 (Water Co. East)	Google	453	453	402	
12	7	Adobe 2 (Water Co. West)	Google	324	324	324	
13	8	Adobe 3 (Water Co. Management)	Google	115	115	115	
14	9	Adobe Garage-20%		220	220	162	162
15	10	Akatiff-484 Old W. Julian		55	55	52	
16	11	Almaden Financial Plaza - with Adobe construction, surface lot will be closed		1,153	539	539	384
17	12	Arena Parking (Santa Clara under 87)		257	257	216	216
18	13	Babe's Muffler (The Alameda)		12	12	12	12
19	14	Borschs	Google	14	14	14	
20	15	Cahill 1		180	180	93	
21	16	Cahill 2		162	162	90	
22	17	Cahill 3 (closest to Stephen's Meat)		90	90	44	
23	18	Cahill 4		149	149	92	
24	19	Comerica Garage		609	383	294	294
25	20	CSC Security (Water District)		70	70	48	
26	21	Milligan		138	138	138	138
27	22	NW San Fernando/Autumn (Palmero)		26	26	26	
28	23	Templo la Hermosa		14	14	14	
29	24	Julian/N. Almaden (YA Title)		51	51	15	15
30	25	Montgomery/San Fernando (Patty's)	Google	140	140	140	
31	26	San Fernando E. of 87	Street	6	6	1	
32	27	Autumn N. of Julian	Street	8	8	1	
33	28	Julian W. of Autumn	Street	10	10	-	
34	29	Old Julian E. of Autumn	Street	10	10	5	
35	30	Montgomery N. of Julian	Street	3	3	1	1
36	31	N. Almaden/curve under 87	Street	44	44	6	6
37	32	St. John E. or River St.	Street	4	4	-	-
38	33	Montgomerty S. of Santa Clara	Street	79	79	48	48
39	34	Autumn S. of Santa Clara	Street	67	67	29	29
40	35	Park W. of 87	Street	34	34	28	28
41	36	Carlysle W. of Notre Dame	Street	16	16	1	1
42	37	N. Almaden N. of Santa Clara	Street	18	18	2	2
43	38	Lot D	Google	228	228	228	228
44		Subtotal Existing		5,059	4,162	3,335	1,564
45							**1,771**
46							**Spaces lost**

SPACES LOST

Map 2 - Existing Parking within 1/3 Mile

Available Spaces

9/19/2019

SAP center at san jose

Exhibit G

Table of Parking Spaces Lost due to Development

ID	Existing	Ownership	Total Number of Striped Spaces	Number of Qualified Spaces	Ave. Number of Available Spaces at 6:30 p.m. on 9/27/17 and 10/5/17	Spaces Remaining
	150 S. Montgomery (Navlets)	Google	62	62	43	
	34 S. Autumn (Wine and Roses)	Google	46	46	46	
	510 W. San Fernando (Stephens Meat)	Google	135	135	66	
	65 North Almaden		43	-	-	-
	80 S Montgomery (former Power Play Hockey)		14	-	-	
	Adobe 1 (Water Co. East)	Google	453	453	402	
	Adobe 2 (Water Co. West)	Google	324	324	324	
	Adobe 3 (Water Co. Management)	Google	115	115	115	
	Adobe Garage-20%		220	220	162	162
	Akatiff-484 Old W. Julian		55	55	52	
	Almaden Financial Plaza - with Adobe construction, surface lot will be closed		1,153	539	539	384
	Arena Parking (Santa Clara under 87)		257	257	216	216
	Babe's Muffler (The Alameda)		12	12	12	12
	Borschs	Google	14	14	14	
	Cahill 1		180	180	93	
	Cahill 2		162	162	90	
	Cahill 3 (closest to Stephen's Meat)		90	90	44	
	Cahill 4		149	149	92	
	Comerica Garage		609	383	294	294
	CSC Security (Water District)		70	70	48	
	Milligan		138	138	138	138
	NW San Fernando/Autumn (Palmero)		26	26	26	
	Templo la Hermosa		14	14	14	
	Julian/N. Almaden (YA Title)		51	51	15	15
	Montgomery/San Fernando (Patty's)	Google	140	140	140	
	San Fernando E. of 87	Street	6	6	1	
	Autumn N. of Julian	Street	8	8	1	
	Julian W. of Autumn	Street	10	10	-	
	Old Julian E. of Autumn	Street	10	10	5	
	Montgomery N. of Julian	Street	3	3	1	1
	N. Almaden/curve under 87	Street	44	44	6	6
	St. John E. or River St.	Street	4	4	-	-
	Montgomerty S. of Santa Clara	Street	79	79	48	48
	Autumn S. of Santa Clara	Street	67	67	29	29
	Park W. of 87	Street	34	34	28	28
	Carlysle W. of Notre Dame	Street	16	16	1	1
	N. Almaden N. of Santa Clara	Street	18	18	2	2
	Lot D	Google	228	228	228	228
	Subtotal Existing		**5,059**	**4,162**	**3,335**	**1,564**

Exhibit G

BART parking — looking for that sweet ($$$) spot

BART

Agency considers raising prices, aiming to free up spots in crowded lots

'THERE IS A TIPPING POINT'

ByNico Savidge

nsavidge@bayareanewsgroup.com

How much would you pay to park at your local BART station if you knew you could count on getting a spot?

Or, if you had the choice, how much would that spot have to cost before you'd give it up andwalk, carpool or take a bus to the station instead?

Those are some of the questions that could determine how much patrons pay to park at BART in the future, as the transit agency that once surrounded its stations with vast lots of free spaces considers price hikes for a shrinking inventory of spots.

The $3 fee BART charges for allday parking at many stations could double at some of the system's most popular lots and garages— or rise by even more— under ideas the agency's



Exhibit E to Comment

A driver looks for an open space in the parking lot at the Lafayette BART station in 2018.

JOSE CARLOS FAJARDO — STAFF ARCHIVES

BART parking — looking for that sweet ($$$) spot

BART

board will discuss at the annual retreat this week that serves as a preview of its priorities for the year.

Opponents, as well as many passengers who park and ride, resist the idea of paying more, warning it could lead more people to ditch BART and worsen the area's grinding rush-hour traffic.

"What other options are there?" said Albert Hahn, an accountant who drives to BART because bus service between the station and his home in Alamo is too slow.

Parking spaces are likely to become more scarce as BART swaps some stations' sprawling surface lots for new apartment buildings under a push to build 20,000 units of housing on the agency's property. BART officials stress that they consider each station's parking needs when deciding how many spaces to replace when a new development goes up, but many car-dependent commuters are wary.

Exhibit H

"I would probably drive a little more," said Lisa Winn, a meeting planner who lives in Danville and commutes to work by driving to the Walnut Creek BART station, then riding to work in Oakland. With free parking available at her job, Winn said, she might join the traffic on Highway 24 if BART's lots were too pricey.

"There is a tipping point," she said.

But supporters argue that BART parking suffers from a rare problem in today's Bay Area: It's too cheap.

By capping weekday parking fees for all but one lot at $3, there is little incentive for riders not to drive if they have another option — parking at BART is barely more expensive, for instance, than a bus fare. The exception is the West Oakland station, which is one stop away from San Francisco and has parking fees that run $10.50 per day.

The result is packed lots that fill up well before rush hour at some stations and waitlists tens of thousands of people long for the coveted monthly parking permits that guarantee a space.

Across the entire system, 29% of BART's weekday riders drove or carpooled to their stop in 2015, according to the most recent data that is available. That share is higher in more car-dependent suburbs. More than half of those commuters drove or carpooled to the Dublin/ Pleasanton and Orinda stations, where the lots typically fill well before 8 a.m.

"We clearly are not charging enough to have a big impact on demand," said BART director Rebecca Saltzman, who said she wants to see a more "market- based" parking rate.

Charge more for spots, the thinking goes, and the people who have another way to get to BART would use it. That would in theory free up a space for some other rider who really needs it — say, a parent who lives far from the nearest station and has to drop off kids before catching the train and can't show up before 8 a.m. to secure a spot.

At today's board retreat, agency officials will lay out a couple of scenarios for raising parking rates, though the board won't vote on any of them.

One option includes raising the cap on daily parking fees from $3 to $6. There could be similar price increases for single-day and monthly permits and a range of prices based on demand at each station. Drivers might pay $6 to park at the Dublin/Pleasanton station, for instance, but perhaps $2 at North Concord/ Martinez, which never fills up. BART estimates such an increase could bring in $10 million to $15 million in new revenue.

Or the agency could eliminate the cap entirely, replacing it with a system that allowed for increases every six months with no final limit on how high the price could go. BART forecasts an additional $12 million to $17 million annually from that model.

Board members also will consider ideas to lower parking rates when demand is lower, such as on Fridays or during holiday weeks, when lots are less likely to fill. There is no indication the system will start charging for parking during evenings or on weekends, when BART's ridership is way down.

BART spokeswoman Alicia Trost stressed those ideas are not specific proposals but rather "examples to get the discussion going." BART staff are now studying what impact higher parking costs could have on low-income riders, a first step toward potentially making those increases a reality.

And any price hike proposal is far from guaranteed — it would require approval from two-thirds of the BART board, which could be a high bar considering several directors come from suburbs where riders see few options but their cars for getting to stations.

"Every time you raise fares, every time you raise parking costs, it becomes less affordable," said Director Debora Allen, who represents four central Contra Costa County stations. Allen added that she would oppose raising parking rates any more than overall cost-of-living increases.

"We could be charging more and opening up some spaces for people who don't have another choice," Saltzman said.

Another Walnut Creek rider, Linda Fisher, didn't like the idea of pricier parking, noting that it comes as BART is also raising fares. But she may be an unwitting poster child for the concept.

Fisher lives less than a mile from the station, saying she drives because it saves her time. She wouldn't dream of driving to her banking-industry job in downtown San Francisco, with its traffic and astronomical parking costs.

"Even if they increased it $1 a day, that would be too much" to justify parking at the station, Fisher said. So she'd likely walk to BART or work from home more — freeing up a space in the lot.

Still others at the station said they would keep driving to BART, even if it meant paying more.

"Let's talk about how we're going to bring riders back — we are not going to do that by raising parking fees and reducing parking," she said.

The North Berkeley BART station parking lot is full on Tuesday.

ARIC CRABB — STAFF PHOTOGRAPHER

Thursday, 02/13/2020 Page .A01 Copyright (c)2020 The Mercury News, Edition. Please review new arbitration language here. 2/13/2020

Pleasanton Weekly.com

https://pleasantonweekly.com/news/print/2019/07/29/key-7-million-allocated-for-new-parking-garage-at-dublin-pleasanton-bart-station

Uploaded: Mon, Jul 29, 2019, 2:50 pm

Key $7 million allocated for new parking garage at Dublin-Pleasanton BART station

Construction expected to begin next spring, opening scheduled for mid-2021

by Elaine Yang

The effort to construct a new parking garage at the Dublin-Pleasanton BART station took another step forward last week as the Metropolitan Transportation Commission (MTC) announced the Tri-Valley project was among those to share in $9.3 million in funding from bridge toll revenue.

Based on project cost estimates, the $7 million allocated from Regional Measure 2 revenue to the Alameda County Transportation Commission (ACTC) represents the final piece of funding needed to build the new parking structure adjacent to the existing BART garage on the Dublin side of the station.

"This a great way to improve the quality of life for a lot of commuters who don't live within walking distance of a BART station or bus stop," Alameda County Supervisor Scott Haggerty, who is also MTC chair, said in a statement.

"Among the ways to reduce congestion on East Bay freeways is to make it more convenient for people to ride transit; and one of the best ways to improve convenience is to solve the chronic parking shortages at so many of our key transit stops," Haggerty said.

The proposed $34 million, 537-space parking structure aims to provide a needed addition to the parking supply at Dublin-Pleasanton, where the existing BART garage with nearly 3,000 spaces is often filled early on the morning commute. Haggerty joined state and local leaders in devising the plan after BART declined to move forward with building its own second garage at the station.

The project, which held a ceremonial groundbreaking last October, is expected to see onsite construction begin on the new garage next spring, with the opening scheduled for mid-2021.

The $7 million commitment from MTC supplements $20 million in state funds awarded to the Livermore-Amador Valley Transit Authority for the project through the Transit and Intercity Rail Capital Program, plus another $7 million in vehicle registration fee money contributed by the ACTC.

The other $2.3 million in funding awarded by MTC last week will go to completing a trio of commuter parking lots served by AC Transit's transbay buses through MTC's Bay Bridge Forward initiative. The three commuter parking lots now under construction in the East Bay -- two lots beneath Interstate 880 at High Street and Fruitvale Avenue in Oakland and a third lot adjacent to Interstate 80 at Buchanan Street in Albany -- are scheduled to open by the end of this year.

Regional Measure 2 was approved by Bay Area voters in 2004 and raised tolls by $1 on each of the region's seven state-owned toll bridges to finance highway and transit improvements in the bridge corridors and along their approaches, as well as to provide operating support for transit services in the bridge corridors.

BART Eyes $16M Parking Lot At New Antioch Station To Meet High Demand

October 26, 2018 at 2:51 pm

ANTIOCH (CBS SF) – So many riders are driving to Antioch's new BART station that the station's parking lots cannot meet the demand.

BART officials said the station has been a tremendous success and noted that daily ridership has far exceeded their original forecasts.

On Friday, BART officials announced that they have identified full funding for a proposed $16.4 million parking lot that will be able to accommodate more than 800 new parking spaces, nearly doubling the parking capacity at the station. The new BART station, which opened in May, has extended BART's yellow line further east from the Pittsburg/Bay Point station. Prior to opening, the station's daily ridership was expected to be 2,270, but it is currently at 3,050 daily riders, according to BART officials.

The proposed lot is on a piece of BART land located just east of the existing parking lots.

BART director Joel Keller, who represents East Contra Costa County said in a statement Friday, "We've made it a priority to ensure that every rider has access to the new service which takes drivers off the congested Highway 4 corridor." Funding sources for the proposed parking lot project include BART, Contra Costa Transportation Authority, the Metropolitan Transportation Commission, and the East Contra Costa Regional Fee and Financing Authority.

BART officials said they plan to bring the project to the BART Board of Directors in late 2018 and that if everything goes as planned, the new parking lot could be open in the fall of 2020.

Until then, riders can also consider utilizing the new BART station's shared use bicycle lockers, which cost 5 cents or less per hour, compared to the daily fee for car parking, which is $3.

BART extension to Antioch so popular there's no room at the station to park

Phil Matier July 29, 2018 Updated: July 29, 2018 6 a.m.



A new diesel-powered train sits at the Antioch Station during a test run of a new BART extension that runs from the Pittsburg-Bay Point station to Hillcrest Avenue in Antioch, Calif., on Wednesday, May 23, 2018. The new people moving line runs down the middle of Highway 4 for that length

Photo: Carlos Avila Gonzalez / The Chronicle

BART’s new East Bay extension to Antioch is already rocketing off the charts.

Opened in late May at a cost of $525 million, the 10-mile link from Pittsburg to Antioch is averaging 3,800 weekday riders — well above the 2,800 BART initially estimated.

“And there likely would be even more riders, but there’s no room in the parking lot,” said BART Board Director **Joel Keller**, whose east Contra Costa County district includes the new station.

The 1,006-slot parking lot, which already is being restriped to allow for more than three dozen extra vehicles, is usually filled by 5:55 a.m.

BART “underestimated the parking,” said Antioch Mayor **Sean Wright**. As a result, riders are parking all day on neighborhood streets.

Now the transit agency is moving to add 700 parking spaces on seven acres it owns adjacent to the station. But if that doesn’t do the trick, it could reopen the long-standing debate among BART directors over whether building more parking is the best way to promote the use of public transit.

Exhibit H

NEWS

BART's New Antioch Station Is Very Popular -- and Doesn't Have Enough Parking

By Dan Brekke
Published on June 1, 2018



Cars parked on a roadside just outside Antioch's new BART station. **(East County Today)**

By all accounts, people in eastern Contra Costa County love the brand-new eBART line from Pittsburg-Bay Point to Antioch. In its first week of operation, the service has far exceeded its projected ridership.

But here's something they don't like: The 1,012-space parking lot at the new Antioch station has been filling up in a hurry every weekday. That has led late-comers to try parking just about any old where so they can catch the new train.

This week, "any old where" has included nearby bicycle lanes and roadsides with tall, dry -- and potentially very combustible -- grass.

BART held a meeting Friday to discuss short- and long-term steps it can take to provide more space for commuters and how to deal with illegal and potentially dangerous parking.

BART spokeswoman Alicia Trost said that among the questions raised at the meeting are whether it's possible to find under-used parking nearby. Among others who have floated that idea is a local resident who posted a video suggesting using a partially empty shopping mall parking lot.

Trost said BART is also evaluating whether it could build additional parking on unused portions of its Antioch property. Among the factors the agency would need to address is how much parking could be provided, how quickly and at what cost.

In the short term, though, BART is going to do what it can to shut down outlaw parking around the Antioch property.

"We are going to be blocking off the illegal spaces people were discovering this week," Trost said. She added that many of the impromptu roadside parking areas pose a high fire danger.

"People were parking on top of tall, dry grass," she said. "Hot engines can spark a fire, so that is an extreme danger."

Many drivers chose to leave their vehicles in bike lanes around the stations, prompting Antioch police to write dozens of parking citations this week.

Trost said that by putting those areas out of bounds, commuters will be prompted to drive to either the new Pittsburg Center station or the Pittsburg-Bay Point station. She said the Pittsburg Center parking lot, which has 245 stalls, did not fill up during eBART's first week. And she said that Pittsburg-Bay Point had spaces open until after 10 each morning, a situation she called "completely unheard of."

"A lot of people who were driving to Pittsburg-Bay Point are going to Antioch," Trost said. "So the idea is it will smooth out. People are going to figure out if they just cannot get to Antioch early enough" they can try the other stations.

Of the 1,000-plus parking stalls, 225 are set aside for monthly and daily passholders and for those using the Scoop carpool app. There are very long waiting lists to get reserved parking at the station, but Trost says the Scoop option has been very lightly used so far.

So far, the parking woes have not put a dent in eBART ridership. The service was projected to record about 5,600 trips a day -- the total of entries and exits at the Pittsburg Center and Antioch stations. The total trips for eBART for the first three workdays this week ranged as high as 7,441, or 33 percent over the initial projection.

Trost said that the strong first-week ridership on the new line has been matched by a decline at Pittsburg-Bay Point, the old end of the system's Yellow Line.

Exhibit H

BART Pauses Planning for Dublin Parking Garage

Posted: Thursday, February 16, 2017 12:00 am

The BART Board of Directors voted to delay a decision on a proposed parking garage at the East Dublin Station. If it were to move forward, the garage would provide an additional 540 parking spaces adjacent to the current parking garage.

The vote was unanimous. Staff has 90 days to return with a report.

Directors decided they wanted to look at other options, such as finding nearby surface lots.

There were also questions about whether or not funding was in place to pay for the garage estimated to cost $37.1 million. Of that total, $8.6 million would be needed to pay to design the structure. Directors suggested that before spending the design money, they would like more information on where the $28.5 million to build the garage would come from.

The proposed six-story garage would replace a current surface parking lot of 118 spots, netting 540 more spaces.

John McPartland, who represents the Tri-Valley on the board, stated, "I really want to build this thing today. Arguments to look at other options are reasonable. I don't think surface parking is there."

He stated, that if the motion to delay the process passes, that doesn't mean the parking structure is dead; it's on pause for 90 days.

Director Nick Josefowitz, who made the motion to pause the process, suggested that more work needs to be done. He said that the agency should reach out to nearby neighbors, such as Oracle, who have parking available, to see if BART could lease some of the available spaces. He said he visited the area during a weekday and found over 1000 spaces that were not occupied.

He and other directors also wanted to look at multi-modal access for cars, buses, and bikes, not just cars. Josefowitz said, "There are real access needs in the Tri-Valley that we are not meeting. We need to strive to do so."

Director Joel Keller said that if BART could achieve the parking goals using less taxpayer money, it has an obligation to do so. Among the options would be surface parking away from the station with a shuttle to take passengers to the station.

Funding for the design portion is expected to come from the Metropolitan Transportation Commission and the Alameda County Transportation Commission.

BART General Manager Grace Crunican said it was her understanding that the MTC and ACTC would put in a "substantial amount" of money toward the project, but also want to make sure BART is contributing.

During the public hearing, Dublin Councilmember Don Biddle stated there is an immediate demand for parking in Dublin. He noted that statistics show a wait list for parking permits of 3,000 for the eastside station and 3700 for the station on the westside of the city. "If people don't arrive at the stations by 7:30 or 8 a.m. they are out of luck."

Cindy Chin from Assemblywoman Catharine Baker's office read a letter from Baker supporting the project. It echoed comments made by Biddle and others in support of the garage. The letter concluded, "The need is not going away."

BART TO LIVERMORE

The BART board also received an update on the BART extension to Livermore. It was noted that completion of the I-580 express lanes had eliminated the median.

There is $533 million in funding committed to the Livermore extension. While it would be cheaper to build in the median, there is no median. It will be necessary to widen the freeway 40 to 45 feet to make room for the extension.

It is anticipated that the draft EIR would be released in this spring and a project adopted in late 2017. If the board were to choose a capital intensive project, a federal environmental impact statement would be required. The final impact statement would be expected in 2020. Construction could be completed in 2026.

Capital intensive options include regular BART, a diesel multiple unit or electric multiple unit (similar to eBART), or enhanced bus service. The enhanced bus service would include direct access to the trains, necessitating construction of new infrastructure.

In looking at ridership, the board was told that extending to Isabel means that those from the Central Valley would park there, rather than at Dublin. This would provide slots in Dublin and Pleasanton for those who have been unable to park there.

http://www.independentnews.com/news/bart-pauses-planning-for-dublin-parking-garage/article_2a4c396c-f3c6-11e6-b3b1-bf671dbbe3ef.html

Pleasanton Working with BART, Stoneridge on Parking Possibilities

Posted: Wednesday, July 1, 2015 12:00 am

By Ron McNicoll, the Independent

BART and the owner of Stoneridge Mall have been talking separately to Pleasanton staff about the problem that some morning commuters find in trying to find a parking place on the Pleasanton side of the West Dublin/Pleasanton BART station.

BART passengers had been using the Stoneridge Mall lot across from BART when they could not find a parking place in the BART parking structure on Stoneridge Mall Road, the ring road around the mall.

However, in May, commuters found posts and chains blocking the way into all of the driveway lanes going into mall parking. The chains were hooked up every night after store hours; then removed after 9:30 a.m. the next day. More parking becomes available in the BART structure after 10 a.m.

Pleasanton residents communicated with vice-mayor Karla Brown, who forwarded their e-mails to the BART board.

The short-term result was removal of the chain barriers in much of the mall's huge lot.

The city used its leverage. Most of the mall had not gone through design review with the city for the chain modifications. "We told them to cease and desist," said City Manager Nelson Fialho.

Although the chains are gone from much of the mall parking lot, it is still private property. Motorists should be aware that mall security can order cars towed, although they cannot issue citations. BART also cannot issue citations there, since it is private property.

The anchor tenants control the parking next to their stores. The city allowed Nordstrom to continue to chain off the area next to its store, but a long-term solution clearly is needed, said Fialho. The Nordstrom lot is the closest one to the BART station.

The solution will require funding and investment, whoever solves it, added Fialho.

There is some vacant land east of the BART parking structure. It is owned by BART, and was zoned for housing at 15 units per acre. The housing was never built.

BART has given a 99-year lease on the land to Workday, which will use the land for a private parking garage. Fialho said that Workday has been cooperative in taking part in discussions with the city about its leased land.

The only apparent solution that could be controlled by BART would be to add two more floors to its existing structure to match the height of the garage on the Dublin side of the station, said Fialho.

Also, there may be a win/win solution with the mall if BART could explore permit parking in the mall lot for BART riders. BART could pay for it, or administer it, said Fialho.

Fialho said another possible tool is the park-and-ride lot at Stoneridge and Johnson drives in Pleasanton. It is across the street from the DSRSD waste-water treatment plant. The lot is used now by carpoolers who travel the freeways, but there is potential that Wheels might be able to run a shuttle to BART from there.

Brown is a member of the LAVTA board , which operates Wheels. She said that a study of routes is underway. The idea would be a good subject to add to the study.

Fialho said that in talking to other cities at the end of BART lines, he found that lack of parking is a common problem. Livermore could learn something for its BART extension from the current Pleasanton problem, declared Fialho.

"They need to be mindful of mistakes of the past. Parking needs to be adequate not only for Livermore, but also for the commute shed for the area. Right now East Dublin/Pleasanton is launch point for riders from Modesto and Tracy. The two stations (including West Dublin/Pleasanton) can easily be overrun with demand."

Talks will continue, with the city as a broker with BART, Workday and the mall, said Fialho.

http://www.independentnews.com/news/pleasanton-working-with-bart-stoneridge-on-parking-possibilities/article_338670e6-202e-11e5-922a-bbcad4a32df7.html

Barriers Stop BART Overflow Parkers From Using Stoneridge Lot

Posted:.Thursday, April 16, 2015 12:00 am

Stoneridge Mall has begun chaining off its parking lot each night after business hours, and opening it up again after 9:30 a.m. the next day in an effort to better control parking spaces for its customers and employees.

The mall lot is located close to the Pleasanton side of the West Dublin/Pleasanton BART station. Commuters have been using the Stoneridge lot when parking fills up in the BART parking ramp before 10 a.m. Spaces tend to be available after 10 a.m. in the BART structure.

Mall manager Mike Short said in a prepared statement to The Independent that convenient parking is "an amenity we want to preserve for those who are actively doing business at the center. A controlled parking program ensures the best spaces are available for Stoneridge shoppers and employees anytime of the day, any day of the week."

Short said, "There are signs posted indicating Stoneridge Shopping Center is private property. These signs have always been there."

A Pleasanton resident told The Independent that when her daughter, who goes to law school in San Francisco, showed up at BART on the morning of April 6, she found chains across the Stoneridge parking entrances. She drove on to San Francisco, and paid a high parking fee there. Subsequently, the daughter has been getting rides to BART from her mother.

The mother contacted Pleasanton Vice-mayor Karla Brown, who passed the mother's e-mail on to BART, and sent one of her own. Brown said that she, too, has has been unable to find parking in the BART lots, and "had to resort to driving to San Francisco in my car."

"I know many other drivers that have been stuck in the same position, and used their car instead of the preferred BART transportation," said Brown.

BART district secretary Kenneth Duron replied to Brown that he will share the e-mails with the board, and ask the BART Office of External Affairs and the Customer Access Department to investigate and respond.

The Independent talked to BART spokesperson Jim Allison on April 10. He said that he was not aware of the situation, but would look into it.

Allison said that BART averages 400,000 riders daily. Parking spaces are provided for fewer than 10 percent of that number.

"It's a natural tension. People want to drive to the station. Could we build a space for all, or encourage ride-sharing, cycling, buses, by limiting the amount of parking. It's a debate that goes on at the nine-member BART board, which has members from downtown San Francisco and the suburbs," said Allison.

BART tracks parking usage every six months, and reevaluates it at every station. BART looks at permit spots, and daily fees. There is a $3 cap at all stations, except West Oakland, where it is $7.

At the West Dublin station, there are 722 parking spaces inside the Dublin structure, and 468 on the Pleasanton side. The structures are split between daily users and monthly permit holders. It's possible to buy a permit for a specific day for $6 on-line, said Allison. He said that "guarantees" a parking spot in the rush time up to 10 a.m.

If vehicles are illegally parked in the permit area, BART checks regularly for violators, said Allison.

***Comment*:**

BART Parking

Ann Reichert, Livermore | Posted: Thursday, April 30, 2015 12:00 am

I loved your article about the Stoneridge Mall preventing BART riders from using its parking lot. You can't blame the Mall. It was surprising that it took this long for the barricades to go up.

The situation is entirely BART's fault. You can't have 400,000 riders and only provide parking for less than 10% of those riders and think everything is okay. Jim Allison gives the standard BART answer that he wasn't aware of the problems. Wouldn't that be his job to be aware? BART is never aware of the problems. I guess BART thinks that if you ignore problems they will somehow go away.

http://www.independentnews.com/news/barriers-stop-bart-overflow-parkers-from-using-stoneridge-lot/article_5c4602ba-e42b-11e4-a776-938a45e20df2.html

BART parking spaces filling up quickly

By Kelli Phillips | Bay Area News Group
PUBLISHED: March 25, 2008 at 9:17 am | UPDATED: August 17, 2016 at 4:01 am



A sign is posted at the Pittsburg – Bay Point BART station for additional parking at the North Concord / Martinez BART station on Wednesday, February 27, 2008, in Pittsburg, Calif. BART riders have a hard time finding parking at the stations closest to their homes and find themselves driving to other stations. (Bob Larson/Contra Costa Times)

Jessica Morgan wants to take her mind and her car off the road, but she can't find parking.

The Walnut Creek resident enjoys riding BART to work in San Francisco, but finding an empty space at nearby stations has become increasingly difficult.

"Lately, there are times when I've just given up and got on the freeway," Morgan said. "Once I drove from Walnut Creek to Lafayette and then Orinda, and there wasn't a single parking space."

On weekdays, more than half of BART's 46,392 parking spaces are filled by 8 a.m., and it jumps to at least 73 percent by 8:45 a.m., according to BART parking data analyzed by MediaNews.

Parking is an issue at several stations, and while a few lot expansions are in the works, BART says just building more parking lots and garages is a costly and impractical solution.

With 441 spaces, the West Oakland station is the first to fill on weekdays at 6 a.m., while Concord (2,367 spaces) and San Bruno (1,083 spaces) are the last to reach capacity at

8:45 a.m.

Pleasant Hill, which has the most parking at 3,011 spaces, is full by 8:30 a.m.

The West Dublin station, slated to open in 2009, will add another 1,200 parking spaces along the Dublin-Pleasanton line, and the Richmond, Ashby, Pittsburg-Bay Point and West Oakland stations are negotiating for additional parking over the next several years.

But the cost is significant.

The 1,200-space garage scheduled to open this spring at the Dublin-Pleasanton station carries a $42 million price tag — or $28,000 per parking space, BART spokesman Linton Johnson said.

"Having more parking in general will encourage people to live further out, which means they have to drive further back in," Johnson said.

"It's really environmental, cost and land planning. It's not just BART, but there are state-mandated goals to reduce greenhouse gases, and you do that by getting people out of their vehicles," he said.

Transit-oriented development, such as the transit village in Fruitvale or proposed sites in Pleasant Hill and Walnut Creek, are putting the land around BART stations to better use, Johnson said.

"There are people who say they don't want to live in a transit village, but there are people who would," he said. "That frees up a parking spot for those in the suburbs because (transit village residents) don't have to drive to the station."

Marci McKillian of Pinole takes public transportation to hiking-club activities around the Bay Area. During a recent trip to the El Cerrito del Norte station, McKillian found parking in a nearby neighborhood.

"I parked 41/2 blocks away because all the closer streets were either full or four-hour parking," she wrote via e-mail. "It was no problem to walk down to the station, but after hiking for almost five miles, another 41/2 blocks up El Cerrito hills was a bit much for an 83-year-old."

The Walnut Creek station's 2,089 spaces and Lafayette's

1,509 are taken by 8 a.m., and the 1,406-space lot in Orinda reaches capacity 30 minutes later.

Lots are filling faster each morning, but it's not deterring patrons. The transit agency saw a ridership increase of 23,000 between this February and last.

"Our parking hasn't increased that much, but we're seeing lots and lots of new riders," Johnson said. "The cost and convenience of commuting drives our ridership, and gas prices are one of the most volatile factors."

With a gallon of unleaded going for $3.50 or higher, more people are turning to BART instead of turning the ignition.

BART's average weekday ridership is about 360,000 people, up from 301,000 three years ago. "Even with this monstrous ridership increase, people are finding other ways to get to BART," Johnson said.

The transit agency is also encouraging those who can to carpool, walk or bike to nearby stations. BART is installing more than 2,000 electronic bike lockers systemwide, and it's working with County Connection and AC Transit to better inform riders of the "Bus to BART" option.

"There are only a couple of routes that don't hit a BART station," said County Connection spokeswoman Mary Burdick.

The bus agency is working to produce schedules that are more user-friendly to BART riders.

"There's a perception that our schedules don't mesh," Burdick said. "We're not going to meet every train, but to make (the schedule) more understandable, we've added the train (times) our buses are scheduled to meet."

AC Transit has 14 park-and-ride lots where BART riders can catch a bus to stations in Castro Valley, Fremont, Oakland and Richmond. "Part of our plan is to provide an available service for riders to get to BART," AC Transit spokesman Clarence Johnson said.

Linton Johnson said BART is trying to devise "all kinds of ways to help those who don't have to take their car to BART," but the agency realizes it's crazy to expect people to just "ditch their cars."

Some motorists, such as Jonathon Peacock, have found ways around the parking issue, at least for now.

The Pittsburg resident lives 10 minutes from the Pittsburg-Bay Point station, but he doesn't bother looking for a space because the lot is full by 7:40 a.m. "I don't leave until about 9 a.m., and parking is long gone by the time I'm looking," he said.

Instead, Peacock, who takes BART to the Montgomery station in San Francisco, slugs through Highway 4 traffic to the North Concord-Martinez station.

The detour adds 15 minutes to his commute, but it guarantees him an empty spot. But, even there, the number of available spaces is shrinking, he says.

"It's getting bad lately," Peacock said. "The lower lot is in three pieces. I was finding a space in the middle of the second portion, but now I find myself parking three-fourths of the way down the third portion. I'm going to have to start leaving earlier."

For those who have to drive, BART does offer a limited number of "single-day parking permits" at 11 stations and "monthly parking permits" at those stations and 21 others.

Monthly permits range from $30 to $115.50 per month, while single-day permits go for $3 to $6.

On Thursday, monthly permits were sold out at 22 of the 32 stations, including all seven in Contra Costa County, and single-day permits for the Walnut Creek station were sold out through April 2.

These permits guarantee the user a parking space at a specific location before 10 a.m. Monday through Friday.

Some motorists become so frustrated with parking that they risk a ticket by parking illegally. BART's Board of Supervisors voted March 13 to raise fines for permit violations from $25 to $40.

"A $25 fine is a bargain. It's cheaper than paying the bridge toll and trying to park in downtown San Francisco," Linton Johnson said. "We're hoping the higher fines will eliminate some parking poachers."

Reach Kelli Phillips at 925-945-4745 or kphillips@bayareanewsgroup.com.

http://www.eastbaytimes.com/2008/03/25/bart-parking-spaces-filling-up-quickly/

If You Can't Park, You Can't Ride / For a BART commuter in the suburbs, every workday morning begins with a race to claim one of the precious spots in the transit system's inadequate parking lots

By Michael Cabanatuan, San Francisco Chronicle

Published 4:00 am, Sunday, January 28, 2001

It's 7:45 a.m. -- witching hour at the BART parking lot in Orinda -- but Lark Hilliard is stuck a mile away in molasses-slow traffic on Moraga Way while the last available spaces are vanishing.

Hilliard, chief financial officer for a San Francisco architectural firm, tries to arrive early enough to find a spot in the BART lot but life sometimes gets in the way. On this rainy morning, for instance, trouble with her daughter's carpool forced Hilliard to shuttle the freshman through stop-and-go traffic to Miramonte High School before fighting her way back to BART.

By the time she arrives just after 8 a.m., there's little hope but Hilliard quickly circles the lot anyway before deciding to try her second option, a city park-and-ride lot a half-mile away across Highway 24 and up a hill. She arrives as the last spaces fill. Finally, around the corner, she finds a space on a steep side street just beyond signs limiting parkers to four hours. From there, it's a brisk 10-minute walk to the BART station.

"If I can't find a space, I end up driving," she said. "And I hate driving to San Francisco."

BART's parking shortage is fast becoming the transit agency's most pressing problem. At all but three of the 29 stations that offer parking, the spaces are gone by 8 a.m. To make matters worse, many communities with BART stations have imposed commuter-hostile parking limits on streets anywhere within walking distance.

With demand for parking growing along with ridership, but money to build lots and garages scarce, BART is slowly moving toward a future in which it will charge for parking for the first time in its 28-year history. Not all parking, perhaps, but some.

A recent survey shows that BART is putting a lot of would-be passengers on the highway because they can't find parking at its stations, and is likely to lose even more if it doesn't deal with the problem.

BART surveyed 602 customers who have ridden BART regularly and parked at the stations since 1998. It found that 17 percent of those riders stay in their cars and drive to their destinations

when BART lots are full. The rest park on neighborhood streets, get rides to BART, try to find spaces at other stations or figure out another way to get to the station. And if the parking shortage worsens, 27 percent said they would stop riding BART.

While BART is poised to begin small-scale experiments with paid reserved parking, satellite lots and commuter shuttles, it has no plans, no intent and no money to do what many commuters want: build big new lots or parking garages at every BART station whose lots fill early each morning.

BART's parking shortage is nearly universal. Most of the 41,666 spaces at the 29 stations with parking fill early each weekday. By 8 a.m., just three stations -- North Concord/Martinez, Richmond and Coliseum -- have empty spaces, according to a recent BART study.

BART stations have small reserves of parking spots they save for "midday" parkers that open at 10 a.m. But desperate commuters who could not find parking spots earlier in the morning often begin circling the lots or lining up outside well before the hour.

Several obstacles -- political, financial and philosophical -- stand in the way of more parking at BART.

Building parking is a pricey proposition, with a surface lot costing about $10,000 a space and a parking garage about $20,000 a space. Maintenance and security costs add up to about $1 a space per year, BART officials estimate.

With government funds for parking lots scarce and BART's board of directors averse to charging for parking, that leaves BART the option of raising fares or coming up with creative solutions, such as joint ventures with private developers.

While BART directors aren't ready to start charging for every space at BART, they are moving toward levying parking fees at new lots or stations but not charging for existing parking, which has always been free.

Sometime next year, BART will test the waters with a reserved parking program at a handful of stations. In return for paying a monthly or weekly fee, a BART user will be guaranteed a parking space close to the station.

In another program, BART and the Contra Costa cities of Orinda and Moraga are considering a shuttle bus service that would pick up patrons at church and park-and-ride lots and take them to and from the Orinda station.

BART is also preparing to see if it can interest developers in either building or leasing new parking garages on BART property -- and charging whatever they want.

Travelers bound for San Francisco International Airport on BART once the extension opens in a little more than a year may also be charged to leave their cars behind. BART officials, fearing fliers could tie up valuable parking spaces for days while they travel, are leaning toward opening

some long-term lots that would charge a fee. The matter of parking charges at airport extension stations has not been determined.

BART Director Dan Richard said the board seems to be headed toward a future in which it will build more parking but charge for it -- along with special parking services including reserved, long-term, perhaps even valet parking -- while existing lots and garages would remain free.

"The new parking is going to have to be provided on a different basis," Richard said.

But that's not enough for some BART directors like Roy Nakadegawa, who argues that people who don't drive to BART are paying higher fares and subsidizing the parking places for those who do. Nakadegawa would like to charge everyone who parks at BART and use the money to maintain parking -- and subsidize better transit to stations.

"The fact is, people will start paying when there is a demand," Nakadegawa said. "Why don't we take the big leap forward and just put in paid parking without putting in any additional parking?"

But Richard, voicing an opinion held by a majority of BART directors, believes it would be a mistake to start charging for parking that has always been free. "I think we'd have a revolt on our hands if we tried to take away something we have already given people," he said.

Joel Keller, a director who represents eastern Contra Costa County, contends commuters from the end-of-the-line Pittsburg/Bay Point station already pay excessive fares and can't afford an added parking charge.

"(Eastern Contra Costa) BART riders pay more for their trip than any other riders in the Bay Area," said Keller. "Any increased cost would be unfair." But Hilliard, whose last-resort parking spot was a couple of weeks later posted with a two-hour limit, says she would gladly pay for a place to leave her car.

"I wouldn't mind paying if I knew I would have a space," she said. "In fact, I'd pay almost anything."

http://www.sfgate.com/bayarea/article/If-You-Can-t-Park-You-Can-t-Ride-For-a-BART-2958316.php

Despite ambitious traffic goals, fewer employees are biking to work in Mountain View

by Kevin Forestieri / Mountain View Voice
Uploaded: Fri, Nov 13, 2020, 1:55 pm



Google's main campus in North Bayshore. Photo by Michelle Le.

Mountain View's vision for North Bayshore is banking on a car-lite future for the city's bustling jobs center, home to massive tech offices for Google, Microsoft and Intuit. But when it comes to getting commuters to bike to work, the city is missing the mark and losing ground.

Getting tech workers out of cars has been a critical strategy in building out the city's urban vision for the mostly low-density office park, and the bar is set high. The goal is to get the number of solo drivers down to 45% of the total commuters into North Bayshore, and hit a lofty goal of 10% commuters heading in by bike.

Failing to meet those goals threatens to jam roadways into and out of the area, some of which were arguably over capacity prior to the coronavirus pandemic and temporary telecommuting policies.

Starting in 2015, the city saw a surge in bike commuting into North Bayshore that reached about 6% of the total trips into North Bayshore, which amounts to about 1,500 employees, according to data collected by the city. That number remained steady through spring 2017, at which point it precipitously dropped to only 3% -- or about 750 employees -- and never

bounced back. Meanwhile, the number of solo drivers heading into North Bayshore hasn't budged, making up about 57% of the trips into the area in the spring this year.

When asked by the City Council about the puzzling change, particularly as the city priorities bike and pedestrian infrastructure, city staff could only speculate. It could have to do with busy construction activities in North Bayshore discouraging bike use, or it could be caused by differing methodologies used to count commuters.

Representatives from Google, North Bayshore's largest employer, did not respond to requests for comment.

Reaching 10% of commutes by bike may not be feasible, at least not yet. The future plans for North Bayshore include robust bike infrastructure that criss-crosses all of the major roads in the area intended to make it easy and safe to get to work. Many of the proposals in the North Bayshore Precise Plan call for dedicated bike lanes, including "cycle tracks" completely separate from the road and the sidewalk. The city is also planning to build a new bridge over Highway 101 for bicycles and pedestrians to commute between North Bayshore and the rest of the city.

A 2015 study by the city found that bike commuters prefer to use Stevens Creek Trail to get to work, followed by Middlefield Road, California Street and Shoreline Boulevard. The most loathed streets, considered the least bike friendly, including El Camino Real, Castro Street and San Antonio Road. At the time, 6.5% of the Mountain View's residents biked to work, significantly higher than the average across Santa Clara County but falling short of Palo Alto at 9.1%.

At a community meeting last month, residents overwhelmingly told city staff that they would like to see Mountain View prioritize bike infrastructure as a top priority, even over transit services, and ensure bike and pedestrian routes are both safe and convenient.

City officials closely watch commute patterns into North Bayshore as part of its "trip cap" policy for the area, which monitors traffic flows and whether they exceed the maximum roadway capacity into and out of the jobs center. Though the traffic lull during COVID-19 has given commuters a reprieve from the gridlock, data from earlier this year shows some city roads are already at or exceeding their "practical capacity." Shoreline Boulevard in the morning had 3,170 commute trips in the morning -- a touch over the 3,110 target set by the city -- while Rengstorff Avenue was clogged and overcapacity during the evening commute.

Looming over transportation decisions for North Bayshore is what, if anything, will happen to the area's commute patterns following COVID-19. During the approval of Google's Landings office project, Mountain View council members that met with company officials suggested that the tech company may shift gears, drop some of its office proposals and embrace telecommuting on a permanent basis. Google is currently reevaluating its need for additional offices, council members said at the time, and may not move forward with building the Landings project.

Diridon Station Area Plan Amendment - Draft Initial Study-Addendum

Initial Study/Addendum to the Downtown Strategy 2040 Environmental Impact Report

Diridon Station Area Plan Amendment

State Clearinghouse No. 2003042127

File Number: PP19-082, Council Districts 3 and 6

Prepared for

CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

March 2021

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ADDENDUM TO THE DOWNTOWN STRATEGY 2040 FINAL ENVIRONMENTAL IMPACT REPORT (SCH # 2003042127)

Pursuant to Section 15164 of the CEQA Guidelines, the City of San José has prepared an Addendum to the Downtown Strategy 2040 Final Environmental Impact Report (Downtown Strategy 2040 EIR, because minor changes made to the project, as described below, do not raise important new issues about the significant impacts on the environment.

PP19-082 and GP20-007 Diridon Station Area Plan Amendment. Project would amend the Diridon Station Area Plan (DSAP) originally adopted by City Council in 2014. The DSAP is a sub-area of Downtown San Jose. The DSAP Amendment includes the following changes:

1. **Increase in Maximum Height Limits:** To allow for desired growth and in response to City Council directive in March 2019, height limits in portions of the DSAP area would increase up to the maximum height limits as established by the Federal Aviation Administration's United States Standard for Terminal Instrument Procedures (TERPS) for the Mineta San Jose International Airport.

2. **Increase in Maximum Development Capacity:** The DSAP Amendment includes an increase in maximum office/commercial capacity to 7,838,000 square feet (sf) and residential development capacity to 7,044 units compared to the Downtown Strategy 2040 and 2014 DSAP, excluding Google's Downtown West project. Development capacity would be transferred from other growth areas identified in the Envision San Jose 2040 General Plan. Changes in Maximum Development Capacity Changes are summarized below:

DSAP Amendment Increase in Development Capacity				
	Office (sf)	**Retail (sf)**	**Residential (units)**	**Hotel (rooms)**
Original DSAP (2014), a subset of capacity in Downtown Strategy 2040 (2018)	4,963,400	424,100	2,588	900
Proposed DSAP Amendment Development Capacity (excluding Downtown West)	7,838,000	424,100	7,044	-
Downtown West Project (excludes existing entitlement on SJ Water Co. Site)	6,306,000	469,000	5,575	1,100
Proposed Maximum DSAP Amendment Development Capacity (including Downtown West Project)	**14,144,000**	**469,000**	**12,619**	**1,100**
Proposed Maximum Downtown Strategy 2040 Development Capacity with DSAP Amendment (including Downtown West Project)	**28,344,154**	**1,400,000**	**26,979**	**3,600**

3. **Development on Proposed Baseball Stadium Site:** The DSAP Amendment land use plan will include mixed commercial development on the approximately 14-acre site previously proposed for a new baseball stadium.

4. **DSAP Boundary Changes:** DSAP boundaries would be expanded by approximately 12 acres, increasing the total DSAP area from approximately 250 acres to 262 acres, all within the boundaries of Downtown. Areas of proposed boundary changes include incorporation of the area bounded by Autumn Street, Saint John Street, the Guadalupe River, and West Julian Street; incorporation of the former Trammell Crow/Old San José Water Company site bounded by West Santa Clara Street, Los Gatos Creek, West San Fernando Street, and the Guadalupe River; and incorporation of undeveloped areas along Los Gatos Creek between West Santa Clara Street and Park Avenue.

5. **General Plan Land Use/Transportation/Diagram Changes:** The DSAP Amendment includes changes to the General Plan Land Use/Transportation Diagram, including:
    - Changes to the Transit Residential 2040 General Plan Land Use designation within the DSAP to allow for residential densities between 65 and 450 dwelling units per acre.
    - The Northern Innovation District outside of the Downtown West project would be converted from Transit Employment Center to Commercial Downtown northwest of the intersection of West Julian Street and the railroad tracks, Downtown between North Autumn and North Montgomery Street, and Commercial Downtown southeast of the intersection of North Autumn and West Julian Streets. The blocks northeast of the intersection of West Julian and North Autumn Street would remain Transit Employment Center.
    - The Urban Village area bounded by Julian Street to the north, West Santa Clara Street to the south, railroad tracks to the east, and Stockton Avenue to the west would be converted to Downtown.
    - The southernmost triangular area between the Los Gatos Creek Trail and I-280 would be converted from Combined Industrial/Commercial to Urban Residential and Commercial Downtown.
    - The Outer Safety Zone Overlay for the DSAP would have a maximum occupancy of 300 people per acre, minimum open space requirement of 20 percent of gross area, and would preclude uses such as regional shopping centers, theaters, meeting halls, stadiums, schools, large day care centers, hospitals, nursing homes, or similar activities. No above ground bulk fuel storage would be allowed.

6. **Transportation Network Changes:** The DSAP Amendment includes changes to planned transportation improvements within the DSAP to ensure a balanced, multimodal transportation network. Potential changes may include the removal of the planned Autumn Parkway extension between West Julian Street and West St. John Street anticipated in the 2014 DSAP.

7. **Changes to Parks and Open Space:** The DSAP Amendment includes changes to parks and open space in the DSAP, including removal of the planned park site south of the Ballpark site in the 2014 DSAP and changes to the planned Los Gatos Creek Trail. The open space strategy for the Diridon Station Area consists of 11 acres of publicly accessible open spaces, including neighborhood parks, trail segments, and plazas dispersed throughout the existing neighborhoods and future developments. The 11 acres will supplement the existing open space in the Diridon Station Area. Approximately five of the 11 planned acres of publicly accessible open spaces are within the Downtown West project boundary, and six acres will be outside the Downtown West project boundary in the broader Diridon Station Area.

8. **Infrastructure Changes:** The DSAP Amendment would include several infrastructure improvements to accommodate anticipated demand, including improvements to sanitary sewer and stormwater systems which will require upsizing of distribution main lines to address existing deficiencies and accommodate increased demand capacity.

9. **Update DSAP to Reflect Downtown Design Guidelines and Standards:** The DSAP Amendment would build upon and incorporate development standards approved by the City Council as part of the San José Downtown Design Guidelines and Standards approved on April 23, 2019 and subsequently amended on May 21, 2019. The Downtown Design Guidelines and Standards provides direction regarding urban design and includes planning standards and guidelines for development in Downtown.

10. **Implement Climate Smart San José and City's Updated GHG Reduction Strategy:** The DSAP Amendment would include revisions to the Downtown Strategy 2040 to implement Climate Smart San José and incorporate the City's 2030 GHG Reduction Strategy into the Downtown Strategy 2040.

11. **Update Parking Strategy:** As part of the DSAP Amendment, City Department of Transportation's (DOT) is studying a Parking and Transportation Management District to amend the overall parking strategy addressing the DSAP area to leverage the DSAP's strong transit-oriented character.

Location: Area generally bounded by Lenzen Avenue and the Union Pacific Rail Road tracks to the north, I-280 to the south, the Guadalupe River and Delmas Avenue to the east, and Sunol Street and the Diridon Station commuter rail tracks to the west.

Assessor's Parcel Number: Multiple **Council Districts:** 3 and 6

The environmental impacts of this project were addressed by the following Final Environmental Impact Report: "The Downtown Strategy 2040 Final Environmental Impact Report," adopted by City Council Resolution No. 78942 on December 18, 2018. The proposed project is eligible for an addendum pursuant to CEQA Guidelines §15164, which states that "A lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in CEQA Guidelines §15162 calling for preparation of a subsequent EIR have occurred." Circumstances which would warrant a subsequent EIR include substantial changes in the project or new information of substantial importance which would require major revisions of the previous EIR, due to the occurrence of new significant impacts and/or a substantial increase in the severity of previously identified significant effects.

The following impacts were reviewed and found to be adequately considered by the EIR cited above:

☒Aesthetics	☒Agriculture Resources	☒Air Quality
☒Biological Resources	☒Cultural Resources	☒Energy
☒Geology and Soils	☒Greenhouse Gas Emissions	☒ Hazardous Materials
☒Hydrology & Water Quality	☒Land Use	☒Noise and Vibration
☒Population and Housing	☒Public Services	☒Transportation/Traffic
☒Utilities & Service Systems	☒Mineral Resources	☒Recreation
☒Growth Inducing	☒Cumulative Impacts	☒Mandatory Findings of Sig.

BACKGROUND

Downtown Strategy 2040

In December 2018, the City of San José certified the Downtown Strategy 2040 Environmental Impact Report (Resolution No. 78942). The Downtown Strategy 2040 FEIR is necessary to respond to changed environmental circumstances and conditions since Downtown Strategy 2000 was adopted by the City Council in 2005 (as described above).

The Downtown Strategy 2040 is an update and replacement of the Strategy 2000: San José Greater Downtown Strategy for Development (Strategy 2000) adopted by the City Council in 2005. The new Downtown Strategy is necessary to: (i) respond to changed circumstances and conditions; and (ii) increase the Downtown development capacity to year 2040 consistent with the General Plan. For purposes of this new Strategy, the primary action is to increase the development capacity within the Downtown boundary, as defined in the General Plan, by transferring 4,000 dwelling units and 10,000 jobs from later horizon General Plan growth areas to Downtown capacity available now. The Downtown Strategy 2040 has a development capacity of 14,360 residential units, 14.2 million square feet of office uses, 1.4 million square feet of retail uses, and 3,600 hotel rooms. The Downtown Strategy 2040 FEIR provides project-level clearance for impacts related to vehicle miles traveled (VMT), traffic noise, and operational emissions of criteria pollutants associated with Downtown development.

ANALYSIS

No new or more significant environmental impacts beyond those identified in the Downtown Strategy 2040 FEIR have been identified, nor have any new mitigation measures or alternatives which are considerably different from those analyzed in the FEIR been identified. The project will not result in a substantial increase in the magnitude of any significant environmental impact previously identified in the FEIR. For these reasons, a supplemental or subsequent EIR is not required and an Addendum to the Downtown Strategy 2040 FEIR, and addenda thereto has been prepared for the proposed project.

The attached Initial Study provides background on the project description, specific project-level impacts, and the relationship between previous mitigation measures and the proposed changes to the Downtown Strategy, as a result of the DSAP Amendment. This addendum (including Initial Study) will be attached to the Downtown Strategy 2040 FEIR pursuant of CEQA Guidelines §15164(c).

Rosalynn Hughey, Director
Planning, Building and Code Enforcement

3/1/21

Date

Deputy

Environmental Project Manager: Shannon Hill

Attachment:
Diridon Area Station Plan Amendment Initial Study/Addendum, dated March 2021

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SECTION 1: INTRODUCTION AND PURPOSE

1.1 Project Title and File Number

Diridon Station Area Plan (DSAP) Amendment (project); City File No.: PP19-082; Council District 3 and 6

1.2 Lead Agency/Project Sponsor Name and Address

City of San José
Department of Planning, Building and Code Enforcement
200 E Santa Clara Street, San José, CA 95113

1.3 Previous Document

Downtown Strategy 2040 Environmental Impact Report (adopted December 18, 2018), Resolution Nos. 78942, 78943, and 78944.

1.4 Purpose of Addendum

This Addendum has been prepared by the City of San José (City) as the Lead Agency, in conformance with the California Environmental Quality Act (CEQA), the CEQA Guidelines (Title 14, California Code of Regulations §15000 et seq.), and City regulations and policies. This Addendum provides objective information regarding the environmental consequences of the proposed DSAP Amendment to the decision makers who will be reviewing and considering the DSAP Amendment.

This Addendum to the Downtown Strategy 2040 Environmental Impact Report (EIR) analyzes the proposed increases in density and development capacity that would be added to the DSAP as part of the DSAP Amendment. The purpose of this Addendum is to determine whether changes to the DSAP, proposed as part of this DSAP Amendment, would result in new impacts or increase the severity of impacts identified in the Downtown Strategy 2040 EIR.

This Addendum will be used by the City for entitlement review of future projects proposed within the DSAP area in Downtown San José (Downtown).[1] Such projects will undergo additional project-level review under CEQA as necessary.

1.5 Criteria for Preparation of an Addendum to a Previous EIR & CEQA Determination

CEQA Statutes Section 21166 and CEQA Guidelines Sections 15162 and 15164 provide that an Addendum to a previously certified EIR can be prepared for a project if the criteria and conditions summarized below are satisfied:

[1] As shown in **Figure 1** and discussed in **Section 2.3.2**, Downtown is generally bounded by Taylor Street to the north for areas west of State Route 87 (SR-87) and Julian Street for areas east of SR-87, San José State University and City Hall to the east, Interstate 280 (I-280) to the south, and the DSAP area to the West.

- ***No Substantial Project Changes***: There are no substantial changes proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
- ***No Substantial Changes in Circumstances:*** Substantial changes have not occurred with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
- ***No Substantial New Information:*** There is no new information of substantial importance which was not known or could not have been known at the time of the previous EIR that shows any of the following:
  (a) The project will have one or more significant effects not discussed in the previous EIR;
  (b) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
  (c) Mitigation measures or alternatives previously found not to be feasible would, in fact, be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternatives; or
  (d) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative

If the changes would involve new significant environmental impacts or a substantial increase in the severity of previously identified significant impacts, further environmental review (in the form of a Subsequent or Supplemental Environmental Impact Report) would be warranted per CEQA Guidelines Section 15162 and 15163. If the changes do not meet these criteria, then an Addendum, per CEQA Guidelines Section 15164, is prepared to document any resulting changes to environmental impacts or mitigation measures.

This Addendum evaluates and documents the environmental impacts that might reasonably be anticipated to result from the DSAP Amendment. On the basis of the analysis provided in the following sections, the City has determined that the proposed changes would not result in new significant environmental impacts or a substantial increase in the severity of previously identified significant effects and an Addendum is appropriate.

1.6 Lead Agency Contact

Shannon Hill, Environmental Project Manager
City of San José
Department of Planning, Building & Code Enforcement
200 East Santa Clara Street, T-3
San José, CA 95113
Phone: (408) 535-7872
Email: shannon.hill@sanjoseca.gov

SECTION 2: PROJECT INFORMATION AND DESCRIPTION

2.1 Summary of the Diridon Station Area Plan Amendment

In November 2008, California voters approved Proposition 1A to fund the initial stages of developing a High-Speed Rail (HSR) system linking Northern and Southern California. Diridon Station in San José was identified as one of the stations along the route, thus eventually establishing this location as one of the best-connected multimodal transit hubs in the Western United States.

In 2014, the City adopted the DSAP to guide development in an approximately 250-acre area around Diridon Station. The DSAP envisions the transformation of the station area—an area which has been dominated by parking lots and old industrial buildings—into a dynamic mixed-use urban neighborhood anchored by a world-class transportation hub and the SAP Center.

The City began the process of amending the 2014 Plan in November 2019, informed by an extensive public outreach process for the DSAP area that began in early 2018. This process was also influenced by the adoption of the Downtown Strategy 2040 and the Downtown Strategy 2040 EIR in late 2018, which analyzed a reallocation of City-wide development capacity to Downtown. The DSAP Amendment establishes new designations, revising designations under the Envision San José 2040 General Plan (2040 General Plan), and allowable building heights to support the preferred development framework, along with design standards that build on the Downtown Design Guidelines and Standards adopted in 2019 to assist the City with subsequent development review and implementation. Only relevant standards from the Downtown Design Guidelines and Standards are included in the tables within applicable resource sections. Refer to the Downtown Design Guidelines and Standards document applicable guidelines.[2] The project also addresses other changes in circumstances since the adoption of DSAP in 2014, such as the baseball stadium is no longer planned and a 2019 directive from City Council to allow increased building heights. See **Section 2.4, Project Description**, for a full description of project changes.

The project analyzes the expansion of the existing 2014 DSAP area (250 acres) and the development of land uses within the proposed 262-acre project boundary surrounding the station (discussed below in **Section 2.4.1, Changes to DSAP Boundary**), an expansion of 12 acres. The amended DSAP boundary is shown in **Figure 1**. The goal is to develop a sustainable and equitable plan around Diridon Station that capitalizes on an anticipated possible build-out of new transit-oriented development to allow for more urban vitality and economic activity, to act as a catalyst for similar development in surrounding neighborhoods, and to obtain environmental clearance under CEQA.

2.1.1 Summary of City Outreach Performed to Date

The City began an extensive community engagement process in 2018 to gain input on the future of the DSAP area, given the disappearance of the planned baseball stadium project and the arrival of the Diridon Integrated Station Concept (DISC) Plan and Google's Downtown West Mixed-Use Plan (Downtown West) proposal. As part of this process, the City Council appointed 38 organizations to a new Diridon Station Area Advisory Group (SAAG). The City also set up a new website (www.diridonsj.org) and held a variety of events and activities to engage the general public. The 2018

[2] The full Downtown Design Guidelines and Standards document can be found here: https://www.sanjoseca.gov/your-government/departments-offices/planning-building-code-enforcement/planning-division/citywide-planning/city-design-team/downtown-design-guidelines-and-standards.

process generated a list of desired outcomes related to housing and anti-displacement, jobs and education, land use and design, transportation and parking, parks and public space, and environmental sustainability. Key findings from the process were that the community's overall vision for the area had not changed and that social equity should be a top consideration.

The 2019-2020 engagement process, which focused on the scope of changes under consideration for the DSAP area and the intended process for analyzing and proposing amendments to the 2014 DSAP, evolved from the original plan due to the COVID-19 crisis. The City had to extend the process and switch to digital tools. Throughout the process, the City's goal was to hear from all segments of the San José community, such as residents living in the area, neighborhood groups, downtown businesses owners, developers, transit riders, affordable housing, labor, and environmental advocates. To help reach populations that are typically under-represented in planning processes, the City established a small grant program and partnered with seven community-based organizations to assist with 2020 outreach and engagement.

From early 2018 through fall 2020, City-led community engagement related to the DSAP area included the following meetings, most of which included an explanation of the CEQA process, and ongoing outreach efforts to shape development in the DSAP area:

- 18 SAAG meetings
- 14 SAAG small group discussions
- 15 community meetings, including focus meetings for Spanish speakers, Vietnamese speakers, and local artists
- 3 online surveys with over 2,000 responses
- Over 200 online feedback forms submitted
- Over 75,000 page views and over 36,000 unique visitors on diridonsj.org
- 9 pop-ups at community events, including at Village Fest and Viva Calle
- 5 virtual office hours sessions, focused on equity, transportation, housing, building heights, and parks
- Study sessions for the City's Parks and Recreation Commission, Historic Landmarks Commission, Planning Commission, and City Council (all noticed public hearings with opportunities for public comment)
- Meetings with individual community groups, including the Garden Alameda Village Association, Shasta/Hanchett Park Neighborhood Association, and Diridon Area Neighborhood Group

In addition to these efforts, Google and the City's transit partners conducted their own outreach to guide their own projects within the DSAP area. The City will continue to reach out to and collaborate with local stakeholders on the future of the DSAP area during and after the DSAP Amendment process. For a full discussion of the City's public engagement process, please refer to Appendix B of the Draft DSAP Amendment.

2.1.1.1 Known Areas of Controversy

Pursuant to Section 15123(b)(2) of the state CEQA Guidelines, an EIR shall identify areas of controversy known to the lead agency including issues raised by agencies and the public. As an Addendum to the Downtown Strategy 2040 EIR, this document includes this discussion on known areas of controversy for informational purposes only. As described above in **Section 2.1.1**, the City has made extensive efforts to

engage members of the business and development community in the planning process, as well as residents within the immediate area and surrounding long-established neighborhoods. Known areas of controversy related to the DSAP Amendment include:

- Proposed building height limits adjacent to existing single-family neighborhoods, open space, riparian habitat, and historic resources.
- Proposed open space program (e.g., amount that would be publicly accessible and permanent and the amount relative to new residents and affordable housing).
- Protection of riparian habitat along Los Gatos Creek and the Guadalupe River
- Preservation of historic resources, especially the Diridon Station.
- Planning for a future community center.
- Potential for daylighting Los Gatos Creek at the Bird Avenue/Park Avenue intersection.
- Concerns about direct and indirect displacement of residents and small businesses due to physical development and higher rents, especially downtown and in the East Side of San José.
- Providing an adequate supply of affordable housing.
- Effect of increased maximum heights and residential uses within the 65 Community Noise Equivalent Level (CNEL) noise contour on operations at the Norman Y. Mineta San José International Airport.[3]
- Effects to parking and access in and around Downtown.[4]
- Including transit and multimodal access that would be functional, affordable, and well-serviced to meet the needs of the community and commuters.
- Combined effects of DSAP Amendment, Downtown West, DISC Plan, and other major projects implementation – particularly related to coordinated design, construction management, traffic, parking, and the San José Arena operations.

2.2 Project Location

The DSAP area is located in Northern California within Santa Clara County. The City—sometimes referred to as the "Capital of Silicon Valley"—is located in the center of Santa Clara Valley, to the south of the San Francisco Bay. As defined in the 2014 DSAP, the existing DSAP boundary encompasses approximately 250 acres west of State Route 87 (SR 87) and south of the Norman Y. Mineta San José International Airport (Airport). The DSAP area is generally bounded by Lenzen Avenue and the Union Pacific Railroad (UPRR) tracks to the north, Interstate 280 (I-280) to the south, the Guadalupe River and Delmas Avenue to the east, and Sunol Avenue and the Diridon Station commuter rail tracks to the west. The original DSAP boundary are shown in **Figure 1.**

As shown in **Figure 1**, with the exception of three protrusions at the western boundary of the DSAP area, the majority of the DSAP area falls within Downtown, which encompasses approximately 1.5 square miles in the central part of the City. The areas outside the Downtown boundary are generally located

[3] A Community Noise Equivalent Level (CNEL) is a weighted average of noise level over time for a neighborhood and is used to establish airport noise contours to regulate airport noise impacts on communities.

[4] As described below, Downtown encompasses approximately 1.5 square miles in the central part of the City. The areas outside the Downtown boundary are generally located between Stockton Avenue and The Alameda to the north and between Park Avenue and I-280 to the south (see **Figure 1**).

between Stockton Avenue and The Alameda to the north and between Park Avenue and I-280 to the south.

As noted above, the DSAP area is generally bounded by Lenzen Avenue and the UPRR tracks to the north, I-280 to the south, the Guadalupe River and Delmas Avenue to the east, and Sunol Street and the Diridon Station commuter rail tracks to the west. The following land uses surround the DSAP area:

- **North:** Parks and Open Space land associated with the Guadalupe River Park is located directly north of the DSAP area across Coleman Avenue. Other uses surrounding this park area include areas designated as Residential Neighborhood, Neighborhood/Community Commercial located east of the Guadalupe River, and Light Industrial Areas located west of Coleman Avenue. The Airport is located further to the north across I-880.
- **South:** The Willow Glen neighborhood, located directly south of the DSAP area and I-280, generally comprises Residential Neighborhood uses with pockets of Neighborhood/Community Commercial and Mixed Use interspersed throughout.
- **East:** Directly east of the plan area is Guadalupe River Park and trail. Downtown east of SR-87 is currently developed with a mix of office, commercial, hotel, residential and public service uses. Notable development in this area includes the Fairmont Hotel, the De Anza Hotel, San José Convention Center, Children's Discovery Museum, and various high-rise office and residential buildings. Land uses in this area are generally defined as Downtown or Public/Quasi Public.
- **West:** Development to the west of the DSAP area, is characterized by residential neighborhoods, including Garden Alameda to the west of Stockton Avenue, Cahill Park east of Bush Street, the Shasta Hanchett Park neighborhood east of Sunol Street, and Saint Leo's north of the intersection of Park Avenue and Sunol Street, Theodore Lenzen Park on the corner of Lenzen Avenue and Stockton Avenue, and older industrial uses that are part of the College Park north of the crossing of Lenzen Avenue and the UPRR tracks, Midtown and Buena Vista neighborhoods. Land uses are generally designated Residential Neighborhood or Neighborhood/Community Commercial, though there are pockets of Transit Residential, Urban Residential, and Industrial Park within the Buena Vista Neighborhood.



Not To Scale

N

Legend

- Existing Diridon Station Area Plan
- Diridon Station Area Plan Outside of Downtown
- Diridon Station Area Plan Extension
- Downtown Strategy 2040

Project Location Figure 1

Source: ESRI, 2020

2.3 Diridon Station Area Plan Background and Objectives

2.3.1 Previously Adopted Diridon Station Area Plan (2014)

The DSAP was adopted in 2014 in response to the planned extension of Bay Area Rapid Transit (BART) and HSR service to Diridon Station. The goal of the DSAP was to forecast the maximum possible build-out of new transit-related development in the station area including 4,963,400 square feet of office space, 424,100 square feet of retail space, 2,588 residential units, and 900 hotel rooms (see **Table 1** and **Figure 2a**). The majority of this development would have occurred within the Downtown boundary, which is shown in **Figure 1**. As shown in **Table 1** and **Figure 2a**, the DSAP was divided into the following three distinct zones listed below. **Figure 2b** shows land uses under the DSAP Amendment; the DSAP would not be divided into distinct zones under the DSAP Amendment.

- **Northern Zone:** a high-intensity business district north of The Alameda[5] with a higher concentration of business and commercial uses as well as a 900-space parking structure.
- **Central Zone:** a commercial-focused area which included the Diridon Station[6], a planned baseball stadium, and a mix of employment, retail, hotel, and entertainment uses.
- **Southern Zone:** a residential-focused area which included mixed-use, residential, parks, business, and hotel uses. This zone also included the planned Autumn Parkway realignment project, which involved conversion of Autumn Street (to be renamed "Autumn Parkway") from one-way to two-way traffic and widened to four lanes (two in each direction) between Santa Clara Street and Park Avenue. The realignment project also included the removal of existing buildings between Autumn Street and Los Gatos Creek to create an open space buffer of at least 50 feet.

The existing and proposed zoning districts in relation to the Airport Influence Area (AIA)[7] are shown in **Figure 3a** while proposed zoning is shown in **Figure 3b**.

Table 1 2014 DSAP Maximum Development

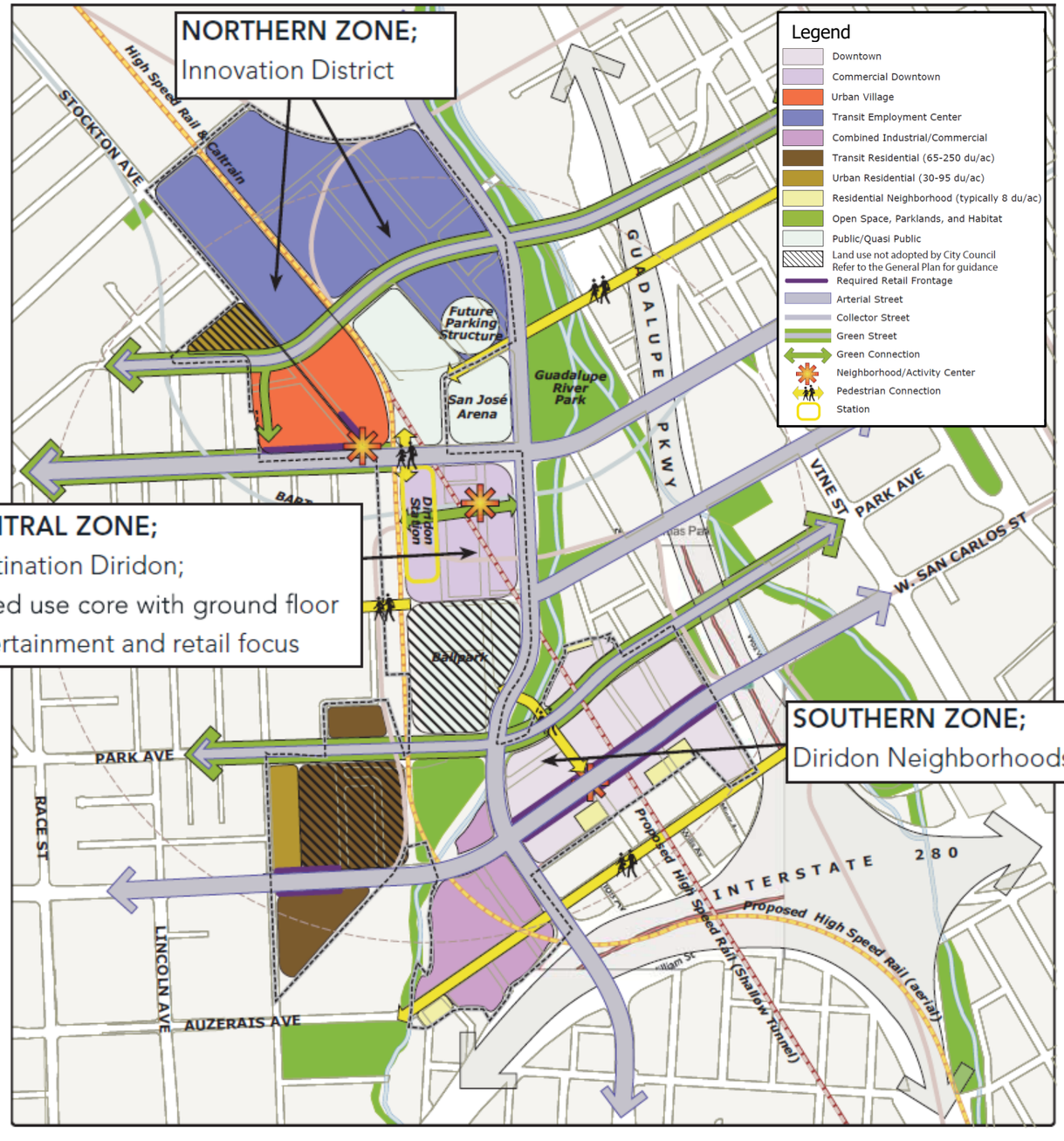
Zone	Office (sf)	Retail (sf)	Residential (units)	Hotel (units)
Northern	3,012,400	81,100	223	0
Central	1,146,000	140,000	0	250
Southern	805,000	203,000	2,365	650
Total	**4,963,400**	**424,100**	**2,588**	**900**

Source: Diridon Station Area Plan EIR (City of San José 2014)

[5] Santa Clara Street becomes The Alameda, west of Diridon Station.

[6] Diridon Station is a major multimodal transit hub located at 65 Cahill Street in San José served by Caltrain, Altamont Corridor Express (ACE), VTA light rail, Amtrak Capitol Corridor, and Amtrak Coast Starlight. BART service to Diridon Station is anticipated to begin in 2030, pending acquisition of full funding for the subsurface extension of the currently under-construction BART line to Berryessa Station in East San José. The California High Speed Rail Authority plans to serve Diridon Station as well.

[7] The Santa Clara County Airport Comprehensive Land Use Plan (CLUP) defines an Airport Influence Area (AIA) as the areas surrounding an airport affected by noise, height, and safety considerations within which all actions, regulations and permits must be evaluated by local agencies to determine how CLUP policies may impact proposed developments.



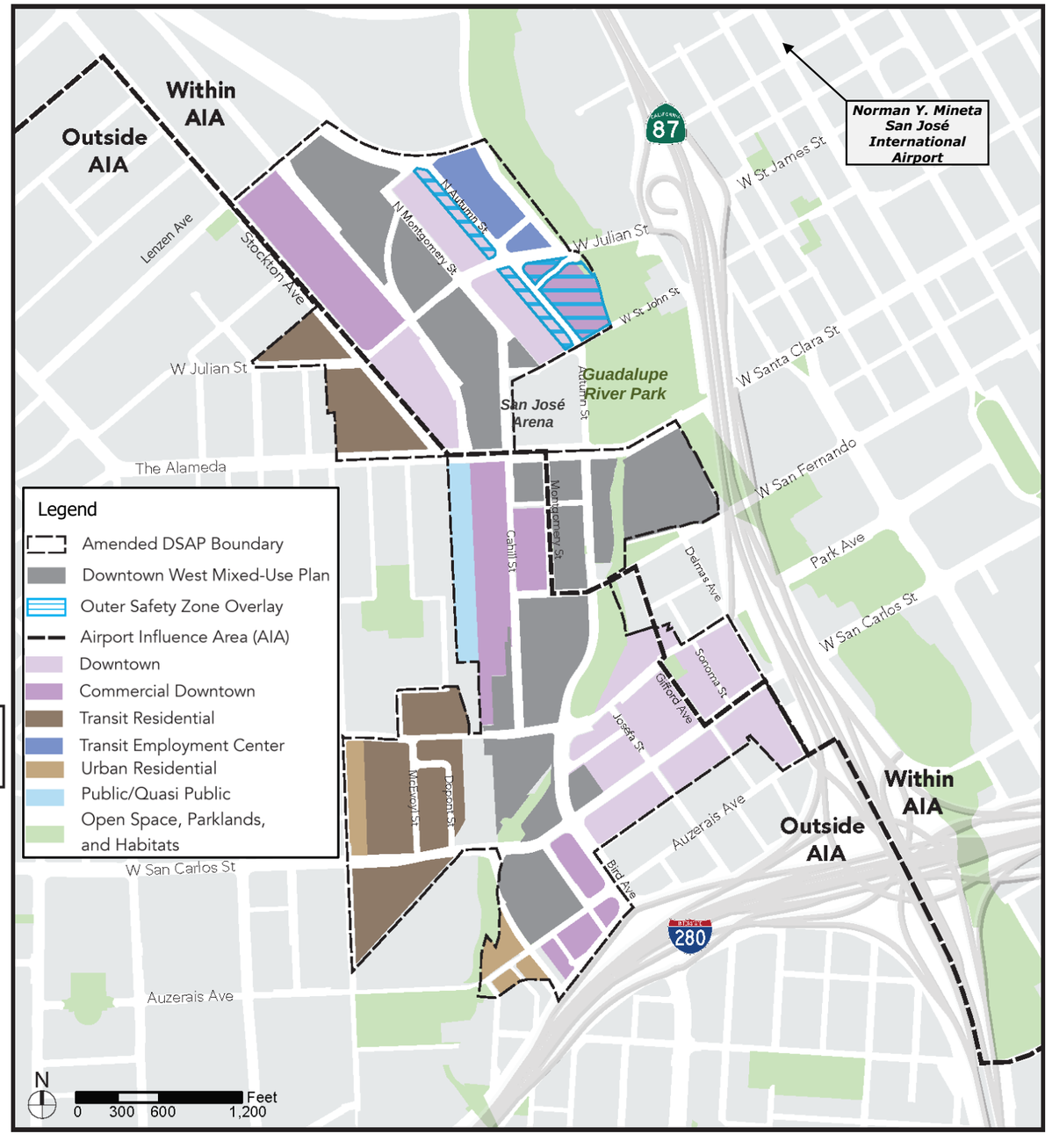
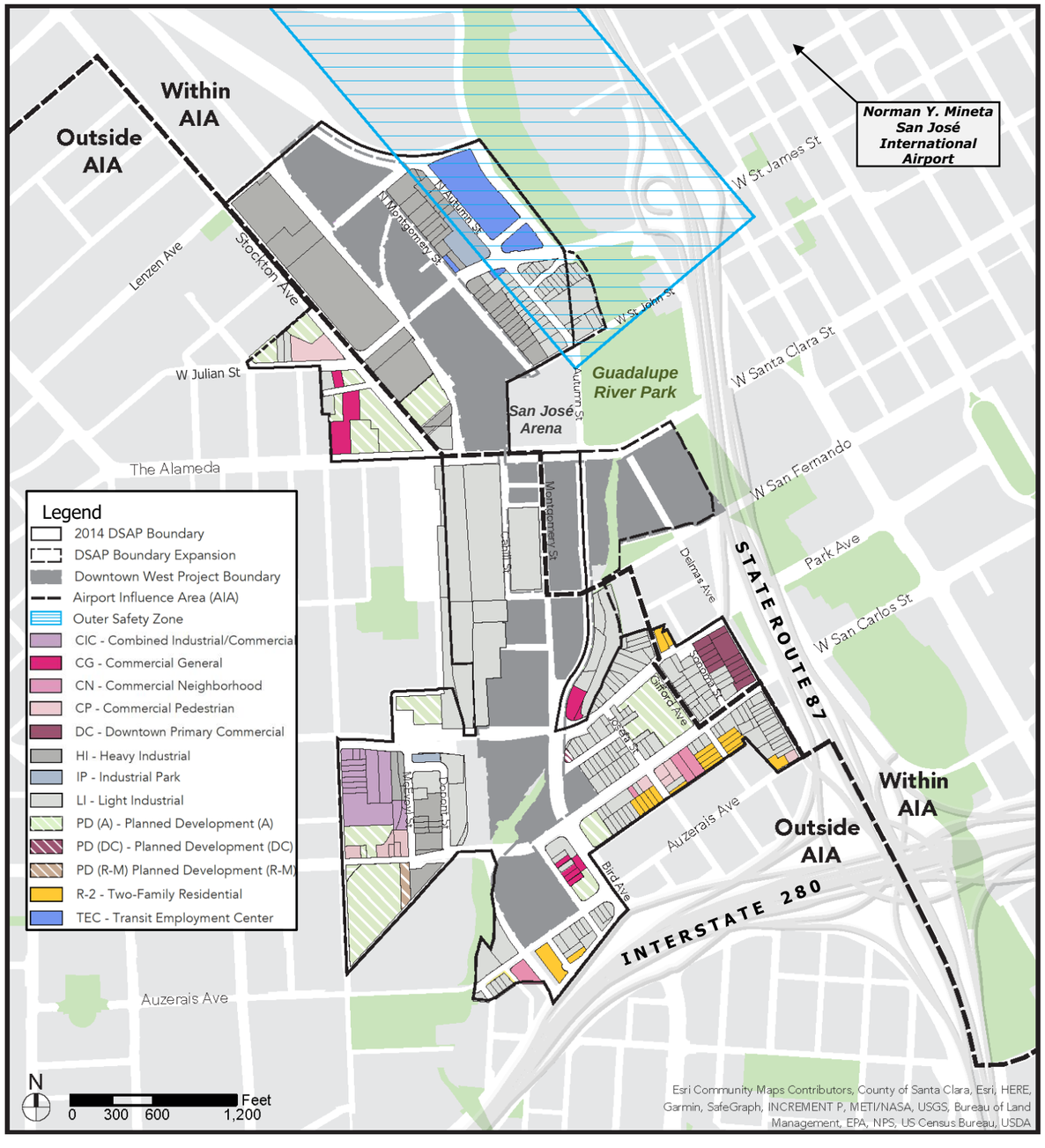


Figure 2a **Original Diridon Station Area Land Use Plan**

Amended Diridon Station Area Land Use Plan Figure 2b

Source: City of San José, 2021



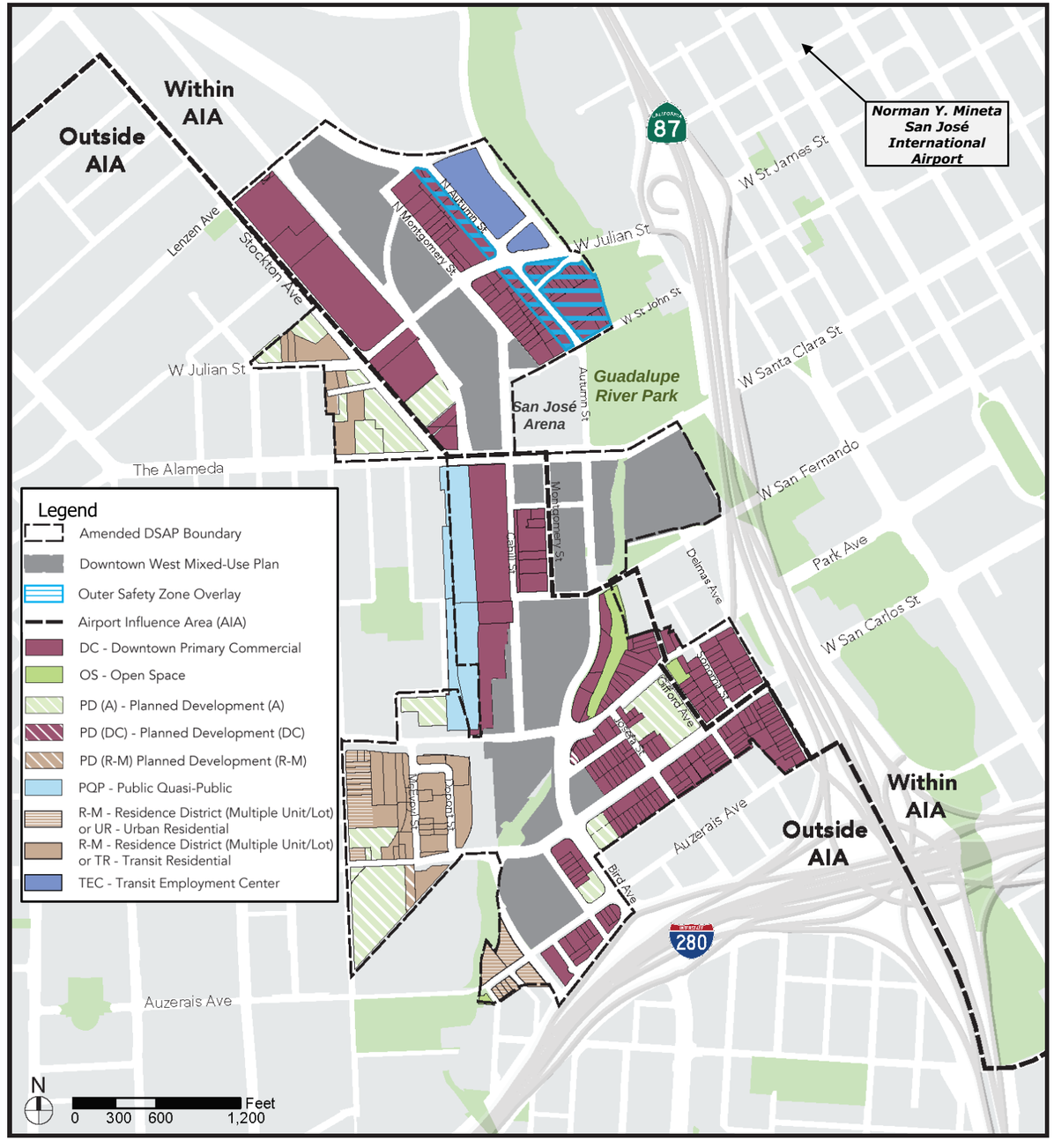


Figure 3a **Existing Zoning Districts**

Amended Diridon Station Proposed Zoning Districts Figure 3b

Source: City of San José, 2021

2.3.1.1 Landscape and Open Space

The 2014 DSAP planned for six types of open spaces to contribute to the environment and character of the planning area, as described below.

1. The Guadalupe River and Los Gatos Creek: Plans for parks and trails along these waterways can be found within the Guadalupe River Park Master Plan[8] and the Los Gatos Creek Master Plan.[9] The planned completion of the Los Gatos Creek improvements between Santa Clara Street and Park Avenue represented the final section of a much larger trail and open space network that would connect the City to surrounding communities and countryside, from the San Francisco Bay to the Santa Cruz mountains.
2. A large 8-acre community park was envisioned for the southern zone to provide residents with a place for community gathering and a broad range of outdoor recreation activities.
3. Green finger and pedestrian connections were planned as a means of connecting larger public open spaces with the various neighborhoods within DSAP. These areas were envisaged as wide linear parks (minimum 40 feet wide) with generous landscaping and a continuous, integrated bicycle and pedestrian pathway system. Such connections would be located along Saint John Street and Rhodes Court in the Northern Zone, east of Diridon Station in the Central Zone, and along Josefa Street and San Carlos Street in the Southern Zone.
4. A new primary public plaza was planned directly east of Diridon Station and the planned HSR terminal with a civic and commercial focus, accommodating high volumes of movement in different directions and providing a transition from the station area to the City.
5. Neighborhood Squares intended as focal points within each DSAP neighborhood would be located at the corners of Montgomery Street and Julian Street, Julian Street and Stockton Avenue, Stockton Avenue and Santa Clara Street, Park Avenue and McEvoy Street, San Carlos Street and Josefa Street, and Auzerais Avenue and Gifford Avenue.
6. Green Streets were envisaged as major east-west connectors between the DSAP area and the rest of Downtown. These would be located along Julian Street, The Alameda, and Park Avenue and would accommodate many forms of transportation including bicycle and pedestrian.

2.3.1.2 Access and Circulation

The 2014 DSAP anticipated and planned for a number of transportation changes within the planning area, which can be broken down into the following categories:

- **Transit Improvements:** Future transit services within the DSAP area included the planned BART Phase II extension from Fremont to the City of Santa Clara and HSR linking the northern and southern portions of the state. In conjunction with HSR, the planned Caltrain Electrification Program (also known as Caltrain 2025) would convert the Caltrain mainline between San Francisco and the City from the current diesel-electric locomotive power to fully electric power. Additionally, future Bus Rapid Transit (BRT) Lines were envisioned for the Santa Clara Street / Alameda and San Carlos Street corridors.

[8] Available: https://www.grpg.org/Files/GuadalupeRiverParkMasterPlan.pdf
[9] Available: https://www.sccgov.org/sites/parks/PlansProjects/Pages/Los-Gatos-Crk-Cnty-Prk-mtr-pln.aspx

- **Bicycle and Pedestrian Improvements:** DSAP envisaged the implementation of the San José Bike Plan 2020, which planned for the completion of a proposed Class I off-street path along the Los Gatos Creek, as well as additional Bicycle lanes on several streets in the vicinity of the station. Planned improvements to the Los Gatos Creek Trail and the Guadalupe River Trail would be conducted in fulfillment of the Santa Clara County Trails Master Plan. As part of these network improvements, DSAP proposed four major east-west bicycle connections and three major north-south bicycle connections.
- **Roadway Improvements:** The DSAP anticipated three major roadway improvement projects:
    - **The Alameda** – This is a two-phase improvement project that would implement the "Beautiful Way" Plan prepared in April 2010. Phase I, which has already been completed, included landscape median islands, signal modifications, enhanced crosswalks, corner bulb-outs, and bus stop enhancements between Stockton Avenue and Fremont Street. Phase II would add similar improvements between Fremont Street and I-880.
    - **Autumn Street Parkway** – DSAP anticipated that Autumn Street would be extended to connect with Coleman Avenue to the north and renamed Autumn Parkway. Its configuration would change from two or three one-way lanes to two lanes in each direction from I-280 to Coleman Avenue. In a corresponding improvement, Park Avenue would be narrowed from four to two lanes.
    - **San Carlos Rail Overpass Replacement** – The San Carlos overpass over the rail tracks would be replaced with a new overpass structure.

2.3.1.3 Planned Infrastructure

The 2014 DSAP acknowledged that much of the existing infrastructure in the planning area was antiquated and undersized to meet future buildout needs. Therefore, the majority of the infrastructure systems were anticipated to be replaced to meet the increased demand, improved reliability, and distribution objectives. Specific improvements anticipated under the DSAP include:

- Upgrading stormwater infrastructure to accommodate a "10-year storm event", which would require upsizing of many gravity conveyance lines.[10]
- Additional stormwater detention/retention at both the site-specific project level and regional level.
- Repair and or replacement of outfall structures located on the Guadalupe River banks.
- Upgrading sanitary sewer infrastructure which requires upsizing certain sections of the distribution system to address existing deficiencies.
- Replacement of both the potable water and wastewater distribution systems within the area to meet both the domestic demand and the fire service demands for new building structures.
- Upsizing of trunk water mains that feed the area.

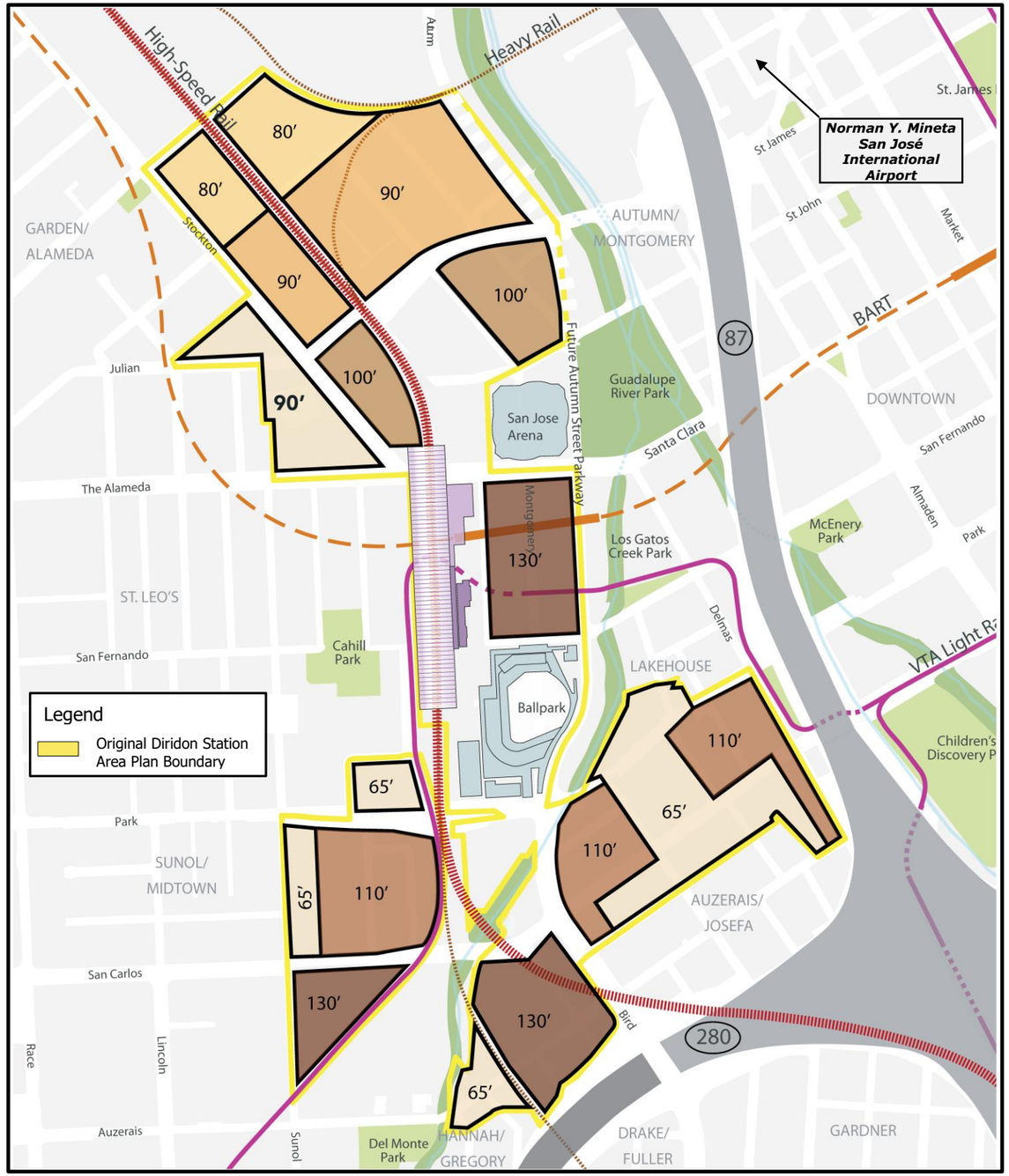
[10] A "10-year" event is an event of such size that over a long period of time, the average time between events of equal or greater magnitude is 10 years.

2.3.1.4 Areas, Heights, and Massing

The DSAP established physical parameters to accommodate the desired maximum development capacities described in **Table 1**. The maximum building heights established in the 2014 DSAP are shown in **Figure 4a**, and proposed heights under the DSAP Amendment are shown in **Figure 4b**. The DSAP also outlined project opportunity sites used for establishing the maximum development potential for the plan area. Essentially, all land within the DSAP boundaries could be considered opportunity sites, with the exception of recently constructed or recently entitled projects.

2.3.1.5 Parking

The 2014 DSAP presented a preliminary concept plan to service planned development within the DSAP area. In total, the DSAP anticipated 11,950 parking spaces. Of these, approximately 8,960 spaces would be located in off-street surface lots and structure parking garages and the remaining 2,990 spaces would be provided in underground parking facilities. On-street parking supply was not included in the overall supply totals. Based on the parking analysis conducted for the DSAP, it was concluded that approximately 1,403 of the spaces described above would be allocated to serve transit-based demand. This demand was estimated to range between 1,353 and 2,213. Thus, the parking planned as part of DSAP would be sufficient to meet demand at the lower end of the range, but at the upper end of the range there would be a deficit of approximately 810 spaces. In this circumstance, the transit-based demand was anticipated to be accommodated in a future planned parking structure, located northeast of Saint John Street and Montgomery Street with at least 900 spaces.



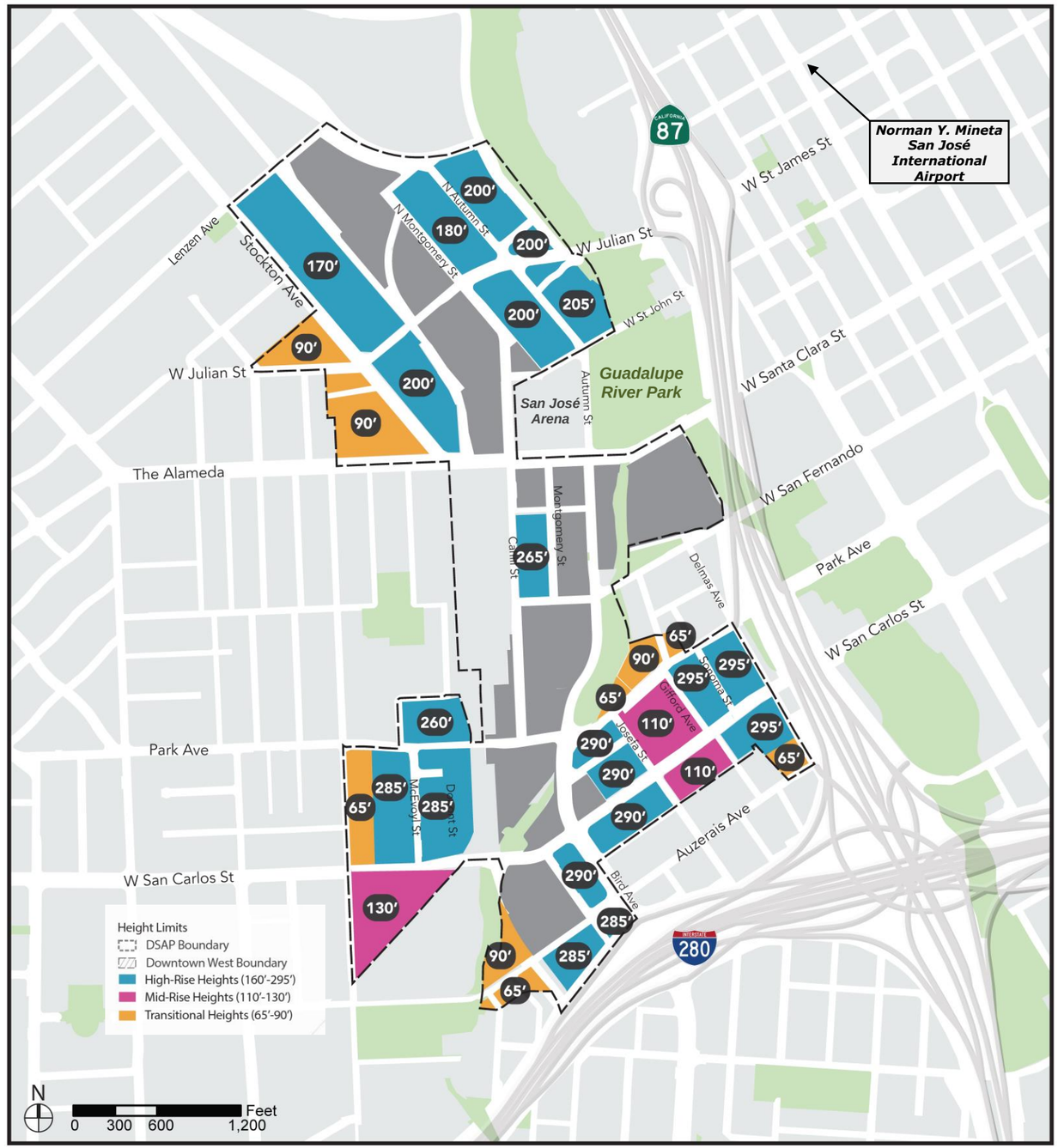


Figure 4a **Original Building Height Limits**

Proposed Building Height Limits Figure 4b

Source: City of San José, 2021

2.3.2 Downtown Strategy 2040 (2018)

The Downtown Strategy 2040 EIR was certified and the Downtown Strategy 2040 adopted in December 2018 to update and replace the prior Downtown Strategy 2000 for development and redevelopment of Downtown through the year 2040, and the analysis covered proposed development under the 2014 DSAP. As defined in the 2040 General Plan and shown in **Figure 1**, Downtown is generally bounded by Taylor Street to the north for areas west of State Route 87 (SR-87) and Julian Street for areas east of SR-87, San José State University and City Hall to the east, Interstate 280 (I-280) to the south, and the Diridon Station Area to the West. The Downtown Strategy 2040 articulated the following key land use and transportation objectives for this area:

- Increase development capacity in Downtown with an additional 4,000 residential units and 10,000 jobs shifted from other growth areas in the 2040 General Plan.
- Expand the boundary of Downtown to include the east side of two blocks on North 4th Street.
- Create a new 2040 General Plan Land Use/Transportation Diagram designation of "Employment Priority Area Overlay" to intensify new development of employment uses along the BART corridor and near Diridon station.
- Replace the use of level of service[11] (LOS) for CEQA transportation analysis with vehicle miles traveled (VMT), consistent with the City's Transportation Analysis Policy (Council Policy 5-1).
- Prepare new CEQA analysis of potential environmental impacts to comply with recent legislative changes made by the State of California, particularly related to air quality, greenhouse gas emissions, and transportation analysis requirements.

In support of these objectives, the Downtown Strategy 2040 included a total development capacity of up to 58,500 jobs (translated into approximately 14.2 million square feet of office space and 1.4 million square feet of retail space), 14,360 dwelling units, and 3,600 hotel units as shown in **Table 2**.

Table 2 2018 Downtown Strategy 2040 Maximum Development

Office (sf)	Retail (sf)	Residential (units)	Hotel (units)
14.2 million	1.4 million	14,360	3,600
Downtown Strategy 2040 Maximum Development in DSAP Sub Area (2014 DSAP)			
4,96 million	*0.4 million*	*2,588*	*900*

Source: City of San José 2018

Due to the more recent environmental review and VMT analysis prepared for the Downtown Strategy 2040 EIR, the City determined that it supersedes the 2014 DSAP EIR. As discussed in **Section 2.4.1** and shown in **Figure 1**, there is substantial overlap between the DSAP boundary and the western portion of the Downtown boundary. Total development capacity for the DSAP shown in **Table 1**—which includes development associated with areas outside the Downtown boundary—is reflected as part of the total

[11] Level of service or LOS is a qualitative measure used to analyze roadways and intersections by categorizing traffic flow and assigning quality levels of traffic based on performance measures like vehicle speed and density. Intersections are graded on an A-F scale.

Downtown Strategy 2040 development capacity shown in **Table 2**. Correspondingly, the Downtown Strategy 2040 EIR and associated VMT analysis include all of the projected DSAP growth.

2.3.3 Updated Information and Objectives

Since adoption of the Downtown Strategy 2040 in 2018, the City has adopted new design guidelines for Downtown and a new citywide sustainability plan, Climate Smart San José. Plans for Diridon Station itself have also evolved as the City continues to work with Caltrain, the California HSR Authority, and the Santa Clara Valley Transportation Authority (VTA) on the DISC Plan process. The DISC Plan is intended to evaluate how to expand and redesign Diridon Station to provide better intermodal connections and integration with the surrounding neighborhoods.

Additionally, an 79-acre mixed-use project (Downtown West) has been proposed by Google LLC that would occupy approximately 30 percent of the total amended DSAP area, generally bounded by Lenzen Avenue and the UPPR tracks to the north; North Montgomery Street, Los Gatos Creek, the Guadalupe River, South Autumn Street, and Royal Avenue to the east; Auzerais Avenue to the south; and Diridon Station and the Caltrain rail tracks to the west.[12] The Downtown West project would generally be consistent with the goals of the DSAP because it would implement a new high-density job center anchored by public transportation. However, the specific purpose of the Downtown West project would be to address workforce growth anticipated by Google LLC (the project applicant) and to create more efficient transportation linkages between the Google workplace and employee homes. The Downtown West project is currently undergoing separate, project-level environmental review.[13] Therefore, this document only evaluates changes proposed under the Downtown West project as part of the cumulative scenario.

These updated circumstances necessitated a comprehensive amendment to the DSAP to align and complement other adopted and ongoing plans while supporting the vision articulated in the original document. To that end, the objectives of the proposed DSAP Amendment are:

1. **Increase Maximum Height Limits:** To allow for desired growth and in response to City Council directive in March 2019, height limits in portions of the DSAP area would be increased. Some areas would be increased up to the maximum height limits as established by the Federal Aviation Administration's United States Standard for Terminal Instrument Procedures (TERPS) for the Airport.[14]
2. **Increase Development Capacity:** Increases in maximum height would allow for increased development capacity in the DSAP area. To accommodate this additional development capacity, residential and commercial development capacity will be transferred from other growth areas identified in the 2040 General Plan into the DSAP.
3. **Development on Proposed Baseball Stadium Site:** Amend the DSAP area land use plan to include mixed commercial development on the site previously proposed for a new baseball

[12] The Downtown West project boundary is shown in **Figure 2b** and **Figure 3b**.
[13] For further discussion of the DISC, the Downtown West project, and other projects related to the DSAP Amendment, refer to **Section 2.4.8, Other Planned Development**.
[14] The entire DSAP area falls within the FAR Part 77 imaginary airspace notification surface for the Airport. Any proposed structure or object which would penetrate the imaginary notification surface, whether permanent or temporary, must be filed with the FAA for an aeronautical study to determine whether the specific structure would constitute a hazard to aircraft.

stadium. This site is about 14 acres and includes portions of the current South Montgomery Street right-of-way.

4. **Update DSAP to Reflect Downtown Design Guidelines and Standards:** The DSAP Amendment would incorporate and build upon development standards approved by the City Council as part of the San José Downtown Design Guidelines and Standards approved on April 23, 2019 and subsequently amended on May 21, 2019. The Downtown Design Guidelines and Standards provides direction regarding urban design and includes planning standards and guidelines for development in Downtown. Because there are separate design standards and processes for the Downtown West area, the Downtown Design Guidelines and Standards would only apply to the area outside the Downtown West project boundaries.
5. **Implement Climate Smart San José and City's Updated GHG Reduction Strategy:** The DSAP Amendment would include revisions to the Downtown Strategy 2040 to implement Climate Smart San José. Climate Smart was approved by the City Council in February 2018 and serves as the City's climate action plan through 2050. The DSAP Amendment would also incorporate the City's Updated GHG Reduction Strategy into the Downtown Strategy 2040.
6. **Update Parking Strategy:** As part of the DSAP Amendment, City Department of Transportation's (DOT) is studying a Parking and Transportation Management District to amend the overall parking strategy addressing the DSAP area to leverage the DSAP's strong transit-oriented character.

2.3.4 Related Projects

2.3.4.1 Diridon Integrated Station Concept Plan

To plan for the substantial growth of Diridon Station, the City of San José, the Peninsula Corridor Joint Powers Board (PCJPB, also known as Caltrain), VTA, and the California High-Speed Rail Authority (CHSRA) (the "Partner Agencies") formed a public agency partnership in July 2018 to work on a station design effort called the DISC Plan. The Metropolitan Transportation Commission joined this partnership in 2020. Through this effort, the Partner Agencies, with considerable community input and participation, developed a spatial vision for a new and expanded station. The resulting Concept Layout is intended to optimize transit and passenger needs, while supporting future development potential and balancing city and neighborhood impacts.

Diridon Station is the most significant component of the area's transportation system and will be the main entry point into Downtown for many people. Because the design of the station will affect the circulation network for the entire Downtown and beyond, the DISC Plan envisions a station that is designed to facilitate the efficient movement of passengers, while also being an inviting place for people to stay and linger, one that is surrounded by high-quality, publicly accessible, and welcoming places. The current focus of the DISC Plan is the functionality of the station rather than its architectural appearance. Later phases of work will include detailed design and engineering, as well as environmental review. The DISC plan is not compatible with the current location of the Southern Pacific Depot due to the need to add tracks and expand platforms to accommodate planned service. The DISC Plan is not planning for the specific land uses or buildings in the area; however, the City will conduct separate engagement activities related to future development.

2.3.4.2 Google's Downtown West Mixed Use Plan

Google's Downtown West Mixed Use Plan (Downtown West project) for the redevelopment of approximately 79 acres of the proposed DSAP area's 262 acres seeks to build upon and implement the vision of the 2014 Plan, while recognizing evolving realities and aspirations since its original adoption. The City's review of the development application was closely coordinated with the development of this Plan to ensure a cohesive vision for the DSAP area.

The Downtown West project includes the construction of approximately:

- Up to 7.3 million gross square feet of office space, including approximately 1 million gross square feet on the previously entitled San José Water Company Building site east of Los Gatos Creek;
- Up to 5,900 units of new housing;
- Up to 500,000 gross square feet of active uses, which may include retail, cultural, arts, etc.;
- Up to 300 hotel rooms along with event space and limited-term corporate accommodations;
- Associated infrastructure, utilities, and public space; and
- 15 acres of open space.

The Downtown West project is being analyzed pursuant to CEQA requirements as part of a separate project-level environmental review process and is subject to the Jobs and Economic Improvement through Leadership Act of 2011 (Assembly Bill [AB] 900, as amended by Senate Bill 734 and AB 246). AB 900 is only applicable to projects, not planning documents.[15] The Downtown West Mixed-Use Plan EIR, which was publicly circulated from November 23 to December 8, 2020 is incorporated by reference within this Addendum. Development associated with the Downtown West project is discussed as part of the cumulative scenario.

2.4 Project Description

This section summarizes the changes included in the DSAP Amendment proposed by the City to achieve the objectives articulated in **Section 2.3.3**, above. These changes are the subject of this Addendum.

2.4.1 Changes to DSAP Boundary

As part of the DSAP Amendment, the DSAP boundaries would be expanded by approximately 24 acres, increasing the total DSAP area from approximately 250 acres to 262 acres, and increase of 12 acres. All

[15] In summer 2019, the project applicant, Google LLC, filed an application for the Governor's certification of the project under AB 900, as amended by Senate Bill 734 and AB 246). The application was subject to public review from September 3, 2019, through October 3, 2019.3 On December 30, 2019, Governor Gavin Newsom certified the project. AB 900, as amended, provides judicial streamlining benefits under CEQA for certified environmental leadership development projects, if the project meets certain requirements. As required by Public Resources Code Section 21185, the Judicial Council adopted rules of court establishing procedures that apply to actions or proceedings brought to attack, review, set aside, void, or annul the certification of the EIR for an environmental leadership development project (certified by the Governor pursuant to AB 900) or the granting of any project approvals. The procedures require that the actions or proceedings, including any potential appeals, be resolved to the extent feasible within 270 days of the day that the certified record of proceedings was filed with the court. This creates an accelerated time frame for CEQA litigation. The procedures can be found in California Rules of Court Rules 3.2220 to 3.2231.

of these areas of expansion are within Downtown. As shown in **Figure 2b**, specific boundary changes would include:

- Incorporation of the area bounded by Autumn Street, Saint John Street, the Guadalupe River, and West Julian Street;
- Incorporation of the former Trammell Crow/Old San José Water Company site bounded by West Santa Clara Street, Los Gatos Creek, West San Fernando Street, and the Guadalupe River; and
- Incorporation of undeveloped areas along Los Gatos Creek between West Santa Clara Street and Park Avenue.

As described in **Section 2.1** and shown in **Figure 1** above, portions of the 2014 DSAP boundary fall outside of the western limits of Downtown. These areas are generally located between Stockton Avenue and The Alameda, and between Park Avenue and I-280. As with the 2014 DSAP, these areas will remain outside the Downtown boundary with adoption of the DSAP Amendment. These areas have been assigned specific development capacities and would be tracked separately from the rest of the DSAP for planning purposes. Although technically located outside of Downtown, the Downtown Strategy 2040 EIR considered growth and development in these areas as part of the impact analysis. Therefore, measures identified within the Downtown Strategy 2040 EIR for the purposes of reducing significant impacts apply equally to these areas. This would continue with implementation of the DSAP Amendment.

2.4.2 Development Capacity Changes

The City evaluated two development capacity scenarios based on a capacity study conducted by Skidmore, Owings & Merrill LLP in January 2020: one with a residential focus and one with a commercial focus. For the purpose of this CEQA analysis, a maximum envelope including the greatest possible residential and commercial capacities from each scenario is assumed. **Table 3** shows the proposed maximum buildout compared to the original DSAP assumptions contained in the Downtown Strategy 2040 EIR.

The growth shown in **Table 3** is a summary of planned growth capacity in the 2014 DSAP and planned 2040 General Plan development capacity equivalent to approximately 12,619 housing units and 14.1 million square feet of commercial office space proposed to be reallocated to Downtown from other planning areas identified in the 2040 General Plan to support transit-oriented development. Additional retail and hotel space proposed as part of the Downtown West project (separate project) would be reallocated to the DSAP area from within the Downtown boundaries.

Table 3 Maximum DSAP Amendment Development Capacity and Proposed Maximum Downtown Strategy 2040 Development Capacity

	Office (sf)	Retail (sf)	Residential (units)	Hotel (units)
Original DSAP (2014), a subset of capacity in Downtown Strategy 2040 (2018)	*4,963,400*	*424,100*	*2,588*	*900*
Proposed DSAP Development Capacity	*7,838,000*	*424,100*	*7,044*	*-*

Table 3 Maximum DSAP Amendment Development Capacity and Proposed Maximum Downtown Strategy 2040 Development Capacity				
	Office (sf)	**Retail (sf)**	**Residential (units)**	**Hotel (units)**
(excluding Downtown West)				
Proposed Increase in Development Capacity for the Downtown West Project(excludes existing entitlement on SJ Water Co Site)	*6,306,000*	*469,000*	*5,575*	*1,100*
Proposed Maximum DSAP Amendment Development Capacity (including Downtown West Project)	**14,144,000**	**469,000**	**12,619**	**1,100**
Proposed Maximum Downtown Strategy 2040 Development Capacity with DSAP Amendment (including Downtown West Project)	28,344,154	**1,400,000**	**26,979**	**3,600**

Source: City of San José 2020; sf = square feet; DSAP = Diridon Station Area Plan

As shown in **Table 3**, the DSAP Amendment, excluding the Downtown West project, would increase the development capacity in the DSAP and Downtown by up to 7,838,000 square feet of commercial office space and up to 7,044 residential units. This increase is the focus of the present Addendum to the Downtown Strategy 2040 EIR. The Downtown West project proposes to further increase development capacity in the DSAP by up to 6,306,000 square feet of commercial office space, 469,000 square feet of retail space, 5,575 residential units, and 1,100 hotel rooms. The Downtown West project is undergoing separate, project-level environmental review. Therefore, additional growth from the Downtown West project is only considered as part of the cumulative scenario within this Addendum. The Downtown West project and the DSAP Amendment would result in a total increase of growth capacity in DSAP and Downtown by up to 14,144,000 square feet of commercial office space, 469,000 square feet of retail space, 12,619 residential units, and 1,100 hotel units (**Table 3**).

As discussed in **Section 2.4.1, Changes to DSAP Boundary** and shown in **Figure 1,** portions of the DSAP area between Stockton Avenue and The Alameda, and between Park Avenue and I-280 are located outside of the Downtown Boundary. Under the DSAP Amendment, these outlying areas would allow up to 24,166 square feet of commercial office space and up to 2,671 residential units. Although these areas will be tracked separately for planning purposes, development capacities planned for these areas are included as part of the total proposed amendment to DSAP capacity shown in **Table 3**. These transitional areas would be subject to the same measures, policies, and requirements identified for the purpose of reducing or avoiding potentially significant impacts as the rest of the DSAP area.

2.4.3 Proposed 2040 General Plan Land Use / Transportation Diagram Changes

The DSAP Amendment would require changes to the Transit Residential 2040 General Plan land use designation for properties designated Transit Residential within the DSAP. This designation would now allow for residential densities between 65 and 450 dwelling units per acre. This designation also allows commercial uses to be mixed with residential uses in a vertical or horizontal arrangement. The following 2040 General Plan land use designations would remain unchanged under the DSAP Amendment: Public/Quasi Public; Commercial Downtown; Downtown; Urban Residential; Transit Residential; and Open Space, Parklands, and Habitat.

To accommodate the proposed changes in development capacity, the DSAP land use plan would be modified as shown in **Figure 2b** for the areas outside the Downtown West project boundary. The main changes are described below.

- The Northern Innovation District outside of the Downtown West project would be converted from Transit Employment Center to Commercial Downtown northwest of the intersection of West Julian Street and the railroad tracks, Downtown between North Autumn and North Montgomery Street, and Commercial Downtown southeast of the intersection of North Autumn and West Julian Streets. The blocks northeast of the intersection of West Julian and North Autumn Street would remain Transit Employment Center.
- The Urban Village area bounded by Julian Street to the north, West Santa Clara Street to the south, railroad tracks to the east, and Stockton Avenue to the west would be converted to Downtown.
- The southernmost triangular area between the Los Gatos Creek Trail and I-280 would be converted from Combined Industrial/Commercial to Urban Residential and Commercial Downtown.
- The Outer Safety Zone Overlay for the DSAP (shown in **Figure 3b**) would have a maximum occupancy of 300 people per acre, minimum open space requirement of 20 percent of gross area, and would preclude uses such as regional shopping centers, theaters, meeting halls, stadiums, schools, large day care centers, hospitals, nursing homes, or similar activities. No above ground bulk fuel storage would be allowed.

While most other designations would remain the same or similar, nearly all land uses would be intensified to accommodate the increased development capacities described in Table 3. As shown in Figure 2b, while the revised DSAP boundary includes the entirety of the Downtown West project area, the new uses proposed for this area are not analyzed within this document, except as part of the cumulative scenario. Changes proposed as part of the Downtown West project are analyzed in a separate, project-level environmental document as previously described above.

2.4.4 Changes to Maximum Height Limits

Land use intensification would be facilitated by an increase in maximum height limits. Height limits up to those established by the Federal Aviation Administration's United States Standard for Terminal Instrument Procedures for the Airport would be established in portions of the DSAP area. Proposed building and DSAP 2014 height limits are shown in **Figure 4a.** Development capacities analyzed in this Addendum conservatively assume development would reach maximum potential heights.

As shown in **Figure 4b**, height limits in portions of the DSAP would increase from a range of 65 - 130 feet to a range of 65 - 295 feet. Permitted building heights would generally be the highest within the southern zone of the DSAP area, where the majority of proposed 2040 General Plan designations allow for residential development. These increases in building height limits would allow for the proposed increases in residential and commercial development capacity in the DSAP area, maximizing the use of existing and planned public transit.

2.4.5 Transportation Network Changes

Figure 5 shows planned transportation improvements within the DSAP area. The DSAP Amendment includes one main transportation network change related to the Autumn Parkway extension (north of existing Autumn Street across West Julian Street), which was included in the 2014 DSAP and Downtown Strategy 2040 and has been partially completed from Julian Street to Coleman Avenue. The City is currently considering two options regarding the remaining segment of the Autumn Parkway extension:

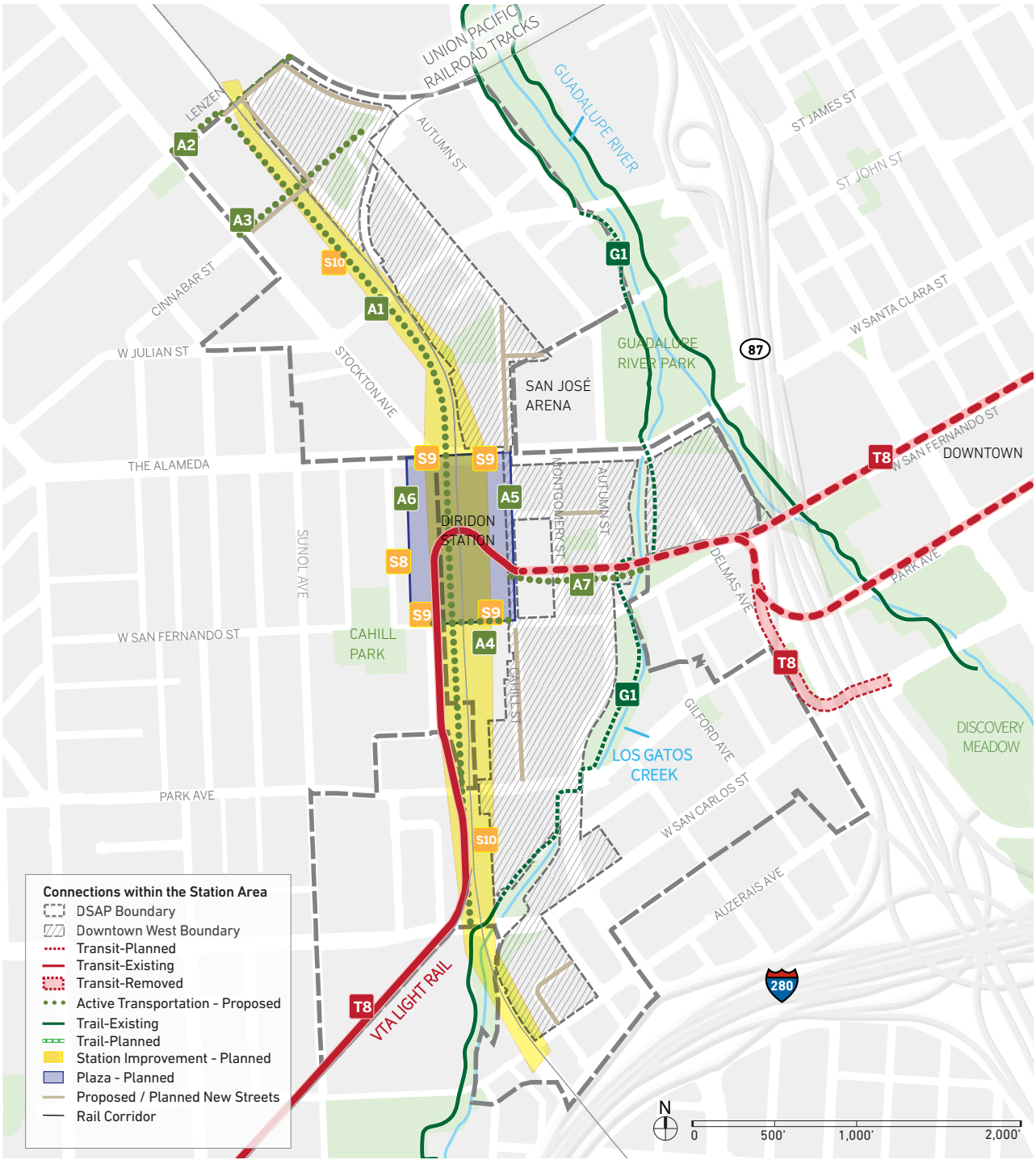
1. Retention of the Autumn Parkway extension, which would reduce potential development capacities below those reflected in the maximum envelope shown in **Table 3**.
2. Removal of the Autumn Parkway extension, enabling development capacities summarized in **Table 3**.

Because this document seeks to analyze the maximum development scenario shown in **Table 3**, the Autumn Parkway extension is assumed to not occur, with new development anticipated on the site of the planned extension. This scenario would also allow for development of an interim parking lot on the northeast corner of North Autumn Street and West Saint John Street.

Other transportation network changes would include implementation of “Complete Streets” on San Fernando Street east of Cahill Street, which would include a raised bike path from near the intersection of Almaden Boulevard and Park Avenue into the DSAP area. Additionally, bus-only lanes would be added on Santa Clara Street. A number of other planned or proposed transportation network changes are listed in in **Section 3.17, Transportation**. These projects are in various stages of planning and would require discretionary actions and environmental review separate from the analysis presented in this Addendum.

In addition to the DSAP Amendment analyzed in this Addendum, the DSAP area would be subject to changes introduced by related projects and initiatives including the Downtown West project and the DISC Plan. Such changes are included in the cumulative scenario in this Addendum but are not considered a part of the DSAP Amendment.

To ensure a balanced, multimodal transportation network, the 2040 General Plan organizes public streets according to “street typologies”. Each street is assigned a street typology that considers its surrounding land uses, street context, and the need to prioritize or accommodate certain travel modes. The DSAP Amendment proposes changes to the street typologies in the 2040 General Plan. surrounding These street typology changes are listed in **Table 4.**



Diridon Station Area Connections Figure 5

Source: City of San José, 2020

Table 4 DSAP Amendment Street Typology Changes

Roadway	Segment	Current General Plan Typology	DSAP Amendment Proposed Typology
Cinnabar Street	Julian Street to Stockton Avenue	Residential Street	On-Street Primary Bike Facility
Montgomery Street	Cinnabar Street to Lenzen Avenue	N/A[1]	On-Street Primary Bike Facility
Montgomery Street	Julian Street to Cinnabar Street	Residential Street	On-Street Primary Bike Facility
Montgomery Street	Cahill Street to Autumn Street	Local Connector	On-Street Primary Bike Facility
Cahill Street	Santa Clara Street to Montgomery Street	N/A[1]	On-Street Primary Bike Facility
Saint John Street	Cahill Street to Autumn Street	Local Connector	On-Street Primary Bike Facility
Saint John Street	Autumn Street to First Street	Residential Street	On-Street Primary Bike Facility
Cahill Street	San Fernando Street to Santa Clara Street	Residential Street	Active Greenway
Cahill Street	Park Avenue to San Fernando Street	N/A[1]	On-Street Primary Bike Facility
Montgomery Street	San Fernando Street to Santa Clara Street	Residential Street	Main Street
San Fernando Street	Race Street to White Street	Residential Street	On-Street Primary Bike Facility
Delmas Avenue	San Fernando Street to Santa Clara Street	Main Street	N/A[2]
Delmas Avenue	San Carlos Street to San Fernando Street	Main Street	Local Connector
Gifford Street	Auzerais Avenue to Park Avenue	Residential Street	On-Street Primary Bike Facility
Track Alignment	San Carlos Street to Lenzen Avenue	N/A[1]	Active Greenway

Source: City of San José 2021

N/A = Not applicable. There is not an assigned street typology in the 2040 General Plan due to one of two reasons: (1) the street segment does not exist today, or (2) the street segment is considered for removal in the Downtown West project.

2.4.6 Parks and Open Space

In general, planned parks within the 2014 DSAP area outside of the Downtown West project area would remain as part of the DSAP Amendment. **Figure 6** shows planned park improvements included in the DSAP Amendment, while **Figure 7** shows planned trail improvements. As reflected in **Figure 6**, the park site originally planned south of the anticipated baseball stadium would be removed in response to the planned Downtown West project, community engagement, and department goals. In alignment with 2040 General Plan policies to provide interconnected park spaces in urban areas, the park system will be dispersed along the Los Gatos Creek and throughout the adjacent neighborhoods to meet recreational

intent of the park site formerly planned south of the baseball stadium for area. The open space strategy for the DSAP area consists of 11 acres of publicly accessible open spaces, including neighborhood parks, trail segments, and plazas dispersed throughout the existing neighborhoods and future developments. The 11 acres will supplement the existing open space in the DSAP area. Approximately 5 of the 11 planned acres of publicly accessible open spaces are within the Downtown West project boundary, and six acres will be outside the Downtown West project boundary in the broader DSAP area.

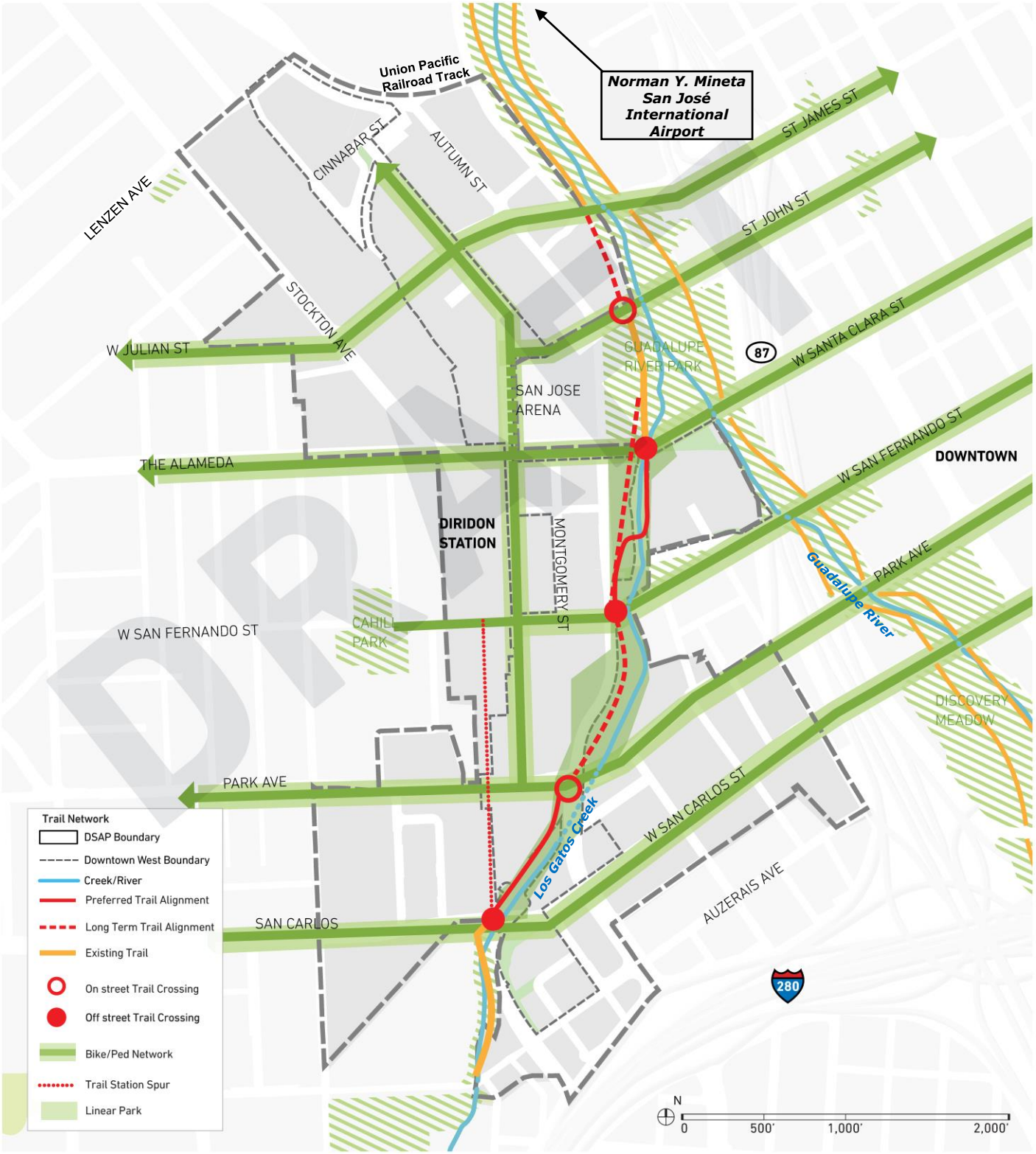
A new extension and off-street alignment of the Los Gatos Creek Trail from West Saint John Street to Auzerais Avenue with is included as part of the DSAP Amendment analyzed in this Addendum. This extension would be implemented in multiple segments, each of which could require separate, project-level environmental review. Major improvements envisioned as part of this extension would include the following:

- **West Saint John Street to Julian Street (West Bank Trail):** This segment would implement the Guadalupe River Park Master Plan vision for this area by supporting continuity of the Guadalupe River Trail System along the west bank of the river. Implementation of a 50-foot riparian setback from the top of the bank to proposed buildings in this area would prevent encroachment by intensification of urban development.
- **West Santa Clara Street to West San Fernando Street:** South of Saint John Street, this trail connection would provide off-street continuity of the trail system and interconnectivity between the Guadalupe River Trail and Los Gatos Creek. There will be an off-street trail alignment from West Santa Clara Street to the VTA light rail tracks and as an interim solution a on street bikeway along South Autumn Street from the VTA Light Rail tracks to West San Fernando Street.
- **West San Fernando Street Crossing:** It is the vision to have this connection may include an elevated bike/pedestrian bridge structure from San Fernando Street to Arena Green West.
- **West San Fernando Street to Park Avenue:** An interim solution for this area would include an on-street trail located on each side of South Autumn Street until necessary property is acquired to create an urban green space consistent with that planned in the original 2014 DSAP and 2008 Los Gatos Creek Trail Master Plan.
- **Park Avenue to San Carlos Street:** This segment would add a Class I bikeway west of Montgomery Street per the Los Gatos Creek Trail Master Plan and would connect to a future trail connection under San Carlos Street to the west side trail at Park Avenue.
- **San Carlos Street to Auzerais Avenue:** This segment would comprise of a road alignment west of the creek and on-street bike facilities east of the creek and ensure sufficient clearance between the trails and adjacent uses to promote safety.
- **Diridon Station to West San Carlos Street :** Once the train tracks are elevated as proposed in the DISC Plan, a direct trail connection from Auzerais Avenue across Park Avenue to Diridon Station would be considered.



Proposed Park Improvements Figure **6**

Source: City of San José, 2021



Trails in the Downtown Area Figure 7

Source: City of San José, 2021

Additionally, the following parks, recreation and open space improvements are planned in the DSAP area:

- A minimum of 3 13,000 square feet of community center space located strategically residential housing within the DSAP area. Additional community outreach is needed to determine the ideal location.
- A new neighborhood park in the northwest corner of the Diridon Station Area, near or along Stockton Avenue.
- A new neighborhood park in the southwestern corner of the DSAP area, between San Carlos Street and Park Avenue.
- An approximately 0.3-acre neighborhood park in the southern zone on a City-owned undeveloped lot at Gifford Avenue and Park Avenue.
- An approximately 0.90 -acre neighborhood park along the southwest corner of West San Carlos Street and Royal Avenue.
- An approximately 0.40-acre neighborhood park between West San Carlos Street and Park Avenue directly west of Los Gatos Creek.
- An approximately 0.60-acre neighborhood park midblock, between South Autumn Street and South Montgomery Street.
- An approximately 1.50 -acre neighborhood park at the end of the West St. John Street corridor.
- An approximately 0.90-acre -acre neighborhood park near along Cinnabar Street, west of Autumn Parkway.
- Two transit plazas along West Santa Clara Street and West San Fernando Street, near Diridon Station.
- Approximately 4 acres of permanent privately-owned publicly accessible parks throughout the Downtown West project.

2.4.7 Changes to Infrastructure

New development capacity summarized in **Table 3** is anticipated to result in increased demand on existing infrastructure including sanitary sewer systems, stormwater systems, and electrical utilities within the DSAP area. Accordingly, the DSAP Amendment would include several infrastructure improvements to accommodate anticipated demand, including improvements to sanitary sewer and stormwater systems which will require upsizing of distribution main lines to address existing deficiencies and accommodate increased demand capacity. See **Section 3.19, Utilities and Service Systems**, for a full discussion of utility improvements under the DSAP Amendment.

Increased development capacity within the DSAP area would also require improvements to electric utility infrastructure. Electric service to some or all buildings, facilities, and amenities within the DSAP area may be provided by a future City electric utility, which would need to be established for the purpose of providing electric service within the DSAP or other area of the City. In such a case, some or all newly constructed electric transmission and/or distributions systems would be owned and operated by this City utility.

Electrical systems may include transmission-level (above 60,000 Volts) and/or distribution-level (below 60,000 Volts) infrastructure. Transmission infrastructure may include, but would not be limited to, overhead transmission lines and supporting structures, underground transmission lines and related

facilities, switching stations and switches, and circuit protection equipment. Distribution infrastructure may include, but would not be limited to, underground cables and related facilities, substations, transformers, switches, breakers, circuit protection equipment, and meters.

Transmission switching stations, switches, and circuit protection equipment and distribution substations, transformers, switches, breakers, and circuit protection equipment may be constructed in open air and/or closed-building facilities, requiring dedicated and secure locations.

Embedded renewable energy generation and storage systems may be included to increase energy efficiency, reliability and resiliency. Such systems may include, but may not be limited to, solar photovoltaic arrays located on building rooftops and facades and storage technologies such as batteries installed at key facilities. These renewable energy generation and storage systems, when properly distributed and configured within the electric system, may establish a microgrid to sustain service for critical electric loads in the event of a planned or unplanned grid outage, and allow renewable energy to be efficiently managed and shared among buildings, facilities, and amenities.

2.4.8 Other Planned Development

A list of other planned development projects within the DSAP area is shown in **Table 5**. Similarly, future reasonably foreseeable transportation projects within the DSAP area are listed in **Section 3.17, Transportation**, which also lists projects planned under the original DSAP that have since been removed. New transportation projects planned under the DSAP Amendment include primarily pedestrian, bicycle, and transit upgrades, as well as several roadway improvements (for a full list of these projects, see **Section 3.17, Transportation**). In addition to these projects, two lots (referred to as Lot E and the Milligan Lot) located near the San José Arena would be converted to surface parking as an interim use and potential future parking garages. Lot E is bounded by Montgomery Street, Saint John Street, and Autumn Street, and the Milligan Lot is bounded by Autumn Street, Saint John Street, and the Guadalupe River.

As discussed in **Section 2.3.4, Related Projects**, the Downtown West project (Project #21 in **Table 5**) is a proposed development undergoing separate, project-level environmental review that would occupy approximately 79 acres of the DSAP area. This project is currently under consideration for approval by the City and is undergoing a separate, project-level environmental review process. The Downtown West project would require General Plan Amendments, Planned Development Rezoning, and a Planned Development Permit to allow the demolition of existing buildings and phased development.

Table 5 Other Planned Land Use Development Projects within DSAP

#	Address	City File #	Residential (units)	Commercial Office (square feet)	Commercial Retail (square feet)	Hotel (rooms)
Built / Under Construction						
1	715 W Julian St	PD17-029	249	0	26,585	0
2	787 The Alameda	PD15-003	168	0	22,696	0
3	138 Stockton Ave (Vespaio)	PD16-006	164	0	37,500	0
4	808 W San Carlos Ave	PD14-012	315	0	22,665	0
5	777 Park Ave	PDC13-012	182	0	0	0
6	Platform 16 Office	SP18-020	0	1,023,000	3,000	0
7	Morrison Park (partially within DSAP)	PD07-088	250	0	0	0
8	Whole Foods	PD07-039	0	0	37,470	0
9	Village at Museum Park	PD00-030	117	0	0	0
10	598 West Can Carlos St	PD03-069	123	0	5,442	0
Total	**Built/Under Construction**	**-**	**1,568**	**1,023,000**	**155,358**	**0**
Approved Projects						
11	777 W San Carlos Ave	PD16-013	149	0	2,990	0
12	201 Delmas Ave	SP16-016	123	0	1,000	0
13	276 Delmas Ave	SP16-010	36	0	1,600	0
14	341/363/365 Delmas Ave	H15-046	120	0	0	0
15	750 W San Carlos St	H19-028	80	0	0	0
16	425 Auzerais Ave	H19-051	130	0	0	0
17	565 Lorraine Ave	PD15-042	54	0	1,856	0
18	280 McEvoy St	SP18-059	365	0	0	0
19	500 West San Carlos St	SP18-053	18	0	3,095	0
20	Stockton Ave/Julian St Hotel/Condos	SP19-063	19	0	0	303
25	Delmas Senior Living	CP20-019	165	0	0	0

Table 5 Other Planned Land Use Development Projects within DSAP						
#	Address	City File #	Residential (units)	Commercial Office (square feet)	Commercial Retail (square feet)	Hotel (rooms)
Total	**Approved Projects**	**-**	**1,259**	**0**	**10,541**	**303**
Projects Pending Planning Review as of January 2021						
22	Downtown West Mixed-Use Plan (Google Project)	PD19-029	5,900	7,300,000	500,000	1,100 (includes 800 room corporate accommodation)
23	543 Lorraine Ave	SP18-057	69	0	3,400	0
24	Marriot Hotel	H19-053	0	0	0	175
25	Madera Multi-family Housing	SP20-019	184	0	3,315	0
26	244 McEvoy St	PD20-011	689	0	4,005	0
Total	**Projects Under Review**	**-**	**6,842**	**7,300,000**	**510,720**	**1,275**
Overall Total	**Other Planned Land Use Development within DSAP**	**-**	**9,669**	**8,323,000**	**676,619**	**1,578**

Source: City of San José 2021

2.4.9 Future Actions

This Addendum to the Downtown Strategy 2040 EIR provides program-level review for future development, recreational facilities, and local transportation improvements that implements the DSAP Amendment and is consistent with the DSAP Amendment's goals and policies. This Addendum will provide the basis for tiering the subsequent environmental review of future actions. For a full discussion of uses of the Downtown Strategy 2040 EIR, refer to Section 2.6, Uses of the EIR, of that document.

At the time future actions (i.e., individual private and public projects within the area covered under the DSAP Amendment) are proposed, the City will review the future actions for consistency with the assumptions in this Addendum (including conformance with the 2040 General Plan policies and measures identified in the Downtown Strategy 2040 EIR). Supplemental analyses may be required as part of the subsequent environmental review process to evaluate impacts that are unique to a specific project site or design and could not be analyzed in sufficient detail in this Addendum and to identify additional mitigation measures, if necessary. Like the Downtown Strategy 2040, it is anticipated that most future projects under the DSAP Amendment will be required to complete a Phase I Environmental Site Assessment and Tree Survey, at a minimum, as site-specific conditions are beyond the scope of review of this Addendum and may change over time through 2040. Future projects with a residential component will need to complete additional studies, potentially including the following site-specific studies: Noise Reports, Human Health Risk Assessments, and/or Air Quality Modeling to assess TAC exposure.

Additional analyses may be required for future projects depending on their location, land use type, and other design/operational characteristics. For projects that would impact structures more than 45 years old, preparation of a Historic Resources Report would be required to determine whether historically significant resources are present that could be affected by a project, and the significance of project impacts, along with mitigation measures and alternatives, as applicable.

The appropriate level of subsequent environmental review and need for additional analyses will be determined at the time future actions are proposed. Future private development and public capital improvement projects that are consistent with the assumptions in this Addendum may not require substantial additional review. In this event, compliance with CEQA would use the same process as most Downtown development, including the preparation of an Initial Study to support either an Addendum to the Downtown Strategy 2040 EIR as supplemented or a standalone Negative Declaration/Mitigated Negative Declaration that tiers from the Downtown Strategy 2040 EIR. If project-level analysis determines that future actions or projects that propose substantial changes to the analysis and conclusions in the Downtown Strategy 2040 EIR and Addendum for the DSAP Amendment, including a finding that the project would result in new or substantially greater environmental impacts than identified in the Downtown Strategy 2040 EIR and Addendum for the DSAP Amendment, that project would require the preparation of a subsequent or supplemental EIR in accordance with Section 15162 of the CEQA Guidelines. A subsequent EIR would also be required if new information becomes available or physical or regulatory circumstances change such that the conclusions in the Downtown Strategy 2040 EIR and this Addendum are no longer applicable.

Implementation of the DSAP Amendment would require the following local actions:

- General Plan Amendments to change the Land Use/Transportation Diagram Designation for portions of the DSAP, and 2040 General Plan Text Amendments to amend the Diridon Station Area Plan.
- Adoption of the DSAP Amendment.
- Adoption of ordinances, policies, and plans that implement the DSAP Amendment and Downtown Strategy such as the Transportation and Parking Demand Management Plan or Design Guidelines.
- Amendments to the 2040 General Plan to implement the DSAP Amendment and Downtown Strategy such as establishing an Employment Priority Area and redistributing planned growth within established Growth Areas.
- Updates to the Zoning Ordinance and rezoning of properties in conformance with the DSAP Amendment, Downtown Strategy 2040, and 2040 General Plan Land Use/Transportation Diagram. Per Senate Bill 1333, zoning changes will be undertaken by the City to the conventional zoning districts that implement the underlying 2040 General Plan designation of the respective site.
- Special studies required by or related to implementation of the Downtown Strategy 2040.
- Issuance of entitlements such as Development Permits, Use Permits, encroachment permits (minor and major), Historic Preservation Permits, and Demolition Permits.
- Issuance of Stormwater Pollution Prevention, Grading, and Tree Removal Permits.
- Approval of Vesting Tentative Maps for the subdivision of parcels or the combining of parcels to accommodate intended intensity of development.
- Rehabilitation, alteration, modernizations, and other improvements to existing structures.

No other public agencies would have approval over the DSAP Amendment or its components. Therefore, no further actions would be required.

2.5 Existing 2040 General Plan Land Use Designations

The DSAP area includes the following 2040 General Plan land use designations. Identified ranges for number of stories are not prescriptive and are intended only as a general reference for understanding typical building scales expected within a given designation.

Combined Industrial/Commercial

Properties with this designation are intended for commercial, or industrial development or a compatible mix of these uses. This designation is applied in areas where the existing development pattern exhibits a mix of commercial and industrial land uses or in areas on the boundary between commercial and industrial uses. Development intensity can vary significantly within this designation. In order to maintain an industrial character, small, suburban strip centers are discouraged in this designation, although larger big-box type developments may be allowed because they mix elements of retail, commercial, and warehouse forms and uses. Allowable floor area ratio (FAR) within this designation ranges from 0.25 up to 12.0. However, given the FAA airport height limitations, the FAR usually does not exceed 8.0 to 10.0.

Downtown

This designation includes office, retail, service, residential, and entertainment uses. The designation also supports residential and commercial uses in a mixed-use format. As described in the Envision San José 2040 General Plan, the Downtown designation allows residential densities up to 800 units to the acre and FAR up to 30.0. While residential densities approaching 800 dwelling units to the acre may be achievable under the DSAP through the development of housing projects that include very small units, new commercial development could not achieve the FAR's allowed under the 2040 General Plan given the height guidelines of the DSAP and the need for new development to be compatible with the surrounding neighborhood. New development should, however, be built as relatively high densities/intensities consistent with the DSAP height guidelines and compatible with the surrounding residential neighborhood. All development within this designation is intended to enhance the "complete community" in Downtown, support pedestrian and bicycle circulation, and increase transit ridership.

Commercial Downtown

The Commercial Downtown designation is intended to be a vibrant mix of retail, entertainment, office, and hotel development, with retail and entertainment uses located at the ground level and high intensity hotel or office development above. Residential uses are not allowed. Emphasis is placed on creating a walkable, pedestrian environment with active uses at the street edge. Parking should be structured and wrapped by active uses. In order to intensify development adjacent to the station, the minimum FAR is 15.0; however, development adjacent to the station should generally be built at higher FARs. Given the FAA Airport Height restrictions it is anticipated that development will not exceed an FAR of 6.0. Nevertheless, as Airport operations and technology change, height restrictions could become less restrictive, allowing development to be developed at higher FARs; the maximum FAR permitted in this Commercial Downtown designation is 15.0.

Open Space, Parklands, and Habitat

These lands can be publicly- or privately-owned areas that are intended for low intensity uses including parks and recreation facilities. Refer to **Section 0** for further information about specific parks and open space facilities within the DSAP area.

Transit Employment Center

The properties along the east side of Stockton Avenue, between the Alameda and Lenzen Avenue, and north of the San José Arena are designated Transit Employment Center to provide lands for dense Driving Industry type uses within walking distance of the Diridon Station. The lands designated Transit Employment are located in the Innovation Area of Diridon. The Driving Industry type businesses envisioned in this area include high technology and green tech type businesses that would place a premium on being adjacent to the Diridon Station and the high level of transit access it provides and will provide. Per the 2040 General Plan the uses allowed in this land use designation include office uses and industrial-type uses including research and development, manufacturing, assembly, and testing. Retail shops and services are also permitted in the first two floors of buildings. Given the proximity of transit, uses that have a high number of employees relative to building square footage are anticipated, with uses that have few employees likely to locate in other less transit accessible areas in the city. Regardless of use, new development should orient buildings towards public streets and include features to provide an enhanced pedestrian environment.

Transit Residential

This classification is intended for transit integrated residential development and/or vertical or horizontal residential/commercial mixed-use development within walking distance of the Diridon Station and along key transportation corridors like West San Carlos Street. While this land use designation allows between 50 to 250 dwelling units to the acre in the 2040 General Plan, the sites designated Transit Residential in the Diridon Master Plan have a minimum residential density of 65 dwelling units to the acre to facilitate the development of residential densities that are supportive of the planned HSR and BART systems and the existing Caltrain system. Furthermore, while the upward density maximum is 250 dwelling units to the acre, the densities on Transit Residential properties are not anticipated to exceed a density of 175 dwelling units to the acre given the FAA airport approach zone height limits and the urban design guidelines of this Plan. The commercial mixed-use portions of the properties designated Transit Residential should be focused as retail frontage along West San Carlos Street. Hotels are a permitted use under this Land Use Designation. For the properties designated Transit Residential just north of Park Street to West San Carlos Street, commercial or the non-residential components of residential projects (i.e., parking lots or structures, open spaces, etc.) should be located adjacent to the existing Union Pacific Railroad tracks and planned HSR viaduct. Given the potential noise, vibration, and aesthetic impacts, residential uses should not be located directly adjacent to these train lines unless a residential projection can be designed to mitigate these impacts and create a high-quality living environment.

All development within the Transit Residential Designation is required to be pedestrian oriented with emphasis on activating the ground level; pedestrian entries and windows should be located along the sidewalk and buildings should include architectural elements (like awnings, changes in materials, articulated building façade, etc.) that add visual interest. Average building heights should be between four and six stories, with up to 10 stories where heights and neighborhood compatibility allow.

Urban Residential

Sites with this designation are intended for relatively high density urban residential development in 1) the Delmas Park Neighborhood between Park Avenue to the north and Columbus Avenue to the south; 2) the area northwest of the intersection of Stockton Avenue and The Alameda; and 3) in select locations west of the UPRR tracks, providing a transition to lower density residential uses. A mix of residential densities and housing types is encouraged under this designation, with a density range of 30 to 95 dwelling units per acre for residential and mixed-use residential projects. Emphasis on contextually appropriate design and densities will ensure compatibility with existing residential uses. The City may reduce allowable density adjacent to low density residential uses for design compatibility. Development along the street edge should have individual entries to maintain the pedestrian orientation of the neighborhood. Predominant building heights should range from three or four stories adjacent to lower density residential development to six stories near higher intensity development.

The Urban Residential designation also allows commercial uses to be mixed with residential uses in a vertical or horizontal arrangement. The commercial uses are intended to provide shops and services to nearby residents, employees and transit riders. The commercial spaces could take the form of live/work units or flex space that could be used initially as living space but could be converted to commercial or live/work space over time. The commercial uses in this land use designation should be focused along West San Carlos Street and along or adjacent to The Alameda. The allowable density/intensity for

commercial projects is a FAR of 1.0 to 4.0 with a minimum FAR of 1.0. Residential/commercial mixed-use development requires a minimum of 30 DU/AC with a maximum FAR of 4.0.

Urban Village

Two areas are designated with an Urban Village land use designation. The first is located on the west side of Stockton Avenue between The Alameda and Julian Street and the second area is located on the east side of Stockton Avenue between Julian Street, the Union Pacific Railroad and The Alameda. The Urban Village land use designation supports a wide variety of commercial, residential, and institutional land uses with an emphasis on establishing an attractive and pedestrian-oriented urban form. This land use designation supports a FAR of up to 10.0 and a residential density of up to 250 dwelling units to the acre. Given the building height limits in the Urban Design Chapter of the DSAP Draft Plan and the FAA height limits resulting from the Airport, the intensities and densities of new development under this land use designation would, however, be significantly lower than these upward maximums. New development along The Alameda and the portion of Stockton Avenue adjacent to the intersection of The Alameda would be required to include active and functional retail space fronting the street.

To further the City's Envision San José 2040 goal of transforming San José from the bedroom community for Silicon Valley to a regional employment center, and to support locating transit supportive employment uses adjacent to the Diridon Station, the Urban Village land use designation, as applied to Diridon, has a minimum commercial FAR of 0.5 for projects containing residential uses. This designation would therefore only support residential development in a vertical or horizontal mixed-use format that includes commercial uses or square footage that is equal to or greater than a 0.5 FAR for a given project. The commercial component of a project would need to be built simultaneously or prior to the construction of the residential component.

Residential Neighborhood

This land use designation is broadly applied to the established single-family neighborhoods, both suburban and traditional residential neighborhoods that comprise most of the City. The densities of new residential development within lands designated Residential Neighborhood should reflect the existing residential densities within a given neighborhood, which in San José is typically 8 dwelling units to the acre. In the DSAP, this land use designation is only applied to the properties located on the south side of Auzerais Avenue, just east of Los Gatos Creek, which form the northern boundary of the established Hannah Gregory Neighborhood. This designation would allow commercial development on these properties provided such development does not negatively impact the Hannah Gregory Neighborhood to the south.

Public/Quasi Public

Uses permitted within this classification include government, civic, cultural, educational, and public services such as the San José Arena and related parking facilities.

Required Retail Frontage

Retail plays a role in defining key pedestrian streets and neighborhood centers by providing restaurants and services to residents and workers in the area. The Required Retail Frontage aims to ensure that retail and commercial uses are available within residential areas to reduce the need for driving in the planning area.

2.5.1 Zoning

The DSAP comprises the following zoning district designations.

Combined Industrial/Commercial (CIC)

The CIC Combined Industrial/Commercial zoning designation is intended for commercial or industrial uses, or a compatible mixture of these uses, that support the goals of the combined industrial/commercial 2040 General Plan designation. The district permits a broad range of commercial uses with a local or regional market, including big box retail, and a narrower range of industrial uses, primarily industrial park in nature, but including some low-intensity light industrial uses. Assembly uses and day care centers are allowed where they are compatible with and will not impose constraints on neighboring industrial uses.

Commercial General (CG)

The CG Commercial General District permits a full range of retail and commercial uses with a local or regional market. Allowable development is auto-accommodating (i.e., allows for adequate automobile parking and access) and includes larger commercial centers as well as regional malls.

Commercial Neighborhood (CN)

The CN Commercial Neighborhood District permits neighborhood serving commercial uses without an emphasis on pedestrian orientation except within the context of a single development. The type of development permitted within this district includes neighborhood centers, multi-tenant commercial development along city connector and main streets, and small corner commercial establishments.

Commercial Pedestrian (CP)

The CP Commercial Pedestrian District supports pedestrian-oriented retail activity at a scale compatible with surrounding residential neighborhoods. The CP Commercial Pedestrian District also encourages mixed residential/commercial development where appropriate and supports the commercial goals and policies of the 2040 General Plan in relation to Urban Villages. This district supports intensive pedestrian-oriented commercial activity and development consistent with 2040 General Plan urban design policies.

Downtown Primary Commercial (DC)

The DC Downtown Primary Commercial District is a Special Zoning District, designated as the Ground Floor Active Use Overlay (AUA), which means ground-floor, street frontage, building space. The overlay requires "active uses," store front style façade design, and window transparency. Permitted uses include general retail, education and training, entertainment and recreation, food service, personal services but not financial services, medical and veterinary services, other general services, public, quasi-public and assembly.

Heavy Industrial (HI)

The Heavy Industrial zoning designation permits industrial uses with nuisance or hazardous characteristics which for reasons of health, safety, environmental effects, or general welfare are best segregated from other uses. Extractive and primary processing industries are typical of this district. Very limited scale retail sales and service establishments serving nearby businesses and their employees may be permitted where such establishments do not restrict or preclude the ability of surrounding heavy

industrial land from being used to its fullest extent and are not of a scale or design that depends on customers from beyond normal walking distances. In addition, warehouse retail uses may be allowed where they are compatible with adjacent industrial uses and will not constrain future use of the subject site for industrial purposes.

Light Industrial (LI)

The light industrial zoning district permits a wide variety of industrial uses and excludes uses with unmitigated hazardous or nuisance effects. Typical uses are warehousing, wholesaling, and light manufacturing. Sites designated light industrial may also contain service establishments that serve only employees of businesses located in the industrial areas. In addition, warehouse retail uses may be allowed where they are compatible with adjacent industrial uses and will not constrain future use of the subject site for industrial purposes. When located within an area with a combined industrial/commercial 2040 General Plan designation, a broader range of uses will be considered including uses such as retail, church/ religious assembly, social and community centers, recreational uses, or similar uses but only when the non-industrial use does not result in the imposition of additional constraints on neighboring industrial users in the exclusively industrial areas.

Planned Development A(PD)

The Planned Development zoning district is combined with an alternative base zoning district or districts. Any zoning district set forth in Section 20.10.060 of the City Code of Ordinances may be utilized as a base district. The zone is referred to by the symbol for its base district followed by its planned district designation (e.g., A(PD)). PD districts are individually designed to meet the needs of the territory so zoned. Such districts are adopted by a zoning ordinance which incorporates by reference a general development plan for the entirety of the subject property.

Transit Employment Center (TEC)

The TEC Transit Employment Center zoning district permits intensive industrial park and supportive commercial uses with development generally at least four stories in height, consistent with 2040 General Plan height policies, and in proximity to existing or planned transit in employment districts designated as growth areas in the 2040 General Plan.

The TEC zoning district generally permits development with retail and service commercial uses on the first two floors; with office, research and development or industrial use on upper floors; as well as wholly office, research and development, or other industrial park uses on all floors.

Two-Family Residential (Eight to Sixteen Dwelling Units per Acre, R-2)

The purpose of the two-family residential zoning district is to reserve land for the construction, use and occupancy of single-family and two-family subdivisions. The allowable density range for the R-2 district is 8 to 16 DU/AC.

SECTION 3: EVALUATION OF ENVIRONMENTAL IMPACTS

This chapter describes changes that have occurred in the existing environmental conditions within and near the DSAP area and Downtown, as well as environmental impacts associated with DSAP Amendment. The major changes proposed as a part of the DSAP Amendment process would modify the planned densification of the Downtown Strategy 2040 EIR to allow for mixed uses and public infrastructure, strengthening the City as a regional employment center, entertainment destination, and significant hub for public life.

The environmental impacts of the Downtown Strategy 2040 were addressed by a Final Program EIR entitled, "Downtown Strategy 2040 General Plan Final Environmental Impact", and findings were adopted by City Council Resolution No. 78944 on December 18, 2018.

The discussion for each environmental topic area in **Section 3, Evaluation of Environmental Impacts,** follows the structure outlined below:

- **Environmental Setting** – This subsection is divided into two parts:
  - **Changes to the Regulatory Framework** – A brief overview of changes to relevant plans, policies, and regulations for development within the City that have been adopted since certification of the Downtown Strategy 2040 EIR in 2018. Unless noted otherwise in this section, all regulations described in the Downtown Strategy 2040 EIR are still relevant and would apply to all development under the DSAP Amendment.
  - **Changes to Environmental Conditions** – A brief overview of changes to the built and natural environment within Downtown since certification of the Downtown Strategy 2040 EIR in 2018.
- **Checklist and Discussion of Impacts** – This subsection includes a checklist used to compare the environmental impacts of the DSAP Amendment (“Currently Proposed Project”) with those of the Downtown Strategy 2040 (“Approved Project”) and to identify whether the project as currently proposed would likely result in new or substantially worse significant environmental impacts. The categories in this check list are described under **Determining Significance**, below.
  - **Impact Discussion** – Each impact discussion begins with a summary of the impacts identified in the Downtown Strategy 2040 EIR along with all measures identified to reduce or minimize those impacts. Then changes associated with the DSAP Amendment are discussed in order to determine whether they would alter the conclusions reached in the Downtown Strategy 2040 EIR or require new or more stringent measures to reduce impacts.
- **Conclusion** – This subsection provides a summary of the project’s impacts on the resource and states categorically whether any new or substantially worse significant impacts would occur.

Determining Significance

The purpose of the checklist is to evaluate the categories in terms of any changed condition (e.g., changed circumstances, "project" changes, or new information of substantial importance) that may result in a changed environmental result (e.g., a new significant impact or substantial increase in the severity of a previously identified significant effect) (CEQA Guidelines Section 15162).

The questions posed in the checklist come from Appendix G of the *State CEQA Guidelines*. Each possible response is described in detail below.

New Potentially Significant Impact

Pursuant to CEQA Guidelines section 15162, subdivision (a)(1), this response indicates that the changes represented by the DSAP Amendment will result in a new significant environmental impact not previously identified or mitigated by Downtown Strategy 2040 EIR, or that the DSAP Amendment will result in a substantial increase in the severity of a previously identified significant impact.

New Less than Significant with Mitigation Incorporated

Pursuant to the CEQA Guidelines section 15162, subdivision (a)(2), this response indicates that there have been substantial changes with respect to the circumstances under which the project is undertaken which will require major revisions to the Downtown Strategy 2040 EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

New Less than Significant Impact

This response indicates that an impact has been identified which was not discussed in the Downtown Strategy 2040 EIR. However, this impact would be reduced to a less-than-significant level either through incorporation of standard conditions of approval or other regulatory requirements and no mitigation would be required.

Same Impact as "Approved Project"

This response indicates that while an impact may occur, this impact was previously identified and discussed adequately in the Downtown Strategy 2040 EIR.

Less Impact than "Approved Project"

This response indicates that changes proposed in the DSAP Amendment would reduce impacts to a level below that identified previously in the Downtown Strategy 2040 EIR.

No Impact

This response indicates that neither the DSAP Amendment nor the Downtown Strategy 2040 EIR were found to have an impact on a particular resource.

3.1 Aesthetics

3.1.1 Environmental Setting

3.1.1.1 Changes to the Regulatory Framework

State Designated Scenic Routes

The California Department of Transportation (Caltrans) designates State Scenic Highways based upon how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent that development modifies traveler's enjoyment of the view. No highways were eligible for designation as State Scenic Highways within the City when the Downtown Strategy 2040 EIR was certified in 2018 and Caltrans has not designated any highways as State Scenic Highways within the City since that time.

California Senate Bill 743

On September 27, 2013, Senate Bill 743 (SB 743) was signed into law, starting a process that changed transportation impact analysis as part of CEQA compliance. SB 743 made several changes to CEQA for projects located in areas served by transit (i.e., transit-oriented development), directing the Governor's Office of Planning and Research to develop a new approach for analyzing the transportation impacts under CEQA. SB 743 also creates a new exemption for certain projects that are consistent with a Specific Plan and, eliminating the need to evaluate aesthetic and parking impacts of a project in some circumstances. However, the exemption for aesthetic impacts does not include impacts to historic or cultural resources.

City of San José Municipal Code

The City's Municipal Code includes several regulations associated with the protection of the City's visual character and control of light and glare. The City's Zoning Ordinance (Title 20 of the Municipal Code) includes design standards, maximum building height, and setback requirements. The requirements included in the Municipal Code have not been altered since certification of the Downtown Strategy 2040 EIR in 2018.

City of San José Downtown Design Guidelines and Standards

Subsequent to certification of the Downtown Strategy 2040 EIR, the City adopted new San José Downtown Design Guidelines and Standards in 2019. The San José Downtown Design Guidelines and Standards is a document with specific requirements and clear direction for new buildings and projects with major exterior modification to existing buildings in Downtown. The Downtown Design Guidelines and Standards replaces the 2004 Downtown Design Guidelines and are intended to guide buildings towards design excellence, sustainable urbanism, and a sense of place that is unique to the City. **Table 6**, below lists the applicable standards from the Downtown Design Guidelines and Standards relevant to aesthetics.

Table 6 Downtown Design Guidelines Standards Applicable to Aesthetics		
Subject	**Guideline Title**	**Applicable Standards**
4.0 Building	**Section 4.2.2 Massing Relationship to Context**: Create massing transitions between high-rises and lower-scale development.	**a.** Height Transition (see Illustration a): If a new building 100 feet tall or more is across the street from or adjacent to either: 1. A historic building 45 feet tall or less 2. A site for residential use that is limited to a building 45 feet tall or less. The new building must step back its street-facing facade 5 feet minimum from the front parcel or setback line at an elevation between 25 and 50 feet. **c.** Rear Transition (see Illustration c): If a new building 100 feet tall or more is across a parcel line interior to a block from either: 1. A historic building 45 feet tall or less 2. A site for residential use that is limited to a building 45 feet tall or less. The rear portion of new building must maintain a transitional height of 70 feet or less within the first 20 feet from the property line.

Table 6 Downtown Design Guidelines Standards Applicable to Aesthetics		
Subject	**Guideline Title**	**Applicable Standards**
	Section 4.4.1 Façade Pattern and Articulation: The buildings of Downtown should rely on simple, sophisticated design using contemporary architecture to achieve timeless appeal.	**a.** Design all buildings to include a top distinguishable from the rest of the facade. The building top may consist of the special facade treatment of one or more full floors, among other possible treatments. **b.** Do not use strong expressions of horizontal or vertical elements that emphasize the facade more than the overall building form or structure, such as a projecting fin that does not serve a function like shading or control of the wind. **c.** Reflect the scale of neighboring buildings in the facade at the Podium Level and Pedestrian Level.
	Section 4.4.2 a. Windows and Glazing: Use window type and design to create a building that is more sustainable, efficient, and pleasant for its occupants.	**b.** When individual air conditioning units are present, shield them from view with uniform facade elements.
	Section 4.4.3 Materials and Colors: Use high quality materials on building exteriors and use materials and colors to indicate the building's role in the Downtown skyline.	**a.** At the Pedestrian Level, use elements of stone, pre-cast concrete, terra cotta, masonry, or cast stone in addition to any other materials such as metal and glass. **b.** Use materials that are graffiti resistant or easily repainted. **c.** Do not use Exterior Insulation Finishing Systems below the second floor. **d.** Use highly-transparent glass at the ground floor. See Section 5.3.1.a about Active Frontages.

Table 6 Downtown Design Guidelines Standards Applicable to Aesthetics		
Subject	**Guideline Title**	**Applicable Standards**
		e. Use glass above the ground floor that is clear in color or with a subtle cool (blue, green, or gray) tint.
	Section 4.4.4 Mitigating Blank Facades: Avoid creating Blank Facades if possible. If it is necessary to create one, use interventions to enliven the Blank Façade to make it into an asset to the look of Downtown, providing visual interest and relief.	**a.** A Blank Facade is a portion of a façade above the ground level without a window (including into parking) or balcony 15 feet in any direction (see diagram). **b.** Use architectural treatments (such as trellises, screens, or changes in materials) or art to create visual interest in a Blank Facade. Cover at least 50 percent of the Blank Facade surface. Commercial advertising or building-related signage does not count as an intervention.
	Parking Garages: Minimize the negative effects of parking garages through placement, design, and screening.	**b.** Treat the facade of any exposed garage along an Image-Defining Frontage with materials and design of at least comparable quality to the rest of the building, integrated with the building architecture.
	4.4.7 a. Rooftops and Mechanical Equipment: Design roofs to provide attractive views from other buildings and minimize the negative visual impact of mechanical and window washing equipment.	**a.** Use non-reflective, low intensity (dull, not bright) roof colors. **b.** Organize and design rooftop equipment as a component of the roofscape and not as a leftover or add-on element. **c.** Screen vents, mechanical rooms and equipment, elevator houses, cooling towers, large vent projections, water tanks, or storage areas on the building elevation and rooftop from street level view with enclosures, parapets, setbacks, plant materials, or other means. Use similar means to obscure these items from neighboring buildings, if visible, or

Table 6 Downtown Design Guidelines Standards Applicable to Aesthetics		
Subject	**Guideline Title**	**Applicable Standards**
		design and arrange them to present an ordered and attractive view. **d.** Design enclosures or screening as a logical extension of the building, using similar materials and detailing. **e.** Incorporate window washing equipment into the building design, or design it so when not in use it is fully hidden from view from horizontally and below.
	Section 4.4.9 a. Lighting – Podium Level: Create safe, inviting Public Spaces and highlight distinctive architecture and features with building lighting at the Podium Level.	**a.** Provide outdoor lighting using fixtures that yield low light pollution and glare. **b.** Orient exterior lighting fixtures downward.

Table 6 Downtown Design Guidelines Standards Applicable to Aesthetics		
Subject	**Guideline Title**	**Applicable Standards**
5.0 Pedestrian Level	**Section 5.3.1 b. Mitigating Blank Walls**: Avoid long Blank Walls facing the Public Realm. Where a Blank Wall is unavoidable, work to mitigate its impact.	Mitigate a Blank Wall longer than 30 feet with one or more of the following: • Public (preferably interactive) art on at least 100 square feet and 10 linear feet of the wall • Art exhibition display window Merchandising or regularly-changing public information display case or window • Special lighting, canopy, awning, trellis, planter, or other pedestrian-oriented feature.
	Section 5.3.4 Lighting – Pedestrian Level: Create distinctive, safe, and inviting Public Spaces with building lighting at the Pedestrian Level.	**h.** Provide outdoor lighting using fixtures that yield low light pollution and glare. **i.** Orient lighting fixtures primarily downward.
	Section 5.3.5 Signage – Podium Level and Pedestrian Level: Inform and attract while enhancing the appearance of Downtown with well-designed and located Podium Level and Pedestrian Level signage.	**a.** Create signage that is perpendicular to the adjacent sidewalk, and thus more visible to pedestrians. **b.** Signage oriented parallel to the street, more visible to vehicles and people on the opposite sidewalk, is allowed but not required.

Source: City of San José 2019

City Council Policies 4-2: Lighting, and 4-3: Private Outdoor Lighting on Private Developments

City Policies 4-2 (Lighting) and 4-3 (Private Outdoor Lighting on Private Development), which include requirements for new streetlights, and outdoor lighting in private development, have not been altered since certification of the Downtown Strategy 2040 EIR.

Envision San José 2040 General Plan

Since certification of the Downtown Strategy 2040 EIR, a number of text amendments have been made to the 2040 General Plan. Such amendments have generally been small, project-specific modifications to General Land Use designations on certain parcels. These changes do not include additional provisions that would affect the 2040 General Plan policies related to creating an attractive city, maintaining compatibility with existing development or protecting landmarks and districts (see Table 3.1-1 of the Downtown Strategy 2040 EIR for a full list of these policies).

3.1.1.2 Changes to Environmental Conditions

As described in the Downtown Strategy 2040 EIR, Downtown includes a mix of modern and historic buildings including Diridon Station and other buildings along the UPRR tracks. The City has built or began construction on, several modern development projects within the DSAP area since adoption of the Downtown Strategy 2040. These development projects, which are listed above in **Table 5**, account for 1,078 new residential units, and approximately 26 acres of new commercial space. This development has resulted in increased density, consistent with the assumptions included in the Downtown Strategy 2040 and contributed to a more modern aesthetic with glass and metal featured prominently in building design.

Surrounding Area

The area surrounding Downtown is primarily residential with some office and commercial uses. Single-family residences are concentrated north of Downtown are boundary, along The Alameda, as well as south towards US 101 past the southernmost boundary of Downtown. The character of this surrounding development has not changed substantially since certification of the Downtown Strategy 2040 EIR.

Scenic Views

As described in the Downtown Strategy 2040 EIR, the flat topography of Downtown limits views of the foothills of the Santa Cruz Mountains to the west, the Santa Teresa Hills to the south, and the Diablo Mountain Range to the east. Such views are obstructed by existing buildings, trees, and infrastructure, especially within the DSAP area. No new scenic views have been added since certification of the Downtown Strategy 2040 EIR. Additionally, no State Scenic Highways are located within or near the DSAP area with views to or from Downtown. The only State Scenic Highway within Santa Clara County is over 7 miles southwest of Downtown at Highway 9 between Post Miles 0.0 and 10.8.

Nighttime Lighting

Sources of nighttime lighting in the City include indoor lighting visible through windows and outdoor lighting of signs, buildings, walkways, parking lots, and parking structures. Although some new sources have been added to Downtown since 2018 through construction of the projects listed in **Table 5**, City

Council Policies 4-2 and 4-3 have served to minimize such contributions to nighttime lighting within Downtown.

3.1.2 Checklist and Discussion of Impacts

Environmental Issue Area		New Potentially Significant Impact	New Less than Significant with Mitigation Incorporated	New Less than Significant Impact	Same Impact as "Approved Project"	Less Impact than "Approved Project"	No Impact
Aesthetics. Except as provided in Public Resources Code Section 21099[1], would the project:							
a)	Have a substantial adverse effect on a scenic vista?				X		
b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?						X
c)	Substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?				X		
d)	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?				X		

[1] Per Public Resources Code Section 21099, aesthetic and parking impacts of residential, mixed-use residential, or employment center projects on infill sites within a transit priority area would not be considered a significant impact, unless such impacts would also affect historic or cultural resources.

3.1.2.1 Impact Discussion

Impacts to Scenic Vistas (Same as Downtown Strategy 2040 EIR – Less than Significant)

The Downtown Strategy 2040 EIR determined that no impacts to scenic vistas would occur with implementation of standard 2040 General Plan policies (e.g., requirements that new development adjacent to freeways shall be designed to preserve and enhance attractive natural and man-made vistas).

Implementation of the DSAP Amendment would allow increased levels of development, including taller building heights within the DSAP area, as described in **Section 2.4.2** and **Section 2.4.4**, respectively. As determined in the Downtown Strategy 2040 EIR, most accessible views of scenic vistas within Downtown are already obstructed by existing development. High-quality urban views within the DSAP area were identified on the Alameda and from Diridon Station looking east. As identified in the San José Downtown Design Guidelines and Standards (**Table 6**), unobstructed natural views of the surrounding hills are not available within the DSAP area.

Policies from the 2040 General Plan (e.g., Policies CD-10.2 and CD-10.3) would require new development associated with the DSAP Amendment to preserve and enhance attractive natural and man-made vistas where these views exist. Additionally, Downtown design standards related to block size, building placement, and podium-level massing listed in **Table 6** would further protect these existing street-level view corridors. Given the additional requirements contained in the Downtown Design Guidelines and Standards, implementation of the DSAP Amendment would not result in a new or worsened impact to scenic vistas beyond that identified in the Downtown Strategy 2040 EIR.

Impacts to Scenic Resources within a State Scenic Highway (Same as Downtown Strategy 2040 EIR – No Impact)

The Downtown Strategy 2040 EIR determined that no designated State Scenic Highways are located within or near Downtown. Therefore, this threshold was not discussed in the Downtown Strategy 2040 EIR.

No new State Scenic Highways have been designated within Santa Clara County since certification of the Downtown Strategy 2040 EIR; therefore, no impacts to scenic resources within a State Scenic Highway would occur under the DSAP Amendment.

Impacts to Visual Character (Same as Downtown Strategy 2040 EIR – Less than Significant)

Although the Downtown Strategy 2040 EIR acknowledged that Downtown Strategy 2040 would alter the visual character of the built environment, the document determined that the project would enhance visual character of Downtown by facilitating the redevelopment of underutilized properties and creating a more attractive pedestrian-oriented environment. As Downtown is already defined by a mix of modern and historic structures, the Downtown Strategy 2040 EIR further concluded that buildout of the project would be compatible with existing development in Downtown. Furthermore, the document assumed that any potentially significant aesthetic impacts from future development would be reduced through the design review process.

The DSAP Amendment would increase density within the DSAP area beyond what was assumed in the Downtown Strategy 2040 EIR by extending maximum height limits from a range of 65 feet – 130 feet up

to 65 – 295 feet (**Figure 4a** and **Figure 4b**). The highest increased height limits would generally occur in the southern portion of the DSAP area, where the majority of proposed land uses allow for residential development. The higher allowable building heights would increase the scale and mass of development proposed in the DSAP area over the previously-analyzed project. However, the type of development would generally be similar to that assumed in the Downtown Strategy 2040 EIR, contributing to a modern aesthetic within Downtown. All individual projects under the DSAP Amendment would continue to be subject to the City's design review process during the standard project approval process. Because the same regulatory measures plus the new Downtown Design Guidelines and Standards would apply to the DSAP Amendment, impacts to visual character under the DSAP Amendment would not be substantially greater than those previously identified under Downtown Strategy 2040.

Impacts from Nighttime Lighting and Daytime Glare (Same as Downtown Strategy 2040 EIR – Less than Significant)

The Downtown Strategy 2040 EIR determined that future development under Downtown Strategy 2040 would be subject to the City's design review process and Municipal Code controls for lighting of signs and development adjacent to residential properties. Therefore, it was determined that the impact from light and glare would be less than significant.

The DSAP Amendment would be subject to City Policies 4-2 (Lighting: Public Streetlights) and Policy 4-3 (Lighting: Outdoor Lighting on Private Developments), which require the use of energy-efficient lighting for outdoor building and street lighting, in addition to reducing nighttime light pollution. The DSAP Amendment would also be subject to the City's design review process, which would ensure the correct implementation of the new Downtown Design Guidelines and Standards. As shown in **Table 6**, the Downtown Design Guidelines and Standards specify new requirements for building form, design, and overall architecture to preserve and enhance the visual landscape of Downtown. As all individual projects within the amended DSAP boundary would be required to conform with City policies and the Downtown Design Guidelines and Standards, there would be no new or worsened impacts to visual character from what was determined in the Downtown Strategy 2040 EIR.

Cumulative Impacts (Same as Downtown Strategy 2040 EIR – Less than Significant)

The Downtown Strategy 2040 EIR determined that build out of the Downtown Strategy 2040 would increase the number of high-rise buildings in Downtown and would alter the Diridon Station through planned expansion, including HSR service. However, such impacts were anticipated to be minimized through a design review process involving City staff, community working group, and Aesthetic Design Review Panel.

Although the determination of aesthetic effects is subjective, the combination of the DSAP Amendment with other projects within the area, including the expansion of Diridon Station, the addition of HSR service and BART, and the Downtown West project, would result in a cumulative change in the aesthetic character of Downtown beyond what was anticipated in the Downtown Strategy 2040 EIR. However, the updated Downtown Design Guidelines and Standards would ensure that new development introduced as part of the DSAP Amendment would be consistent with existing development and the City's vision for development within Downtown. With a cohesive vision for future development for the plan area, the DSAP Amendment would not contribute to a new or worsened a cumulative aesthetic impact.

3.1.3 Conclusion

Changes to the Downtown Strategy 2040 to accommodate the proposed DSAP Amendment would not result in new or substantially worse impacts than those identified in the Downtown Strategy 2040 EIR because new development under the DSAP Amendment would be required to adhere to City and local policies intended to preserve and enhance the visual environment, including new requirements in the updated Downtown Design Guidelines and Standards. Based on this, the City finds that:

A. Substantial changes in the Downtown Strategy 2040 and circumstances resulting in new significant effects or a substantial increase in the severity of previously identified significant effects in the Downtown Strategy 2040 EIR have not occurred;

B. New information of substantial importance with respect to aesthetics resulting in new significant effects or a substantial increase in the severity of previously identified effects has not been identified; and

C. None of the proposed changes to the Downtown Strategy 2040 would significantly affect aesthetics.

Therefore, the conclusions in Section 3.1, Aesthetics, of the Downtown Strategy 2040 EIR would remain valid with implementation of the DSAP Amendment.

3.2 Agricultural and Forestry Resources

3.2.1 Environmental Setting

The impact discussions below summarize the conclusions regarding impacts on agriculture and forestry resources of the Downtown Strategy 2040 EIR to provide a comparison to project changes resulting from the DSAP Amendment. Refer to Section 3.2, Agriculture and Forestry Resources, of the Downtown Strategy 2040 EIR for a full discussion of agriculture and forestry resources impacts under the Downtown Strategy 2040.

3.2.1.1 Changes to the Regulatory Framework

Farmland Mapping and Monitoring Program

The California Resources Agency's Farmland Mapping and Monitoring Program (FMMP) assesses the location, quality, and quantity of agricultural land and conversion of these lands over time. No agricultural lands were designated within the DSAP area when the Downtown Strategy 2040 EIR was certified in 2018 and the California Resource Agency has not designated any such lands within the DSAP area since that time.

California Land Conservation Act

The California Land Conservation Act (Williamson Act) enables local governments to enter into contracts with private landowners to restrict parcels of land to agricultural or related open space use. In return, landowners receive lower property tax assessments. No lands were under Williamson Act contracts within the DSAP area when the Downtown Strategy 2040 EIR was certified in 2018 and no lands within the DSAP area have entered a Williamson Act contract since that time.

Forest Land, Timberland, and Timberland Production

The California Department of Forestry and Fire Protection (Cal Fire) identifies forest land, timberland, and lands zoned for timberland production that can (or do) support forestry resources. No forest land, timberland, or supporting forestry resources were designated within the DSAP area when the Downtown Strategy 2040 EIR was certified in 2018 and the Cal Fire has not designated any such lands with the DSAP area since that time.

3.2.1.2 Changes to the Environmental Conditions

The Downtown Strategy 2040 EIR established that the majority of Downtown, including the DSAP area, is designated as Urban and Built-Up Land according to FMMP mapping. One small area of Downtown (east of Autumn Street) is zoned for *Agricultural* or *Open Space* Uses, zoning intending to protect land used for timber and agriculture from development. However, this area is not located within the new or

existing DSAP area. No new agricultural resources have been zoned within Downtown since the Downtown Strategy 2040 EIR was certified in 2018. As of March 2020, the City's 2040 General Plan land use map shows that there is no agricultural farmland or forest land within the amended DSAP boundaries.[16]

3.2.2 Checklist and Discussion of Impacts

Environmental Issue Area		New Potentially Significant Impact	New Less than Significant with Mitigation Incorporated	New Less than Significant Impact	Same Impact as "Approved Project"	Less Impact than "Approved Project"	No Impact
Agriculture and Forestry Resources. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:							
a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?						X
b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?						X
c)	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland						X

[16] City of San José 2020. *General Plan Land Use Map*. Available: https://www.sanjoseca.gov/your-government/departments/planning-building-code-enforcement/planning-division/citywide-planning/envision-san-jos-2040-general-plan/land-use-map. Accessed May 2020.

	zoned Timberland Production (as defined by Government Code section 51104(g))?						
d)	Result in the loss of forest land or conversion of forest land to non-forest use?						X
e)	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?						X

3.2.2.1 Impact Discussion

Impacts to Agricultural and Forest Resources (Same as Downtown Strategy 2040 EIR – No Impact)

As established in the Downtown Strategy 2040 EIR, Downtown does not contain farmlands or lands or under Williamson Act contract. Furthermore, Downtown and the area surrounding Downtown are not zoned forest land, timberland, or Timberland Production. Thus, no impact would occur to these lands as a result of development within Downtown.

Although the DSAP Amendment would expand the boundaries of the DSAP area, the new areas fall within Downtown analyzed in the Downtown Strategy 2040. The DSAP Amendment does not include any forest land, timberland, or agricultural land.[17] Therefore, no new impacts related to agricultural and forest resources would occur.

3.2.3 Conclusion

Changes to the Downtown Strategy 2040 to accommodate the proposed DSAP Amendment would not result in new or substantially worse impacts to agricultural or forest resources than those identified in the Downtown Strategy 2040 EIR because DSAP Amendment would not induce development in any forest land, timberland, or agricultural land. Based on the this, the City finds that:

A. Substantial changes in Downtown Strategy 2040 and circumstances resulting in new significant effects or a substantial increase in the severity of previously identified significant effects in the Downtown Strategy 2040 EIR have not occurred;

[17] Natural Resources Agency Department of Conservation, 2016. *Santa Clara County Important Farmland 2016*. Available: https://www.conservation.ca.gov/dlrp/fmmp/Pages/SantaClara.aspx. Accessed April 2020.

B. New information of substantial importance with respect to agriculture and forestry resources resulting in new significant effects or a substantial increase in the severity of previously identified effects has not been identified; and

C. None of the proposed project changes would significantly affect agriculture and forestry resources.

Therefore, the conclusions in Section 3.2, Agricultural and Forestry Resources, of the Downtown Strategy 2040 EIR would remain valid with implementation of the DSAP Amendment.

3.3 Air Quality

3.3.1 Environmental Setting

Ambient air quality standards have been established at both the state and federal level. The ambient air quality in a given area depends on the quantities of pollutants emitted within the area, transport of pollutants to and from surrounding areas, local and regional meteorological conditions, as well as the surrounding topography of the air basin. Air quality is described by the concentration of various pollutants in the atmosphere. Units of concentration are generally expressed in parts per million (ppm) or micrograms per cubic meter ($\mu g/m^3$).

As required by the federal Clean Air Act, National Ambient Air Quality Standards (NAAQS) have been established for six major air pollutants: carbon monoxide (CO), nitrogen dioxide (NO_2), ozone (O_3), particulate matter, including respirable particulate matter (PM_{10}) and fine particulate matter ($PM_{2.5}$), sulfur oxides (So_x), and lead (Pb). Pursuant to the California Clean Air Act, the state has established the California Ambient Air Quality Standards (CAAQS). Both state and federal standards are summarized in Table 3.3-1 of the Downtown Strategy 2040 EIR. The "primary" standards have been established to protect the public health. The "secondary" standards are intended to protect the nation's welfare and account for air pollutant effects on soil, water, visibility, materials, vegetation, and other aspects of the general welfare. CAAQS are generally the same or more stringent than NAAQS. The Bay Area meets all ambient air quality standards with the exception of ground-level O_3, PM_{10}, and $PM_{2.5}$.

Air Pollutants of Concern

High O_3 levels are caused by the cumulative emissions of reactive organic gases (ROG) and NO_X. These precursor pollutants react under certain meteorological conditions to form high O_3 levels. Controlling the emissions of these precursor pollutants is the focus of the Bay Area's attempts to reduce O_3 levels. High O_3 levels aggravate respiratory and cardiovascular diseases, reduced lung function, and increase coughing and chest discomfort.

Particulate matter is another problematic air pollutant of the Bay Area. Particulate matter is assessed and measured in terms of PM_{10} and $PM_{2.5}$. Elevated concentrations of PM_{10} and $PM_{2.5}$ are the result of both regionwide (or cumulative) emissions and localized emissions. High particulate matter levels aggravate respiratory and cardiovascular diseases, reduce lung function, increase mortality (e.g., lung cancer), and result in reduced lung function growth in children. See Table 3.3-1 of the Downtown Strategy 2040 EIR for the state and national ambient air quality standards for criteria pollutants.

Toxic Air Contaminants

TACs are a broad class of compounds known to cause morbidity or mortality (usually because they cause cancer) and include, but are not limited to, the criteria air pollutants. TACs are found in ambient air, especially in urban areas, and are caused by industry, agriculture, fuel combustion, and commercial operations (e.g., dry cleaners). TACs are typically found in low concentrations, even near their source (e.g., DPM near a freeway). Because chronic exposure can result in adverse health effects, TACs are regulated at the regional, state, and federal level.

Diesel exhaust is the predominant TAC in urban air and is estimated to represent about three-quarters of the cancer risk from TACs (based on the Bay Area average). According to CARB, diesel exhaust is a complex mixture of gases, vapors, and fine particles. This complexity makes the evaluation of health effects of diesel exhaust a complex scientific issue.

3.3.1.2 Changes to the Regulatory Framework

Federal

The U.S. Environmental Protection Agency (EPA) sets nationwide emission standards for mobile sources, which include on-road (highway) motor vehicles such as trucks, buses, and automobiles, and non-road (off-road) vehicles and equipment used in construction, agricultural, industrial, and mining activities (such as bulldozers and loaders). The EPA also sets nationwide fuel standards, including diesel engine emission standards and diesel fuel requirements. In March 2020, the National Highway Traffic Safety Administration (NHTSA) and EPA finalized the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule, which relaxed federal greenhouse gas emissions and Corporate Average Fuel Economy (CAFE) standards to increase in stringency at only about 1.5 percent per year between 2020 and 2026, compared to about 4 percent under previous standards.

State

To address the issue of diesel emissions in the state, the California Air Resources Board (CARB) developed the Diesel Risk Reduction Plan (Diesel RRP) to reduce diesel particulate matter emissions. In addition to requiring more stringent emission standards for new on- and off-road mobile sources and stationary diesel-fueled engines to reduce particulate matter emissions by 90 percent, a significant component of the plan involves application of emission control strategies to existing diesel vehicles and equipment. Many of the measures of the Diesel RRP have been approved and adopted, including the federal on- and non-road diesel engine emission standards for new engines, as well as adoption of regulations for low sulfur fuel in California.

CARB has adopted and implemented a number of regulations for stationary and mobile sources to reduce emissions of diesel particulate matter (DPM). Several of these regulatory programs affect medium and heavy-duty diesel trucks that represent the bulk of DPM emissions from California highways. CARB has also adopted and implemented regulations to reduce DPM and nitrogen oxides (NO_X) emissions from in-use (existing) and new off-road heavy-duty diesel vehicles (e.g., loaders, tractors, bulldozers, backhoes, off-highway trucks, etc.).

In November 2019, CARB released off-model adjustment factors to account for the first edition of the SAFE Vehicles Rule. Since finalization of the SAFE Vehicles rule in March 2020, CARB has evaluated these adjustment factors and determined that they continue to be valid and should be used for purposes of transportation conformity.[18]

[18] California Air Resources Board (CARB) 2020. *EMFAC Off-Model Adjustment Factors for Carbon Dioxide (CO2) Emissions to Account for the SAFE Vehicles Rule Part One and the Final SAFE Rule*. Available: https://ww3.arb.ca.gov/msei/emfac_off_model_co2_adjustment_factors_06262020-final.pdf?utm_medium=email&utm_source=govdelivery.

Regional

The Bay Area Air Quality Management District (BAAQMD) is the agency primarily responsible for assuring that the federal and state ambient air quality standards are maintained in the San Francisco Bay Area Air Basin (SFBAAB). BAAQMD has permit authority over stationary sources, acts as the primary reviewing agency for environmental documents, and develops regulations that must be consistent with or more stringent than federal and state air quality laws and regulations.

2017 Clean Air Plan

BAAQMD's most recently adopted plan is the Bay Area 2017 Clean Air Plan (CAP). The 2017 CAP defines an integrated, multi-pollutant control strategy to reduce emissions of particulate matter, Toxic Air Contaminants (TAC), ozone (O_3) precursors, and greenhouse gases (GHGs). The control strategy encompasses 85 individual control measures that describe specific actions to reduce emissions of air and climate pollutants from the full range of emission sources and is based on the following four key priorities:

- Reduce emissions of criteria air pollutants and TACs from all key sources.
- Reduce emissions of "super-GHGs" such as methane, black carbon, and fluorinated gases.
- Decrease demand for fossil fuels (gasoline, diesel, and natural gas).
- Decarbonize our energy system.

Since the adoption of the Downtown Strategy 2040 EIR in 2018, the CAP has not been updated. Likewise, the BAAQMD's CEQA guidelines have not been updated since the May 2017 revisions.

Local

Envision San José 2040 General Plan

Various policies in the City's 2040 General Plan have been adopted for the purpose of reducing or avoiding impacts related to air quality. Refer to Table 3.3-2 in the Downtown Strategy 2040 EIR for a full list of 2040 General Plan policies related to air quality. The 2040 General Plan text amendments in March 2020 of the 2040 General Plan do not contain changes to air quality standards that would affect the DSAP Amendment impacts.

Climate Smart San José

Adopted by the City Council in 2018, Climate Smart San José (CSSJ) is the continuation and escalation of the San José Green Vision, the City's 15-year sustainability plan. CSSJ outlines the issues of urban sustainability and how the City will transform in order to minimize the impacts of climate change, focusing on three pillars and nine key strategies, listed below in **Table 7**.

Table 7 Climate Smart San José Goals and Policies	
Pillar	**Strategy**
Pillar 1 – A Sustainable and Climate Smart City	Strategy 1.1: Transition to a renewable energy future
	Strategy 1.2: Embrace the Californian climate
Pillar 2 – A Vibrant City of Connected and Focused Growth	Strategy 2.1: Densify the City to accommodate future residents
	Strategy 2.2: Make homes efficient and affordable for families
	Strategy 2.3: Create clean, personalized mobility choices
	Strategy 2.4: Develop integrated, accessible public transportation infrastructure
Pillar 3 – An Economically Inclusive City of Opportunity	Strategy 3.1: Create local jobs in the City to reduce vehicle miles traveled
	Strategy 3.2: Improve the City's commercial building stock
	Strategy 3.3: Make commercial goods movement clean and efficient

Source: City of San José 2018

City of San José Downtown Design Guidelines and Standards

The revised Downtown Design Guidelines and Standards adopted in 2019 include specific requirements and clear direction for new buildings and projects with major exterior modification to existing buildings in Downtown. Guidelines under 4.4.2.a – Windows and Glazing, are intended to reduce the use of environmentally wasteful mechanical systems and to improve indoor air quality. Guidelines under 4.4.7.b – Green Roofs and Decks, encourage the incorporation of green roofs and decks in part to improve Downtown air quality. **Table 8** lists the guidelines and standards applicable to Air Quality.

Table 8 Downtown Design Guidelines Standards Applicable to Air Quality Resources		
Subject	**Guideline Title**	**Applicable Standards**
4.0 Building	**Section 4.4.2 a. Windows and Glazing:** Use window type and design to create a building that is more sustainable, efficient, and pleasant for its occupants.	**a.** Do not use individual through-window or through-wall air conditioning units on buildings over three stories tall.
	Section 4.4.7 b. Green Roofs and Decks (Building Open Space): Include green roofs and occupiable decks for aesthetics, environmental benefits, and as building occupant amenities.	Cover at least 20% of the area of a roof that is less than 150 feet above ground and that is larger than 2,500 square feet in area with a green roof, solar panels, or a combination of these.

Source: City of San José 2019c

3.3.1.3 Changes to Environmental Conditions

Last updated in January 2017, the federal and state ambient air pollutant attainment status of the SFBAAB has also not changed since certification of the Downtown Strategy 2040 EIR. The Bay Area is considered a non-attainment area for ground-level O_3 and fine particulate matter where particles have a diameter of 2.5 micrometers or less ($PM_{2.5}$) under both the federal Clean Air Act and the California Clean Air Act. The area is also considered non-attainment for respirable particulate matter or particles that have a diameter of 10 micrometers or less (PM_{10}) under the California Clean Air Act, but not the federal act. The area has attained both state and federal ambient air quality standards for carbon monoxide (CO).

As with the Downtown Strategy 2040, sensitive receptors are located throughout Downtown, including the DSAP area, and in areas immediately adjacent to Downtown's boundaries. Due to the increased building height limits and associated densification, the DSAP Amendment is expected to result in a substantial increase in sensitive receptors within the amended DSAP boundaries. The DSAP Amendment is anticipated to result in an additional population increase of approximately 22,118 individuals (see **Section 3.14, Population and Housing,** for a discussion of additional population increase due to the DSAP Amendment). This growth would introduce both new sensitive receptors and new emissions sources.

3.3.2 Checklist and Discussion of Impacts

Environmental Issue Area		New Potentially Significant Impact	New Less than Significant with Mitigation Incorporated	New Less than Significant Impact	Same Impact as "Approved Project"	Less Impact than "Approved Project"	No Impact
Air Quality. Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:							
a)	Conflict with or obstruct implementation of the applicable air quality plan?				X		
b)	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?				X		

c)	Expose sensitive receptors to substantial pollutant concentrations?				X		
d)	Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?				X		

3.3.2.1 Impact Discussion

The impact discussion regarding the DSAP Amendment is based upon the Air Quality and Greenhouse Gas Assessment (**Appendix A**) prepared for the DSAP Amendment by Illingworth & Rodkin, Inc. (2020a).

Cumulative Contribution to Non-Attainment Criteria Pollutant Emissions (Same as Downtown Strategy 2040 EIR – Significant Unavoidable)

As identified in the Downtown Strategy 2040 EIR, the Bay Area is considered a non-attainment area for ground-level ozone and $PM_{2.5}$ under both the Federal Clean Air Act and the California Clean Air Act. The area is also considered non-attainment for PM_{10} under the California Clean Air Act, but not the federal act. The area has attained both state and federal ambient air quality standards for carbon monoxide. As part of an effort to attain and maintain ambient air quality standards for ozone and particulate matter (i.e., $PM_{2.5}$ and PM_{10}), the BAAQMD has established thresholds of significance for these air pollutants and their precursors. These thresholds are for ozone precursor pollutants (ROG and NO_x), PM_{10}, and $PM_{2.5}$ and apply to both construction period and operational period impacts of projects. These thresholds do not apply to plan-level assessments. Downtown Strategy 2040 and DSAP Amendment construction and operation emissions are discussed in detail below.

Construction Emissions

The Downtown Strategy 2040 EIR evaluated project buildout as part of a development program that would be built over a period of 20 or more years. Construction and demolition activities generate criteria pollutants. Therefore, it was assumed that all future projects within Downtown would be evaluated for construction-related impacts at the time development is proposed. The Downtown Strategy 2040 EIR identified measures, listed below, which would ensure that future projects under the Downtown Strategy 2040 would not exceed BAAQMD's average daily or annual emissions thresholds during construction. In the event a future project would exceed the average daily or annual emission threshold or otherwise result in a significant impact based on current BAAQMD Guidelines and City requirements, supplemental project-level environmental review would be required prior to project approval or implementation to identify the additional feasible measures necessary to reduce emissions to less than significant levels.

Measures Identified in the Downtown Strategy 2040 EIR to Reduce Construction Emissions

In conformance with 2017 BAAQMD CEQA Guidelines, GP Policy MS-13.1, and current City requirements, all projects will be required to implement the following control measures to reduce construction emissions to a less-than-significant level:

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved
- access roads) shall be watered two times per day.
- All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
- All vehicle speeds on unpaved roads shall be limited to 15 mph.
- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations). Clear signage shall be provided for construction workers at all access points.
- All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified visible emissions evaluator.
- Post a publicly visible sign with the telephone number and person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

Additional measures may be required for projects that exceed screening levels for criteria pollutants, per the 2017 BAAQMD guidelines:

- Water all exposed surfaces at a frequency adequate to maintain minimum soil moisture of 12 percent (verified by lab samples or moisture probe).
- Suspend all excavation, grading, and/or demolition activities when average wind speeds exceed 20 mph.
- Install wind breaks with a maximum 50 percent air porosity (e.g., trees, fences) on the windward side(s) of actively disturbed areas of construction.
- Plant vegetative ground cover (e.g., fast-germinating native grass seed) in disturbed areas as soon as possible and watered appropriately until vegetation is established.
- Limit the simultaneous occurrence of excavation, grading, and ground-disturbing construction activities on the same area at any one time. Phase activities to reduce the number of disturbed surfaces at any one time.
- Wash off all trucks and equipment, including their tires, prior to leaving the site.
- Treat site access points with a 6 to 12-inch compacted layer of wood chips, mulch, or gravel, to a distance of 100 feet from the paved road.

- Install sandbags or other erosion control measures to prevent silt runoff to public roadways from sites with a slope greater than one percent.
- Minimize the idling time of diesel-powered construction equipment to two minutes.
- Develop a plan demonstrating that the off-road equipment (more than 50 horsepower) to be used in the construction project (i.e., owned, leased, and subcontractor vehicles) would achieve a project wide fleet-average 20 percent NOX reduction and 45 percent PM reduction compared to the most recent ARB fleet average. Acceptable options for reducing emissions include the use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, add-on devices such as particulate filters, and/or other options as such become available.
- Use low VOC (i.e., ROG) coatings beyond the local requirements (i.e., Regulation 8, Rule 3: Architectural Coatings).
- Equip all construction equipment, diesel trucks, and generators with Best Available Control Technology for emission reductions of NO_x and PM.
- Use equipment that meets CARB's most recent certification standard for off-road heavy duty diesel engines.

If the additional analysis of construction-related emissions of criteria pollutants completed for future projects that exceed the screening levels reveals significant exhaust-related emissions, projects would be required to implement the following measures:

- Based on project specific construction assessments, a plan shall be developed that demonstrates off-road equipment (more than 25 horsepower) on on-road haul trucks to be used in the construction project (i.e., owned, leased, and subcontractor vehicles) would achieve appropriate project wide fleet-average NO_x and PM_{10}/$PM_{2.5}$ reductions, such that emissions do not exceed BAAQMD construction period significance thresholds. Acceptable options for reducing emissions include the use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, add-on devices such as particulate filters, and/or other options as such become available.
- Provide line power to the site during the early phases of construction to minimize the use of diesel-powered stationary equipment, such as generators.
- All on-road heavy-duty trucks with a gross vehicle weight rating of 33,000 pounds or greater (EMFAC2007 Category HDDT) used at the project site (such as haul trucks, water trucks, dump trucks concrete trucks) shall be model year 2010 or newer.
- Phasing of construction activities to reduce average daily emissions.

Like the Downtown Strategy 2040, implementation of the DSAP Amendment would result in temporary emissions from construction activities associated with subsequent development, including demolition, site grading, asphalt paving, building construction, and architectural coating. Emissions associated with construction activities would include fugitive dust from soil disturbance, fuel combustion from mobile heavy-duty diesel- and gasoline-powered equipment, portable auxiliary equipment, and worker commute trips. During construction, fugitive dust, the dominant source of PM_{10} and $PM_{2.5}$ emissions, is generated when wheels or blades disturb surface materials. Uncontrolled dust from construction can become a nuisance and potential health hazard to those living and working nearby.

Measures identified in the Downtown Strategy 2040 EIR would require implementation of BAAQMD-recommended best management practices and are applicable to both Downtown Strategy 2040 and the DSAP Amendment. This measure would reduce emissions from on-site off-road equipment and truck travel by over 50 percent for particulate matter and over 20 percent for NO_X. Measures to control fugitive dust would exceed the basic control measures recommended by BAAQMD in their 2017 CEQA Air Quality Guidelines. Therefore, with implementation of the measure listed below, the DSAP Amendment would have the same less-than-significant impact identified in the Downtown Strategy 2040 EIR.

Operational Emissions

The Downtown Strategy 2040 EIR identified a significant and unavoidable impact from project operation resulting in a significant increase in regional criteria pollutants in the Bay Area, contributing to existing violations of ozone standards. Although implementation of Downtown Strategy 2040 could substantially reduce emissions of regional air pollutants over the long-term through implementation of 2040 General Plan policies and proposed measures, the Downtown Strategy 2040 EIR determined that the policies and measures could not reduce the impact to a less-than-significant level. This is because the magnitude of the impact is nearly 25 times the ROG threshold, due to the amount of development to be built over the next 20 or more years in Downtown (see **Table 9**).

Table 9 Operational Emissions of Criteria Pollutants

	ROG	NO_X	PM_{10}	$PM_{2.5}$
Annual Emissions (tons per year)				
BAAQMD Thresholds	10	10	15	10
Project Emissions	**242**	**120**	**41**	**18**

Bold *indicates a significant impact.*
Source: City of San José 2018

Measures Identified in the Downtown Strategy 2040 EIR to Reduce and Avoid Impacts related to Regional Air Quality

To reduce emissions, the Downtown Strategy 2040 EIR proposed a transportation demand management (TDM) program, consistent with the Downtown Transportation Pan, with the following measures:

- Rideshare Measures:
  - Implement carpool/vanpool program (e.g., carpool ride matching for employees, assistance with vanpool formation, provision of vanpool vehicles, etc.)
- Transit Measures:
  - Construct transit facilities such as bus turnouts/bus bulbs, benches, shelters, etc.
  - Design and locate buildings to facilitate transit access (e.g., locate building entrances near transit stops, eliminate building setbacks, etc.)
- Services Measures:

    - Provide on-site shops and services for employees, such as cafeteria, bank/ATM, dry cleaners, convenience market, etc.;
    - Provide on-site child care or contribute to off-site childcare within walking distance.
- Shuttle Measures:
    - Establish mid-day shuttle service from work site to food service establishments/commercial areas;
    - Provide shuttle service to transit stations/multimodal centers.
- Parking Measures:
    - Provide preferential parking (e.g., near building entrance, sheltered area, etc.) for carpool and vanpool vehicles;
    - Implement parking fees for single occupancy vehicle commuters;
    - Implement parking cash-out program for employees (i.e., non-driving employees receive transportation allowance equivalent to value of subsidized parking);
- Bicycle and Pedestrian Measures:
    - Provide secure, weather-protected bicycle parking for employees;
    - Provide safe, direct access for bicyclists to adjacent bicycle routes;
    - Provide showers and lockers for employees bicycling or walking to work;
    - Provide secure short-term bicycle parking for retail customers or non-commute trips;
    - Provide direct, safe, attractive pedestrian access from Planning Area to transit stops and adjacent development;
- Other Measures:
    - Implement compressed work week schedule (e.g., 4 days/40 hours, 9 days/80 hours);
    - Implement home-based telecommuting program.

As stated above, the Downtown Strategy 2040 EIR evaluated project buildout as part of a future development program, including development within the DSAP area. During project-level supplemental review of future individual development projects built under the Downtown Strategy 2040 EIR, the measures would be evaluated for consistency with the Downtown Strategy 2040 and 2040 General Plan policies. All feasible and applicable measures will be required as part of project design or as conditions of approval.

Implementation of the DSAP Amendment would increase development capacity within Downtown beyond what was analyzed in the Downtown Strategy 2040 EIR. However, this growth would not be net-new within the City as a whole because additional development capacity would be reallocated to the DSAP area from existing growth areas identified in the 2040 General Plan EIR. Therefore, the total amount of growth anticipated within the SFBAAB analyzed in both the 2040 General Plan EIR and the Downtown Strategy 2040 EIR would not change with implementation of the DSAP Amendment. Furthermore, as described in **Section 3.17**, **Transportation,** the DSAP Amendment would contribute to a decrease in VMT within Downtown and the City because it would concentrate high-density land uses and transit-oriented development in an area with access to a variety of high-quality transit options, housing, and employment opportunities.

While there are no established significance thresholds applicable to plan-level emissions, there are project-level thresholds. For annual emissions, the thresholds are 10 tons per year for ROG, NO_X, or

$PM_{2.5}$ and 15 tons per year for PM_{10}. For average daily emissions, the thresholds are 54 pounds per day for ROG, NO_X or $PM_{2.5}$ and 82 pounds per day for PM_{10}. **Table 10** summarizes the anticipated emissions from complete build out of the DSAP Amendment in the context of Downtown Strategy 2040 in terms of annual emissions in tons and average daily operational emissions. Net emissions between the DSAP Amendment and Downtown Strategy 2040 are also shown.

Table 10 Downtown Strategy 2040 and the DSAP Amendment Operational Emissions

Scenario	ROG	NO_X	PM_{10}	$PM_{2.5}$
Existing No Project – DTS 2040 (2015)[1]	248.36	205.24	68.00	19.06
Future No Project – DTS 2040 (2040)	226.31	161.14	156.29	36.20
Future with Project – DTS 2040 + DSAP Amendment (2040)	300.28	204.13	194.49	45.13
Total Net Plan Operational Emissions (tons/year)	74.96	42.98	38.20	8.90
BAAQMD Project Thresholds	**10 tons/year**	**10 tons/year**	**15 tons/year**	**10 tons/year**
Average Daily Net Project Operational Emissions (pounds per day)[2]	405.28	235.48	209.30	48.94
BAAQMD Project Thresholds	**54 lbs./day**	**54 lbs./day**	**82 lbs./day**	**54 lbs./day**

[1] Listed for informational purposes.

[2] Assumes 365-day operation.

Source: Illingworth and Rodkin, 2020

As shown in **Table 10**, operational period emissions from the DSAP Amendment would increase total operational emissions within Downtown, due to the increased development capacity and the large amount of mobile emissions generated by new development. Consistent with the Envision San José 2040 General Plan EIR, the Downtown Strategy 2040 EIR concluded that buildout of the Downtown Strategy 2040 would generate substantial emissions of regional criteria pollutants and that the plan would have a significant and unavoidable impact on cumulative operational air pollutant emissions. The DSAP Amendment would contribute to this existing significant unavoidable impact but would not introduce new or substantially worse impacts within the SFBAAB. As discussed above, development capacity would be reallocated to the DSAP area from other growth areas identified in the 2040 General Plan. Therefore, there would be no net growth within the SFBAAB beyond what was anticipated in the 2040 General Plan EIR or Downtown Strategy 2040 EIR. Furthermore, the DSAP Amendment would still be subject to all measures identified in the Downtown Strategy 2040 EIR for the purposed of reducing or avoiding impacts to regional air quality.

Carbon Monoxide

CO is a pollutant that affects air quality locally. Monitoring data from all ambient air quality monitoring stations in the Bay Area indicate that existing carbon monoxide levels are currently below national and California ambient air quality standards. Monitored CO levels have decreased substantially since 1990 as newer vehicles with greatly improved exhaust emission control systems have replaced older vehicles. The Bay Area has been designated as an attainment area for the CO standards.

Even though current CO levels in the Bay Area are below ambient air quality standards and there have been no exceedances of CO standards in the Bay Area since 1991, elevated levels of CO still warrant analysis. CO hotspots (occurrences of localized high CO concentrations) could still occur near busy congested intersections. Recognizing the relatively low CO concentrations experienced in the Bay Area, the BAAQMD's CEQA Air Quality Guidelines state that a project would have a less-than-significant impact if it would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour. Peak hour traffic volumes at intersections affected by implementation of the DSAP Amendment area would be less than the threshold of 44,000 vehicles per hour. Therefore, consistent with the Downtown Strategy 2040 EIR, this impact would remain less-than-significant.

Exposure of Sensitive Receptors to Pollutant Concentrations (Same as Downtown Strategy 2040 EIR – Less than Significant)

Potential health risks associated with criteria pollutants are discussed in accordance with the recent California Supreme Court decision in *Sierra Club v. County of Fresno*.[19] The California Supreme Court ruled that CEQA requires disclosure of the potential for a project's emissions to affect human health when the project's criteria air pollutant emissions exceed applicable thresholds and contribute considerably to a significant cumulative impact. The decision requires EIRs to either (1) make a "reasonable effort" to substantively connect the estimated amount of a given air pollutant a project will produce and the health effects associated with that pollutant, or (2) explain why such an analysis is infeasible.

However, the Court also clarified that CEQA "does not mandate" that EIRs include "an in-depth risk assessment" that provides "a detailed comprehensive analysis … to evaluate and predict the dispersion of hazardous substances in the environment and the potential for exposure of human populations and to assess and quantify both the individual and population wide health risks associated with those levels of exposure."[20]

Given that neither the timing nor the exact specifications of individual projects under the DSAP are known at this time, a full Health Risk Assessment (HRA) is not feasible or required for this plan-level Addendum. However, potential exposure to TAC emissions during both construction and operation are discussed qualitatively below at a level of detail commensurate with the Downtown Strategy 2040 EIR. Future projects under both the Downtown Strategy 2040 and the DSAP Amendment with the potential to impact sensitive receptors will be required to complete project-level HRAs to quantitatively address potential health impacts prior to project approval.

Project impacts related to increased community risk can occur either by introducing a new source of TACs with the potential to adversely affect existing sensitive receptors in Downtown or by introducing a new sensitive receptor, such as a residential use, near an existing source of TACs. The following analysis considers potential risks associated with new sources and new receptors introduced by Downtown Strategy 2040 and the DSAP Amendment relative to the Downtown Strategy 2040.

[19] *Sierra Club v. County of Fresno (Friant Ranch)*, S219783, Fifth Appellate District, F066798, Fresno County Superior Court (2018) 6 Cal. 5th 502.
[20] 6 Cal. 5th 510-511.

Exposure of Existing Sensitive Receptors to TAC Emissions from New Construction

Buildout of the Downtown Strategy 2040 was anticipated to result in the construction of a variety of projects over the next approximately 20 years, all of which would involve short-term emissions of TACs in the form of diesel-exhaust emissions. Construction exhaust emissions may pose community risks for sensitive receptors such as nearby residents. The primary community risk impact issues associated with construction emissions are cancer risk and exposure to $PM_{2.5}$. Diesel exhaust poses both a potential health and nuisance impact to nearby receptors. Health-related risks associated with diesel-exhaust emissions are primarily linked to long-term exposure (e.g., 30- or 70-year period) and the associated risk of contracting cancer. The use of diesel-powered construction equipment, however, would be temporary and episodic and would occur over a relatively large area.

As required by 2040 General Plan Policy MS-11.1 and discussed in the Downtown Strategy 2040 EIR, projects developed under Downtown Strategy 2040 would be required to complete project-specific air quality analyses to identify the potential for significant construction TAC impacts. The project-level analyses shall identify measures, including but not limited to those described above as measures identified in the Downtown Strategy 2040 EIR to reduce construction emissions to less than significant levels.

Development associated with implementation of the DSAP Amendment would include short-term construction sources of TACs. Similar to the Downtown Strategy 2040, sensitive receptors adjacent to and within the DSAP area could potentially be exposed to construction TACs during construction activity.

Construction equipment and associated heavy-duty truck traffic generates diesel exhaust, which is a known TAC. The construction exhaust emissions may pose community risks for sensitive receptors such as nearby residents. The primary community risk impact issues associated with construction emissions are cancer risk and exposure to $PM_{2.5}$. Diesel exhaust poses both a potential health and nuisance impact to nearby receptors. A community risk assessment of construction activities related to future development in the DSAP area would be conducted at a project level to address these impacts. Because specific construction plans and schedules for construction are not known, it is not possible to quantify the impacts and determine the significance on a plan level. Because individual residential development projects under the DSAP Amendment would be developed over time, on-site residences would be occupied while construction would occur in other areas of the DSAP area. However, these impacts would not be greater than the impacts identified in the Downtown Strategy 2040 EIR. Implementation of the measures identified in the Downtown Strategy 2040 EIR and described above would reduce this impact to a less-than-significant level.

Exposure of Existing Sensitive Receptors to New Long-Term Operational Sources of TACs

In accordance with GP Policy MS-11.2, future development projects that would emit TACs would be required to: 1) prepare health risk assessments in accordance with BAAQMD-recommended procedures as part of environmental review, and 2) employ effective mitigation to reduce possible health risks to a less than significant level. Alternatively, the City may require new emitters of TACs to be located an adequate distance from residential areas and other sensitive receptors. Projects that would generate heavy truck traffic will be required to: 1) designate truck routes that minimize exposure of sensitive receptors to TACs, and 2) post signage on-site that reminds drivers that the State truck idling law limits

truck idling to five minutes (GP Policy MS-11.3 and Action MS-11.8). These measures apply to both Downtown Strategy 2040 and the DSAP Amendment.

With implementation of 2040 General Plan policies and best management practices, future development under the Downtown Strategy 2040 was found not to expose sensitive receptors to a significant risk associated with TACs. This conclusion is consistent with the analysis in the 2040 General Plan EIR.

Similar to the Downtown Strategy 2040, the DSAP Amendment would introduce new sensitive receptors that would be exposed to existing TACs and air pollutants that result in increased cancer risk and/or elevated annual $PM_{2.5}$ exposure. Specific new sources of TACs or $PM_{2.5}$ emissions associated with the DSAP Amendment have not been identified but, as with Downtown Strategy 2040, the types of land uses envisioned under the DSAP Amendment are not anticipated to include substantial new TAC sources such that significant exposures would occur. Implementation of 2040 General Plan policies and best management practices identified in the Downtown Strategy 2040 EIR would reduce impacts from exposure of sensitive receptors to a less-than-significant level.

Impacts to Downtown from the Environment (Planning Considerations)

Though not a CEQA issue due to the California Building Industry Association (BIA) v. BAAQMD decision, which holds that CEQA is concerned with the effects of a project on the environment and not the effects of the environment on a project, the potential effect of existing TAC sources on future projects was discussed in the Downtown Strategy 2040 EIR to comply with 2040 General Plan Policy MS-11.1. Screening levels indicated that sensitive receptors within the Downtown Strategy 2040 plan area would be exposed to levels of TACs and/or $PM_{2.5}$ that could cause an unacceptable cancer risk or hazard near highways and stationary sources. Site-specific modeling would be required prior to development of residential or other sensitive uses under the Downtown Strategy 2040 that could be affected by TACs associated with roadways or stationary sources, in accordance with BAAQMD and City requirements and GP Policy MS-11.1. If elevated exposures are identified, projects would be required to incorporate mitigation into project design or be located an adequate distance from TAC sources to avoid significant risks to health and safety. Consistent with the 2040 General Plan EIR, the Downtown Strategy 2040 EIR concluded that this mechanism for screening and mitigating the effects of TACs would reduce potential impacts to sensitive receptors to a less-than-significant level. This screening mechanism would continue to be required for project-level clearance of all development under the DSAP Amendment.

Odors (Same as Downtown Strategy 2040 EIR – Less than Significant)

The Downtown Strategy 2040 EIR did not explicitly discuss new sources of odor, although future commercial uses may involve odor-generating activities. If new odor sources are proposed under Downtown Strategy 2040 within BAAQMD screening distances to new or existing residential uses, supplemental environmental review may be required to assess potential odor impacts and identify appropriate odor minimization and control measures (GP Policy MS-12.1).

Operation of construction equipment at development sites associated with the proposed Downtown Strategy 2040 could also create objectionable odors that may be perceptible at nearby uses. Due to the localized and temporary nature of construction-related odors, future development under Downtown Strategy 2040 was not expected to generate odors that would affect a substantial number of people.

With implementation of 2040 General Plan policies, future development under Downtown Strategy 2040 was found not expose sensitive receptors to significant odor impacts.

Similar to the Downtown Strategy 2040, the DSAP Amendment would generate localized emissions of diesel exhaust during construction equipment operation and truck activity. These emissions may be noticeable by adjacent receptors. However, they would be localized and are not likely to impact off site receptors. BAAQMD responds to odor complaints from the public and considers a source to have a substantial number of odor complaints if the complaint history includes five or more confirmed complaints per year averaged over a 3-year period. The DSAP Amendment does not identify any uses that are typical sources of odors that could lead to objectionable odors that generate frequent odor complaints.

Due to the subjective nature of odor impacts, the number of variables that can influence the potential for an odor impact, and the variety of odor sources, there are no quantitative methodologies to determine the presence of a significant odor impact. The significance of odor impacts is based on the potential to cause odor complaints.

BAAQMD publishes screening buffer distances for odor sources and sensitive receptors in their CEQA Air Quality Guidelines. However, significant sources of odors are not proposed as part of the DSAP Amendment nor the Downtown Strategy 2040. Further, the City would implement 2040 General Plan Policy MS-12.1 and MS-12.2 as part of the development review process to ensure that residents are protected from odors that might be associated with implementation of the DSAP Amendment. Therefore, the DSAP Amendment would not introduce new significant odor impacts beyond what was discussed in the Downtown Strategy 2040 EIR.

Consistency with Plans (Same as Downtown Strategy 2040 EIR – Less than Significant)

BAAQMD is the regional agency responsible for overseeing compliance with state and federal laws, regulations, and programs within the SFBAAB. BAAQMD, with assistance from the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC), prepares and implements specific plans to meet the applicable laws, regulations, and programs. The most recent and comprehensive of these is the Bay Area 2017 Clean Air Plan (2017 CAP). Consistency of the Downtown Strategy 2040 with 2017 CAP control measures was demonstrated by assessing whether the project implements the applicable CAP control measures. The Downtown Strategy 2040 was intended to facilitate sustainable development by concentrating growth in a dense urban area with access to transit facilities and was found to be generally consistent with CAP measures intended to reduce automobile and energy use. For a full consistency analysis, refer to Table 3.3-6 of the Downtown Strategy 2040 EIR.

Similar to the Downtown Strategy 2040, the DSAP Amendment would facilitate sustainable development by concentrating growth in a dense urban area with access to transit facilities. Consistency with specific control measures of the 2017 CAP is demonstrated in **Table 11**.

Table 11 BAAQMD Control Strategy Measures from the 2017 CAP and Project Consistency	
Applicable BAAQMD Control Strategy Measures	**Consistency**
Transportation Control Measures	
TR1: Clean Air Teleworking Initiative	*Consistent:* The DSAP Amendment would continue to include/implement the Downtown Strategy 2040 Plan Transportation Demand Management (TDM) strategies to reduce vehicle trips by promoting alternatives such as staggered or flexible work hours and telecommuting.
TR3: Local and Regional Bus Service	*Consistent:* The DSAP Amendment would be in close proximity to the proposed future Downtown San José BART station. The station would be conveniently located to provide access to several VTA bus lines.
TR4: Local and Regional Rail Service	*Consistent:* The VTA has identified options for the Downtown San José BART station within the Downtown Strategy 2040 Plan. The stations would be conveniently located to provide access to VTA light rail service.
TR 5: Transit Efficiency and Use	*Consistent:* While this is mostly a regionally implemented TDM, the DSAP Amendment as part of the Downtown Strategy 2040 Plan would improve connectivity to the region and City through investments in non-automobile infrastructure and transportation demand management measures promoting transit use, carpooling, walking and biking. Improved transportation services would connect to the Diridon Station, the future Downtown Bart Station, and other City and regional destinations.
TR8: Ridesharing, Last-Mile Connection	*Consistent:* The DSAP Amendment would promote the use of public transit, carpools, walking and biking in the area. From priority pedestrian and bicycle networks to TDM programs to reduce minimize vehicle trips and VMT, the Plan would make it easier, more comfortable, and more efficient for employees and residents to walk, bike, carpool, or use transit.
TR9: Bicycle and Pedestrian Access and Facilities	*Consistent*: The DSAP Amendment would create a highly active and lively pedestrian and bicycle friendly environment with excellent connectivity to downtown destinations and regional transit. TDM measures would include bikeshare passes, biking facilities (e.g., parking, lockers, showers, bike sharing, bike valet), and City's continued participation in the Bay Area Bike Share program, which allows users to rent and return bicycles at various popular locations around Downtown. Neighborhoods are also close to walking and transit facilities to make it easy for residences to live in Downtown without a car.

Table 11 BAAQMD Control Strategy Measures from the 2017 CAP and Project Consistency	
Applicable BAAQMD Control Strategy Measures	**Consistency**
TR10: Land Use Strategies	*Consistent:* The DSAP Amendment would transition into an innovative, sustainable, and intense transit-oriented district that promotes residential, office, retail, and hotel growth while providing access to walking, biking, and sustainable transportation systems.
TR13: Parking Policies	*Consistent:* The DTS 2040 Plan would improve connectivity to the region and City through investments in non-automobile infrastructure and transportation demand management measures promoting transit use, walking and biking. The Plan would develop and implement parking strategies that reduce automobile travel through parking supply and pricing management.
Building Control Measures	
BL1: Green Buildings	*Consistent*: New construction allowed under the DSAP Amendment would meet new Title 24 standards as well as City requirements, like Policy MS-1.1 in the 2040 General Plan.
BL2: Decarbonize Buildings	*Consistent:* The DSAP Amendment would encourage energy generation through on-site photovoltaic on buildings and would discourage the use of natural gas to be consistent with the 2040 GHGRS. In addition, the Plan Amendment would support the goal of net zero energy on-site over time as the electricity provider, San José Clean Energy, strives to provide carbon free generated electricity to their customers through 2050.
Waste Management Control Measures	
WA4: Recycling and Waste Reduction	*Consistent:* The DSAP Amendment would include on-site recycling facilities, implement a construction waste management plan, and meet the waste diversion goals outlined in the California Integrated Waste Management Act and AB 935.
Water Control Measures	
WR2: Support Water Conservation	*Consistent:* DSAP Amendment would support the City's 2040 General Plan policies encouraging new development to utilize recycled water for landscape irrigation and promoting water conservation (Policies MS-3.1 through MS-3.9)

Source: Illingworth and Rodkin, 2020

Given that the DSAP Amendment would be consistent with all applicable control measures, the DSAP Amendment would have a less than significant impact, consistent with the Downtown Strategy 2040 EIR.

Cumulative Impacts (Same as Downtown Strategy 2040 EIR – Significant Unavoidable)

By nature, air pollution is a largely cumulative impact. The geographic area for cumulative air quality impacts is the SFBAAB. Past, present, and future development projects all contribute to the region's adverse air quality impacts, but no single project is sufficient in size to, by itself, result in nonattainment of ambient air quality standards. In developing thresholds of significance for air pollutants, BAAQMD considered the emission levels for which a project's individual emissions would be cumulatively considerable. As identified in the Downtown Strategy 2040 EIR, if a project under the Downtown Strategy 2040 were to exceed the identified significance thresholds, its emissions would be cumulatively considerable, resulting in significant adverse air quality impacts to the region's existing air quality conditions. Because the Downtown Strategy 2040 was found to exceed BAAAMD thresholds for criteria pollutant emissions, the Downtown Strategy 2040 EIR determined that there would be a significant and unavoidable cumulative impact on operational air pollutant emissions. This finding was consistent with the 2040 General Plan EIR

By increasing development capacity within Downtown, the DSAP Amendment would contribute to the existing significant unavoidable impact identified in the Downtown Strategy 2040 EIR and would incrementally increase emissions associated with Downtown (**Table 12**). However, the increased development capacity within the DSAP area and Downtown would be reallocated from other planned growth areas identified in the 2040 General Plan and analyzed in the 2040 General Plan EIR. Therefore, there would be no net change in development capacity within the SFBAAB from implementation of the DSAP Amendment. Furthermore, the DSAP Amendment would concentrate growth identified in the 2040 General Plan around transit and employment opportunities leading to a decrease in VMT and associated personal vehicle emissions in Downtown and Citywide. Therefore, 2040 total emissions within the SFBAAB would be expected to remain the same or decrease with implementation of the DSAP Amendment. While the DSAP Amendment would contribute to an existing significant and unavoidable cumulative impact, this contribution would not be new or substantially worse than that identified in the Downtown Strategy 2040 EIR or 2040 General Plan EIR.

Table 12 Cumulative Operational Emissions

Scenario	ROG	NO_X	PM_{10}	$PM_{2.5}$
Existing No Project – DTS 2040 (2015)	248.36	205.24	68.00	19.06
Future No Project – DTS 2040 (2040)	226.31	161.16	156.29	36.20
Future Cumulative – DTS 2040 + DSAP Amendment + Downtown West (2040)	369.33	238.95	223.74	52.16
Total Net Plan Operational Emissions (tons/year)	143.02	77.79	67.45	15.97
BAAQMD Project Thresholds	**10 tons/year**	**10 tons/year**	**15 tons/year**	**10 tons/year**
Average Daily Net Project Operational Emissions (pounds per day)[1]	783.67	426.27	369.57	87.49
BAAQMD Project Thresholds	**54 lbs./day**	**54 lbs./day**	**82 lbs./day**	**54 lbs./day**

Source: Illingworth and Rodkin, 2020

[1] Assumes 365-day operation.

3.3.3 Conclusion

Changes to the Downtown Strategy 2040 to accommodate the proposed DSAP Amendment would not result in new or substantially worse impacts to air quality than those identified in the Downtown Strategy 2040 EIR because there would be no net increase in development capacity within the SFBAAB as total development Citywide will be within the capacity anticipated in the 2040 General Plan. Additionally, the DSAP Amendment would concentrate growth identified in the 2040 General Plan around transit and employment opportunities, leading to a decrease in VMT and associated personal vehicle emissions in Downtown and Citywide. Based on this, the City finds that:

A. Substantial changes in the Downtown Strategy 2040 and circumstances resulting in new significant effects or a substantial increase in the severity of previously identified significant effects in the Downtown Strategy 2040 EIR have not occurred; and

B. New information of substantial importance with respect to air quality resulting in new significant effects or a substantial increase in the severity of previously identified effects has not been identified.

Therefore, the conclusions in Section 3.3, Air Quality, of the Downtown Strategy 2040 EIR would remain valid with implementation of the DSAP Amendment.

3.4 Biological Resources

3.4.1 Environmental Setting

3.4.1.1 Changes to the Regulatory Framework

City of San José Downtown Design Guidelines and Standards

The revised Downtown Design Guidelines and Standards adopted in 2019 include specific requirements and clear direction for new buildings and projects with major exterior modification to existing buildings in Downtown. **Table 13** below lists standards from the Downtown Design Guidelines and Standards applicable to proposed projects in the DSAP area and relevant to biological resources. These guidelines and standards would require the incorporation of bird-safe building design and limit excessive shading of open spaces, such as the areas surrounding the Guadalupe River and Los Gatos Creek.

Table 13 Downtown Design Guidelines Standards Applicable to Biological Resources

Subject	Guideline Title	Applicable Standards
4.0 Building	**Section 4.4.2 b. Bird Safety:** Consider bird safety in building design and landscaping.	**a.** Do not use mirrored glass. b. Use a bird safety treatment on facades within 300 feet of a riparian corridor that have 50% or more glazed surface. **c.** Use a bird safety treatment on the façade of any floor of the building within 15 vertical feet of the level of and visible from a green roof, including a green roof on an adjacent building within 20 horizontal feet, if the facade has 50% or more glazed surface. **d.** Use a bird safety treatment on areas of glass through which sky or foliage is visible on the other side of parallel panes of glass less than 30 feet apart.
	Section 4.4.2 b. Balconies (Private Open Space): Improve appearance, increase occupant comfort and enjoyment and	**c.** Use a bird-safe pattern on glass railings.

Table 13 Downtown Design Guidelines Standards Applicable to Biological Resources		
Subject	**Guideline Title**	**Applicable Standards**
	make a building more efficient through well designed balconies.	
	Section 4.4.8 Pedestrian Bridges: Avoid creating pedestrian bridges across public rights of way. Where unavoidable, design them to reduce their impact on the Public Realm.	**d.** Make the side elevations of a pedestrian bridge at least 50 % transparent to provide views into and out of the bridge. Ensure bird safety through glass patterning or other techniques.
	Section 4.4.9 a. Lighting — Podium Level: Create safe, inviting Public Spaces and highlight distinctive architecture and features with building lighting at the Podium Level.	**b.** Create skyline level lighting that is bird safe, including the potential to reduce or shield lighting visible to birds during migration season (February to May and August to November).
	Section 4.4.9 b. Lighting – Skyline Level: Use lighting to make Downtown's skyline recognizable in the wider City. Add selected landmarks to make views of the skyline into a source of orientation both within and from outside Downtown.	**b.** Create Skyline Level lighting that is bird safe, including the potential to reduce or shield lighting visible to birds during migration season (February to May and August to November).

Source: City of San José 2019c

Special-Status Species

Special-status species are plant or animal species legally protected under the federal Endangered Species Act (ESA) and the California Endangered Species Act (CESA), or species that are considered sufficiently rare and may qualify for such listing (CEQA Guidelines Section 15380). The Downtown Strategy 2040 EIR described Downtown as highly urbanized with very little undisturbed habitat and stated that the area did not support any special-status plant species. The heavily urbanized nature of Downtown was also found to preclude the presence of special-status animals, with some exceptions. It is possible that western pond turtles, Central California Coast Steelhead, Central Valley fall-run Chinook salmon, raptors, and migratory birds may also pass through or live in the habitat provided by the Guadalupe River and associated riparian areas. Bats, including the western red bat, pallid bat, and Townsend's big-eared bat may also roost or forage within Downtown. Since certification of the Downtown Strategy 2040 EIR, reconnaissance-level field surveys conducted as part of the Downtown West EIR in September 2019 and January 2020 identified an approximately 50-foot-long by 10-foot-wide area of creeping wild rye, a special-status plant species, southeast of the intersection of West Santa Clara Street and South Autumn Street on the west bank of Los Gatos Creek. No special status wildlife species were identified in the Downtown West EIR.[21]

[21] City of San José. 2020c. *Downtown West Mixed-Use Plan Draft Environmental Impact Report.*

Santa Clara Valley Habitat Conservation Plan

Downtown is covered by the Santa Clara Valley Habitat Conservation Plan/Natural Community Conservation Plan (Habitat Plan). The Habitat Plan is intended to promote the recovery of endangered species and enhance ecological diversity and function while accommodating planned growth in approximately 500,000 acres of southern Santa Clara County. No alterations to relevant Habitat Plan policies have occurred since the certification of the Downtown Strategy 2040 EIR in 2018.

City of San José Policies

The City has policies protecting biological resources within its boundaries, including San José Municipal Code, Sections 13.31.010 to 13.32.100, which establishes policies regulating the removal of trees within the City. The City's 2016 Riparian Corridor and Bird-Safe Design Policy (Policy 6-34) establishes protections for riparian areas and guidelines to prevent buildings from interfering with bird habitat. Under policy 6-34, buildings are required to utilize bird-safe design features and setbacks are required for uses that could impact bird habitat. No alterations to these policies or other relevant City policies have occurred since the certification of the Downtown Strategy 2040 EIR in 2018.

The 2040 General Plan contains policies protecting biological resources present within Downtown, including riparian corridors and migratory bird habitat. Since certification of the Downtown Strategy 2040 EIR, a number of text amendments have been made to the 2040 General Plan. Such amendments are generally minor and would not affect the regulation of biological resources within Downtown (see Table 3.4-1 of the Downtown Strategy 2040 EIR for a full list of these policies).

3.4.1.2 Changes to Environmental Conditions

The DSAP Amendment would not expand the project site beyond the boundaries of the area evaluated in the Downtown Strategy 2040 EIR. As described in the Downtown Strategy 2040 EIR, the majority of the DSAP area consists of human structures, pavement, and small pockets of bare or vegetated ground that provide habitat for animals accustomed to human disturbance, such as raccoons and squirrels. The only natural areas in Downtown consist of the riparian areas of the Guadalupe River and Los Gatos Creek, which provide fish and bird habitat. Los Gatos Creek is located within the DSAP area, and the Guadalupe River is adjacent to the DSAP area to the east. As described in **Section 2.4.8, Other Planned Development**, ten projects within the DSAP area have entered construction or have been completed since the certification of the Downtown Strategy 2040 EIR. As development has only occurred in urban areas, it has not impacted natural areas or wildlife species. Portions of the Guadalupe River within Downtown are included in the Guadalupe River Flood Protection Project, a U.S. Army Corps of Engineers (USACE) project that would widen the river channel and plant vegetation along the streamside. However, this project has not progressed from the planning phase.[22]

Reconnaissance-level biological surveys completed in preparation of the Downtown West EIR in 2020 identified the presence of potentially jurisdictional waters and wetlands of the U.S. in Downtown as shown in **Table 14**. Additionally, a sensitive community of creeping wild rye (*Elymus triticoides* or

[22] Valley Water. 2020. E8 Upper Guadalupe River Flood Protection. Available: https://www.valleywater.org/project-updates/e8-upper-guadalupe-river-flood-protection (Accessed April 2020).

Laymus triticoides) was identified on the west bank of Los Gatos Creek immediately south of West Santa Clara Street. This grass was planted for bank stabilization after a bank repair project in late 2017.[23]

Table 14 Potentially Jurisdictional Wetlands and Waters of the United States and the State

Location	Riverine (i.e., channel width in feet)	Potential Instream Wetlands
Guadalupe River north and south of West Santa Clara Street, north of State Route 87	60-80	None observed
Los Gatos Creek, south of West Santa Clara Street, north of West San Fernando Street	20	5–8 feet of bank on either side of channel
Los Gatos Creek, north of West Santa Clara Street	20	5–8 feet of bank on either side of channel
Los Gatos Creek east of South Autumn Street, between West San Fernando Street and Park Avenue	60-80	5–8 feet of bank on either side of channel
Los Gatos Creek, northeast of West San Carlos Street, southwest of South Montgomery Street	20	5 feet of bank on either side of channel
Los Gatos Creek west of the railroad tracks, between West San Carlos Street and Auzerais Avenue	20	5 feet of bank on either side of channel
Los Gatos Creek under West San Fernando Street (bridge replacement site)	35-50	None observed

Source: City of San José 2020

[23] City of San José. 2020c. *Downtown West Mixed-Use Plan Draft Environmental Impact Report*.

3.4.2 Checklist and Discussion of Impacts

Environmental Issue Area		New Potentially significant Impact	New Less than Significant with Mitigation Incorporated	New Less than Significant Impact	Same Impact as "Approved Project"	Less impact than "Approved Project"	No Impact
Biological Resources. Would the project:							
a)	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X		
b)	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X		
c)	Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?			X			
d)	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the				X		

	use of native wildlife nursery sites?						
e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X		
f)	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X		

3.4.2.1 Impact Discussion

The impact discussion below compares potential impacts to biological resources resulting from development proposed under the DSAP Amendment to the findings of the Downtown Strategy 2040 EIR. Refer to Section 3.4, Biological Resources of the Downtown Strategy 2040 EIR for a full discussion of biological resources impacts under the Downtown Strategy 2040.

Impacts to Sensitive Habitats (Same as Downtown Strategy 2040 EIR – Less Than Significant)

Aquatic Habitat

The Downtown Strategy 2040 EIR determined that no direct impacts to aquatic habitat would occur because no direct modifications to the Guadalupe River or Los Gatos Creek—with the possible exception of replacing or installing outfalls or siphons—were proposed. Furthermore, it was assumed that temporary impacts to the waterways would be avoided by restricting all work within the banks to the dry season, staging construction equipment in upland and/or currently developed areas, and implementing water quality BMPs and City standard permit conditions.

The DSAP Amendment would not introduce any new direct impacts to either the Guadalupe River or Los Gatos Creek as no new modifications to either waterway are proposed. In addition to measures identified in the Downtown Strategy 2040 to avoid temporary impacts, individual projects proposed in the DSAP area would be required to undergo project-level evaluation of potential impacts and adhere to Policy 6-34 as part of the City's design review process. Therefore, the DSAP Amendment would not contribute to a new or substantially worsened impact to aquatic habitat.

Riparian Habitat

Consistent with the 2040 General Plan EIR, the Downtown Strategy 2040 EIR concluded that new development within Downtown could impact riparian habitats within Downtown through increasing human activity near the Guadalupe River and Los Gatos Creek. Runoff from construction activities and shading from completed structures could also impact these habitats. Increasing the duration of shadows

on a daily and/or seasonal basis was not anticipated to substantially affect the quality of riparian habitat for wildlife use and movements because animals using the corridor are adapted to the shaded conditions provided by the vegetation itself. In contrast, prolonged periods of shading can preclude some species from growing, while potentially increasing the abundance of certain invasive species, such as English ivy (*Hedera helix*). Buildings, especially those adjacent to Los Gatos Creek, would mostly increase shading during non-summer months and were not expected to provide beneficial shading during the warm season. It was assumed that development under the Downtown Strategy 2040 would adhere to applicable federal, state, and local regulations and policies. City policies, such as policies contained in the 2040 General Plan and Policy 6-34 and compliance with the Habitat Plan, were determined to reduce impacts to sensitive habitats through methods such as mandating building setbacks to reduce direct impacts to the riparian corridor and to control runoff from construction sites and measures to prevent disturbance of riparian species (e.g., preventing lighting intrusion into the riparian corridor).

Consistent with the Downtown Strategy 2040, the DSAP Amendment would not expand development into the sensitive habitats of Los Gatos Creek or the Guadalupe River apart from modifications to the Los Gatos Creek Trail system. The DSAP Amendment does include an extension of the Los Gatos Creek trail system as part of a larger park improvement project with the goal of preserving natural areas. However, this improvement is currently envisioned at a plan level. A project-level impact analysis will be conducted separately once the design is finalized, and mitigation measures to reduce temporary and permanent impacts to riparian habitat will be required, as necessary, through the CEQA compliance process.

The DSAP Amendment would increase maximum allowable building heights near the Guadalupe River and Los Gatos Creek from 65 to 130 feet to between 65 and 290 feet (see **Figure 4a** and **Figure 4b**). Increased maximum building heights in the DSAP could result in taller buildings with the shading impacts to riparian vegetation as identified in the Downtown Strategy 2040 EIR. In addition, extension of the Los Gatos Creek Trail System could potentially impact riparian vegetation. Impacts to specific habitats and sensitive communities would be evaluated with project-level environmental review for proposed development project covered in the DSAP area.

Although the DSAP Amendment will increase maximum building heights compared with the 2014 DSAP, policies outlined in the Downtown Strategy 2040 EIR, which included analysis of the 2014 DSAP, for protection of riparian areas would still be enforced under the DSAP Amendment and shading of riparian areas would be minimized with implementation of these policies. As part of project design, a 50-foot riparian setback from the top of the bank to proposed buildings would be implemented near the West Bank Trail to prevent encroachment by intensification of urban development. Measures to reduce shade and shadow impacts (see **Section 3.11, Land Use and Planning**) would ensure that proposed development would not result in a 10 percent or greater increase in shadow cast onto an open space area. In addition, individual development projects under the DSAP Amendment and public infrastructure projects, including the extension of the Los Gatos Creek Trail System, would undergo project-level environmental review upon finalization of design. Project-level biological resources analyses would be required to demonstrate compliance with policies outlined in the Downtown Strategy 2040 EIR, including 2040 General Plan policies, City Council Policy 6-34 described above, and the Habitat Plan. Projects that cannot demonstrate compliance with relevant policies and regulations would require

additional environmental analysis to determine project-specific mitigation measures commensurate with the severity of impacts to riparian corridors.

Furthermore, the updated Downtown Design Guidelines and Standards include more stringent requirements than those discussed in the Downtown Strategy 2040 EIR. The Downtown Design Guidelines and Standards require the avoidance of shading of open areas through the use of slender building forms, as well as requiring the incorporation of bird-safe design into glass treatment, lighting, landscaping, and other design features (**Table 13**). The Downtown Design Guidelines and Standards also require unique treatments and design features for buildings within 300 feet of riparian areas. Given that individual projects would be required to undergo the same project approval process assumed in the Downtown Strategy 2040 EIR, in addition to meeting the more stringent requirements in the Downtown Design Guidelines and Standards, the DSAP Amendment would not create a new or worsened impact to sensitive habitats.

Impacts to Trees and the Community Forest (Same as Downtown Strategy 2040 EIR – Less than Significant)

The Downtown Strategy 2040 EIR concluded that development in Downtown could impact the City's "community forest," which consists of the ornamental trees, stands of native trees, and remnant orchard trees found in developed areas of the City. Redevelopment associated with the Downtown Strategy 2040 was found to result in disturbance to and removal of trees. However, application of standard measures ensuring adherence to the City's tree policies would allow for proper protection or replacement of community forest trees. The City of San José Tree Removal Controls (San José Municipal Code, Sections 13.31.010 to 13.32.100) serve to protect all trees outside the riparian corridor (discussed separately above) having a trunk that measures 38 inches or more in circumference (12.1 inches in diameter) at the height of 54 inches (4.5 feet) above the natural grade of slope.

Measures Identified in the Downtown Strategy 2040 EIR to Reduce and Avoid Impacts to the Community Forest

- **Tree Survey.** For future projects that involve direct removal or indirect impacts to community trees, require preparation of a tree survey by a certified arborist during the development review phase.
- **Preservation.** Incorporate existing trees into the project design to the extent feasible. Special priority should be given to the preservation of mature trees and native oaks.
- **Permits.** For existing trees that cannot be incorporated into new landscaping, require a Tree Removal Permit prior to removal of trees meeting the size criterion of the City's Tree Ordinance (currently greater that 38 inches in circumference and 12.1 inches in diameter, measured 4.5 feet above ground).
- **Replacement.** Replace all trees to be removed at the following ratios listed in **Table 15**:

Table 15 Tree Replacement Ratios				
Circumference of Tree to be Removed[1]	**Type of Tree to be Removed[2]**			**Minimum Size of Each Replacement Tree**
	Native	**Non-Native**	**Orchard**	
38 inches or more[3]	5:1	4:1	3:1	15-gallon
19 to 38 inches	3:1	2:1	None	15-gallon
Less than 19 inches	1:1	1:1	None	15-gallon

[1]As measured 4.5 feet above ground level
[2]X:X = tree replacement to tree loss ratio
[3]Ordinance-size
Notes: Trees greater than or equal to 38 inches in circumference shall not be removed unless a Tree Removal Permit, or equivalent, has been approved for the removal of such trees. For multi-family residential, commercial, and industrial properties, a Tree Removal Permit is required for removal of trees of any size.
A 38-inch tree equals 12.1 inches in diameter.
One 24-inch box tree= two 15-gallon trees
Source: City of San José 2019

The species and exact number of replacement trees to be planted on a given project site would be determined at the development permit stage, in consultation with the City Arborist and the Department of Planning, Building, and Code Enforcement. The planting and maintenance of replacement and street trees will be made conditions of development approval.

- **In-lieu Mitigation**. In the event the project site does not have sufficient area to accommodate the required tree mitigation, implement one or more of the following measures, to the satisfaction of the Director of Planning, Building and Code Enforcement, at the development permit stage:
    - The size of a 15-gallon replacement tree may be increased to 24-inch box and count as two replacement trees.
    - An alternative site(s) will be identified for additional tree planting. Alternative sites may include local parks or schools or installation of trees on adjacent properties for screening purposes to the satisfaction of the Director of the Department of Planning, Building, and Code Enforcement.
    - The applicant shall make a donation of $300 per mitigation tree to the City for in-lieu off-site tree planting in the community. These funds will be used for tree planting and maintenance of planted trees for approximately three years. A donation receipt for off-site tree planting shall be provided to the Planning Project Manager prior to issuance of a development permit.
    - The applicant shall make a donation of $300 per mitigation tree to the City for in-lieu off-site tree planting in the community. These funds will be used for tree planting and maintenance of planted trees for approximately three years. A donation receipt for off-site tree planting shall be provided to the Planning Project Manager prior to issuance of a development permit.

- **Landscaping Plans.** Prepare landscaping plans to demonstrate conformance with the City of San José landscaping guidelines, zoning specifications, and GP Policy MS-21.8. Landscaping plans shall be submitted the Department of Planning, Building, and Code Enforcement for review and approval during the development review phase.
- **Tree Protection Measures.** Implement the following measures during demolition and construction activities:

  Pre-construction Treatments
  - Retain a consulting arborist to discuss work procedures and tree protection with the construction superintendent before beginning work.
  - Fence all trees to be retained to completely enclose the TREE PROTECTION ZONE prior to demolition, grubbing, or grading. Fences shall be six feet tall and chain link, or equivalent, as approved by the consulting arborist. Fences are to remain until all grading and construction is completed.
  - Prune trees to be preserved to clean the crown and to provide clearance. All pruning shall be completed or supervised by a Certified Arborist and adhere to the Best Management Practices for Pruning of the International Society of Arboriculture.

  During Construction
  - Prohibit grading, construction, demolition or other work within the TREE PROTECTION ZONE. No excess soil, chemicals, debris, equipment or other materials shall be dumped or stored within the TREE PROTECTION ZONE. Any modifications must be approved and monitored by the consulting arborist.
  - Any root pruning required during construction shall receive the prior approval of, and be supervised by, the consulting arborist.
  - Any additional tree pruning needed for clearance during construction must be performed or supervised by an Arborist and not by construction personnel.
  - Apply supplemental irrigation to trees as determined by the consulting arborist.
  - If injury should occur to any tree during construction, the consulting arborist shall evaluate the trees as soon as possible so that appropriate treatments can be applied.
- **Heritage Trees.** Under the City's Municipal Code Section 13.68, any pruning of Heritage Trees needs to be done in consultation with the City Arborist to ensure that the work done on or around the tree will not endanger its health, structure, or life.[24]
- **Street Trees.** Integrate the placement and maintenance of street trees, streetlights, signs, and other infrastructure in the design of new or modified streets to protect the long-term viability of new trees (GP Policy MS-21.7).

Like Downtown Strategy 2040, the proposed projects in the DSAP area may require removal and disturbance of the trees that make up the City's existing greenery. However, the 2040 General Plan policies outlined in Table 3.4-1 of the Downtown Strategy 2040 EIR and the City of San José Tree Removal Controls described above would still apply to ensure trees are protected or replaced as required by the City. As shown in **Table 15**, smaller trees would be replaced at a 1:1 ratio, while larger trees would require additional replacement trees. Large native trees would also require additional replacement trees relative to non-native trees. Given that all tree protection policies would continue to

[24]This measure would apply to any other Heritage Tree, if designated in Downtown in the future.

apply, implementation of the DSAP Amendment would not create a new or worsened impact to trees or the community forest.

Impacts to Special-Status and Protected Species (Same as Downtown Strategy 2040 EIR – Less than Significant with Mitigation)

Fish

The Downtown Strategy 2040 EIR concluded that full build out would result in less-than-significant impacts to special-status fish. Development near the Guadalupe River and Los Gatos Creek would not require the removal of shading vegetation and adherence to applicable regulations would control runoff from construction activities. Additionally, the following measures would further minimize impacts to special-status fish.

Measures Identified in the Downtown Strategy 2040 EIR to Reduce and Avoid Impacts to Fish

Fish: Future projects under the Downtown Strategy 2040 will be required to implement the following measures:[25]

- Between March 1 and October 31, the discharge of water from new construction sites into the Guadalupe River or Los Gatos Creek either directly or through discharge into local storm drains that discharge to these waterways shall be prohibited if the temperature of the water exceeds 72 degrees F unless modeling studies and monitoring demonstrates that the volume of the discharge will not increase the maximum daily stream temperatures above 75.2 degrees F. Applicants shall be required to monitor discharges and shall be required to stop discharges of water above 75 degrees F if maximum daily stream temperatures in the discharge area are exceeded. Discharges shall be prohibited until the discharged water is cooled below the average daily stream temperature at the discharge point or maximum daily stream temperatures drop below 75 degrees F.
- Future development proposals for parcels within 100 feet of the riparian corridor of Los Gatos Creek or the Guadalupe River shall assess the effects of the proposed structures (shading and thermal radiation) on riparian vegetation and creek temperatures. Projects that will result in a 20 percent or more increase in shade or any increase in average daily temperature within the river corridor shall be required to: 1) alter their design to reducing shading; or 2) implement other measures to reduce instream water temperatures. Such measures could include increasing the setback or planting of additional shaded riverine aquatic habitat.

For minor work that may occur within the creek/river channel (i.e., modification of outfalls), additional measures may be required in compliance with local, state, and federal regulations.

The DSAP Amendment could result in denser development in areas adjacent to the Guadalupe River and Los Gatos Creek, which could result in increased disruption from human activity, such as impacts from trash, litter, or trampling of riparian vegetation. However, individual projects under the DSAP

[25]These measures are consistent with the mitigation measures identified in the Downtown Strategy 2000 EIR for impacts to steelhead and Chinook salmon.

Amendment would be required to demonstrate consistency with the 2040 General Plan policies identified in Table 3.4-1 of the Downtown Strategy 2040 EIR, Policy 6-34, and the Downtown Design Guidelines and Standards (see **Table 13** above) to reduce the impacts of human activity during project-level environmental review. In addition, as proposed, build out of the DSAP Amendment would not require development or construction activities in either the Guadalupe River or the Los Gatos Creek. Therefore, the development proposed under the DSAP Amendment would not create a new or worsened impact to special-status fish species.

Nesting Raptors and Migratory Birds

The Downtown Strategy 2040 EIR concluded that construction impacts to special-status birds would be potentially significant. Removal and disturbance of trees would impact raptors and nesting birds roosting or nesting in trees during construction. However, the Downtown Strategy 2040 EIR identified several measures that would reduce impacts to a less-than-significant level as described below.

Measures Identified in the Downtown Strategy 2040 EIR to Reduce and Avoid Impacts to Nesting Raptors and Migratory Birds

Nesting Raptors and Migratory Birds: Future projects that could directly or indirectly affect trees that provide nesting habitat for raptors and native birds will be required to implement the following measures, in compliance with the Federal MBTA and/or the California Fish and Game Code:[26]

- Tree removal and construction shall be scheduled to avoid the nesting season. The nesting season for most birds, including most raptors in the San Francisco Bay area, extends from February 1st through August 31st, inclusive.
- If tree removals and construction cannot be scheduled outside of nesting season, a qualified ornithologist shall complete pre-construction surveys to identify active raptor nests that may be disturbed during project implementation. This survey shall be completed no more than 14 days prior to the initiation of demolition/construction activities during the early part of the breeding season (February 1st through April 30th, inclusive) and no more than 30 days prior to the initiation of these activities during the late part of the breeding season (May 1st through August 31st, inclusive), unless a shorter pre-construction survey is determined to be appropriate based on the presence of a species with a shorter nesting period, such as Yellow Warblers. During this survey, the ornithologist will inspect all trees and other possible nesting habitats in and immediately adjacent to the construction areas for nests. If an active nest is found in an area that will be disturbed by construction, the ornithologist will designate a construction-free buffer zone (typically 250 feet) to be established around the nest, in consultation with California Department of Fish and Wildlife (CDFW). The buffer would ensure that raptor or migratory bird nests will not be disturbed during project construction.

[26]These measures are based on current City requirements for all projects in San José that could affect nesting raptors.

- The applicant shall submit a report indicating the results of the survey and any designated buffer zones to the satisfaction of the Director of Planning, prior to the issuance of any grading or building permit.

The DSAP Amendment would increase the allowable development capacity within Downtown. However, the project would not induce increased disturbance to areas with potential nesting or roosting sites, as construction would occur within the area studied in the Downtown Strategy 2040 EIR. Measures identified in the Downtown Strategy 2040 EIR would continue to apply under the DSAP Amendment to protect bird species through the avoidance of construction during the nesting season, preconstruction bird surveys, tree replacement, and other requirements described above. Additionally, project level-environmental review would be required to demonstrate individual projects' consistency with the 2019 Downtown Design Guidelines and Standards (**Table 13**) and Policy 6-34. As described above, the Downtown Design Guidelines and Standards and Policy 6-34 require incorporation of bird-safe design into glass treatment, lighting, landscaping, and other design features. Therefore, the DSAP Amendment would not create new or worsened impacts to special-status bird species.

Bats

The Downtown Strategy 2040 EIR concluded that although special status bats species (i.e., Western red bat, Pallid bat, and Townsend's big-eared bat) are not likely to occur in Downtown, construction impacts to bats could be potentially significant. Removal and disturbance of trees and other roosting sites associated with demolition and construction, such as abandoned buildings, could impact special-status bats. Direct impacts could include injury to individual bats and indirect disturbances that could lead to the abandonment of roosts or colonies. The Downtown Strategy 2040 EIR identified the following measures that were found to reduce these impacts to a less-than-significant level.

Measures Identified in the Downtown Strategy 2040 EIR to Reduce and Avoid Impacts to Bats

Bats: Future projects that involve the demolition of old buildings and/or mature trees will be required to implement the following measures:[27]

- Pre-demolition surveys shall be completed by a qualified bat biologist no more than 30 days prior to any demolition or removal of mature oak trees in Downtown. If a colony of bats is found on the project site, and the project can be constructed without disturbance to the roosting colony, a bat biologist shall designate buffer zones (both physical and temporal) as necessary to ensure the continued success of the colony.
- If any active bat nurseries are found within construction areas, CDFW will be notified. Construction-free zones may be required around the bat nursery. If permitted by CDFW, the bats may be removed from the buildings or trees by a bat biologist until demolition is complete. The installation of bat boxes adjacent to the Los Gatos Creek or Guadalupe River corridor may be required to replace roosting habitat.
- A biologist report outlining the results of pre-construction surveys and any recommended buffer zones or other mitigation shall be submitted to the satisfaction of the City's Environmental Principal Planner prior to the issuance of any grading, building, or tree removal permit.

[27]These measures are based on current City requirements for all projects in San José that could affect bats.

The DSAP Amendment would not require increased disturbance to areas with potential nesting or roosting sites. However, impacts to bats could still occur through disturbance or disruption of roosting sites, such as old buildings and mature trees. Measures identified in the Downtown Strategy 2040 EIR and described above would continue to apply under the DSAP Amendment to protect bat species through preconstruction bat surveys, cooperation with the CDFW, and other requirements. Therefore, the DSAP Amendment would not create new or worsened impacts to special-status bat species.

Impacts to State or Federally Protected Wetlands (Same as Downtown Strategy 2040 EIR – No Impact)

No state or federally protected wetlands had been identified within Downtown at the time of the certification of the Downtown Strategy 2040 EIR. Therefore, this threshold was not discussed in the Downtown Strategy 2040 EIR.

As shown in **Table 14**, several potentially jurisdictional wetlands have been identified in Downtown since certification of the Downtown Strategy 2040 EIR. As noted above, the DSAP Amendment would not expand development into the sensitive aquatic habitats of Los Gatos Creek or the Guadalupe River where these wetlands are located. Furthermore, projects near these wetlands would be subject to the same project-level environmental review, standards, and measures outlined above to avoid or reduce impacts to sensitive habitats. Therefore, development proposed under the DSAP Amendment would not create a new or worsened impact to state or federally protected wetlands.

Impacts to Wildlife Migration Corridors (Same as Downtown Strategy 2040 EIR – Less than Significant)

The Downtown Strategy 2040 EIR concluded that development within Downtown could decrease movement of animals through Los Gatos Creek and the Guadalupe River. Construction near riparian areas along these waterbodies could negatively affect the movement of birds across Downtown through increased lighting and human activity. However, adherence to applicable regulations, including those contained in the 2040 General Plan and Policy 6-34, as described above, would require protection of species moving through Downtown. Additionally, it was determined that the Downtown Strategy 2040 would not include new structures or barriers or other structures within riparian areas that would obstruct animal passage.

The DSAP Amendment would not introduce new barriers to wildlife in riparian corridors beyond what was studied in the Downtown Strategy 2040 EIR. Additionally, protections to species traversing Downtown identified in the Downtown Strategy 2040 EIR would still apply to the DSAP Amendment. Furthermore, as described above, the Downtown Design Guidelines and Standards have been updated to include protections for birds passing through riparian corridors and; incorporation of bird-safe design into glass treatment, lighting, landscaping, and other design features (**Table 13**) that contribute to preservation of existing wildlife corridors. Therefore, the DSAP Amendment would not create a new or worsened impact to wildlife corridors.

Consistency with Local Policies and Ordinances and the Santa Clara Valley Habitat Conservation Plan (Same as Downtown Strategy 2040 EIR – Less than Significant)

The Downtown Strategy 2040 EIR concluded that development within Downtown would comply with City policies, the 2040 General Plan, and the Habitat Plan through supplemental environmental review

and the design review process. The Downtown Strategy 2040 compliance with the Habitat Plan is evaluated below.

Santa Clara Valley Habitat Conservation Plan

The Downtown Strategy 2040 EIR documented that Downtown is located within the Habitat Plan study area. The majority of the area is designated as *Urban-Suburban* land, areas where native vegetation has been cleared for residential, commercial, industrial, transportation, or recreational structures, and is defined as having one or more structures per 2.5 acres. The portions of Downtown surrounded by the Guadalupe River and Los Gatos Creek are designated as *Mixed Riparian Forest and Woodland*, *Mixed Riparian Forest and Scrub*, and *Golf Courses/Urban Parks*. The Downtown Strategy 2040 EIR concluded that all projects within Downtown would comply with the provisions of the Habitat Plan, including payment of fees to establish management preserves designed to offset the effects of development in the City on serpentine grasslands and serpentine species. Future projects in Downtown may be subject to riparian setbacks and measures for maintaining hydrologic conditions and protecting water quality.

Like the Downtown Strategy 2040, all development under the DSAP Amendment would comply with provisions of the Habitat Plan. The DSAP Amendment would increase development density Downtown, but project-level environmental review and the design review process would ensure new development's adherence to 2040 General Plan policies, the City's Municipal Code of Ordinances, the Habitat Plan, and the Downtown Design Guidelines and Standards. Therefore, projects proposed under the DSAP Amendment would not create new or worsened impacts from inconsistency with local policies and ordinances.

Cumulative Impacts (Same as Downtown Strategy 2040 EIR – Less than Significant)

The Downtown Strategy 2040 EIR concluded that the project would not contribute to a cumulatively considerable impact to special-status species, sensitive serpentine habitats, impacts to riparian habitats and wildlife, and special-status fish species. Although development would occur in areas where special-status species may occur, 2040 General Plan policies existing City policies, and regulations, such as the Riparian Corridor and Bird-Safe Design Policy (Policy 6-34) and Municipal Code, and measures identified in the Habitat Plan would require the protection of special-status species within Downtown and the Santa Clara Valley. Nitrogen emissions resulting from increased traffic to Downtown could contribute to cumulative impacts to serpentine soils outside of the City. However, it was determined that the Downtown Strategy 2040 would reduce vehicle traffic and associated emissions over the long term. The Downtown Strategy 2040 EIR also found that cumulative shading and increased disturbance in riparian habitats and special-status fish habitat would be minimized through adherence to building setbacks requirements and other measures.

The DSAP Amendment would continue to incorporate measures identified in the Downtown Strategy 2040 EIR to minimize contributions to cumulative impacts to special-status species and riparian and special-status fish habitats. As described above, in addition to complying with measures from the Downtown Strategy 2040 EIR, shading impacts from increases in building heights would be further reduced through the use of building setbacks and application of the Downtown Design Guidelines and Standards during the project review process. As the DSAP Amendment is intended to reduce automobile traffic and associated emissions, cumulative impacts to serpentine soils outside the City would also be

minimized. Therefore, the DSAP Amendment would not substantially contribute to cumulative impacts to biological resources.

3.4.3 Conclusion

Changes to the Downtown Strategy 2040 to accommodate the proposed DSAP Amendment would not result in new or substantially worse impacts to biological resources than those identified in the Downtown Strategy 2040 EIR because implementation of the measures outlined in the Downtown Strategy 2040 EIR, the Habitat Plan, and the adopted Downtown Design Guidelines and Standards would prevent or mitigate potential impacts to sensitive riparian and aquatic habitats, trees, special status species, and wildlife migratory corridors. Based on this, the City finds that:

A. Substantial changes in Downtown Strategy 2040 and circumstances resulting in new significant effects or a substantial increase in the severity of previously identified significant effects in the Downtown Strategy 2040 EIR have not occurred; and

B. New information of substantial importance with respect to biological resources resulting in new significant effects or a substantial increase in the severity of previously identified effects in the Downtown Strategy 2040 EIR have not been identified; and

C. None of the proposed changes would significantly affect biological resources.

Therefore, the conclusions from Section 3.4, Biological Resources, of the Downtown Strategy 2040 EIR would remain valid with implementation of the DSAP Amendment.

3.5 Cultural Resources

3.5.1 Environmental Setting

3.5.1.1 Changes to the Regulatory Framework

National Register of Historic Places

The National Register is a comprehensive inventory of known historic resources throughout the United States. The National Register includes buildings, structures, sites, objects, and districts that possess historic, architectural, engineering, archaeological, or cultural significance at the national, State, or local level. Historic places are nominated to the National Register by the State Historic Preservation Officer (SHPO) of the state in which the property is located.

There are four basic criteria under which a structure, site, building, district, or object can be considered eligible for listing in the National Register. These criteria are:

- Criterion A (Event): Buildings that are associated with events that have made a significant contribution to the broad patterns of our history.
- Criterion B (Person): Buildings that are associated with the lives of persons significant in our past.
- Criterion C (Design/Construction): Buildings that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master.
- Criterion D (Information Potential): Buildings that have yielded, or may be likely to yield, information important in prehistory or history.

For a property to qualify for listing in the National Register, it must also retain "historic integrity of those features necessary to convey its significance." To determine if a property retains the physical characteristics corresponding to its historic context, seven aspects of historic integrity are evaluated. The aspects of historic integrity include location, design, setting, materials, workmanship, feeling, and association between the property and an important historic event or person. No resources within Downtown have been added to the National Register since certification of the Downtown Strategy 2040 EIR.

California Register of Historic Resources

The California Register is an inventory of significant architectural, archaeological, and historical resources in the State of California. Resources can be listed in the California Register through a number of methods. Resources determined eligible for the National Register are automatically listed on the California Register. State Historical Landmarks are also automatically listed in the California Register. The evaluative criteria used for determining eligibility for the California Register are closely based on those developed by the National Park Service for the National Register of Historic Places, only they are not limited to buildings and are specific to California resources.

As with the National Register, a resource is eligible for listing in the California Register if it meets any one of the criteria of significance and sufficiently retains historic integrity. A resource that has lost its historic character or appearance may still have sufficient integrity for the California Register if it maintains the potential to yield significant scientific or historical information or specific data. No new resources have been added to the California Register since certification of the Downtown Strategy 2040 EIR.

Secretary of the Interior's Standards for the Treatment of Historic Properties

The 1995 U.S. Secretary of the Interior's Standards for the Treatment of Historic Properties outlines specific standards and guidelines for the preservation, rehabilitation, restoration, and reconstruction of historic properties. Each set of standards provides specific recommendations for the proper treatment of specific building materials, as well as parts of building construction. The California Environmental Quality Act (CEQA) references these standards relative to consideration of the significance of project impacts, or lack thereof, on historic resources. These standards have not changed since certification of the Downtown Strategy 2040 EIR.

City of San José Policies

Historic Preservation Ordinance

The City's Historic Preservation Ordinance (Chapter 13.48 of the Municipal Code) is designed to identify, protect, and encourage the preservation of significant resources and foster civic pride in the City's cultural resources. The Historic Preservation Ordinance requires the City to establish a Historic Landmarks Commission, maintain a Historic Resources Inventory (HRI), preserve historic properties using a Landmark Designation process, require Historic Preservation Permits for alterations of properties designated as a Landmark or within a City historic district, and provide financial incentives through a Mills Act Historical Property Contract. In February 2020, the Stephen's Meat Products neon sign located at 105 South Montgomery Street was added to the HRI. No other resources within Downtown have been added since certification of the Downtown Strategy 2040 EIR.

City Council's Development Policy on the Preservation of Historic Landmarks

The City Council's Development Policy on the Preservation of Historic Landmarks (as amended May 23, 2006) calls for preservation of candidate or designated landmark structures, sites, or districts wherever possible. The City offers a number of historic preservation incentives, including use of the State Historic Building Code, Mills Act/Historical Property Contract, and various tax credits.

Envision San José 2040 General Plan

Various policies in the City's 2040 General Plan have been adopted for the purpose of reducing or avoiding impacts related to cultural resources, as listed in Table 4.5-2 of the Downtown Strategy 2040 EIR. These policies include protections for landmark structures and districts, measures to ensure compatibility between new development and existing historic structures and stop-work requirements in the event that potential archaeological or Native American resources are discovered during construction activities.

Since certification of the Downtown Strategy 2040 EIR, a number of text amendments have been made to the 2040 General Plan. Such amendments have generally been small, project-specific modifications to General Land Use designations on certain parcels. These changes do not include additional provisions that would affect the 2040 General Plan policies related to preservation of cultural resources.

City of San José Downtown Design Guidelines and Standards

The revised Downtown Design Guidelines and Standards adopted in 2019 include specific requirements and clear direction for new buildings and projects with major exterior modification to existing buildings in Downtown. The Downtown Design Guidelines and Standards include guidelines and requirements

specific to incorporating new development in the context of existing historic buildings, listed below in **Table 16**.

Table 16 Downtown Design Guidelines Standards Applicable to Cultural Resources		
Subject	**Guideline Title**	**Applicable Standards**
4.0 Building	**Section 4.2.2 Massing Relation to Context:** Create massing transitions between high-rises and lower-scale development.	**a.** Height Transition (see Illustration a): If a new building 100 feet tall or more is across the street from or adjacent to either: 1. A historic building 45 feet tall or less 2. A site for residential use that is limited to a building 45 feet tall or less The new building must step back its street-facing facade 5 feet minimum from the front parcel or setback line at an elevation between 25 and 50 feet. **b.** Width Transition: If a new building is across the street from or adjacent to a historic building that is both: 1. 45 feet tall or less 2. More than 30 feet narrower than the new building The new building must create gaps in the Podium Level above the ground floor to divide its street-facing massing into segments no more than 30 feet wider than the widest of the applicable historic buildings. Gaps must be 5 feet minimum width and depth. Note: There is no need to limit the massing width of a building adjacent to historic buildings that occupy their full lot width, such as historic storefronts. Thus, if a historic building's street-facing facade continues to within 5 feet of its parcel edges, it does not trigger the Width Transition requirement. **c.** Rear Transition (see Illustration c): If a new building 100 feet tall or more is across a parcel line interior to a block from either: 1. A historic building 45 feet tall or less 2. A site for residential use that is limited to a building 45 feet tall or less The rear portion of new building must maintain a transitional height of 70 feet or less within the first 20 feet from the property line.

Table 16 Downtown Design Guidelines Standards Applicable to Cultural Resources		
Subject	**Guideline Title**	**Applicable Standards**
	Section 4.2.4 Historic Adjacency: Incorporate essential urban and architectural characteristics of historic context.	**a.** Relate Podium Level building massing to the scale of Historic Context buildings by breaking a large building into masses of similar scale to Historic Context buildings. **b.** Design buildings with rectilinear rather than curved and diagonal forms where rectilinear forms are typical of the Historic Context buildings. **c.** Use cornice articulation at the Podium Level at a height comparable to the heights of Historic Context buildings. **d.** Maintain Streetwall continuity with Historic Context buildings that are on the same side of the same street by placing the street-side facade of a new building within 5 feet of the average Historic Context building Streetwall distance from the front property line. **e.** Use articulation that creates façade divisions with widths similar to Historic Context buildings on the same side of the same block (if the new building is wider). **f.** Do not simulate historic architecture to achieve these guidelines and standards. Do not design new facades to create a false historic appearance or copy historic architectural features unless such features are integral to the design of the new construction. **h.** Use some building materials that respond to Historic Context building materials, such as masonry, terra cotta, limestone, stucco, glass, mosaic, cast stone, concrete, metal, glass, and wood (trim, finishes and ornament only). **i.** The new materials should be compatible with historic materials in scale, proportion, design, finish, texture, and durability. **j.** Space pedestrian entries at similar distances to Historic Context building entries. **k.** Create a ground floor with a similar floor to ceiling height as nearby Historic Context buildings, provided the ground floor finish ceiling is no lower than the minimum height identified in this document.

Source: City of San José 2019c

3.5.1.2 Changes to Environmental Conditions

Archaeological Resources

As discussed in the Downtown Strategy 2040 EIR, the archaeological sensitivity (i.e., the potential for discovering unrecorded archaeological resources during construction activities) within Downtown is high given its history of residential and commercial uses dating back to the 17th century. However, it is probable that prior disturbance from grading, excavation, filling, and other construction and development over the past decades have impacted the integrity of any such deposits. No recorded archaeological sites within Downtown were identified in the Downtown Strategy 2040 EIR, and no new sites have been recorded since the adoption of the Downtown Strategy 2040 EIR. The potential for discovery of unrecorded archaeological resources within Downtown has not changed since certification of the Downtown Strategy 2040 EIR.

Historic Resources

As described in the Downtown Strategy 2040 EIR, there are numerous previously-evaluated historic districts within Downtown, several of which are within or adjacent to the DSAP area. The Southern Pacific Depot is in the heart of the DSAP area and includes the present-day Diridon Station. This resource is a designated City Landmark, National Register Historic District, and is listed in the California Register of Historical Resources. The Lakehouse City Landmark Historic District is just east of the DSAP area and is generally bounded by West San Fernando Street to the north, State Highway 87 to the east, Los Gatos Creek to the west, and Park Avenue to the south. The River Street City Landmark Historic District is located east of the DSAP area and is generally bound by North River Street and the Guadalupe River on the west, North Almaden Boulevard and State Highway 87 on the east, West Julian Street on the north, and West Saint John Street on the south.

The Downtown West EIR—circulated publicly between October 7 and December 8, 2020—analyzed a historic architectural study area consisting of the Downtown West project site (see **Figure 2**), which included a buffer area of 200 feet. This study evaluated 38 built resources more than 45 years old that are also in the DSAP area, many of which had been previously studied and/or already listed in the HRI. The Downtown West historic resource evaluations concluded that 4 of the 38 properties evaluated meet National and California Register and City of San José Candidate Landmark criteria; 6 properties (one group of 3 and 3 individual) meet City of San José Candidate Landmark criteria; 4 properties meet City of San José Structure of Merit criteria; and the Stephen's Meat market Sign has been listed in the HRI as a Contributing Structure to the locally eligible Commercial Signage Discontiguous District. The Downtown West evaluations concluded that the rest of built resources studied were not eligible for any listing.[28] Based on a review of the Downtown West EIR findings, City records, and other recent built resource surveys, the following built resources within or near the DSAP area were added to the City's HRI since certification of the Downtown Strategy 2040 EIR in December 2018.

- The Stephen's Meat Products sign (described above) is located at 105 South Montgomery Street and was added to the City's HRI in February 2020. The sign is a remnant of a now-demolished meat market that was constructed in 1948. This resource is located within the DSAP area, as shown in **Figure 8**and **Figure 9**

[28] For a full summary of these findings, refer to Table 3.3-1 and Figure 3.3-1 of the Downtown West EIR.

- The Alameda Park/Schiele Avenue neighborhood, which comprises 136 properties, was added to the City's HRI in June 2020 as a candidate historic district. The neighborhood is between The Alameda on the west and Stockton Boulevard on the east. It consists of two early San José residential subdivisions characteristic of both the pre-turn of the century residential patterns from the Victorian era (Schiele Subdivision), and the residential neighborhood formation patterns characteristic of the boom period in the 1920s (Alameda Park Subdivision). As shown in **Figure 8** and **Figure 9** the Alameda Park/Schiele Avenue candidate historic district is located just outside of the DSAP area, north of Lenzen Avenue.

The Stephen's Meat Products sign and the Alameda Park/Schiele Avenue candidate historic district are the only historic resources within or near the DSAP area that have been added to the City's HRI since certification of the Downtown Strategy 2040 EIR in December 2018. Therefore, historic resources existing conditions have not changed substantially.

Other important historic resources and districts within the DSAP area are discussed below. Because these resources were previously identified and studied in the 2014 DSAP EIR and the Downtown Strategy 2040 EIR, these discussions are provided for contextual purposes only.

Southern Pacific Depot (Diridon Station)

As stated above, the Southern Pacific Depot (Diridon Station) is a designated City Landmark and is listed on the National Register of Historic Places. Construction of the railroad tracks that are now used by Caltrain was completed in 1864. The depot was built in 1935 to serve the Southern Pacific Railroad and was originally named the Cahill Depot. The main building was designed by Southern Pacific Architect John Christie, who later worked on Union Station in Los Angeles. The depot building was constructed in the Italian Renaissance Revival style with Streamline Modern elements and consists of a central section containing the passenger waiting room with two-story side wings. In 1994, the depot underwent a substantial rehabilitation, which included a seismic upgrade and the addition of concrete shear walls. Accessibility improvements were made in 2003.

Under the Downtown West Mixed-Use Plan, the boundaries of the Southern Pacific Depot City Landmark would be modified to realign the boundary to match the existing parcel. As a designated City Landmark, any alterations to the Southern Pacific Depot and contributing outbuildings would require a Historic Preservation Permit in accordance with Chapter 13.48 of the Municipal Code. The impact of the proposed boundary modification was determined less than significant in the Downtown West EIR. Diridon Station and surrounding 4.7 acres are also covered by a Preservation Covenant between the Peninsula Corridor Joint Powers Board and the South Bay Historical Railroad Society. The covenant requires the Joint Powers Board to preserve and maintain the station in accordance with the Secretary of the Interior's Standards for Rehabilitation. Any demolition, destruction, or significant alteration cannot occur without approval of the California Legislature.

Lakehouse Historic District

The Lakehouse Historic District, east of the DSAP area, is a designated City Landmark Historic District (HD07-158) . The district consists of mostly single story, Queen Anne-style houses (along with some Craftsman and Period Revival houses) constructed from 1885-1925. A subset of the district, called the Lakehouse Historic District/Delmas Historic District, was determined eligible for listing in the National

Register in 1999 due to the unique concentration of single-story Queen Anne-style houses built in the area between 1892 and 1898.

River Street City Landmark Historic District

The River Street City Landmark Historic District, east of the DSAP area (HD96-107) represents an 1875-1925 workingman's neighborhood, which once served one of the largest concentrations of Italian immigrants in California. The historic district consists mostly of residences, but also includes the Torino Hotel, Almaden French Bakery, Prindiville Grocery, and the structures represent a variety of architectural styles including Italianate, Greek Revival, Queen Anne, and Mediterranean Revival. Construction of the Guadalupe River Flood Control project (completed in 2004) resulted in the demolition of 21 buildings and the relocation of 9 buildings.

3.5.2 Checklist and Discussion of Impacts

Environmental Issue Area		New Potentially Significant Impact	New Less than Significant with Mitigation Incorporated	New Less than Significant Impact	Same Impact as "Approved Project"	Less Impact than "Approved Project"	No Impact
Cultural Resources. Would the project:							
a)	Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?				X		
b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?				X		
c)	Disturb any human remains, including those interred outside of formal cemeteries?				X		

3.5.2.1 Impact Discussion

Impacts to Unknown Archaeological Resources (Same as Downtown Strategy 2040 EIR – Less than Significant with Mitigation)

The Downtown Strategy 2040 EIR determined that future development planned within Downtown would generally have a low potential to impact undiscovered archaeological resources based on the age and type of surface soils. However, activities that involve substantial excavation (such as construction of below-ground parking garages) would have a higher potential for encountering unrecorded

archaeological resources. Given that these construction activities may result in the accidental destruction or disturbance of archaeological resources, the following measures were included to reduce impacts to a less-than-significant level.

Measures Identified in the Downtown Strategy 2040 EIR to Reduce and Avoid Impacts to Archaeological Resources

The following measures would apply to all future development and improvement projects that require ground disturbance to reduce and avoid impacts to as yet unidentified archaeological resources:

- **Appropriate Prior Review.** For projects involving ground-disturbing activities, the City shall require preparation of a site-specific archaeological resources report to address the potential for archaeological resources to be affected by the project, unless sufficient documentation exists to make such a report unnecessary. At a minimum, this effort shall include a records search at the Northwest Information Center (NWIC) and a field inventory. The report shall be prepared by a qualified archaeologist. The report may recommend archaeological monitoring during construction.

- **Stop Work and Evaluate Unanticipated Finds.** If buried cultural deposits are encountered during project activities, all work within 50 feet of the find shall be redirected. A qualified archaeologist shall: (1) evaluate the find to determine if it meets the CEQA definition of a historical or archaeological resource; and (2) provide project-specific recommendations regarding the disposition of the find. The results of any archaeological investigation shall be submitted to the NWIC.

  If the find does not meet the definition of a historical or archaeological resource, then no further study or protection is necessary prior to project implementation. If the find does meet the definition of a historical or archaeological resource, then it must be avoided by project activities. Avoidance can be accomplished through redesign, conservation easements, or site capping.

  If avoidance is not feasible, adverse effects to such resources should be mitigated in accordance with the recommendations of the evaluating archaeologist. Upon completion of the archaeological evaluation, a report documenting the methods, results, and recommendations of the archaeologist shall be prepared and submitted to the NWIC.

- **Follow Statutory Procedures if Human Remains are Encountered.** Pursuant to Health and Safety Code § 7050.5 and Public Resources Code § 5097.94 of the State of California, in the event of the discovery of human remains during construction, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains. The Santa Clara County Coroner shall be notified and shall make a determination as to whether the remains are Native American. If the remains are of Native American origin, the Coroner shall notify the Native American Heritage Commission (NAHC) who shall attempt to identify descendants of the deceased Native American to inspect the site and provide recommendations for the proper treatment of the remains and associated

grave goods. The archaeologist shall recover scientifically valuable information, as appropriate and in accordance with the recommendations of the Native Americans. Upon completion of analysis, as appropriate, the archaeologist shall prepare a report documenting the methods and results of the investigation. This report shall be submitted to the NWIC.

If no satisfactory agreement can be reached as to the disposition of the remains pursuant to this State law, then the landowner shall re-inter the human remains and items associated with Native American burials on the property in a location not subject to further subsurface disturbance.

If the site-specific archaeological resources report recommends monitoring during ground-disturbing activities including but not limited to construction, the following standard measures would apply:

- If no resources are discovered, the consulting archaeologist shall submit a report to the City's Environmental Principal Planner verifying that the required monitoring occurred and that no further mitigation is necessary.

- If evidence of any archaeological, cultural, and/or historical deposits is found, hand excavation and/or mechanical excavation will proceed to evaluate the deposits for determination of significance as defined by CEQA guidelines. In the event that human remains are found, the project shall comply with the procedures set forth by Health and Safety Code § 7050.5 and Public Resources Code § 5097.94 of the State of California.

- The archaeologist shall submit a report(s) describing the testing program and subsequent results, to the satisfaction of the City's Environmental Principal Planner. The report(s) shall identify any program mitigation that the developer shall complete in order to mitigate archaeological impacts (including resource recovery and/or avoidance testing and analysis, removal, reburial, and curation of archaeological resources).

- A final report verifying completion of the mitigation program shall be submitted to the City's Supervising Environmental Planner for approval prior to release of a Certificate of Occupancy. This report shall contain a description of the mitigation programs and results of the mitigation, including a description of the monitoring and testing program, a list of the resources found, a summary of the resources analysis methodology and conclusions, and a description of the disposition/curation of the resources.

With implementation of the measures listed above, the Downtown Strategy 2040 EIR concluded that future development would not result in a significant impact to archaeological resources.

As discussed in **Section 3.5.1.2, Changes to Environmental Conditions**, no new archaeological sites have been recorded in Downtown since the adoption of the Downtown Strategy 2040 EIR. Additionally, the potential for discovery of unrecorded archaeological resources within Downtown has not changed. Given that the same measures and 2040 General Plan policies described above would reduce potential impacts to unrecorded archaeological resources the DSAP area, the DSAP Amendment would not result

in new or worsened impacts to prehistoric or historic archaeological resources beyond those identified in the Downtown Strategy 2040 EIR.

Impacts to Historic Resources (Same as Downtown Strategy 2040 EIR – Less than Significant with Mitigation)

The Downtown Strategy 2040 EIR concluded that future development and infrastructure improvement projects in downtown could directly or indirectly affect historic resources, including those that are currently listed and those that have yet to be identified and evaluated. Examples of direct impacts include demolition, relocation, or inappropriate or unsympathetic modification (e.g., use of incompatible materials, designs, or construction techniques in a manner that alters character-defining features). Indirect impacts could occur if:

- new construction conflicts with or isolates historic buildings or structures;
- changes to the historic fabric or setting materially impair the resource's ability to convey its significance; and/or
- there is deliberate incremental deterioration due to inaction/neglect, lack of occupancy, or inappropriate uses.

Physical changes to a historic resource or its immediate surroundings such that the resource's ability to convey its significance is materially impaired would be considered a significant impact. Therefore, the following measures were included in the Downtown Strategy 2040 EIR and will continue to apply to new development under the DSAP Amendment.

Measures Identified in the Downtown Strategy 2040 EIR to Reduce and Avoid Impacts to Historic Resources

Future projects would be subject to a variety of existing local, State, and federal regulations, plans, and policies that would reduce or avoid impacts to historic resources. Consistent with current requirements, future projects would be subject to the following measures, depending on the potential for affecting historic structures:

- **Supplemental Review.** Supplemental evaluation shall be required for future projects that would impact properties that may meet the CEQA definition of historical resources, including properties greater than 45 years of age. If the property is less than 45 years of age, the project proponent shall seek the comment of the San José Historic Preservation staff regarding any concerns the City may have regarding the proposed action and its effects on the property.

    - At a minimum, the supplemental review effort shall include preparation of a site-specific historic resources report that involves a records search at NWIC, a review of the San José Historic Resources Inventory, and where there is no evaluation within the last five years (using the Department of Parks and Recreation 523A and B forms), evaluation by a qualified historian or architectural historian to determine if the property meets the CEQA definition of a historical resource.

  - If the supplemental review effort does not identify any site or structure that meets the definition of a historic resource and could be affected by construction activities, then no further study or protection is necessary prior to project implementation.

  - The evaluations would include consideration of criteria for Traditional Cultural Properties and Cultural Landscapes.

- **Evaluate Potential Districts.** At the time development is proposed for the area bounded by North Montgomery Street, West Julian Street, West Saint John Street, and Guadalupe River, the area shall be evaluated for its potential to be considered a historic district or Conservation Area. Other areas with a concentration of historic buildings shall also be evaluated for potential district status.

- **Secretary of the Interior's Standards.** New construction within historic districts or adjacent to a historical resource shall conform to the Secretary of the Interior's Standards for the Treatment of Historic Properties, California Historic Building Code, and other applicable regulations.

- **Conform to Guidance.** A qualified historian or architectural historian shall review all plans for any development within designated historic districts to ensure conformity with applicable design guidelines, and, if necessary, provide technical assistance to achieve such conformity.

With implementation of the measures listed above, the Downtown Strategy 2040 EIR concluded that future development would not result in a significant impact to historical resources.

As described above in **Section 3.5.1.1, Changes to the Regulatory Framework**, two main historical resources within or near the DSAP area have been added to the City's HRI since certification of the Downtown Strategy 2040 EIR: the Stephen's Meat Products sign located at 105 South Montgomery Street and the Alameda Park/Schiele Avenue candidate historic district, which is located just north of the DSAP area and comprises 136 properties. Given this, the historic resources setting has not changed substantially since certification of the Downtown Strategy 2040 EIR. Therefore, the DSAP Amendment would have a similar potential to affect known historical resources.

Approximately 81 acres of the DSAP area was recently evaluated as part of the Downtown West EIR, which encompasses the Downtown West project area plus a 200-foot buffer (see Figure 3.3-1 in the Downtown West EIR). However, the portions of the DSAP area that fall outside of that 200-foot buffer area have yet to be intensively surveyed on a project level (see **Figure 8** and **Figure 9**). Therefore, similar to the Downtown Strategy 2040, future projects under the DSAP Amendment could affect historical resources that have yet to be identified and evaluated.

Given the high concentration of older buildings and designated historic structures already identified in the Downtown Strategy 2040 EIR, build-out of the DSAP Amendment would have a similar potential to impact properties within downtown that are eligible for the National Register, California Register, or City's HRI that have not yet been identified or evaluated. Future development associated with the DSAP Amendment would be subject to the same measures identified in the Downtown Strategy 2040 EIR,

which require supplemental evaluation for future projects affecting properties that may meet the CEQA definition of historical resources or that may result in the demolition of a collection of candidate or listed Structures of Merit.

In 2019 and 2020, JRP Historical Consulting LLC (JRP) reviewed the City's HRI, Santa Clara County Assessor's Office data, Office of Historic Preservation's (OHP) California Historical Resources Information System (CHRIS) data, and other sources to create a Built Resources Historic Status Database with parcel-specific identification of properties that have been determined to be historical resources under CEQA. The database, which is included as part of **Appendix B**, also identifies properties that have been previously evaluated and determined not to be historical resources under CEQA, properties that need to be studied and have not been previously evaluated, and properties that are not eligible to qualify as a historical resource at this time due to age (less than 45 years). Given the programmatic nature of this Addendum, no reconnaissance or intensive-level historic resource surveys or project-level analysis was conducted. Such analysis will be undertaken during project-level environmental review. However, the information included in **Appendix B** will help to inform the level of study necessary for such project-level analysis.

The information collected by JRP is summarized visually in **Figure 8** and **Figure 9**. **Figure 8** depicts the locations of buildings constructed in 1975 or earlier and after 1975. Much of the existing development located north of The Alameda was built after 1975 and would not be eligible as historical resources based on age (less than 45 years old). However, many buildings located south of Park Avenue built prior to 1975 and will require further study during project-level environmental analysis. **Figure 9** shows the locations of buildings that have been previously studied and determined to be either eligible or ineligible for listing in the National Register of Historic Places and/or the California Register of Historical Resources and/or their eligibility status for designation as a City Landmark, and the locations of properties where previous evaluations need to be updated or new evaluations need to be undertaken. **Figure 9** also shows the locations of properties that have already been formally designated or listed and built after 1975 or are vacant.

As described in **Table 16**, the Downtown Design Guidelines and Standards include updated requirements regarding historic adjacency to promote compatibility and the preservation of historic context for historic resources as defined (Sections 4.2.2, 4.2.3, and 4.2.4). Historic adjacency guidelines and standards apply where at least 50 percent of buildings fully or partially within 200 feet of a new project are on the City's HRI or are eligible for listing, the site is within 100 feet of a designated or candidate City Landmark or contributor to a designated or candidate historic district or conservation area, or the project site is adjacent to a building on the HRI or eligible for HRI listing. Projects that meet these criteria are required to stand on the quality of their own architecture while helping to unify the design of new and old structures. For example, transitional massing is required for new development located near historic buildings below 40 feet in height to prevent new structures from overwhelming older ones, unless an exception is granted. An exception may be granted for physical constraints or unique situation not caused by the applicant or property owner, not caused by financial or economic constraint considerations, would not impair the integrity and character of the neighborhood or create a safety hazard, or the proposed project meets the design standard at issue to the extent physically feasible, and all other standards in the Downtown Design Guidelines and Standards. The implementation of these guidelines and standards would occur on a project-level basis during the City's standard development review process for development proposed within the DSAP area outside the Downtown West boundary.

Proposed development within the Downtown West boundary will be evaluated against design standards and guidelines for that project.

Given that the historic resources setting of the DSAP area has not changed substantially, all previously identified measures would continue to apply, and the updated Downtown Design Guidelines and Standards provide an additional level of review for historic resources within the DSAP area outside of the Downtown West project boundary. The DSAP Amendment would not create a new or substantially worse impact related to historic resources beyond what was identified in the Downtown Strategy 2040 EIR.

Cumulative Impacts (Same as Downtown Strategy 2040 EIR – Significant Unavoidable)

According to the Downtown Strategy 2040 EIR, build-out of the Downtown Strategy 2040 would contribute to the on-going demolition and major alteration of historic era buildings within Downtown. Future development under the Downtown Strategy 2040 could also affect Structures of Merit listed or eligible for listing on the City's HRI. Individual Structures of Merit are not considered historical resources under CEQA but contribute to the historic fabric of the City. Removal of individual Structures of Merit would be less than significant when viewed on a project-by-project basis. However, redevelopment of many Structures of Merit within Downtown would be considered a significant cumulative impact due to the collective loss and detrimental effect on the area's historic fabric. Based on the number of historic resources that have been lost within Downtown (and the City in general) and the potential for remaining historic buildings to be replaced or otherwise adversely affected, the Downtown Strategy 2040 EIR concluded that build out of the Downtown Strategy 2040 would substantially contribute to the significant impact previously identified in the Downtown Strategy 2000 EIR.

Build out of the DSAP Amendment would contribute to the cumulative impacts to historical resources identified above for buildout of the Downtown Strategy 2040 at the Citywide level. As described above for the Downtown Strategy 2040, future development under the DSAP Amendment could affect Structures of Merit that are currently listed on the City's HRI and unidentified properties that may be eligible Structures of Merit. While individual projects built under the DSAP Amendment would be required to conform with the historic adjacency guidelines and standards **Table 16**, the DSAP Amendment would still contribute to the cumulative impact identified in the Downtown Strategy 2040 EIR.

As discussed in **Section 2.3.4.1**, the current DISC Plan is not compatible with the existing location of the Southern Pacific Depot (Diridon Station) building. When combined with the contributions of the DSAP Amendment, modifications to the Southern Pacific Depot could represent a substantially greater contribution to a cumulative historic resources impact than that discussed in the Downtown Strategy 2040 EIR. However, the DISC Plan is still in early stages of development and as previously discussed removal of the building would require approval by the state legislature. It would be speculative to assume that the DISC Plan will move forward in its current form. Therefore, this cumulative analysis assumes that the Southern Pacific Depot (Diridon Station) building will not be relocated.

Although individual projects built under the DSAP Amendment would increase development capacity within the DSAP area beyond what assumed in the Downtown Strategy 2040 EIR, this increase would be accomplished by raising maximum allowable building heights in areas already planned for development rather than introducing planned development in places previously planned for preservation. Because

the DSAP would not propose development in any new areas beyond those assumed and studied in the Downtown Strategy 2040 EIR, the DSAP Amendment would have the same potential to affect Structures of Merit. Additionally, the Downtown Design guidelines and Standards provide for standards to ensure that new and potentially higher development near historic resources would not infringe on the integrity of the historic character of the resource, with respect to building massing, form, materials, etc. (**Table 16**). Therefore, while buildout of projects under the DSAP Amendment would contribute to the previously-identified significant unavoidable impact, this contribution would be similar to that identified in the Downtown Strategy 2040 EIR.

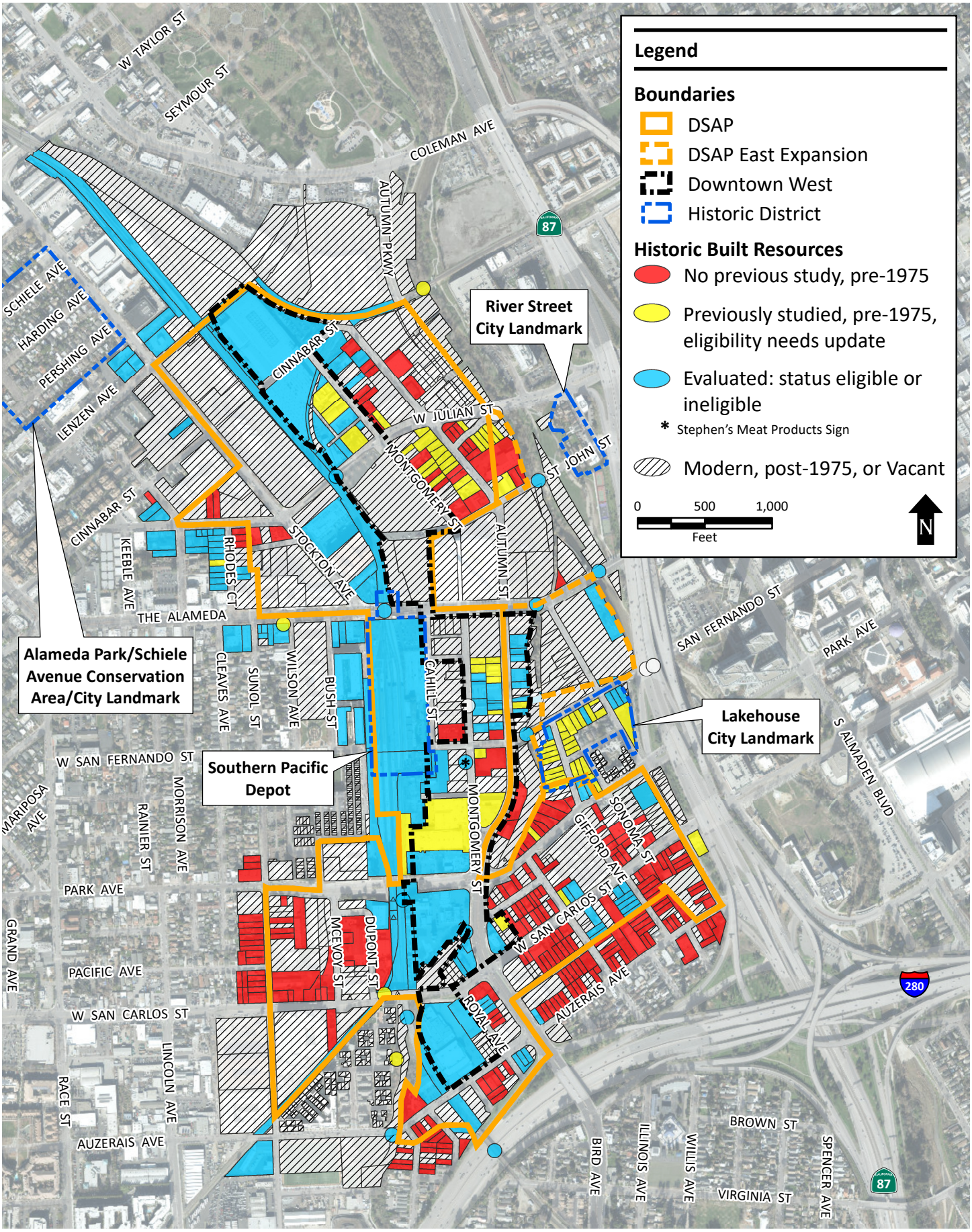
3.5.3 Conclusion

Changes to the Downtown Strategy 2040 to accommodate the proposed DSAP Amendment would not result in new or substantially worse impacts to cultural resources than those identified in the Downtown Strategy 2040 EIR because the historic setting of Downtown has not changed substantially since certification of the Downtown Strategy 2040 EIR. Furthermore, buildout of the DSAP Amendment would be subject to the same or stricter regulations and standards discussed in the Downtown Strategy 2040 EIR. Based on this, the City finds that:

A. Substantial changes resulting in new significant effects or a substantial increase in the severity of previously identified significant effects in the Downtown Strategy 2040 EIR have not occurred; and

B. New information of substantial importance with respect to cultural resources resulting in new significant effects or a substantial increase in the severity of previously identified effects has not been identified.

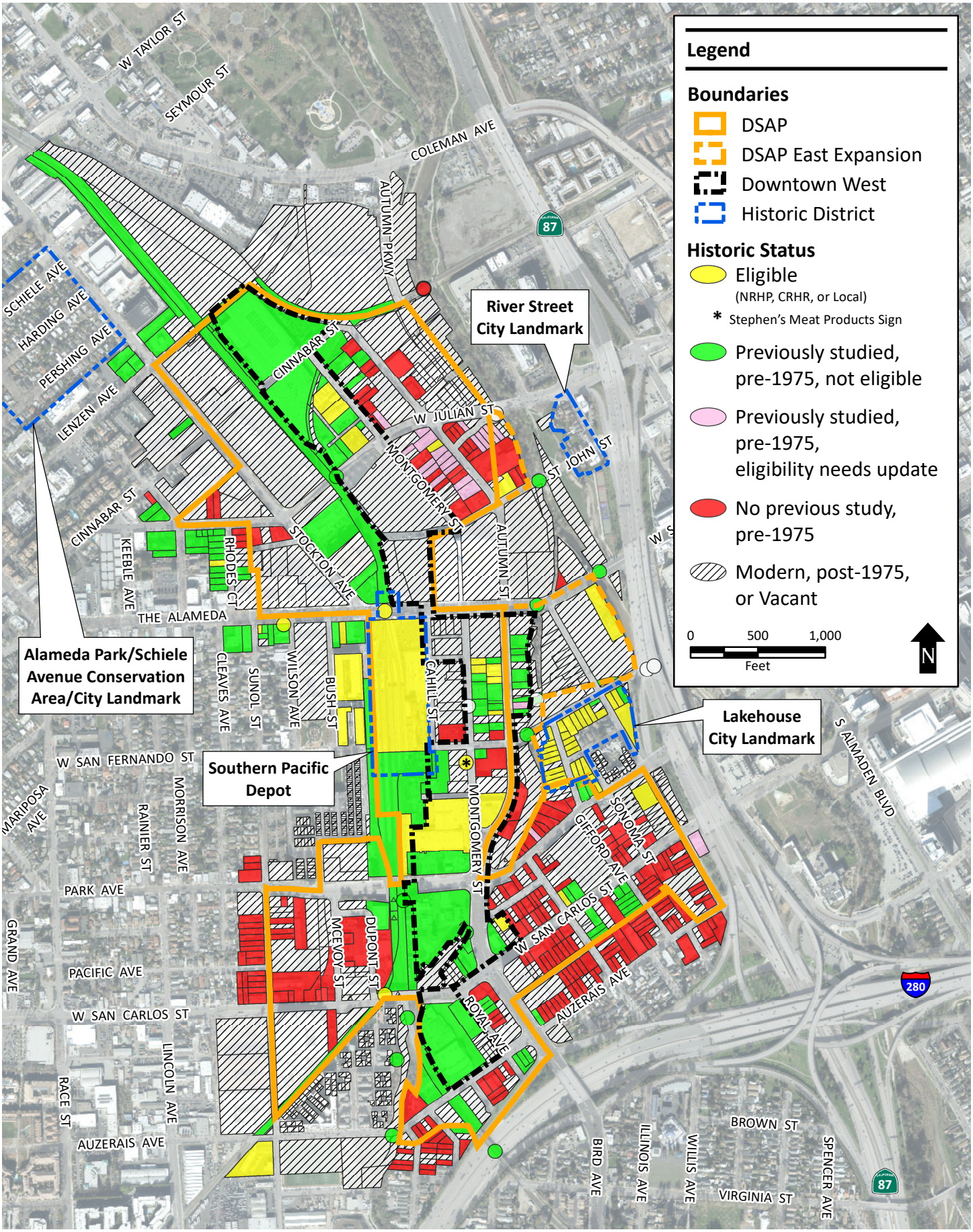
Therefore, the conclusions in Section 3.5, Cultural Resources, of the Downtown Strategy 2040 EIR would remain valid with implementation of the DSAP Amendment.



Built Resources: Previously Studied

Figure 8

Source: County of Santa Clara; The Sanborn Co., 2020; Santa Clara County GIS, 2020; Caltrans, 2020; JRP, 2020.



Note: The year 1975 marks 45 years from the year 2020, the age at which buildings are considered eligible for historic evaluation. More buildings will be eligible as time progresses.

Built Resources: Eligibility Status

Figure 9

Source: County of Santa Clara; The Sanborn Co., 2020; Santa Clara County GIS, 2020; Caltrans, 2020; JRP, 2020.

3.6 Energy

3.6.1 Environmental Setting

The impact discussions below summarize the conclusions regarding impacts on energy resources of the Downtown Strategy 2040 EIR to provide a comparison to project changes resulting from the DSAP Amendment. Refer to Section 3.6, Energy, of the Downtown Strategy 2040 EIR for a full discussion of energy resources impacts under the Downtown Strategy 2040.

3.6.1.1 Changes in Regulatory Setting

Federal

Federal energy standards set by the EPA apply to numerous consumer products and appliances (e.g., the EnergyStar™ program). The EPA also sets fuel efficiency standards for automobiles and other modes of transportation. In April 2020, the EPA finalized the Safer Affordable Fuel-Efficient (SAFE) rule for model years 2021 – 2026 passenger cars and light trucks, which reduced fuel efficiency standards for these model years. The rule also announced EPA's decision to withdraw California's waiver of preemption under Section 209 of the Clean Air Act, which allowed the State to set its own, more stringent fuel efficiency standards. Although this rule is being challenged by California and other states, this analysis assumes the use of federal fuel efficiency standards for the years 2021 – 2026.

State

Renewable Portfolio Standard Program

California established its Renewable Portfolio Standard (RPS) Program in 2002 to increase the percentage of renewable energy in the state's electricity mix to 20 percent of retail sales by 2010. This target has been updated several times, most recently in 2018 when SB 100 increased the RPS to 60 percent by 2040 and required all of the State's electricity to come from carbon-free resources by 2045. This change occurred prior to certification of the Downtown Strategy 2040 EIR in 2018, and no additional changes have occurred since that certification.

Building Codes

The Energy Efficiency Standards for Residential and Nonresidential Buildings, as specified in Title 24, Part 6, of the California Code of Regulations (Title 24), were established in 1978 in response to a legislative mandate to reduce California's energy consumption. Title 24 is updated approximately every three years, and the 2016 Title 24 updates went into effect on January 1, 2017. Compliance with Title 24 is mandatory at the time new building permits are issued by city and county governments. Since certification of the Downtown Strategy 2040 EIR in 2018, a new version of the California Building Standards Code was published July 1, 2019 with an effective date of January 1, 2020. The new code covers five categories: planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and indoor environmental quality.[29]

[29] California Energy Commission. 2019 Building Energy Efficiency Standards. Accessed April 22, 2020. Available at: https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2019-building-energy-efficiency

City of San José

City of San José Reach Code Initiative

In September 2019, San José City Council approved a building reach code ordinance (Ordinance No. 30311) that encourages building electrification and energy efficiency, requires solar-readiness on nonresidential buildings, and requires electric vehicle (EV)-readiness and EV equipment installation.[30] This ordinance amends various sections of Title 24 and adopts provisions of the 2019 California Green Building Standard Code and California Building Energy Efficiency Standards. In October 2019, the City Council approved an ordinance (Ordinance No. 30330) prohibiting natural gas infrastructure in new detached accessory dwelling units, single-family, and low-rise multi-family buildings that would supplement the reach code ordinance. This ordinance does not apply to high rise multi-family housing units, hotels/motels, or other non-residential units. These ordinances apply to new construction starting January 1, 2020.

Climate Smart San José

Adopted by the City Council in 2018, CSSJ is the continuation and escalation of the San José Green Vision, the City's 15-year sustainability plan. CSSJ outlines the issues of urban sustainability and how the City will transform in order to minimize the impacts of climate change, focusing on nine key strategies. Transition to a renewable energy future, densification of City to accommodate future neighbors, and introduction of clean, personalized mobility choices are among listed strategies in the plan. Climate Smart San José was considered in the Downtown Strategy 2040 EIR.

Sustainable City Strategy

The Sustainable City Strategy is a statement of the City's commitment to becoming an environmentally and economically sustainable city. This statement has not been updated since certification of the Downtown Strategy 2040 EIR in 2018.

Municipal Code

The City's Municipal Code includes regulations associated with energy efficiency and energy use. City regulations, which have not changed since certification of the Downtown Strategy 2040 EIR in 2018, include a Green Building Ordinance, Water Efficient Landscape Standards, requirements for Transportation Demand Programs for employers with more than 100 employees, and a Construction and Demolition Diversion Deposit Program.

Envision San José 2040 General Plan

Since certification of the Downtown Strategy 2040 EIR in 2018, a number of text amendments have been made to the 2040 General Plan. Such amendments have generally been small, project-specific modifications to General Land Use designations on certain parcels. These changes do not include additional provisions that would affect the 2040 General Plan policies related to energy efficiency requirements (see Table 3.6-1 of the Downtown Strategy 2040 EIR for a full list of these policies).

[30] City of San José. Ordinance No. 30311. Accessed April 22, 2020. Available at: https://www.sanjoseca.gov/home/showdocument?id=44078

City of San José Downtown Design Guidelines and Standards

The revised Downtown Design Guidelines and Standards adopted in 2019 include specific requirements and clear direction for new buildings and projects with major exterior modification to existing buildings in Downtown. These guidelines and standards are intended to guide buildings towards sustainable urbanism through green building design. Guidelines under 4.4.2.a – Windows and Glazing are intended to reduce the use of energy inefficient in-window and through-wall individual air conditioning units. Guidelines under 4.4.7.b – Green Roofs and Decks encourage the incorporation of green roofs and decks in part to conserve energy. **Table 17** lists the applicable guidelines and standards.

Table 17 Downtown Design Guidelines Standards Applicable to Energy

Subject	Guideline Title	Applicable Standards
4.0 Building	**Section 4.4.2 a. Windows and Glazing:** Use window type and design to create a building that is more sustainable, efficient, and pleasant for its occupants.	**a.** Do not use individual through-window or through-wall air conditioning units on buildings over three stories tall.
	Section 4.4.7 b. Green Roofs and Decks (Building Open Space): Include green roofs and occupiable decks for aesthetics, environmental benefits, and as building occupant amenities.	Cover at least 20% of the area of a roof that is less than 150 feet above ground and that is larger than 2,500 square feet in area with a green roof, solar panels, or a combination of these.

Source: City of San José 2019c

3.6.1.2 Changes to Environmental Conditions

Electricity

Since the certification of the Downtown Strategy 2040 EIR, the City's Community Energy Department (CED) began operating San José Clean Energy, the City's Community Choice Aggregation Program that provides residents and business with cleaner electricity at lower rates than Pacific Gas and Electric Company (PG&E) in September 2018. SJCE enables San José residents to access a greener mix of electricity than offered by PG&E and allows the City to pursue renewable energy programs and projects. Similar to communities throughout California, San José has saved millions of dollars and cut GHG emissions drastically, seeing an 18 percent reduction in GHG. Service began in February 2019 for most residents and business. SJCE also plays a crucial role in Climate Smart San José, the City's climate action plan, described above.

Natural Gas

As reported in the Downtown Strategy 2040 EIR, Santa Clara County used a total of approximately 42,106,938 million British thermal units (MBtu) in 2016. Since certification of the Downtown Strategy 2040 EIR in 2018, new data for 2018 has become available, showing that natural gas usage in Santa Clara County increased to approximately 43,992,521 MBtu in 2018. Overall, natural gas demand is anticipated to decline slightly through 2028, due to on-site residential, commercial, and industrial electricity generation.[31] As discussed in **Section 3.8, Greenhouse Gas Emissions**, the City implemented a prohibition of natural gas infrastructure ordinance as part of the GHG Reduction Strategy, applying to new construction starting January 2020. Accordingly, the City will move towards building electrification and solar-readiness of nonresidential buildings.

Fuel for Motor Vehicles

The Downtown Strategy 2040 EIR reported that approximately 15 billion gallons of gasoline were sold in California in 2017. Since that time data for 2018 and 2019 has become available, showing that taxable gasoline sales have remained at approximately 15 billion gallons per year.[32]

3.6.2 Checklist and Discussion of Impacts

Environmental Issue Area		New Potentially Significant Impact	New Less than Significant with Mitigation Incorporated	New Less than Significant Impact	Same Impact as "Approved Project"	Less Impact than "Approved Project"	No Impact
Energy. Would the project:							
a)	Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?				X		
b)	Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?				X		

[31] California Gas and Electric Utilities. 2017 Natural Gas Market Trends and Outlook. Accessed August 24, 2020. https://efiling.energy.ca.gov/getdocument.aspx?tn=221428-3.
[32] California Department of Tax and Fee Administration. April 2020 – Motor Vehicle Fuel 10 Year Reports. Accessed August 24, 2020. http://www.cdtfa.ca.gov/taxes-and-fees/MVF_10_Year_Report.pdf

3.6.2.1 Impact Discussion

Energy Use Associated with the Built Environment (Same as Downtown Strategy 2040 EIR – Less than Significant)

The Downtown Strategy 2040 EIR determined that while future development would contribute to the citywide increase in demand for electricity and natural gas, all development would be subject to the Green Building Ordinance, which requires new development to incorporate energy conservation and efficiency through site design, architectural design, and construction techniques. Standard 2040 General Plan policies and regulations promoting the use and expansion of renewable energy resources including solar voltaic, solar hot water, wind, and biogas or biofuels would further help to reduce demand for imported energy supplies. For these reasons, it was determined that development under the Downtown Strategy 2040 would not result in a substantial increase in demand for energy resources in relation to project supplies.

The DSAP Amendment would increase the number of jobs and residents in Downtown by increase development capacity beyond what was assumed in the Downtown Strategy 2040 EIR. This would incrementally increase new energy demand from the built environment. However, the City's Downtown Strategy 2040 EIR measures, 2040 General Plan policies, or Municipal Code requirements designed to increase energy efficiency and use of renewable energy in the built environment would continue to apply to all development under the DSAP Amendment. Development under the DSAP Amendment would be designed to comply with the San José Clean Energy Program and Reach Code Initiative. Under the Reach Code Initiative, the City will prohibit natural gas infrastructure in new residential construction, which would lead to increased energy demand from the built environment. Furthermore, new Downtown Design Guidelines and Standards related to energy-efficient windows and green rooftops would help to further reduce energy consumption from the built environment beyond what was anticipated in the Downtown Strategy 2040 EIR. Therefore, the DSAP Amendment would not result in inefficient or unnecessary consumption of energy and would remain consistent with the conclusions in the Downtown Strategy 2040 EIR.

Energy Use Associated with Transportation (Same as Downtown Strategy 2040 EIR – Less than Significant)

The Downtown Strategy 2040 EIR concluded that with implementation of a Transportation Demand and Parking Management Plan to further reduce VMT, the Downtown Strategy 2040 would not result in a new or more significant impact related to transportation energy use. This is consistent with the 2040 General Plan EIR, which determined that growth associated with the 2040 General Plan would not result in the wasteful, inefficient, or unnecessary use of energy for transportation uses given that overall VMT reductions would save nearly one million gallons of gasoline.

Similar to the Downtown Strategy 2040, future development under the DSAP Amendment would be subject to a Transportation Demand and Parking Management Plan and 2040 General Plan policies intended to reduce VMT per capita and support transportation alternatives. The DSAP Amendment would help reduce 2040 residential VMT in the DSAP area from approximately 7.55 with buildout of the Downtown Strategy 2040 to 6.78 with implementation of the project changes. The DSAP amendment would reduce employment VMT from 8.56 with buildout of the Downtown Strategy 2040 to 8.29 under the DSAP Amendment. Reductions in VMT would be accomplished by placing denser residential, office,

and retail uses close to high-quality transportation options (e.g., Diridon Station) and near employment centers in Downtown. This VMT reduction would translate into a reduction in the amount of gasoline consumption and other transportation-related energy demands. Therefore, the DSAP Amendment would not result in inefficient or unnecessary consumption of energy related to transportation and the level of impact would remain consistent with the analysis in Downtown Strategy 2040 EIR.

Energy Use Associated with Redevelopment and Construction (Same as Downtown Strategy 2040 EIR – Less than Significant)

The Downtown Strategy 2040 EIR determined that, with implementation of 2040 General Plan policies and existing regulations and programs to reduce energy loss resulting from construction activities, construction of new development would not consume energy in a manner that is wasteful, inefficient, or unnecessary.

Future development under the DSAP Amendment would involve demolition and construction, including fuels and electrical power for operation of construction equipment and the fabrication and transport of construction materials. Energy will also be used to demolish, transport, and dispose of demolition materials. Such development would incorporate the same 2040 General Plan policies and existing regulations discussed in the Downtown Strategy 2040 EIR. Therefore, future development would not consume energy in a manner that is wasteful or unnecessary and would remain consistent with the analysis in Downtown Strategy 2040 EIR.

Cumulative Impacts (Same as Downtown Strategy 2040 EIR – Less than Significant)

The Downtown Strategy 2040 EIR determined that build out would not make a substantial contribution to a cumulative impact related to energy use given the overall reduction in VMT and assuming implementation of 2040 General Plan policies and existing regulations.

Development under the DSAP Amendment would contribute to an increase in cumulative energy use. However, the DSAP Amendment would help reduce 2040 residential VMT in the DSAP area from approximately 7.55 with buildout of the Downtown Strategy 2040 to 6.78 with implementation of the project changes. Buildout of the DSAP Amendment would reduce employment VMT from 8.56 with buildout of the Downtown Strategy 2040 to 8.29 under the DSAP Amendment. Combined with adherence to the same 2040 General Plan policies and existing regulations discussed in the Downtown Strategy 2040 EIR, the DSAP Amendment would not substantially contribute to a cumulative energy impact beyond what was previously identified and remains consistent with the analysis in Downtown Strategy 2040 EIR.

3.6.3 Conclusion

Changes to the Downtown Strategy 2040 to accommodate the proposed DSAP Amendment would not result in new or substantially worse energy impacts than those identified in the Downtown Strategy 2040 EIR because development under the DSAP Amendment would be subject to the same energy-saving policies, such as the Green Building Ordinance, and the Reach Code Initiative in addition to the updated Downtown Design Guidelines and Standards. Additionally, a reduction in VMT through densification of residential, office, and retail uses close to transportation options would lessen transportation-related energy demands. Based on this, the City finds that:

A. Substantial changes in Downtown Strategy 2040 and circumstances resulting in new significant effects or a substantial increase in the severity of previously identified significant effects in the Downtown Strategy 2040 EIR have not occurred; and

B. New information of substantial importance with respect to energy resulting in new significant effects or a substantial increase in the severity of previously identified effects in the Downtown Strategy 2040 EIR has not been identified; and

C. None of the proposed project changes would significantly affect energy.

Therefore, the conclusions in Section 3.6, Energy, of the Downtown Strategy 2040 EIR would remain valid with implementation of the DSAP Amendment.

3.7 Geology and Soils

3.7.1 Environmental Setting

3.7.1.1 Changes to the Regulatory Framework

The regulatory framework for Geology and Soils includes the California Building Code, the Clean Water Act, State of California Porter-Cologne Water Quality Act, NPDES permit program, and City policies 6-29 and 8-14. Additionally, the California Alquist-Priolo Earthquake Fault Zoning Act requires the State Geologist to establish regulatory zones (known as Earthquake Fault Zones) around the surface traces of active faults and to issue appropriate maps. The California Building Code was updated in 2019 and went into effect on January 1, 2020. However, this update did not change the provisions for earthquake safety or other geologic safety issues. Therefore, the regulatory framework for Geology and Soils has not changed substantially since the certification of the Downtown Strategy 2040 EIR.

Envision San José 2040 General Plan

Since certification of the Downtown Strategy 2040 EIR in 2018, a number of text amendments have been made to the 2040 General Plan. Such amendments have generally been small, project-specific modifications to General Land Use designations on certain parcels. These changes do not include additional provisions that would affect the 2040 General Plan polices related to geology and soils (see Table 3.7-1 of the Downtown Strategy 2040 EIR for a full list of these policies).

3.7.1.2 Changes to Environmental Conditions

Geology and soils conditions have not changed substantially since the certification of the Downtown Strategy 2040 EIR, as such changes could only occur on a geologic timescale. Similarly, existing seismic hazards have not changed since 2018. As noted in the Downtown Strategy 2040 EIR, the only area in the City that is designated by the State Mining and Geology Board under the Surface Mining and Reclamation Act of 1975 (SMARA) as containing mineral deposits which are of regional significance is Communications Hill, which is located over two miles southeast of Downtown.

3.7.2 Checklist and Discussion of Impacts

Environmental Issue Area		New Potentially Significant Impact	New Less than Significant with Mitigation Incorporated	New Less than Significant Impact	Same Impact as "Approved Project"	Less Impact than "Approved Project"	No Impact
Geology & Soils. Would the project:							
a)	Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				X		
	i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				X		
	ii) Strong seismic ground shaking?				X		
	iii) Seismic-related ground failure, including liquefaction?				X		
	iv) Landslides?				X		
b)	Result in substantial soil erosion or the loss of topsoil?				X		
c)	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?				X		
d)	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994),				X		

	creating substantial direct or indirect risks to life or property?						
e)	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X		
f)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X		

3.7.2.1 Impact Discussion

Expansive Soils and Artificial Fill (Same as Downtown Strategy 2040 EIR – Less than Significant with Mitigation)

The Downtown Strategy 2040 EIR identified risks related to expansive soils and artificial fill located within Downtown. In addition to compliance with 2040 General Plan Policies, the City Municipal Code, and California Building Code, the following measures were proposed to reduce impacts associated with expansive soils and artificial fill.

Measures Identified in the Downtown Strategy 2040 EIR to Reduce and Avoid Impacts related to Geologic Hazards

Under current regulations, future development projects in San José are subject to the following measures:

- Consistent with 2040 General Plan policies, future projects will be required to complete a design-level geotechnical investigation to verify compliance with applicable regulations.[33] The reports shall determine the site-specific soil conditions and identify the appropriate design and construction techniques to minimize risks to people and structures, including measures for site preparation, compaction, trench excavations, foundation and subgrade design, drainage, and pavement design. Subsurface exploration, laboratory testing, and engineering analyses may be required as part of the investigations. The reports shall be submitted to the City of San José Public Works Department Geologist for review prior to issuance of any site-specific grading or building permit.

[33] Geotechnical investigations would not necessarily be required for minor improvement projects (e.g., streetscape enhancements) that are not part of a development or transportation project, unless there is potential for a significant hazard.

- Techniques that may be used to minimize hazards include replacing problematic soils with properly conditioned/compacted fill and designing structures to withstand the forces exerted during shrink-swell cycles and settlements.

- Foundations, footings, and pavements on expansive soils near trees shall be designed to withstand differential displacement.

Implementation of these measures was determined to avoid or reduce impacts related to expansive soil and artificial fill under the Downtown Strategy 2040.

Development under the DSAP Amendment would remain in the same geologic setting as Downtown Strategy 2040 and would not require substantially different construction activities or types of permanent structures than that established in the Downtown Strategy 2040 EIR. Geologic impacts would primarily result from existing geologic conditions addressed in the Downtown Strategy 2040 EIR. The measures above also apply to the DSAP Amendment, which would be subject to the same risks associated with expansive soils and artificial fill as Downtown Strategy 2040.

Erosion (Same as Downtown Strategy 2040 EIR – Less than Significant with Mitigation)

The Downtown Strategy 2040 determined that erosion could occur during and after construction of new development. Therefore, the measures below were proposed to prevent substantial erosion and siltation.

Measures Identified in the Downtown Strategy 2040 EIR to Reduce and Avoid Impacts related to Erosion

Under current requirements, future projects under the Downtown Strategy 2040 would be required to implement the following standard measures during construction:

- Standard erosion control and grading best management practices (BMPs) will be implemented during construction to prevent substantial erosion from occurring during site development. The BMPs shall be included on all construction documents.

- Prior to issuance of a Public Works Clearance, the applicant must obtain a grading permit before commencement of excavation and construction. In accordance with GP Policy EC-4.12, the applicant may be required to submit a Grading Plan and/or Erosion Control Plan for review and approval, prior to issuance of a grading permit.

- Future projects over one acre in size would be required to prepare a Storm Water Pollution Prevention Plan (SWPPP) under the NPDES General Construction Permit and the City's Municipal Code (refer to **Section 3.10, Hydrology and Water Quality**, for additional information).

Implementation of these standard measures was deemed sufficient to reduce and avoid construction-related erosion impacts from build out of the Downtown Strategy 2040.

As stated above, the DSAP Amendment would remain in the same geologic setting and proposes similar types of construction and development as Downtown Strategy 2040. Therefore, risks due to erosion

would be similar under the DSAP Amendment and the measures above would apply to reduce the impact to less than significant.

Dewatering (Same as Downtown Strategy 2040 EIR – Less than Significant with Mitigation)

Given that dewatering could be required for future development within Downtown, the measure below was identified to reduce impact from the Downtown Strategy 2040 to a less than significant level.

Measures Identified in the Downtown Strategy 2040 EIR to Reduce and Avoid Impacts related to Dewatering

Consistent with mitigation measures identified in the 2040 General Plan EIR, individual future development projects that involve dewatering will be required to implement the following measure:

- If dewatering is needed, the design-level geotechnical investigations to be prepared for individual future development projects shall evaluate the underlying sediments and determine the potential for settlements to occur. If it is determined that unacceptable settlements may occur, then alternative groundwater control systems shall be required.

The Downtown Strategy 2040 EIR determined that implementation of this measure would reduce and avoid impacts related to ground settlement from dewatering activities.

The DSAP Amendment does not include development in new area beyond those already studied in the Downtown Strategy 2040 EIR. Given that the same types of development are proposed within the same project area and the measures described would still apply, the DSAP Amendment would not create any new or substantially worse impacts related to dewatering.

Seismic Hazards (Same as Downtown Strategy 2040 EIR – Less than Significant with Mitigation)

The City and entire Bay Area are within one of the most seismically active areas in the United States. Therefore, all structures and their occupants within Downtown are at risk of damage or injury from ground shaking in the event of an earthquake.

The Downtown Strategy 2040 EIR specifically determined that future development would be exposed to seismically induced liquefaction. Lands adjacent to Los Gatos Creek and the Guadalupe River were also deemed susceptible to lateral spreading and differential settlement. Because there are no active faults within Downtown, there is no risk for fault rupture. The Downtown Strategy 2040 EIR identified measures to reduce seismic impacts to a less-than-significant level.

Measures Identified in the Downtown Strategy 2040 EIR to Reduce and Avoid Impacts related to Seismic Hazards

Implementation of City policies and existing regulations would substantially reduce seismic hazards to people and structures. Under current regulations, future development projects in San José are subject to the following measures:

- The design-level geotechnical investigations (described above) shall identify site-specific ground failure hazards such as liquefaction and the appropriate techniques to minimize risks to people and structures. Over-excavation and re-compaction are a commonly used method to mitigate soil conditions susceptible to settlement.

- Future projects shall be designed and constructed in accordance with the most recent California Building Code, which contains the regulations that govern the construction of structures in California. Adherence to the California Building Code would ensure the proposed improvements resist minor earthquakes without damage and major earthquakes without collapse.

The Downtown Strategy 2040 EIR determined that these measures would reduce impacts related to seismic hazards to a less-than-significant level.

All development associated with the DSAP Amendment would take place within the area analyzed in the Downtown Strategy 2040 EIR. Therefore, future development under the DSAP Amendment would be exposed to the same level of seismically induced liquefaction, particularly in lands adjacent to Guadalupe River and Los Gatos Creek. Given that the measures described above would still apply, the DSAP Amendment would not result in any new or substantially worse impacts related to seismic activity.

Cumulative Impacts (Same as Downtown Strategy 2040 EIR – Less than Significant with Mitigation)

Individual projects under the Downtown Strategy 2040 are required to complete design-level geotechnical investigations and conform to current building codes, consistent with 2040 General Plan policies. Such measures would also apply to other projects planned for Downtown including HSR, BART, and roadway projects. Therefore, the Downtown Strategy 2040 EIR determined that planned infrastructure and development projects and their occupants would not be exposed to a cumulative impact related to geologic and seismic hazards.

Construction of multiple projects at the same time could contribute to cumulative construction-related impacts regarding erosion and dewatering. However, implementation of the measures listed above, such as preconstruction surveys, construction monitoring, groundwater control systems, standard erosion control and grading BMPs, requirement to the obtain a grading permit before commencement of excavation and construction, compliance with SWPPP requirements, and design-level geotechnical investigations if dewatering is needed, would reduce cumulative impacts associated with erosion and dewatering to a less-than-significant level and would minimize damage to structures, roadways, and utilities. Therefore, the Downtown Strategy 2040 EIR concluded that the cumulative effects of construction on geologic conditions would not be considered significant.

The nature, scale, and timing of the DSAP Amendment have not changed the Downtown Strategy 2040 in a manner that would further exacerbate existing geologic and seismic hazards. Future development under the DSAP Amendment will be required to conform to current building codes, consistent with 2040 Downtown Strategy policies. All individual projects would continue to go through project-level geotechnical analysis to identify and mitigate any potential impacts. Therefore, the DSAP would not substantially contribute to cumulative impacts related to geologic and seismic hazards.

3.7.3 Conclusion

Changes to the Downtown Strategy 2040 to accommodate the proposed DSAP Amendment would not result in new or substantially worse geology and soils impacts than those identified in the Downtown Strategy 2040 EIR because development under the DSAP Amendment would remain in the same geologic setting as Downtown Strategy 2040 and would require similar construction activities to build similar structures. The measures identified in the Downtown Strategy 2040 EIR would be sufficient to prevent significant geological impacts. Based on this, the City finds that:

A. Substantial changes in Downtown Strategy 2040 and circumstances resulting in new significant effects or a substantial increase in the severity of previously identified significant effects in the Downtown Strategy 2040 EIR have not occurred;

B. New information of substantial importance with respect to geology and soils resulting in new significant effects or a substantial increase in the severity of previously identified effects in the Downtown Strategy 2040 EIR has not been identified; and

C. None of the proposed project changes would significantly affect geology and soils.

Therefore, the conclusions in Section 3.7, Geology and Soils, of the Downtown Strategy 2040 EIR would remain valid with implementation of the DSAP Amendment.

3.8 Greenhouse Gas Emissions

3.8.1 Environmental Setting

3.8.1.1 Changes to the Regulatory Framework

Federal

Clean Air Act

The EPA is the federal agency responsible for implementing the Clean Air Act. The U.S. Supreme Court in its 2007 decision in Massachusetts et al. v. Environmental Protection Agency et al., ruled that carbon dioxide (CO_2) is an air pollutant as defined under the Clean Air Act, and that EPA has the authority to regulate emissions of GHGs. Following the court decision, EPA has taken actions to regulate, monitor, and potentially reduce GHG emissions (primarily mobile emissions). In March 2020, the NHTSA and EPA finalized the SAFE Vehicles Rule, which relaxed federal greenhouse gas emissions and CAFE standards to increase in stringency at only about 1.5 percent per year between 2020 and 2026, compared to about 4 percent under previous standards.

State

California Global Warming Solutions Act

Under the California Global Warming Solutions Act, also known as Assembly Bill 32 (AB 32), CARB has established a statewide GHG emissions cap for 2020, adopted mandatory reporting rules for significant sources of GHG, and adopted a comprehensive plan, known as the Climate Change Scoping Plan, that identifies how emission reductions will be achieved from significant GHG sources.

On September 8, 2016, Governor Brown signed Senate Bill 32 (SB 32) into law, which requires CARB to ensure that statewide GHG emissions are reduced to 40 percent below 1990 levels by 2030. As a part of this effort, CARB is required to update the Climate Change Scoping Plan to express the 2030 target in terms of million metric tons (MT) of carbon dioxide equivalent (CO_2e). CARB adopted the state's updated Climate Change Scoping Plan in December 2017 and has not since released an updated plan. The updated plan provides a framework for achieving the 2030 target.

California Senate Bill 375 – Redesigning Communities to Reduce GHGs

Senate Bill 375 (SB 375) builds upon AB 32 by requiring CARB to develop regional GHG reduction targets for automobile and light truck sectors for 2020 and 2035, as compared to 2005 emissions levels. Consistent with the requirements of SB 375, MTC partnered with the ABAG, BAAQMD, and Bay Conservation and Development Commission (BCDC) to prepare the region's Sustainable Communities Strategy (SCS) as part of the Regional Transportation Plan (RTP) process. The SCS is referred to as Plan Bay Area.

Plan Bay Area established a course for reducing per-capita GHG emissions through the promotion of compact, mixed-use residential and commercial neighborhoods near transit, particularly within identified Priority Development Areas (PDAs). Downtown San José is identified as a PDA. Plan Bay Area 2040 was updated in July 2017 as a focused update with revised planning assumptions based upon current demographic trends. The Amendment to Plan Bay Area 2040, adopted in March 2018, does not contain changes to any projects within Downtown.

Advanced Clean Cars Program

CARB adopted the Advanced Clean Cars program in 2012 in coordination with the EPA and National Highway Traffic Safety Administration. The program combines the control of smog-causing (criteria) pollutants and GHG emissions into a single coordinated set of requirements for model years 2015 through 2025. The program promotes development of environmentally superior passenger cars and other vehicles, as well as saving the consumer money through fuel savings. CARB is currently in the process of establishing the next set of requirements; however, no new requirements have been passed since the certification of the Downtown Strategy 2040 EIR in 2018.

Regional

Bay Area Air Quality Management District

BAAQMD is the regional government agency that regulates sources of air pollution within the nine San Francisco Bay Area counties. Several key activities of BAAQMD related to GHG emissions are described below.

- Regional Clean Air Plans: BAAQMD and other agencies prepare clean air plans as required under the state and federal Clean Air Acts. Consistent with the GHG reduction targets adopted by the State of California, the 2017 CAP lays the groundwork for BAAQMD's long-term effort to reduce Bay Area GHG emissions 40 percent below 1990 levels by 2030 and 80 percent below 1990 levels by 2050.
- BAAQMD CEQA Air Quality Guidelines: The BAAQMD CEQA Air Quality Guidelines are intended to serve as a guide for those who prepare or evaluate air quality impact analyses for projects and plans in the San Francisco Bay Area. The Guidelines include information on legal requirements, BAAQMD rules, plans and procedures, methods and thresholds for analyzing GHG emissions, mitigation measures, and background information.

As stated above in **Section 3.3, Air Quality**, BAAQMD's CAP and CEQA guidelines have not been updated since the certification of the Downtown Strategy 2040 EIR in 2018.

Local

Envision San José 2040 General Plan

Various policies in the City's 2040 General Plan have been adopted for the purpose of reducing or avoiding impacts related to air quality, as listed in Table 3.8-1 of the Downtown Strategy 2040 EIR. In addition, goals, and policies throughout the 2040 General Plan encourage a reduction in VMT and requirements for Transportation Demand Management programs for large employers. Additional policies related to transportation, energy, and air quality have also been adopted to reduce energy use (and thus emissions from fuel use). No new 2040 General Plan revisions have been made that would present new policies for GHG emissions compliance since certification of the Downtown Strategy 2040 EIR.

Greenhouse Gas Reduction Strategy

The City's GHG Reduction Strategy, as part of the 2040 General Plan, identifies GHG emissions reduction measures to be implemented by development projects as part of three categories: built environment and energy, land use and transportation, and recycling and waste reduction. Some measures are mandatory for all proposed development projects and others are voluntary and could be incorporated as mitigation measures for proposed projects, at the City's discretion.

The environmental impacts of the GHG Reduction Strategy were analyzed in the 2040 General Plan Final Program Environmental Impact Report (FEIR), and as supplemented. Beyond 2020, the emission reductions in the GHG Reduction Strategy were not large enough to meet the City's identified 3.04 MT CO_2e/SP efficiency metric for 2035. An additional reduction of 5,392,000 MT CO_2e per year would be required for the projected service population to meet the City's target for 2035.

In August 2020, the City published the 2030 GHG Reduction Strategy, which is an update to the original GHG Reduction Strategy. The City Council adopted the updated Strategy in November 2020 and replaces the previous GHG Reduction Strategy in the 2040 General Plan. The 2030 GHG Reduction Strategy better aligns with SB 32 GHG reduction goal for 2030 (i.e., 40 percent reduction below 1990 levels by 2030) and builds upon the City's 2040 General Plan and the Climate Smart San José carbon reduction goals. The 2030 GHG Reduction Strategy establishes an emission target for the City that is consistent with SB 32 and identified policies that will contribute to GHG reductions in the City. In addition, the 2030 GHG Reduction Strategy is also a qualified CAP, so developments can tier off the document for CEQA review. A development checklist was developed that would streamline GHG analyses for future developments and ensure that new projects demonstrate consistency with 2030 GHG Reduction Strategy.

From 2017 to 2030, emissions are estimated to increase by approximately seven percent with no reductions implemented. Therefore, interim 2030 GHG emission targets were developed to ensure the City meets the SB 32 goal. The 2030 GHG target thresholds are 5.3 million metric tons (MMT) CO_2e/year in 2030 and 2.94 MT CO_2e/service population (SP). Several GHG reduction strategies are listed in the 2030 GHG Reduction Strategy to meet these target thresholds and further reduce GHGs. The following GHG reduction strategies would apply to this plan:

- GHGRS 1 – San José Clean Energy
    - The City will implement the San José Clean Energy program to provide residents and businesses access to cleaner energy at competitive rates.
- GHGRS 2 – Zero Net Carbon – Residential Construction
    - The City will implement building reach code ordinance (adopted September 2019) and its prohibition of natural gas infrastructure ordinance (adopted October 2019) to guide the City's new construction toward zero net carbon (ZNC) buildings.
- GHGRS 3 – Renewable Energy Development
    - The City will expand development of rooftop solar energy through the provision of technical assistance and supportive financial incentives to make progress toward the Climate Smart San José of becoming one-gigawatt solar city.

- GHGRS 5 – Zero Waste Goal
    - As an expansion to Climate Smart San José, the City will update its Zero Waste Strategic Plan and reassess zero waste strategies. Throughout the development of the update, the City will continue to divert 90 percent of waste away from landfills through source reduction, recycling, food recovery and composting, and other strategies.
- GHGRS 7 – Water Conservation
    - The City will expand its water conservation efforts to achieve and sustain long-term per capita reductions that ensure a reliable water supply with a changing climate, through regional partnerships, sustainable landscape designs, green infrastructure, and water-efficient technology and systems.

City of San José Municipal Code

The City's Municipal Code includes the following regulations that would reduce GHG emissions from future development:

- Green Building Ordinance (Chapter 17.84)
- Prohibition of Natural Gas Infrastructure in New Single Family, Low-rise Residential Buildings, and Detached Accessory Dwelling Units (Chapter 17.845)
- Water Efficient Landscape Standards for New and Rehabilitated Landscaping (Chapter
- 15.10)
- Transportation Demand Programs for employers with more than 100 employees (Chapter 11.105)
- Construction and Demolition Diversion Deposit Program (Chapter 9.10)
- Wood Burning Ordinance (Chapter 9.10)

Since certification of the Downtown Strategy 2040 EIR, the natural gas infrastructure prohibition has been added to the City's Municipal Code (Chapter 17.845).

City of San José Private Sector Green Building Policy (6-32)

In October 2008, the City adopted the Private Sector Green Building Policy (6-32) that establishes baseline green building standards for private sector new construction and provides a framework for the implementation of these standards. This policy requires that applicable projects achieve minimum green building performance levels using the Council adopted standards. Future development under the DSAP Amendment would be subject to this policy, which has not changed since certification of the Downtown Strategy 2040 EIR.

City of San José Reach Code Initiative

In September 2019, the City Council approved a building reach code ordinance (Ordinance No. 30311) that encourages building electrification and energy efficiency, requires solar-readiness on nonresidential buildings, and requires electric vehicle (EV)-readiness and EV equipment installation. In October 2019, the City Council approved an ordinance (Ordinance No. 30330) prohibiting natural gas infrastructure in new detached accessory dwelling units, single-family, and low-rise multi-family buildings that would supplement the reach code ordinance. This ordinance does not apply to high rise multi-family housing

units, hotels/motels, or other non-residential units. These ordinances will apply to new construction starting January 1, 2020.[34]

Climate Smart San José

Adopted by the City Council in 2018, CSSJ is the continuation and escalation of the San José Green Vision, the City's 15-year sustainability plan. CSSJ outlines the issues of urban sustainability and how the City will transform in order to minimize the impacts of climate change, focusing on nine key strategies. Transition to a renewable energy future, densification of City to accommodate future neighbors, and introduction of clean, personalized mobility choices are among listed strategies in the plan. The Community-Wide GHG Emissions Inventory is used to track the City's progress in achieving the goals of CSSJ. CSSJ has not been updated since certification of the Downtown Strategy 2040 EIR.

3.8.1.2 Changes to Environmental Conditions

The environmental setting relevant to GHG emissions have not substantially changed since the certification of the Downtown Strategy 2040 EIR in 2018.

3.8.2 Checklist and Discussion of Impacts

Environmental Issue Area		New Potentially Significant Impact	New Less than Significant with Mitigation Incorporated	New Less than Significant Impact	Same Impact as "Approved Project"	Less Impact than "Approved Project"	No Impact
Greenhouse Gas Emissions. Would the project:							
a)	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?				X		
b)	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?				X		

3.8.2.1 Impact Discussion

Greenhouse Gas Emissions (Same as Downtown Strategy 2040 EIR – Significant Unavoidable)

The Downtown Strategy 2040 EIR found that achieving the substantial GHG emissions reductions needed to meet the 2040 threshold would require an aggressive multiple-pronged approach including policy decisions and additional emission controls at the federal and state level, and new and substantially advanced technologies that cannot be anticipated or predicted with any accuracy at this

[34] City of San José 2019. *San José Reach Code.* Available: https://www.sanjoseca.gov/your-government/departments-offices/environmental-services/climate-smart-san-jos/2019-reach-code-initiative

time. Future conditions under Downtown Strategy 2040 would also require substantial behavioral changes to reduce single occupant vehicle trips, especially to and from work places. Future policy and regulatory decisions by other agencies (such as the California ARB, PUC, California Energy Commission, MTC, and BAAQMD) and technological advances are outside the City's control, and therefore cannot be relied upon as feasible mitigation strategies.

Given the uncertainties about the feasibility of achieving the needed 2040 emissions reductions, the Downtown Strategy 2040's cumulative contribution to greenhouse gas emissions and climate change for the 2040 timeframe was determined to be significant and unavoidable. This conclusion in the Downtown Strategy 2040 EIR is consistent with the 2040 General Plan EIR, which found that emissions beyond 2020 would be significant and unavoidable.

The basis for the GHG thresholds recommended in the BAAQMD CEQA Air Quality Guidelines was intended to meet goals of AB 32 for the year 2020. Because development within the DSAP Amendment plan area would occur beyond 2020, a threshold that addresses a future target was used. The basis of the BAAQMD thresholds were used to develop plan level thresholds for 2040. Although BAAQMD has not yet published a quantified threshold for 2040, this assessment uses a "Substantial Progress" efficiency metric of 2.6 MT CO_2e per year per service population. An efficiency metric of 1.7 MT CO_2e per year per SP for 2040 was calculated based on GHG reduction goals of EO B-30-15, taking into account the 1990 inventory and the projected 2040 statewide population and employment levels. This 2040 service population threshold is the same one used in the Downtown Strategy 2040 EIR.

Operation of the new development associated with the DSAP Amendment would result in GHG emissions. Emissions for the DSAP area relative to Downtown were calculated by dividing the total MT CO_2e by the predicted total population. Net MT CO_2e were also calculated by subtracting the existing no project scenario GHG emissions from the total full buildout GHG emissions (**Table 18**). **Table 18** shows the estimated GHG emissions for the Downtown Strategy 2040 baseline conditions, Downtown Strategy 2040 buildout, Downtown Strategy 2040 plus the DSAP Amendment, and the cumulative scenario including the Downtown West project.

Table 18 Downtown Strategy 2040 and the DSAP Amendment GHG Emissions (MT of CO_2e per Service Population)

Source Category	Downtown Strategy 2040 – Existing Uses in 2015	Downtown Strategy 2040 – Existing Uses in 2040	Downtown Strategy 2040 Plus DSAP Amendment Full Build Out – Existing Plus Project in 2040	Cumulative Scenario 2040[1]
Area	756	756	986	1,279
Energy Consumption	99,637	31,750	40,644	48,771
Mobile	2,985	5,073	6,313	7,708
Solid Waste Generation	11,694	11,694	16,360	20,599
Water Usage	7,327	4,894	7,142	9,135
Mobile – Exhaust	119,397	207,814	260,080	300,126

Table 18 Downtown Strategy 2040 and the DSAP Amendment GHG Emissions (MT of CO_2e per Service Population)				
Source Category	**Downtown Strategy 2040 – Existing Uses in 2015**	**Downtown Strategy 2040 – Existing Uses in 2040**	**Downtown Strategy 2040 Plus DSAP Amendment Full Build Out – Existing Plus Project in 2040**	**Cumulative Scenario 2040[1]**
Total (MT of CO_2e)	241,796	261,980	331,526	387,618
Net Increase in 2040 (MT of CO_2e)	N/A	N/A	69,545	125,638
Service Population (persons)	46,156	134,812	41,272	209,093
Service Population Efficiency Metric (MT CO_2e/year/SP)	5.24	1.94[2]	1.69	1.85
2040 Substantial Progress Threshold	N/A	N/A	**1.7 MT CO2e/year/SP**	**1.7 MT CO2e/year/SP**

Source: Illingworth and Rodkin, 2020

[1]The Downtown West analysis is included for informational purposes only.

*[2]Efficiency metric of 1.94 MT CO_2e/year/SP for Downtown Strategy 2040 scenario differs from 2.21 MT CO_2e/year/SP reported in Downtown Strategy 2040 EIR because it was calculated based on updated projections included in the Transportation Analysis (**Appendix D**).*

MT of CO_2e = metric tons of carbon dioxide equivalent; SP = service population

As shown in **Table 18** above, adding the DSAP Amendment to the Downtown Strategy 2040 would result in an efficiency metric of 1.69 MT of CO_2e per year per service population, compared to 1.94 MT of CO_2e per year per service population under full build out of the Downtown Strategy 2040. Therefore, while the DSAP Amendment would cause an incremental increase in total emissions beyond that anticipated under the Downtown Strategy 2040 EIR, emissions per service population would be reduced due to the effects of increased density and access to transit. Furthermore, growth associated with the DSAP Amendment would be reallocated to the DSAP area from other planned growth areas within the City, which were previously identified and planned for in the 2040 General Plan. Therefore, there would be no net increase in Citywide development capacity. Therefore, the DSAP Amendment would contribute to the significant and unavoidable impact identified in the Downtown Strategy 2040 EIR, but it would not introduce a new or substantially worse impact than that described in the Downtown Strategy 2040 EIR.

Consistency with Plans (Same as Downtown Strategy 2040 EIR – Less than Significant)

2017 Clean Air Plan

As discussed in the Downtown Strategy 2040 EIR, the proposed Downtown Strategy 2040 would support the goals of the 2017 Clean Air Plan through incorporation of the following:

- Reducing motor VMT by facilitating development in proximity to existing/proposed/planned pedestrian, bicycle, and transit facilities;
- Including a TDM program that encourages automobile-alternative transportation;
- Complying with applicable regulations that would result in energy and water efficiency including Title 24 and California Green Building Standards Code.

Therefore, the Downtown Strategy 2040 EIR concluded that the project would not disrupt or hinder the implementation of applicable control measures in the 2017 CAP. Likewise, all development under the DSAP Amendment would be required to implement the strategies outlined above and cited in the Downtown Strategy 2040 EIR. Therefore, the DSAP Amendment would remain consistent 2017 CAP.

Envision San José 2040 General Plan

The Downtown Strategy 2040 EIR determined that the project is consistent with 2040 General Plan policies to reduce GHG emissions by facilitating development near existing transit and bike facilities and requiring a TDM program for future development.

GHG Reduction Strategy

The Downtown Strategy 2040 EIR determined that individual projects under the Downtown Strategy 2040 would be required to demonstrate consistency with goals and policies in the 2040 General Plan designed to reduce GHG emissions during project-level environmental review. With adherence to these goals and policies, the Downtown Strategy 2040 was found to be consistent with the City's GHG Reduction Strategy through the year 2030.

As discussed in **Section 3.8.1.1**, the City has adopted an updated 2030 GHG Reduction Strategy since certification of the Downtown Strategy 2040 EIR in 2018. This update was prepared in response to SB 32, which establishes an interim GHG reduction goal for 2030 and proposes strategies designed to reduce the City's greenhouse gas emissions levels to 40 percent below 1990 levels by the year 2030 to meet the long-term target of carbon neutrality by 2045. As demonstrated in **Table 19**, the DSAP Amendment would be consistent with all relevant strategy measures identified in the 2030 GHG Reduction Strategy. In addition, any future developments proposed under the DSAP Amendment would need to complete the 2030 GHGRS Development Compliance Checklist to ensure that all developments adhere to the policies in the 2030 GHG Reduction Strategy or prepare a project-specific analysis of GHG emissions.[35] Therefore, as with the Downtown Strategy 2040, any development under the DSAP Amendment occurring through the horizon year 2030 would be consistent with the City's GHG reduction strategy and there would be no new or substantially worse impact.

Table 19 City of San José 2030 GHG Reduction Strategy Consistency

Applicable GHG Reduction Strategy Measures	Project Consistency
GHGRS 1 – San José Clean Energy	Consistent: The DSAP Amendment would encourage the use of the

[35] The City will prepare an updated GHG Reduction Strategy to address citywide emissions in 2040 to achieve an interim target between the 2030 target of 40 percent below 1990 levels and the 2050 goal established in EO S-3-05 of 80 percent 1990 levels. The timeframe for this updated GHG Reduction Strategy is unknown, but likely a decade away. Further analysis would be required to confirm consistency of any development under the DSAP Amendment post-2030 with the 2040 GHG Reduction Strategy following adoption of that document.

Table 19 City of San José 2030 GHG Reduction Strategy Consistency	
Applicable GHG Reduction Strategy Measures	**Project Consistency**
The City will implement the San José Clean Energy program to provide residents and businesses access to cleaner energy at competitive rates.	electricity from SJCE, which will provide 100 percent carbon free energy to customers by 2021.
GHGRS 2 – Zero Net Carbon – Residential Construction The City will implement building reach code ordinance (adopted September 2019) and its prohibition of natural gas infrastructure ordinance (adopted October 2019) to guide the City's new construction toward zero net carbon (ZNC) buildings	Consistent: New projects under the DSAP Amendment would adhere to the City Reach code for natural gas and prohibit the use of natural gas infrastructure in new construction when appropriate.
GHGRS 3 – Renewable Energy Development The City will expand development of rooftop solar energy through the provision of technical assistance and supportive financial incentives to make progress toward the Climate Smart San José of becoming one-gigawatt solar city.	Consistent: The DSAP Amendment would encourage the incorporation of photovoltaic solar panels. Developers would also be encouraged to incorporate solar power, to the degree feasible, and at minimum provide solar ready infrastructure.
GHGRS 5 – Zero Waste Goal As an expansion to Climate Smart San José, the City will update its Zero Waste Strategic Plan and reassess zero waste strategies. Throughout the development of the update, the City will continue to divert 90 percent of waste away from landfills through source reduction, recycling, food recovery and composting, and other strategies.	Consistent: The DSAP Amendment would include on-site recycling facilities, implement a construction waste management plan, and meet the waste diversion goals outlined in the California Integrated Waste Management Act and AB 935.
GHGRS 7 – Water Conservation The City will expand its water conservation efforts to achieve and sustain long-term per capita reductions that ensure a reliable water supply with a changing climate, through regional partnerships, sustainable landscape designs, green infrastructure, and water-efficient technology and systems.	Consistent: DSAP Amendment would support the City's 2040 General Plan policies encouraging new development to utilize recycled water for landscape irrigation and promoting water conservation (Policies MS-3.1 through MS-3.9)

Source: Illingworth and Rodkin, 2020

3.8.3 Conclusion

Changes to the Downtown Strategy 2040 to accommodate the proposed DSAP Amendment would not result in new or substantially worse impacts than those identified in the Downtown Strategy 2040 EIR because buildout under the DSAP Amendment would be subject to the same or stricter GHG regulations as the Downtown Strategy 2040, while at the same time reducing projected transportation-related GHG emissions through densification near high-quality transit and employment centers. Based on the this, the City finds that:

A. Substantial changes in Downtown Strategy 2040and circumstances resulting in new significant effects or a substantial increase in the severity of previously identified significant effects in the Downtown Strategy 2040 EIR have not occurred; and

B. New information of substantial importance with respect to greenhouse gas emissions resulting in new significant effects or a substantial increase in the severity of previously identified effects in the Downtown Strategy 2040 EIR has not been identified.

Therefore, the conclusions in Section 3.8, Greenhouse Gas Emissions, of the Downtown Strategy 2040 EIR would remain valid with implementation of the DSAP Amendment.

3.9 Hazards and Hazardous Materials

3.9.1 Environmental Setting

The impact discussions below summarize the conclusions regarding hazards and hazardous materials impacts of the Downtown Strategy 2040 EIR to provide a comparison to project changes resulting from the DSAP Amendment. Refer to Section 3.9, Hazards and Hazardous Materials, of the Downtown Strategy 2040 EIR for a full discussion of hazards impacts under the Downtown Strategy 2040.

3.9.1.1 Changes to the Regulatory Framework

Hazardous materials encompass a wide range of substances, some of which are naturally-occurring and some of which are man-made. Examples include pesticides, herbicides, petroleum products, metals (e.g., lead, mercury, arsenic), asbestos, and chemical compounds used in manufacturing and industrial processes. The Downtown Strategy 2040 EIR identified numerous regulations governing the use, storage, transport, and disposal of these materials, as well as the agencies tasked with the enforcement of these regulations. Substantial updates to these regulations as they pertain to Downtown have not occurred since the certification of the Downtown Strategy 2040 EIR in 2018 (see Section 3.9.2, Regulatory Setting, of the Downtown Strategy 2040 EIR, for a full list of these regulations and agencies).

Government Code §65962.5 (Cortese List)

Section 65962.5 of the Government Code requires the California Environmental Protection Agency (Cal EPA) to develop and update (at least annually) a list of hazardous waste and substances sites, known as the Cortese List. The Downtown Strategy 2040 EIR identified numerous Cortese list sites within and nearby Downtown that likely result in contamination within Downtown. Given the industrial and urban nature of Downtown, agencies responsible for managing hazardous materials and wastes may have designated additional Cortese list sites within the DSAP area since the Certification of the Downtown Strategy 2040 EIR in 2018.

Airport Regulations

The Downtown Strategy 2040 EIR identified the potential for accidents associated with aircraft departing from and landing at the Airport as a potential hazard in Downtown. Aviation hazards are addressed at the federal level by the Federal Aviation Administration (FAA), at a state level by Caltrans under the State Aeronautics Act, and at the local level by the Santa Clara County Airport Land Use Commission (ALUC) and City policies and plans. These regulations focus on the protection people on the ground and in the air. Since the certification of the Downtown Strategy 2040 EIR, these agencies have not updated regulations relevant to the project with the exception of Federal Aviation Regulations Part 77, which was updated in July 2019. However, these updates primarily simplify the existing rule and would not substantially alter the evaluation of the environmental impacts of the project. The ALUC is currently considering an update to the Santa Clara County Airport Comprehensive Land Use Plan (CLUP).

ABAG Hazard Mitigation Plan

The ABAG hazard mitigation plan, *Taming Natural Disasters*, includes mitigation activities and strategies for dealing with hazards that are likely to impact the Bay Area, including flooding, landslides, wildfires, drought, and earthquake-related hazards. ABAG has not updated the hazard mitigation plan since the certification of the Downtown Strategy 2040 EIR in 2018.

City of San José Policies

The Downtown Strategy 2040 EIR identified the City Municipal Code, Emergency Operations Plan, and the 2040 General Plan as containing policies governing the handling of hazardous materials and providing procedures for emergency response during events such as fires, terrorist attacks, and power outages. Since the certification of the Downtown Strategy 2040 EIR, the City issued a revised Emergency Operations Plan in 2019 and completed text amendments to the 2040 General Plan. However, changes to these plans would be insubstantial in their effect on the regulation of the hazards relevant to the project (see Table 3.9-1 of the Downtown Strategy 2040 EIR for a full list of 2040 General Plan policies). The City has not substantially revised its municipal code's hazards and hazardous materials policies since the certification of the Downtown Strategy 2040 EIR.

City of San José Downtown Design Guidelines and Standards

The revised Downtown Design Guidelines and Standards adopted in 2019 include specific requirements and clear direction for new buildings and projects with major exterior modification to existing buildings in Downtown. **Table 20** below lists the guidelines and standards applicable to the DSAP Amendment and relevant to hazardous design. There are no standards applicable to hazardous materials or transportation.

Table 20 Downtown Design Guidelines Standards Applicable to Hazards

Subject	Guideline Title	Applicable Standards
5.0 Pedestrian Level	**Section 5.3.5 Signage – Podium Level and Pedestrian Level:** Inform and attract while enhancing the appearance of Downtown with well-designed and located Podium Level and Pedestrian Level signage.	**c.** Use signage and addressing to make clear the location of the primary entrance for pedestrians, bicyclists, bicycle parking, and emergency responders.
	Section 5.4 Surface Parking Lots: Avoid creating surface parking lots. Where created, ensure they are not large inactive areas that form barriers to walkability and urban vitality.	**a.** Divide any surface parking area length exceeding 240 feet into multiple zones divided by a drive aisle designed as a street, including sidewalks and parallel parking on both sides. This improves pedestrian, bicycle, and vehicular circulation in and across the site. These divisions will make it easier to redevelop portions of the parking lot at a later date. **b.** Create pedestrian walks at least every 120 feet within a parking lot to provide safe pedestrian travel to

Table 20 Downtown Design Guidelines Standards Applicable to Hazards		
Subject	**Guideline Title**	**Applicable Standards**
		either the building entrance or a public sidewalk. **c.** Screen with landscaping any surface parking lot within 50 feet of and visible from a street or paseo. Do not create unsafe blind spots.

Source: City of San José 2019c
N/A = Not applicable

3.9.1.2 Changes to Environmental Conditions

Downtown is currently developed with a range of residential, commercial, and industrial uses, including facilities that may use hazardous materials or generate hazardous wastes such as dry cleaners, gas stations, automotive, machine shops, and other uses. The Downtown Strategy 2040 EIR identified no large-scale manufacturing facilities that are likely to store or use toxic gases or significant quantities of hazardous materials within or adjacent to Downtown, although there may be aboveground fuel tanks, high pressure natural gas transmission lines, and other facilities that generate small quantities of hazardous wastes. Past uses in Downtown also have included uses that generate hazardous materials and wastes. No new large-scale manufacturing facilities have been constructed within Downtown that would increase use of hazardous materials in the area since the certification of the Downtown Strategy 2040 EIR in 2018. The DSAP area is still developed with residential, commercial, and industrial uses with a similar potential for use and storage of hazardous materials as identified in the Downtown Strategy 2040 EIR.

3.9.2 Checklist and Discussion of Impacts

Environmental Issue Area		New Potentially Significant Impact	New Less than Significant with Mitigation Incorporated	New Less than Significant Impact	Same Impact as "Approved Project"	Less Impact than "Approved Project"	No Impact
Hazards and Hazardous Materials. Would the project:							
a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				X		
b)	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident				X		

	conditions involving the release of hazardous materials into the environment?						
c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X		
d)	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X		
e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?				X		
f)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X		
g)	Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				X		

3.9.2.1 Impact Discussion

Soil and Groundwater Contamination (Same as Downtown Strategy 2040 EIR – Less than Significant Impact)

The Downtown Strategy 2040 EIR concluded that buildout of the Downtown Strategy 2040 would result in impacts from soil and groundwater contamination due to Cortese list sites and historic uses. Ground disturbance in contaminated areas could result in upset or accident conditions resulting in the release of hazardous material in the environment. In addition, Downtown likely contains artificial fill (also referred to as undocumented or man-made fill), which may include contaminated materials. However, Downtown Strategy 2040 EIR identified the following measures allow for appropriate remediation and mitigation of contamination impacts.

Measures Identified in the Downtown Strategy 2040 EIR to Reduce and Avoid Impacts Related to Contamination

- **Subsequent Analysis.** Prior to development or redevelopment of any parcel as part of implementation of Downtown Strategy 2040, a Phase I site assessment shall be conducted by a qualified professional in conformance with latest standards adopted by the American Society for Testing and Materials (ASTM). The Phase I site assessments shall identify:
    - current or historical land uses that involve the storage or generation of hazardous materials,
    - the potential for past releases of hazardous materials or historically contaminated fill materials to have affected the site,
    - regulatory listed sites in the vicinity that might have impacted the site, and
    - any recognized environmental conditions and include recommendations for further investigation of the site, if necessary.
- **Phase II Environmental Site Assessment.** If a Phase I site assessment were to indicate that a release of hazardous materials could have affected the site, additional soil and/or groundwater investigations would be completed to assess the presence and extent of contamination at the site.
- **Remedial Action Workplan.** For sites where contamination has been identified, the City or regulatory agencies may require preparation of a remedial action workplan (RAW or RAP) or similar documents. The plan will detail the specific remediation activities to be completed and the timing of the work, based on the results of the Phase II investigation and/or Human Health Risk Assessment. Typical remedial actions include:
    - removal of contaminated soils and off-site disposal,
    - groundwater remediation,
    - institutional/engineering controls such as the use of hardscape or imported soil to serve as a cap, and/or
    - modification to site planning and building design to eliminate exposure pathways.
- **Operations and Maintenance Program.** If institutional/engineering controls are used to remediate contamination, an Operations and Maintenance Program must be prepared and implemented to ensure health and safety measures for future construction, utility trenching, and maintenance are enforced throughout the life of the project.

- **Soil Management Plan.** For any site with the potential for encountering subsurface hazardous materials and/or where soil removal is required, the City or regulatory agencies may require preparation of a site-specific Soil Management Plan (or Waste Disposal Plan) to address the handling of impacted soils during site development. The plan would include the following elements:
    - procedures for transporting and disposing the waste material generated during removal activities,
    - procedures for stockpiling soil on-site,
    - provisions for collecting additional soil samples in previously inaccessible areas to confirm the extent of soil contamination, following demolition activities,
    - confirmation soil sampling to verify achievement of remediation goals,
    - procedures to ensure that fill and cap materials are verified as clean,
    - truck routes, and/or
    - staging and loading procedures and record keeping requirements.
- **Health and Safety Plan.** For any site where contamination has been identified, construction shall occur in accordance with a site-specific Health and Safety Plan (or "Construction Risk Management Plan") prepared by an environmental professional. The Health and Safety Plan may be separate from or part of the Soil Management Plan or Removal Action Workplan and shall include the following elements, as applicable:
    - provisions for personal protection and monitoring exposure to construction workers,
    - procedures to be undertaken in the event that contamination is identified above action levels or previously unknown contamination is discovered,
    - procedures for the safe storage, stockpiling, and disposal of contaminated soils,
    - provisions for the on-site management and/or treatment of contaminated groundwater during extraction or dewatering activities, and
    - emergency procedures and responsible personnel.
- **Groundwater.** To avoid the spread of harmful levels of contamination, the discharge of any water from dewatering activities will be required to comply with NPDES permit requirements or wastewater discharge permit conditions to the sanitary sewer, which may involve installation of a treatment system(s) at the dewatering location.
- **Review for Conformance.** All investigations and plans would be completed by a qualified hazardous materials consultant, in conformance with state and local guidelines and regulations. The investigations and plans would be subject to review and approval by the appropriate regulatory oversight agencies and the City's Environmental Compliance Officer through the City's development review process.

The DSAP Amendment would not induce development to areas beyond what was analyzed in the Downtown Strategy 2040 EIR. Thus, development under the DSAP Amendment would not encounter new areas of soil or groundwater contamination that could lead to upset or accident conditions resulting in the release of hazardous material in the environment. Additionally, if agencies designate new Cortese list sites, measures outlined in the Downtown Strategy 2040 EIR will continue to apply to require site-specific remediation and mitigation. Furthermore, a Phase I Environmental Site Assessment would be required for project-level environmental analysis for proposed projects under the DSAP Amendment to determine potential contamination of the project site. In the event that such analysis identifies unknown contamination, a Phase II Environmental Site Assessment and appropriate remediation would

be required, as necessary. Therefore, individual projects built under the DSAP Amendment would not create new or worsened impacts from ground water or soil contamination.

Hazardous Materials Use, Transport, and Disposal (Same as Downtown Strategy 2040 EIR – Less than Significant Impact)

The Downtown Strategy 2040 EIR concluded that the new development would result in impacts due to the introduction of new uses to Downtown. New uses, such as dry cleaners, energy storage systems, generators, substations or medical facilities, could require the routine transport, use, or disposal of hazardous materials, while other new uses, such as residential facilities or schools, would introduce populations sensitive to hazardous materials. However, buffer zones between sensitive uses and sites where hazardous materials would be handled, 2040 General Plan policies, and standard measures outlined in the Downtown Strategy 2040 EIR would apply to minimize these impacts.

Measures Identified in the Downtown Strategy 2040 EIR to Reduce and Avoid Impacts related to the Use or Generation of Hazardous Materials

Consistent with current regulations, future projects that involve the use or generation of hazardous materials would be subject to the following measures:

- **Hazardous Materials Business Plan.** Facilities that use, store, or handle hazardous materials in quantities greater than 500 pounds, 55 gallons, or 200 cubic feet are required to prepare a Hazardous Materials Business Plan (HMBP). The HMBP would contain facility maps, up-to-date inventories of all hazardous materials for each area, emergency response procedures, equipment, and employee training.
- **Hazardous Waste Generator Requirements.** Facilities that generate more than 100 kilograms per month of hazardous waste or more than one kilogram per month of acutely hazardous waste must be registered with the EPA. DTSC administers hazardous waste generator registration in California.
- **Contingency Plan.** All facilities that generate hazardous waste must prepare a Contingency Plan that establishes the duties of the facility's Emergency Coordinator, identification and location of emergency equipment, and reporting procedures to follow after an incident.
- **California Accidental Release Prevention Program (CalARP).** Facilities that use significant quantities of acutely hazardous materials must prepare a Risk Management Program (RMP) if there may be a significant likelihood that this use could pose an accident risk. The RMP must include a description of acutely hazardous material accidents occurring at the facility within the past three years, a description of equipment, procedures, and training to reduce the risk of acutely hazardous materials accidents, and an off-site consequence analysis that models potential impacts from an accidental release to surrounding areas.
- **Injury and Illness Prevention Plan.** The California General Industry Safety Order requires that all employers in California shall prepare and implement an Injury and Illness Prevention Plan, which should contain a code of safe practice for each job category, methods for informing workers of hazards, and procedures for correcting identified hazards.
- **Emergency Action Plan.** The California General Industry Safety Order requires that all employers in California prepare and implement an Emergency Action Plan. The Emergency Action Plan

designates employee responsibilities, evacuation procedures and routes, alarm systems, and training procedures.

- **Fire Prevention Plan.** The California General Industry Safety Order requires that all employers in California prepare and implement a Fire Prevention Plan. The Fire Prevention Plan specifies areas of potential hazard, persons responsible for maintenance of fire prevention equipment or systems, fire prevention housekeeping procedures, and fire hazard training procedures.
- **Hazard Communication Plan.** Facilities involved in the use, storage, and handling of hazardous materials are required to prepare a Hazard Communication program. The purpose of the Hazard Communication program is to provide methods for safe handling of hazardous materials, ensure proper labeling of hazardous materials containers, and ensure employee access to Material Safety Data Sheets (MSDSs).
- **Supplemental Review.** Prior to issuance of building permits for development or redevelopment in the project area that may involve the use, storage, or disposal of hazardous materials, the City and Santa Clara County Department of Environmental Health, as the Certified Unified Program Agency (CUPA), shall determine that the proposed use has adhered to current regulations and programs concerning hazardous waste and materials. The City may impose additional avoidance measures through the Conditional Use Permit process.
    - In accordance with GP Policy EC-6.4, all proposals for new or expanded facilities that handle hazardous materials that could impact sensitive uses off-site will be required to include adequate mitigation to reduce and avoid hazardous materials impacts.
    - In accordance with GP Policy EC-6.7, land uses and development that use hazardous materials that could impact existing residences, schools, day care facilities, community or recreation centers, senior residences, or other sensitive receptors if accidentally released shall not be approved without the incorporation of adequate mitigation or separation buffers between uses.

The DSAP Amendment would not add heavy industrial or other uses that could increase the routine transport, use, or disposal of hazardous materials beyond the levels considered in the Downtown Strategy 2040 EIR. Measures protecting sensitive uses, such as schools or residential structures, from hazardous materials release outlined in the Downtown Strategy 2040 EIR would also still apply to individual projects under the DSAP Amendment. Therefore, the DSAP Amendment would not contribute to new or worsened impacts from the use, storage, or disposal of hazardous materials.

Demolition and Construction Activities (Same as Downtown Strategy 2040 EIR – Less than Significant Impact)

Given the age of development in Downtown, existing structures on properties planned for redevelopment may contain asbestos-containing building materials and lead-based paint. If improperly controlled, airborne dust could migrate off-site during future demolition activities, affecting nearby land uses. Inhalation of asbestos fibers and lead particles could result in health impacts to workers and the general public.

Construction activities anticipated in the Downtown Strategy 2040 EIR would involve the use and transport of hazardous materials such as fuels, chemicals, and demolition debris. Minor spills of substances could occur, which could adversely affect the public and environment. However, the potential for construction activities to result in accidental releases or spills of hazardous materials is

considered to be low, given that the handling and disposal of hazardous materials is subject to construction worker health and safety regulations (i.e., Title 8 of the California Code of Regulations).

Construction activities could also uncover buried structures, wells, burn areas, debris, or contaminated soil and groundwater, based on the long industrial/commercial history of the project area. The presence of previously unidentified underground storage tanks (USTs) or drums containing unidentified materials that could be hazardous in nature may also be encountered during construction activities. If encountered, these materials may require special handling and disposal to avoid impacts to construction workers, the public, and the environment.

Enforcement of existing regulations would minimize risks to the public and environment resulting from hazardous materials use, transport, and storage during construction activities. Additionally, the following measures identified in the Downtown Strategy 2040 EIR would ensure the use of procedures designed to avoid the release of or exposure of construction workers to these hazardous materials.

Measures Identified in the Downtown Strategy 2040 EIR to Reduce and Avoid Impacts related to Construction-related Hazards

Consistent with current requirements, future projects would be subject to the following measures during demolition and construction activities:

- In accordance with National Emissions Standards for Hazardous Air Pollutants (NESHAP) guidelines, an asbestos survey shall be performed on all structures proposed for demolition that are known or suspected to have been constructed prior to 1980. If asbestos-containing materials are determined to be present, the materials shall be abated by a certified asbestos abatement contractor in accordance with the regulations and notification requirements of BAAQMD. Demolition and disposal of ACM will be completed in accordance with the procedures specified by BAAQMD's Regulation 11, Rule 2.
- A lead-based paint survey shall be performed on all structures proposed for demolition that are known or suspected to have been constructed prior to 1980. If lead-based paint is identified, then federal and state construction worker health and safety regulations shall be followed during renovation or demolition activities. If loose or peeling lead-based paint is identified at the building, it shall be removed by a qualified lead abatement contractor and disposed of in accordance with existing hazardous waste regulations. Requirements set forth in the California Code of Regulations will be followed during demolition activities, including employee training, employee air monitoring, and dust control. Any debris or soil containing lead-based paint or coatings will be disposed of at landfills that meet acceptance criteria for the waste being disposed.

Given that the expansion of the DSAP area would occur within the existing Downtown boundary, the DSAP Amendment would not require demolition in areas beyond those considered in the Downtown Strategy 2040 EIR and thus, the risk from hazardous materials contained in existing structures would not increase. The DSAP Amendment would be required to comply with the same regulations identified in the Downtown Strategy 2040 EIR. The measures identified above also apply to the DSAP Amendment. Therefore, the DSAP Amendment would not contribute to new or worsened impacts resulting from the demolition of buildings containing hazardous materials.

Airport Hazards (Same as Downtown Strategy 2040 EIR – Less than Significant Impact)

The Downtown Strategy 2040 EIR determined that development within Downtown could face impacts from potential aviation accidents at the Airport, specifically within the Outer Safety Zone. Within the Outer Safety Zone, the CLUP limits population density to 300 people per acre, requires 20 percent of the site area to be open, discourages residential development, and prohibits certain land uses, and aboveground fuel storage. Given the maximum development capacities proposed under the Downtown Strategy 2040, the Downtown Strategy 2040 EIR concluded that population within the Outer Safety Zone could approach or exceed the population density limit of 300 people per acre. However, it was determined that City review of all proposed development projects in this area would ensure general consistency with the CLUP. Moreover, all development in Downtown would follow Federal Aviation Regulations Part 77 and the CLUP, ensuring new structures would minimize impacts through height restrictions, lighting standards, and other design features. Standard measures outlined in the Downtown Strategy 2040 EIR would require coordination with the FAA and implementation of further safety measures relating to aviation.

The DSAP Amendment would increase building height limits within the DSAP area, including land use changes in the northern part of the DSAP area, which falls within the AIA. **Figure 10** depicts the portion of the DSAP area that falls within the Outer Safety Zone, as defined in the CLUP. While most of this area is designated for employment or commercial uses, the area west of North Autumn Street would primarily include residential uses. Land use and zoning changes proposed within the Outer Safety Zone and discussed further in **Section 3.11, Land Use and Planning**, would resolve potential inconsistencies with the CLUP safety policies identified in the Downtown Strategy 2040 EIR. Specifically, development within the Outer Safety Zone Overlay for the DSAP shown in **Figure 3b** would have a maximum occupancy of 300 people per acre, minimum open space requirement of 20 percent of gross area, and would preclude uses such as regional shopping centers, theaters, meeting halls, stadiums, schools, large day care centers, hospitals, nursing homes, or similar activities. In addition, no above ground bulk fuel storage would be allowed.

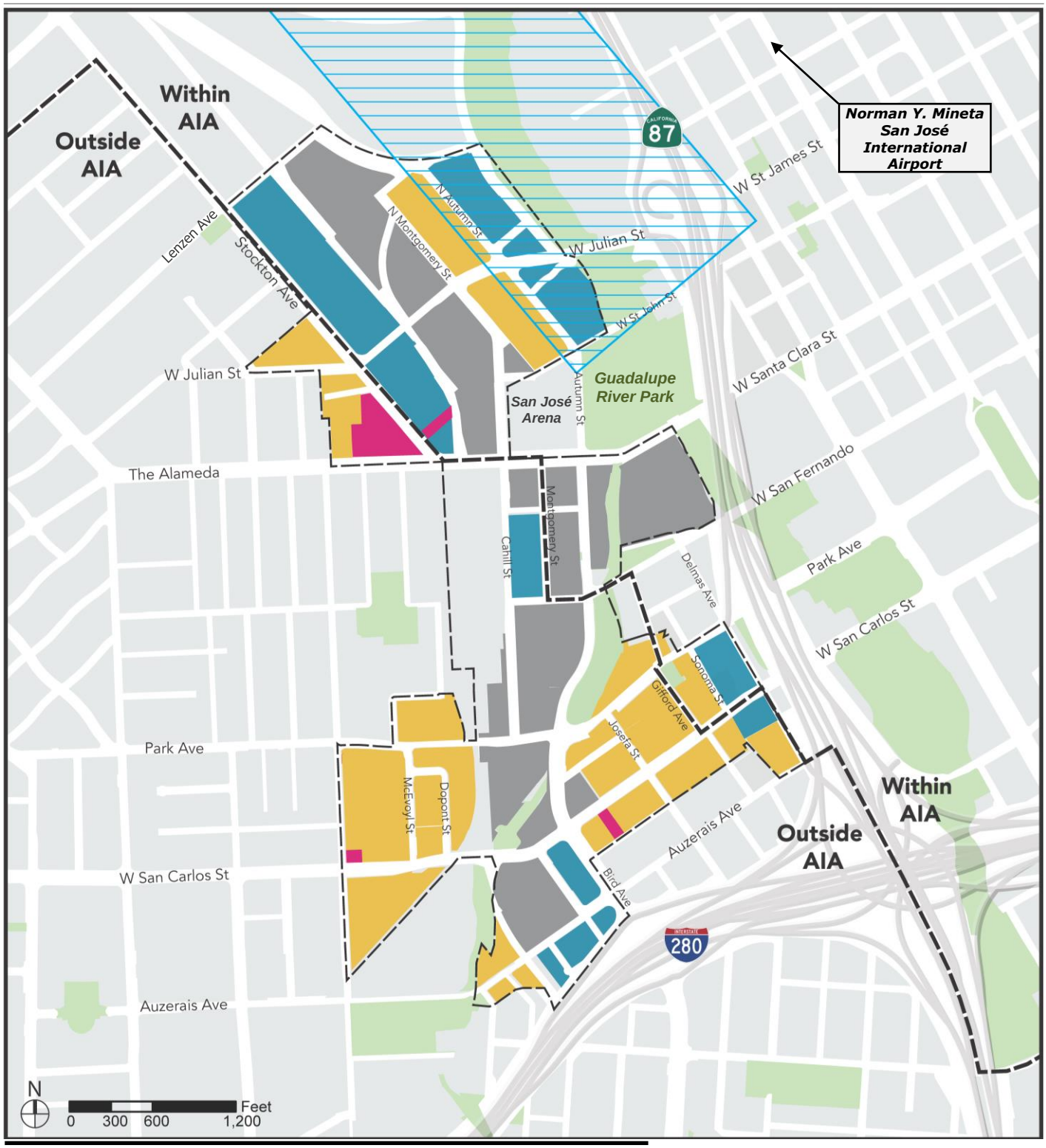
Development under the DSAP Amendment would proceed in compliance with FAA regulations and other applicable regulations to avoid aviation accidents from Airport operations. Future project applicants would be required to obtain an FAA "Determination of No Hazard," and—in the event the ALUC determines the project is inconsistent with the CLUP—the City would be required to make findings that the project would protect public health, safety, and welfare and minimize the public's exposure to excessive safety hazards within areas around public airports to the extent that these areas are not already developed with incompatible uses. Future development projects that could exceed the FAA imaginary surfaces or potentially conflict with CLUP policies would be subject to supplemental environmental review. The standard measures identified in the Downtown Strategy 2040 EIR and listed below would also apply to development proposed under the DSAP Amendment. Therefore, the DSAP Amendment would not contribute to new or worsened impacts from airport hazards.

Measures Identified in the Downtown Strategy 2040 EIR to Reduce and Avoid Impacts Related to Airport Hazards

- Prior to the issuance of a development permit for any project structures that would exceed the FAA imaginary surface applicable to the project site, the following actions shall be accomplished (2040 General Plan Polices TR-14.2 and CD-5.8):
    - The applicant shall comply with the notification requirements of Federal Aviation Regulations, Part 77, and receive a "Determination of No Hazard" from the FAA.
    - Conditions set forth in the required FAA determination of No Hazard regarding roof-top lighting or marking shall be incorporated into the final design of the structure.
    - Avigation and/or "no build" easements shall be dedicated to the City of San José as a condition of approval (GP Policy TR-14.4).
- Comply with safety and noise policies identified in the CLUP for the Norman Y. Mineta San José International Airport (General Plan Policy TR-14.3)
- Design all new exterior lighting within the AIA in a manner that avoids interference with aircraft operations. Such lighting shall be constructed and located so that only the intended area is illuminated, and off-site glare is fully controlled. The lighting shall be arrayed in such a manner that it cannot be mistaken for airport approach or runway lights by pilots (CLUP Policy G-7).

The following measures apply to future development within the CLUP Outer Safety Zone:

- Limit the storage of fuel or other hazardous materials (CLUP Policy S-4).
- Prohibit schools, hospitals, nursing homes, and other uses that involve very high concentrations of people or which the majority of occupants are children, elderly, and/or disabled (CLUP Policies S-2 and S-3).
- Prohibit any use that would:
    - Direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in a takeoff or final approach to the airport;
    - Cause sunlight to be reflected towards an aircraft engaged in a takeoff or final approach to the airport;



Legend

- Amended DSAP Boundary
- Downtown West Mixed-Use Plan
- Outer Safety Zone
- Airport Influence Area (AIA)
- Employment/Commercial
- Residential
- Retail
- Open Space

Comprehensive Land Use Plan Outer Safety Zone Figure **10**

Source: City of San José, 2021

- Generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation, communication or navigation equipment; or
- Generate smoke or water vapor, attract large concentrations of birds, or may otherwise negatively affect safe air navigation within the area (CLUP Policy S-7).

Other Hazards (Same as Downtown Strategy 2040 EIR – Less than Significant Impact)

As development within Downtown would not obstruct existing roadways or otherwise impede emergency services operations, the Downtown Strategy 2040 EIR determined that impacts from interference with the City's Emergency Operations Plan or other emergency response plans would be minimized. In addition, ongoing evaluation on minimum standards of emergency services coverage will be required to evaluate existing fire resources requirements as population density in the DSAP area increases. As Downtown does not contain and is not located adjacent to wildlands, it would not face the risk of wildland fires. However, the Downtown Strategy 2040 EIR concluded that development in Downtown could require electrical equipment that would produce electromagnetic fields (EMF). High-strength EMFs may have negative human health consequences. Development would follow California Public Utilities Commission standards and PG&E design guidelines to avoid human health risk from EMF exposure.

The DSAP Amendment would not reduce the capacity of roadways for emergency vehicles and would not impede emergency response plans. While local population increases within the DSAP area would contribute to the current need of additional emergency resources within Downtown, projects built under the DSAP Amendment would not increase demand Citywide beyond what was identified in the Downtown Strategy 2040 EIR because growth would be reallocated from growth areas outside of Downtown that were previously identified in the Envision San José 2040 General Plan. However, project-level analysis would be conducted for individual projects under the DSAP Amendment to ensure that development would not impede emergency response operations.

Individual development projects under the DSAP Amendment would also be required to comply with the Downtown Design Guidelines and Standards and other City standards and policies for adequate emergency signage and safe circulation. As wildlands remain absent from the DSAP area and vicinity, fires on such lands would still not pose a threat to development within the DSAP area or Downtown. Additionally, standard practices for avoiding human health effects from EMF exposure would still apply to development within the DSAP area, and discovery of USTs or drums containing unidentified materials that could be hazardous will require mitigations as described in the Downtown Strategy 2040 EIR. Therefore, the DSAP Amendment would not contribute to new or worsened impacts relating to emergency response plans, wildland fires, or EMF exposure.

Cumulative Impacts (Same as Downtown Strategy 2040 EIR – Less than Significant Impact)

As described above, the Downtown Strategy 2040 EIR concluded that build out would result in impacts from the placement of sensitive uses in proximity to hazardous materials users, hazardous materials usage, soil or groundwater contamination, demolition of buildings, airport hazards, and EMF, while avoiding impacts from conflicts with emergency response plans. The HSR and BART projects would result in similar hazards and hazardous materials impacts in Downtown. However, the environmental

documents for these projects establish that their hazards and hazardous materials impacts would be less than significant.

Development within the DSAP area would follow measures and standard practices outlined in the Downtown Strategy 2040 EIR to minimize contributions to cumulative hazards and hazardous materials impacts. No new projects in the DSAP area or vicinity would not introduce new hazards or hazardous materials impacts beyond those considered in the Downtown Strategy 2040 EIR. Additionally, individual projects would be required to comply with emergency response plans by maintaining adequate access for emergency response vehicles. Therefore, the DSAP Amendment would not contribute to new or worsened cumulative impacts related to hazards and hazardous materials.

3.9.3 Conclusion

Changes to the Downtown Strategy 2040 to accommodate the proposed DSAP Amendment would not result in new or substantially worse hazards and hazardous materials impacts than those identified in the Downtown Strategy 2040 EIR because substantial new hazards and sources of hazardous materials have not been identified within Downtown since certification of the Downtown Strategy 2040 EIR. The same measures identified in the Downtown Strategy 2040 EIR would apply to the DSAP Amendment to ensure that contamination impacts would be reduced or mitigated to a less-than-significant level. Based on the this, the City finds that:

A. Substantial changes in Downtown Strategy 2040 and circumstances resulting in new significant effects or a substantial increase in the severity of previously identified significant effects in the Downtown Strategy 2040 EIR have not occurred;

B. New information of substantial importance with respect to hazards and hazardous materials resulting in new significant effects or a substantial increase in the severity of previously identified effects in the Downtown Strategy 2040 EIR has not been identified; and

C. None of the proposed project changes would significantly affect hazards and hazardous materials.

Therefore, the conclusions in Section 3.9, Hazards and Hazardous Materials, of the Downtown Strategy 2040 EIR would remain valid with implementation of the DSAP Amendment.

3.10 Hydrology and Water Quality

3.10.1 Environmental Setting

3.10.1.1 Changes to the Regulatory Framework

National Flood Insurance Program

The Federal Emergency Management Agency (FEMA) administers the National Flood Insurance Program (NFIP) to provide subsidized flood insurance to communities that comply with FEMA regulations protecting development in floodplains. As part of this program, FEMA publishes Flood Insurance Rate Maps (FIRMs) that identify flood hazard zones within a community.

The type of flooding most likely to affect the Downtown Strategy 2040 area is storm-related flooding of creeks and storm drains. According to the Downtown Strategy 2040 EIR, the majority of the Downtown Strategy 2040 area is not within a 100-year flood hazard area and the floodplain is primarily confined to the Los Gatos Creek and Guadalupe River channels; these areas could experience flood depths of one to three feet during a 100-year storm event. FEMA has not updated its flood hazard maps for Downtown or vicinity since the certification of the Downtown Strategy 2040.[36]

Dam Safety

Dams are under the jurisdiction of the California Division of Safety of Dams (DSOD) and/or the Federal Energy Regulatory Commission (FERC). In accordance with the State Dam Safety Act, detailed evacuation procedures have been prepared for each dam and are contained the City's Dam Failure Evacuation Plan. The Santa Clara Valley Water District (Valley Water) routinely monitors and studies the condition of each of its 10 dams. The City's Dam Failure Evacuation Plan has not been updated since the certification of the Downtown Strategy 2040 EIR in 2018.

Dam Failure Hazard

The Downtown Strategy 2040 area is located within a dam failure inundation zone for Lenihan Dam at Lexington Reservoir and Anderson Dam at Anderson Reservoir. Both dams were constructed in the 1950's and are owned and operated by the Valley Water. Valley Water has received preliminary findings of a seismic study of Anderson Dam that show the material at the base of the dam could liquefy in a 7.25 magnitude earthquake on the nearby Calaveras Fault. The Valley Water is planning to complete design and construction of a seismic retrofit by the end of 2028. Valley Water continues to pursue these plans to reduce the risk of dam failure from Anderson Dam and has not released additional information regarding the Safety of Lenihan Dam since the certification of the Downtown Strategy 2040 EIR in 2018.[37]

[36]Federal Emergency Management Agency. 2019. FEMA Flood Map Service Center. Available: https://msc.fema.gov/portal/search?AddressQuery=santa%20clara#searchresultsanchor (Accessed April 2020).
[37] Valley Water. 2020. *Anderson Dam Seismic Retrofit*. Available: https://www.valleywater.org/anderson-dam-project (Accessed April 2020).

Section 303(d) of the Federal Clean Water Act

Section 303(d) of the federal Clean Water Act requires states to develop a list of water bodies that do not meet water quality standards, establish priority rankings for waters on the list and develop action plans, called Total Maximum Daily Loads (TMDL), to improve water quality. The EPA lists Guadalupe River as an impaired water body for mercury, diazinon, and trash. Los Gatos Creek is also listed as being impaired from diazinon. The TMDL for mercury in the Guadalupe River watershed was adopted by the San Francisco Regional Water Quality Control Board (RWQCB) in 2008. A 2020 TMDL for mercury provides new requirements for mine sites with the potential to result in mercury runoff into the Guadalupe river.[38]

Diazinon is being addressed by an EPA-approved TMDL for pesticide-related toxicity in all urban creeks, while a TMDL for trash has not been completed. The primary source of diazinon and trash has been identified as urban runoff. The EPA has not approved a new TMDL for the Guadalupe River or Los Gatos Creek for diazinon since the certification of the Downtown Strategy 2040 EIR in 2018.

National Pollutant Discharge Elimination System

The EPA's regulations, as called for under Section 402 of the Clean Water Act, also include the National Pollutant Discharge Elimination System (NPDES) permit program, which controls sources that discharge pollutants into waters of the U.S. (e.g., streams, lakes, bays, etc.).

NPDES construction General Permit

The State Water Quality Control Board (SWRCB) has implemented a NPDES General Permit for Discharges of Stormwater Associated with Construction Activity (Construction General Permit) for the State of California. Projects that would disturb more than one acre of land are required to submit a Notice of Intent and a Storm Water Pollution Prevention Plan (SWPPP) to the SWRCB to apply for coverage under the Construction General Permit. The SWPPP will include the site-specific best management practices (BMPs) to control erosion and sedimentation and maintain water quality during the construction phase, as well as BMPs to be implemented during the post-construction period. The SWQCB has not issued a new Construction General Permit for the Bay Area since the certification of the Downtown Strategy 2040 EIR.[39]

NPDES Industrial Discharge Permit

To minimize the impact of stormwater discharges from industrial facilities, the NPDES program includes an industrial stormwater permitting component. The NPDES Industrial Discharge permit requires the implementation of management measures that will achieve the performance standard of best available technology economically achievable (BAT) and best conventional pollutant control technology (BCT). The NPDES Industrial Discharge permit also requires the development of a SWPPP and a monitoring plan.

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[38] San Francisco Regional Water Quality Control Board, 2020. Guadalupe River Watershed Mercury TMDL. Available: https://www.waterboards.ca.gov/rwqcb2/water_issues/programs/TMDLs/guadaluperivermercurytmdl.html (accessed October 2020)

[39] San Francisco Regional Water Quality Control Board. 2020.*Construction Stormwater General Permits*. Available: https://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.html (Accessed October 2020).

The RWQCB has not issued a new industrial discharge permit for the Bay Area since the certification of the Downtown Strategy 2040 EIR.

Municipal Regional Stormwater Permit

In 2015, the RWQCB issued a regional NPDES permit to all Bay Area municipalities and flood control agencies that discharge directly to San Francisco Bay. The current permit is referred to as the Municipal Regional Permit (MRP).

Under Provision C.3 of the MRP, development projects that create, add, or replace 10,000 square feet or more of impervious surface area are required to control post-development stormwater runoff through source control, site design, and treatment control BMPs. The MRP also includes a Trash Load Reduction provision (Provision C.10) that requires annual clean-up of 32 creek Trash Hot Spots and establishes phased goals to dramatically reduce trash loads from the storm sewer system. Provision C.11 establishes "Mercury Controls", including the requirement for permittees to promote, facilitate, and/or participate in collection and recycling of mercury containing devices and equipment at the consumer level. The RWQCB has not issued a new MRP for the San Francisco Bay Area since the certification of the Downtown Strategy 2040 EIR.[40]

Hydromodification

In addition to water quality controls, the MRP has controls for hydromodification, which is defined as a change in stormwater runoff characteristics of a watershed resulting from changes in land use conditions (i.e., urbanization). Based on the Hydromodification Management Applicability Map (as amended July 2011), the Downtown Strategy 2040 area is located within a sub-watershed that is greater than 65 percent impervious. Therefore, development under the DSAP Amendment would remain exempt from the Hydromodification Management Projects (HMP) requirements in the MRP.

Basin Plan

The RWQCB regulates water quality in the Bay Area in accordance with the Water Quality Control Plan or "Basin Plan". The Basin Plan lists the beneficial uses which the RWQCB has identified for local aquifers, streams, marshes, rivers, and the San Francisco Bay, as well as the water quality objectives, and criteria that must be met to protect these uses. The RWQCB has not issued a revised Basin Plan since the certification of the Downtown Strategy 2040 EIR.[41]

[40] San Francisco Regional Water Quality Control Board. 2019. Municipal Stormwater Program. Available: https://www.waterboards.ca.gov/sanfranciscobay/water_issues/programs/stormwater/Municipal/ (Accessed April 2020).

[41] San Francisco Regional Water Quality Control Board. 2020.*Basin Planning*. Available: https://www.waterboards.ca.gov/sanfranciscobay/basin_planning.html (Accessed October 2020).

City of San José Policies

Post-Construction Urban Runoff Management Policy 6-29

The City's Post-Construction Urban Runoff Management Policy 6-29 was adopted to establish an implementation framework, consistent with Provision C.3 of the MRP. This policy requires all new and redevelopment projects to implement post-construction BMPs and Treatment Control Measures (TCMs). The City has not revised this policy since the certification of the Downtown Strategy 2040 EIR in 2018.

Post-Construction Hydromodification Management Policy 8-14

The City's Post-Construction Hydromodification Management Policy 8-14 establishes an implementation framework for projects that are subject to hydromodification controls in the MRP. The City has not revised this policy since the certification of the Downtown Strategy 2040 EIR in 2018.

Storm Drain Standards Improvement Process

In general, rehabilitation of the existing system is implemented through the City's Storm Sewer Capital Improvement Program (CIP). The CIP mainly addresses minor neighborhood drainage problems. To determine system-wide infrastructure needs to accommodate planned development based on regulatory requirements and design standards, the City is initiating a Storm Master Plan effort. The City has not issued a Storm Master Plan since the certification of the Downtown Strategy 2040 EIR and the CIP remains the primary means for implementing stormwater system improvements.

Envision San José 2040 General Plan

The 2040 General Plan contains various long-range goals and policies that address hydrology and water quality (see Table 3.10-1 of the Downtown Strategy 2040 EIR). These policies provide for protection of floodways, emergency evacuation in the event of flooding, maintenance of stormwater infrastructure, and for other measures related to hydrology and water quality. The City has not altered these goals and policies since certification of the Downtown Strategy 2040 EIR in 2018.

City of San José Downtown Design Guidelines and Standards

The revised Downtown Design Guidelines and Standards adopted in 2019 include specific requirements and clear direction for new buildings and projects with major exterior modification to existing buildings in Downtown. **Table 21** below lists the guidelines and standards applicable to the DSAP Amendment and relevant to hydrology and water quality. These guidelines focus on stormwater management in Downtown.

Table 21 Downtown Design Guidelines Standards Applicable to Hydrology and Water Quality		
Subject	**Guideline Title**	**Applicable Standards**
4.0 Building	**Section 4.4.7 b. Green Roofs and Decks (Building Open Space):** Include green roofs and occupiable decks for aesthetics, environmental benefits, and as building occupant amenities.	Cover at least 20% of the area of a roof that is less than 150 feet above ground and that is larger than 2,500 square feet in area with a green roof, solar panels, or a combination of these.

Source: City of San José 2019c
N/A = Not applicable

3.10.1.2 Changes to Environmental Conditions

Since the Downtown Strategy 2040 EIR was certified in 2018, the setting for hydrology and water quality has not experienced substantial changes. Los Gatos Creek and the Guadalupe River continue to flow through Downtown and have not been the subject of human modification. Any changes to the hydrological setting are described below.

Stormwater Drainage

Stormwater runoff is rainwater that flows across surfaces without being absorbed into soil. Urban runoff is a combination of stormwater, irrigation, and other sources of water. Urban runoff contains pollutants from various sources (referred to as “nonpoint source pollution”). As established in the Downtown Strategy 2040 EIR, runoff flows overland into the City-maintained storm drainage system, which comprises a network of inlets, manholes, pipes, outfalls, channels, and pump stations.

Flood Zones

The Downtown West Draft EIR identified updates to the flood hazard zones identified by Valley Water in August 2020. To assess site-specific flood hazards under a development scenario, Valley Water developed a two-dimensional hydraulic HEC-RAS model of Los Gatos Creek, which represents the best available floodplain data applicable to analysis of Downtown. The model provides a detailed analysis of locations that could experience increased flood depths (under a development scenario) and identifies a deficiency of channel capacity resulting from overbank flooding during the 100-year event not identified in the FEMA FIRM.

3.10.2 Checklist and Discussion of Impacts

Environmental Issue Area		New Potentially Significant Impact	New Less than Significant with Mitigation Incorporated	New Less than Significant Impact	Same Impact as "Approved Project"	Less Impact than "Approved Project"	No Impact
Hydrology and Water Quality. Would the project:							
a)	Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?				X		
b)	Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?				X		
c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				X		
	i) result in substantial erosion or siltation on- or off-site;				X		
	ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;				X		
	iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or				X		
d)	In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				X		
e)	Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?				X		

3.10.2.1 Impact Discussion

Flooding Impacts (Same as Downtown Strategy 2040 EIR – Less than Significant with Mitigation)

The Downtown Strategy 2040 EIR identified areas subject to 100-year floods along Los Gatos Creek and the Guadalupe River. Flood zones were also identified between Stockton Avenue and the Guadalupe River, and around the intersection of Stockton Avenue and West Santa Clara Street. Development within Downtown in areas prone to flooding could alter flood flows and result in a significant impact, increasing the rate or amount of surface runoff in a manner which would result in flooding. Placement of industrial and commercial uses that require storage of hazardous materials in flood hazard zones could risk release of pollutants due to project inundation. However, the Downtown Strategy 2040 EIR determined that this impact would be less than significant with application of the measures below.

Measures identified in the Downtown Strategy 2040 EIR to Reduce and Avoid Impacts Related to Flood Hazards

The following measures, if included in future projects within a flood hazard area, would reduce impacts related to development within the 100-year floodplain to a less than significant level:

- In accordance with Chapter 17.08 of the San José Municipal Code, the lowest floor of all new structures within flood hazard areas must be elevated above the base flood elevation (BFE) as mapped by FEMA, or for non-residential structures, be flood-proofed one foot above the BFE. Any below-ground parking structures shall be designed and constructed so that the base flood would not inundate these areas. Flood protection of below-ground parking could be achieved either by grade control and/or berms.

The DSAP Amendment would increase development densities within Downtown, but such development would occur within areas already analyzed in the Downtown Strategy 2040 EIR. As mentioned above, additional flood risk was determined near Los Gatos Creek that is not identified in the FEMA FIRM maps. Future development projects within the DSAP area would be required to implement the same measures as those outlined in the Downtown Strategy 2040 EIR. These measures would still reduce this impact to a less-than-significant level. Measures and policies outlined in the Downtown Strategy 2040 EIR would require development on the first floors of buildings to be located above the base flood elevation. While there is potential for groundwater intrusion into new belowground facilities, such as underground parking lots at sites along waterways, these impacts would be addresses in project-level analysis. New development would also be required to control runoff from new impervious surfaces. These measures also address the increased flood risk near Los Gatos Creek. Thus, the DSAP Amendment would not result in new or worsened impacts from increasing the rate or amount of surface runoff in a manner which would result in flooding or risk release of pollutants due to inundation within Downtown.

Dam Failure (Same as Downtown Strategy 2040 EIR – Less than Significant)

Build out of Downtown Strategy 2040 would require construction within dam inundation zones for Lenihan and Anderson dams. As Valley Water has planned improvements to increase safety at Anderson Dam and the City reduces risks from dam inundation through its local emergency plans, it was

determined that build out of the Downtown Strategy 2040 EIR would not expose people or structures to a significant risk of loss, injury, or death involving flooding as a result of dam failure.

The DSAP Amendment would also require construction within dam inundation zones for Lenihan and Anderson dams. However, development would not occur in new areas beyond those considered in the Downtown Strategy 2040 EIR. Valley Water continues to pursue improvements to increase safety at Anderson Dam and the City continues to reduce risks from dam inundation through its local emergency plans. Therefore, the DSAP Amendment would not contribute to new or worsened impacts from dam failure.

Tsunami and Seiche Impacts (Same as Downtown Strategy 2040 EIR – No Impact)

Downtown is not within tsunami or seiche hazard zones and is not adjacent to water features capable of producing tsunamis or seiches. Thus, it was determined that build out of the Downtown Strategy 2040 would not risk release of pollutants due to project inundation from tsunami or seiche events.
As with the Downtown Strategy 2040, the DSAP Amendment would not require development within tsunami or seiche hazard zones or adjacent to water features capable of producing tsunamis or seiches. Therefore, the DSAP Amendment would not contribute to new or worsened impacts from tsunami or seiche events.

Climate Change Effects in the City (Same as Downtown Strategy 2040 EIR – Less than Significant)

Increases in global temperatures are likely to result in sea level rise around the world and in the San Francisco Bay. The Downtown Strategy 2040 EIR concluded that sea level rise was not a concern for Downtown, given the distance from San Francisco Bay and ground surface elevations (approximately 100 feet above sea level).

The DSAP Amendment would include development at the same ground surface elevations and distance from the San Francisco Bay as anticipated in the Downtown Strategy 2040 EIR. Therefore, the DSAP Amendment would not contribute to new or worsened impacts related to inundation from sea level rise in the City.

Post-Construction Hydrology and Water Quality Impacts (Same as Downtown Strategy 2040 EIR – Less than Significant)

The Downtown Strategy 2040 EIR concluded that new development associated with Downtown Strategy 2040 would contribute to runoff by introducing new impervious surfaces. Additionally, intensification of urban development could increase non-point pollution sources. However, NPDES BMPs would reduce impacts on the City's drainage system and address non-point pollution. Furthermore, City policies would require new development to employ a greater area of landscaping designed to reduce runoff, include drainage systems, and ensure proper disposal of waste. The Downtown Strategy 2040 EIR concluded that with the implementation of standard measures outlined below, build out of Downtown Strategy 2040 would not result in a significant impact from the creation or contribution runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Build out of Downtown Strategy 2040 would also not violate water quality standards or waste discharge requirements, while avoiding conflict with the implementation of water quality control plans.

Measures Identified in the Downtown Strategy 2040 EIR to Reduce and Avoid Post-Construction Hydrology and Water Quality Impacts

Consistent with current requirements, the project includes measures to reduce stormwater drainage and water quality impacts to a less than significant level. Future development projects will be subject to the following measures:

- New development will be required to design and construct on-site storm drain systems meeting the City's 10-year storm event design standard (GP Policies IN-3.1 and IN-3.7). Applicants shall prepare drainage plans that define needed improvements in accordance with City standards and MRP requirements (GP Policies IN-3.9 and IN-3.10).
- In accordance with GP Policy IN-3.3, at the time future projects are proposed, the City will evaluate the local storm drain system to determine if runoff from the site would contribute to significant downstream deficiencies and identify the need for specific upgrades (i.e., new or supplemental stormwater lines, catch basins, outfalls, or other infrastructure).[42] If needed, modifications to the storm drain system could be completed either independently, jointly with other developments in the area, or as part of the City's CIP process. The City may also consider financing improvements to the storm drain system in the Downtown Strategy 2040 area through the payment of special taxes or connection fees by development (GP Policy IP-15.2).
- Future projects will be required to implement and maintain BMPs that facilitate the infiltration of water into the ground surface, reduce the rate and volume of runoff to the storm drain system, and minimize pollution in runoff, in accordance with the MRP and City policies. Under current MRP requirements, new or redevelopment projects that create, add, or replace 10,000 square feet or more of impervious surface area will be required to control post-development stormwater runoff through site design, source control, and LID treatment control BMPs.

Typical site design measures include protecting existing on-site natural resources, reducing impervious surfaces, directing roof downspouts to drain to landscaped areas, and incorporating pervious paving, green roofs, and detention areas in landscaping. Source control measures are structural and operational BMPs that limit pollutant generation and prevent pollutants from entering stormwater runoff. Treatment measures are structural or landscaped facilities designed to remove pollutants from runoff and/or reduce the volume or rate of stormwater runoff prior to entering the storm drain system. Typical treatment controls include bio-treatment, infiltration, evapotranspiration, and/or harvesting and re-use of runoff on-site.[43]

- Consistent with the Clean Water Act and RWQCB Basin Plan, projects will be required to implement and maintain BMPs for minimizing the amount of trash and mercury-containing products entering waterways in the area. Example control measures include catch basin inserts, hydrodynamic separators, and outfall netting devices. Institutional measures that may be implemented include enhanced street sweeping, storm drain signage/marking, education and

[42]Outfalls that must be replaced will require permits from the Army Corps of Engineers, the California Regional Water Quality Control Board and the California Department of Fish and Game and other public agencies.
[43]LID is a stormwater management strategy designed to manage runoff as close to its source as possible by incorporating a variety of natural and built features to reduce the rate of surface water runoff, filter pollutants out of runoff, facilitate infiltration of water into the ground surface, and reuse the water on-site.

outreach, trash bin management, and anti-littering enforcement. Additional measures are identified in the SCVURPPP's Trash BMP Toolbox (September 2007).

- Industrial facilities requiring NPDES permit coverage will be required to implement management measures that will achieve the performance standard of best available technology economically achievable (BAT) and best conventional pollutant control technology (BCT).

The DSAP Amendment would increase areas of impervious surfaces in the DSAP area and could increase non-point pollution through intensification of urban development. However, standard measures outlined in the Downtown Strategy 2040 EIR would apply to the DSAP Amendment to control and treat runoff from new development. Additionally, new development would be required to include drainage systems, waste management practices, household hazardous waste collection services, and trash load reduction efforts in accordance with existing City policies and regulations (see **Section 3.9.1.1**). Individual projects under the DSAP Amendment would also be subject to the Downtown Design Guidelines and Standards, which include measures to prevent increased stormwater runoff, such as requiring pervious surface materials and bioswales for new construction. Therefore, the DSAP Amendment would not result in new or worsened impacts from the creation or contribution of runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. The DSAP Amendment would also not result in new or worsened impacts from conflict with implementation of water quality control plans.

Construction-Related Impacts (Same as Downtown Strategy 2040 EIR – Less than Significant)

Construction activities associated with development under Downtown Strategy 2040 would include building demolition, ground disturbance, and construction of new structures and pavement. Ground-disturbing activities such as grading and excavation could result in accelerated erosion or siltation on work sites by exposing soil to runoff. Construction of projects that would require excavation would require dewatering, which could result in release of pollutants contained in contaminated groundwater. However, the Downtown Strategy 2040 EIR concluded that the standard measures outlined below would avoid siltation, erosion, and the addition of sources of polluted runoff through the implementation of BMPs consistent with applicable regulations. Buildout of Downtown Strategy 2040 would also not violate water quality standards or waste discharge requirements, while avoiding conflict with implementation of water quality control plans.

Measures Identified in the Downtown Strategy 2040 EIR to Reduce and Avoid Construction-Related Impacts to Water Quality

Consistent with current requirements, future projects will be subject to the following standard measures:

- Restrict grading to the dry season or meet City requirements for grading during the rainy season.
- Use effective, site-specific erosion and sediment control methods during the construction periods. Provide temporary cover of all disturbed surfaces to help control erosion during construction. Provide permanent cover as soon as is practical to stabilize the disturbed surfaces after construction has been completed.

- Cover soil, equipment, and supplies that could contribute non-visible pollution prior to rainfall events or perform monitoring of runoff with secure plastic sheeting or tarps.
- Implement regular maintenance activities such as sweeping driveways between the construction area and public streets. Clean sediments from streets, driveways, and paved areas on-site using dry sweeping methods. Designate a concrete truck washdown area.
- Dispose of all wastes properly and keep site clear of trash and litter. Clean up leaks, drips, and other spills immediately so that they do not contact stormwater.
- Place fiber rolls or silt fences around the perimeter of the site. Protect existing storm and sewer inlets in the project area from sedimentation with filter fabric and sand or gravel bags.

The SWPPP shall also include a Post-Construction Stormwater Management Plan that includes site design, source control, and treatment measures to be incorporated into the project and implemented following construction When the construction phase is complete, a Notice of Termination (NOT) will be filed with the RWQCB and the DTSC, in conformance with the Construction General Permit requirements. The NOT will document that all elements of the SWPPP have been executed, construction materials and waste have been properly disposed of, and a Post-Construction Stormwater Management Plan is in place, as described in the SWPPP for the site.

- **Dewatering.** For future projects that involve dewatering activities, the SWPPP shall include provisions for the proper management of dewatering effluent. At a minimum, all dewatering effluent will be contained prior to discharge to allow the sediment to settle out, and filtered, if necessary, to ensure that only clear water is discharged to the storm or sanitary sewer system. In areas of suspected groundwater contamination (i.e., underlain by fill or near sites where chemical releases are known or suspected to have occurred), groundwater will be analyzed by a State-certified laboratory for the suspected pollutants prior to discharge. Based on the results of the analytical testing, the applicant will work with the RWQCB and/or the local wastewater treatment plant to determine appropriate disposal options.

The DSAP Amendment would allow increased development density in the DSAP area relative to the Downtown Strategy 2040 EIR. However, the DSAP Amendment would not introduce any new development in areas not evaluated by the Downtown Strategy 2040. Additionally, standard measures outlined in the Downtown Strategy 2040 and BMPs prescribed by the Construction General Permit would still apply to reduce impacts from construction. Therefore, the DSAP Amendment would not result in new or worsened impacts from the creation or contribution of runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. The DSAP Amendment would also not result in new or worsened impacts from conflicts with implementation of water quality control plans or from increased erosion and siltation.

Groundwater Impacts (Same as Downtown Strategy 2040 EIR – Less than Significant)

The Downtown Strategy 2040 EIR concluded that development in Downtown would not contribute to depletion of groundwater supplies, given that areas proposed for redevelopment are generally developed with impervious surfaces already. Additionally, water discharged from Downtown would be treated according to all applicable City, regional, state, and federal policies. Thus, buildout of Downtown

Strategy 2040 would not substantially degrade groundwater quality or obstruct the implementation of a sustainable groundwater management plan.

The DSAP Amendment would result in increased development density and impervious surface area within the DSAP area. However, such development would occur primarily in areas where groundwater recharge is restricted by existing structures and impervious surfaces. Water discharged from Downtown, including the DSAP area, would still be treated according to the applicable City, regional, state, and federal policies. As stated above, individual projects under the DSAP Amendment would be required to follow the Downtown Design Guidelines and Standards, which include measure to use permeable pavement or landscaping to increate natural percolation and on-site drainage where possible. Therefore, the DSAP Amendment would not result in new or worsened impacts from substantially degrading groundwater quality or obstructing the implementation of a sustainable groundwater management plan.

Cumulative Impacts (Same as Downtown Strategy 2040 EIR – Less than Significant)

The Downtown Strategy 2040 EIR concluded that implementation of a cumulative scenario including the 2040 General Plan and the Downtown Strategy 2040 would not result in a significant impact related to flooding, drainage, surface water quality, or groundwater, with the implementation of existing regulations, programs, and 2040 General Plan policies. The Downtown Strategy 2040, in combination with other projects could increase strain on the City's storm drain system. However, the storm drain system will be upgraded through the CIP and new development within Downtown would be required to include runoff treatment measures. While the degradation of Los Gatos Creek and the Guadalupe River is cumulatively considerable, implementation of the Downtown Strategy 2040 would not make a substantial contribution of polluted stormwater runoff in comparison to existing runoff conditions within Downtown. Pollutant release and erosion could occur as a result of construction of ground disturbance from projects, including the HSR and BART projects. However, build out of the Downtown Strategy 2040 and other projects would be subject to applicable City, regional, state, and federal regulations to manage water quality impacts through BMPs.

Development in the City has increased since the certification of the Downtown Strategy 2040 EIR and the DSAP Amendment, in combination with the Downtown West project, would further increase development density. This development could increase impervious surface areas, increase strain on the City's storm drain system, place structures within floodways, and impact surface and ground water quality. However, the applicable City, regional, state, and federal policies would continue to apply to reduce hydrology and water quality impacts from new development as established in the Downtown Strategy 2040 EIR, and new requirements under the Downtown Design Guidelines and Standards would also apply to the DSAP Amendment. Therefore, the DSAP Amendment would not substantially contribute to a cumulative hydrology and water quality impact.

3.10.3 Conclusion

Changes to the Downtown Strategy 2040 to accommodate the proposed DSAP Amendment would not result in new or substantially worse hydrology and water quality impacts than those identified in the Downtown Strategy 2040 EIR because development under the DSAP Amendment would apply the same measures to reduce and avoid impacts related to flood hazards and water quality impacts. Planned

development would be located within the DSAP area, which is not an area of concern for tsunami, seiche, or sea level rise impacts. Based on this, the City finds that:

A. Substantial changes in Downtown Strategy 2040 and circumstances resulting in new significant effects or a substantial increase in the severity of previously identified significant effects in the Downtown Strategy 2040 EIR have not occurred;

B. New information of substantial importance with respect to hydrology and water quality resulting in new significant effects or a substantial increase in the severity of previously identified effects in the Downtown Strategy 2040 has not been identified; and

C. None of the proposed project changes would significantly affect hydrology and water quality.

Therefore, the conclusions in Section 3.10, Hydrology and Water Quality, of the Downtown Strategy 2040 EIR would remain valid with implementation of the DSAP Amendment.

3.11 Land Use and Planning

3.11.1 Environmental Setting

3.11.1.1 Changes to the Regulatory Framework

No new updates to local, state, or federal regulations pertaining to land use have occurred since the Downtown Strategy 2040 EIR was certified in 2018. The text amendments in March 2020 of the 2040 General Plan do not contain changes to land use designations within the amended DSAP boundaries that would affect the DSAP Amendment's impacts.

Airport-Related Plans and Regulations

The Airport is owned and operated by the City and regulated by the Code of Federal Aviation regulations. These regulations have not changed substantially since certification of the Downtown Strategy 2040 EIR.

Additionally, the Santa Clara County Airport Land Use Commission (ALUC), under State of California mandate has adopted a CLUP for the Airport. The ALUC is currently considering an update to the CLUP.

Santa Clara Valley Habitat Plan / Natural Community Conservation Plan

The Santa Clara Valley Habitat Plan/Natural Community Conservation Plan (Habitat Plan) covers an area of 519,506 acres, or approximately 62 percent of Santa Clara County, including portions of Downtown. This plan has not been updated since certification of the Downtown Strategy 2040 EIR.

City of San José Plans and Policies

Envision San José 2040 General Plan

Since certification of the Downtown Strategy 2040 EIR in 2018, a number of text and land use amendments have been made to the 2040 General Plan. 2040 General Plan land use amendments have generally been small, project-specific modifications on certain parcels. These changes do not include additional provisions that would affect the overall vision for future growth, development, and the provision of municipal services for the City. For a full discussion of 2040 General Plan strategies and land use designations within Downtown, refer to Section 3.11.13 of the Downtown Strategy 2040 EIR.

Diridon Station Area Plan

As discussed in the **Project Description**, the original DSAP adopted in 2014 lays out a land use plan for a subset of Downtown centered on Diridon Station. Prior to the DSAP Amendment, no substantial changes have been made to the DSAP since certification of the Downtown Strategy 2040 EIR.

Zoning Ordinance

The City of San José's Zoning Ordinance (Title 20 of the Municipal Code) is intended to promote the public peace, health, safety, and general welfare of residents, while supporting the goals and policies of the 2040 General Plan. This Zoning Ordinance has changed slightly since certification of the Downtown Strategy 2040 EIR to accommodate the approval of project-specific rezoning requests. However, the overall land use pattern for each zoning district within Downtown has not changed substantially since 2018.

City of San José Design Guidelines and Standards

As discussed in **Section 3.1, Aesthetics**, the City adopted new San José Downtown Design Guidelines and Standards in 2019, subsequent to certification of the Downtown Strategy 2040 EIR. The Downtown Design Guidelines and Standards address the design of the buildings and the locations of different uses with the building, but they do not govern land use. Therefore, while there are guidelines relevant to land use and planning, there are no applicable standards to the DSAP Amendment.

3.11.1.2 Changes to Environmental Conditions

In general, existing Land Use conditions within Downtown have not changed since certification of the Downtown Strategy 2040 EIR. As shown in **Table 5**, some new development has been constructed since 2018 or is currently under construction. However, these projects are consistent with the future development assumptions included in the Downtown Strategy 2040 EIR.

2040 General Plan Growth Areas within Downtown

As discussed in the Downtown Strategy 2040 EIR, the 2040 General Plan focuses new housing growth within identified Growth Areas and precludes large scale residential development from occurring on sites outside of these Growth Areas. The location of Growth Areas within Downtown (shown in Figure 3.11-1 of the Downtown Strategy 2040 EIR) has not changed since certification of the Downtown Strategy 2040 EIR.

Land Use Areas Established in Downtown Strategy 2040

The Downtown Strategy 2040 used twelve multi-block zones of varying shapes and sizes to outline its land use strategy for Downtown. These areas have not changed since certification of the Downtown Strategy 2040 EIR, and include the Plaza de Cesar Chavez Area, Saint James Park Area, 1st and 2nd Street Area, Santa Clara Street Area, San Pedro Square Area, San Fernando Street Area, SoFA and Convention Center Area, San Carlos Street Area, Almaden Boulevard Area, North Gateway Area, and the Diridon Arena Area. For a full description of these areas, refer to Section 3.11.1.1 of the Downtown Strategy 2040 EIR.

Surrounding Land Uses

Land use patterns and neighborhood character surrounding Downtown have not changed substantially since certification of the Downtown Strategy 2040 EIR. The areas to the north and east of Downtown consist of high and medium-density residential neighborhoods. The area to the south consists predominantly of medium-density residential neighborhoods, while the area west of Downtown contains a mixture of industrial, commercial, retail, and medium-density residential development. Other important land uses surrounding Downtown include the Guadalupe Gardens and the Airport to the north and San José State University (SJSU) to the east.

3.11.2 Checklist and Discussion of Impacts

Environmental Issue Area		New Potentially Significant Impact	New Less than Significant with Mitigation Incorporated	New Less than Significant Impact	Same Impact as "Approved Project"	Less Impact than "Approved Project"	No Impact
Land Use and Planning. Would the project:							
a)	Physically divide an established community?				X		
b)	Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?				X		

3.11.2.1 Impact Discussion

Impacts to an Established Community (Same as Downtown Strategy 2040 EIR – Less than Significant)

The Downtown Strategy 2040 EIR determined that while new development would occur at greater levels than previously anticipated, future development allowed under the Downtown Strategy would generally continue and reinforce the patterns of land use currently in place. Furthermore, compatibility of new development with existing uses would be enforced through the development review process. Therefore, it was determined that the Downtown Strategy 2040 would not physically divide an established community.

As described in **Section 2.4.3**, the DSAP Amendment would require changes to 2040 General Plan land use designations within the DSAP area. These changes area shown in **Figure 2b** and would include the following:

- The Northern Innovation District outside of the Downtown West project would be converted from Transit Employment Center to Commercial Downtown northwest of the intersection of West Julian Street and the railroad tracks, Downtown between North Autumn and North Montgomery Street, and Commercial Downtown southeast of the intersection of North Autumn and West Julian Streets. The blocks northeast of the intersection of West Julian and North Autumn Street would remain Transit Employment Center.
- The Urban Village area bounded by Julian Street to the north, West Santa Clara Street to the south, railroad tracks to the east, and Stockton Avenue to the west would be converted to Downtown.

- The southernmost triangular area between the Los Gatos Creek Trail and I-280 would be converted from Combined Industrial/Commercial to Urban Residential and Commercial Downtown.

Additionally, the Transit Residential land use classification would be modified within the DSAP area to allow for residential densities between 65 and 450 dwelling units per acre. Under the original DSAP, this use allowed for between 65 and 250 dwelling units per acre. Overall height limits within the DSAP area would increase from a range of 65 – 130 feet up to 65 – 295 feet. While these changes would occur under the DSAP Amendment, they would continue to reinforce the existing pattern of development and character of the established neighborhoods. Adherence to the Downtown Design Guidelines and Standards would ensure that new construction is developed to be consistent with existing neighborhoods and would not result in conflicting land uses. Thus, the DSAP Amendment would not introduce new significant impacts with regard to established communities.

Consistency with Plans and Policy (Same as Downtown Strategy 2040 EIR – Less than Significant)

The Downtown Strategy 2040 EIR evaluated proposed changes for consistency with the Habitat Plan, Airport CLUP, 2040 General Plan, original DSAP, and Zoning Ordinance. It was determined that the proposed changes would be consistent with each plan and policy, given that new development would still be subject to the land use regulations and policies established by each of these documents. This consistency would be enforced through the design review process.

While implementation of the DSAP Amendment would allow for development of higher densities than envisioned in Downtown Strategy 2040, future development would still occur in an already urbanized area and would generally intensify rather than disrupt existing land use patterns. Furthermore, the City's design review process, including implementation of the updated Downtown Design Guidelines and Standards which provide best practices guidelines for land use, would ensure that new development is compatible with both existing uses, planned development, and applicable land use plans, policies and regulations. Therefore, no new or worsened impacts related to the division of existing communities or conflicts with applicable land uses plans, policies, or regulations would occur.

Shade and Shadow (Same as Downtown Strategy 2040 EIR – Less than Significant with Mitigation)

The Downtown Strategy 2040 EIR identified six major open space areas in Downtown subject to potential shade and shadow impacts: Saint James Park, Plaza of Palms, Plaza de Cesar Chavez, Paseo de San Antonio, Guadalupe River Park, and McEnery Park. Given that future development under the Downtown Strategy 2040 would include tall structures adjacent to these six areas, it was determined that the following measures were necessary to reduce shade and shadow impacts to a less-than-significant-level.

Measures Identified in the Project to Reduce Shade and Shadow Impacts

Future projects under the Downtown Strategy 2040 located adjacent to the south, east, and west sides of the six major open space areas in Downtown would be required to implement the following shade and shadow measures:

- Proposed projects on sites directly south, east, and west of the six major open space areas in Downtown shall prepare a project-specific shade and shadow analysis. The shade and shadow analysis must demonstrate that the proposed development would not result in a 10 percent or greater increase in the shadow cast onto the open space area.
- If the shade and shadow analysis shows that the project would result in a 10 percent or greater increase in the shadow cast onto the open space area, the project design shall be revised to reduce the increase in shadow to less than 10 percent.

With implementation of the standard measures described above, it was determined that future development under the Downtown Strategy 2040 would not result in significant shade and shadow impacts.

While none of the six major open spaces identified in the Downtown Strategy 2040 EIR are within the original or amended DSAP boundaries, increased building heights proposed under the DSAP Amendment would result in shade and shadow impacts if they cause a 10 percent or greater increase in the shadow cast onto the Guadalupe River Park or the Los Gatos Creek Trail. Therefore, the mitigation measures proposed in the Downtown Strategy 2040 EIR would be required to reduce impacts to a less-than-significant level. Project-level analysis would be required for future projects under the DSAP Amendment, in order to demonstrate compliance with 2040 General Plan policies (including Policy 6-34), and the Habitat Plan. Furthermore, the updated Downtown Design Guidelines and Standards include more stringent requirements than those discussed in the Downtown Strategy 2040 EIR. The updated Downtown Design Guidelines and Standards require the avoidance of shading of open areas through the use of slender building forms, as well as design features (refer to **Table 13** in **Section 3.4, Biological Resources**). With implementation of these measures during the design review process, the DSAP Amendment would not create any new or worse shade and shadow impacts beyond those identified in the requiring the incorporation of bird-safe design into glass treatment, lighting, landscaping, and other Downtown Strategy 2040 EIR.

Cumulative Impacts (Same as Downtown Strategy 2040 EIR – Less than Significant)

Given that future development under the Downtown Strategy 2040 would take place in already urbanized areas and would be compliant with all relevant plans and policies, the Downtown Strategy 2040 EIR concluded that development would not divide an established community, conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, or conflict with any applicable habitat or natural community conservation plan. Therefore, it was determined that there would be a less than significant cumulative land use impact within Downtown and the surrounding areas. While the DSAP Amendment would intensify planned development, the project would also take place within the same urbanized area studied in the Downtown Strategy 2040 EIR and would be compliant with all relevant plans and policies, including the updated Downtown Design Guidelines and Standards. Therefore, consistent with the Downtown Strategy 2040 EIR, the DSAP Amendment would not make a substantial contribution to a cumulative land use impact.

3.11.3 Conclusion

Changes to the Downtown Strategy 2040 to accommodate the proposed DSAP Amendment would not result in new or substantially worse land use impacts than those identified in the Downtown Strategy 2040 EIR because implementation of the DSAP Amendment would intensify rather than disrupt existing land use patterns. Implementation of the updated Downtown Design Guidelines and Standards would ensure that future development is compatible with both existing uses, planned development, and applicable land use plans, policies, and regulations. Measures identified in the Downtown Strategy 2040 EIR would reduce shade and shadow impacts to open space. Based on this, the City finds that:

A. Substantial changes in Downtown Strategy 2040 and circumstances resulting in new significant effects or a substantial increase in the severity of previously identified significant effects in the Downtown Strategy 2040 EIR have not occurred;

B. New information of substantial importance with respect to land use and planning resulting in new significant effects or a substantial increase in the severity of previously identified effects in the Downtown Strategy 2040 EIR has not been identified; and

C. None of the proposed changes to the Downtown Strategy 2040 would significantly affect land use and planning.

Therefore, the conclusions in Section 3.11, Land Use and Planning, of the Downtown Strategy 2040 EIR would remain valid with implementation of the DSAP Amendment.

3.12 Mineral Resources

3.12.1 Environmental Setting

3.12.1.1 Changes to the Regulatory Framework

Development within the City of San José is subject to various federal, state, and local regulations aimed at reducing the potential impacts on mineral resources and the environment. No new updates to local, state, or federal regulations pertaining to mineral resources have occurred since the Downtown Strategy 2040 EIR was certified in 2018.

3.12.1.2 Changes to Environmental Conditions

Mineral resources found and extracted in Santa Clara County include construction aggregate deposits such as sand, gravel, and crushed stone. The only area in the City of San José that is designated by the State Mining and Geology Board under the Surface Mining and Reclamation Act of 1975 (SMARA) as containing mineral deposits which are of regional significance is Communications Hill, which is located over two miles southeast of Downtown.

No new publicly available studies showing of the presence of previously unknown mineral resources in Downtown have been published since the Downtown Strategy 2040 EIR was certified in 2018. Thus, mineral deposits remain absent from Downtown.[44]

3.12.2 Checklist and Discussion of Impacts

Environmental Issue Area		New Potentially Significant Impact	New Less than Significant with Mitigation Incorporated	New Less than Significant Impact	Same Impact as "Approved Project"	Less Impact than "Approved Project"	No Impact
Mineral Resources. Would the project:							
a)	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?						X
b)	Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?						X

[44] California Geological Survey, 1982. *Mineral Land Classification Map Aggregate Resources Only*. Special Report 146, Plate 2.50, San José West Quadrangle.

3.12.2.1 Impact Discussion

No impacts to mineral recourses with Downtown were identified in the Downtown Strategy 2040 EIR. Downtown is not located within a designated area containing mineral deposits of regional or local significance. The Downtown Strategy 2040 would not result in the loss of availability of a known mineral resource.

Similarly, the DSAP Amendment would not expand the DSAP boundaries beyond the areas evaluated in the Downtown Strategy 2040 EIR and does not include development within or near a designated area containing mineral deposits of regional or local significance. No new impacts affiliated with mineral resources have been identified.

3.12.3 Conclusion

Changes to the Downtown Strategy 2040 to accommodate the proposed DSAP Amendment would not result in new or substantially worse impacts to mineral resources than those identified in the Downtown Strategy 2040 EIR because there are no mineral resources within Downtown. Based on this, the City finds that:

A. Substantial changes in Downtown Strategy 2040 and circumstances resulting in new significant effects or a substantial increase in the severity of previously identified significant effects in the Downtown Strategy 2040 have not occurred;
B. New information of substantial importance with respect to mineral resources resulting in new significant effects or a substantial increase in the severity of previously identified effects in the Downtown Strategy 2040 EIR has not been identified; and
C. None of the proposed changes to the Downtown Strategy 2040 would significantly affect mineral resources.

Therefore, the mineral resources conclusions included in Section 3.7, Geology and Soils, of the Downtown Strategy 2040 EIR would remain valid with implementation of the DSAP Amendment.

3.13 Noise

3.13.1 Environmental Setting

3.13.1.1 Changes to the Regulatory Framework

Federal Transit Administration Vibration Limits

The US Department of Transportation Federal Transit Administration (FTA) has developed vibration impact assessment criteria for evaluating vibration impacts associated with transit projects. FTA has vibration impact criteria based on maximum overall levels for a single event. See Table 3.12-1 of the Downtown Strategy 2040 EIR for the impact criteria for groundborne vibration of frequent events, occasional events, and infrequent events. These limits have not changed since certification of the Downtown Strategy 2040 EIR

California Building Code, Title 24, Part 2

The current version of the California Building Code, updated in 2019, requires interior noise levels attributable to exterior environmental noise sources to be limited to a level not exceeding 45 A-weighted decibels (dBA) Day-Night Level (DNL)/Community Noise Equivalent Level (CNEL) in any habitable room. While the California Building Code is regularly updated, these standards for interior noise levels have not changed since certification of the Downtown Strategy 2040 EIR.

California Building Code, Title 24, Part 11 (Cal Green Code)

The State has established exterior sound transmission control standards for new non-residential buildings as set forth in the 2019 California Green Building Standards (Cal Green) Code. The performance method (Section 5.507.4.2), which establishes the acceptable interior noise level, is the method typically used when applying these standards. While the Cal Green Code is regularly updated, the standards applicable to Downtown have not changed since certification of the Downtown Strategy 2040 EIR.

Santa Clara County Airport Land Use Commission Comprehensive Land Use Plan

As shown in **Figure 10**, a portion of the DSAP area is located within the AIA, as defined by the Airport CLUP, adopted by the ALUC on May 25, 2011. The CLUP includes noise policies and contains standards for projects within the vicinity of the Airport. The ALUC is currently considering an update to the CLUP. See Section 3.12.1.2, Regulatory Framework, of the Downtown Strategy 2040 EIR for the full list of applicable CLUP noise policies.

San José Municipal Code

The Municipal Code restricts construction hours within 500 feet of a residential unit to the hours of 7:00 a.m. to 7:00 p.m. Monday through Friday, unless otherwise expressly allowed in a Development Permit or other planning approval. The Municipal Code does not establish quantitative noise limits for demolition or construction activities occurring in the City.

Unless the City issues a use permit for a project that allows exceedance of these noise levels, or unless a project is located within one of the Downtown Zoning Districts, the Zoning Ordinance limits noise levels at any property line of residential, commercial, or industrial properties (see Table 3.12-2 of the Downtown Strategy 2040 EIR for the City's Zoning Ordinance noise standards). The Zoning Ordinance

also limits noise emitted by stand-by/backup and emergency generators to 55 decibels at the property line of residential properties, and the testing of generators is limited to 7 a.m. to 7 p.m., Monday through Friday. The standards set forth by Title 20 (Zoning) of the Municipal Code have not changed since certification of the Downtown Strategy 2040 EIR.

Envision San José 2040 General Plan

The 2040 General Plan includes noise compatibility guidelines for various land uses. The noise policies applicable to Downtown include standards for interior and exterior noise levels, incorporation of noise attenuation techniques, and requirements for construction and operation noise surrounding sensitive land uses. The vibration policies applicable to development in Downtown include requirements to minimize vibration impacts on people, residences, and businesses, as well as vibration impacts on sensitive historic buildings. See Table 3.12-4 of the Downtown Strategy 2040 EIR for a detailed list of applicable 2040 General Plan policies on noise and vibration. Noise and vibration compatibility requirements in the 2040 General Plan have not been updated since certification of the Downtown Strategy 2040 EIR.

3.13.1.2 Changes to Environmental Conditions

As identified in **Section 2.4.8**, **Other Planned Development**, other projects in various stages of review, construction, and completion are increasing residential and commercial uses within Downtown. These projects will ultimately add 9,669 residential units, 8,323,000 square feet of commercial space, 676,619 square feet of commercial retail space, and 1,578 hotel rooms to Downtown. Vehicle travel to and from these new developments will continue to increase noise and vibration levels in Downtown.

As discussed in the Downtown Strategy 2040 EIR, the predominant noise sources contributing to ambient noise levels in Downtown are transportation-related noise sources including vehicle traffic along highways and roadways, heavy-rail and light-rail trains, and aircraft operations associated with the Airport.

Vehicle traffic along I-280 and SR 87 are the primary contributors to ambient noise levels in the plan area. Major arterial roadways include Taylor Street, Julian Street, The Alameda/Santa Clara Street, San Carlos Street, Autumn Street, Almaden Boulevard, Coleman Avenue, State Route 82/West Santa Clara Street, East Santa Clara Street, Saint James Street, Julian Street, 1st Street, and 4th Street also contribute to the noise environment in and around the plan area. See Table 3.12-5 and Figure 3.12-1 of the Downtown Strategy 2040 EIR for a summary of the results of ambient noise measurements and the locations of long-term (LT) noise measurement sites for Downtown Strategy 2040.

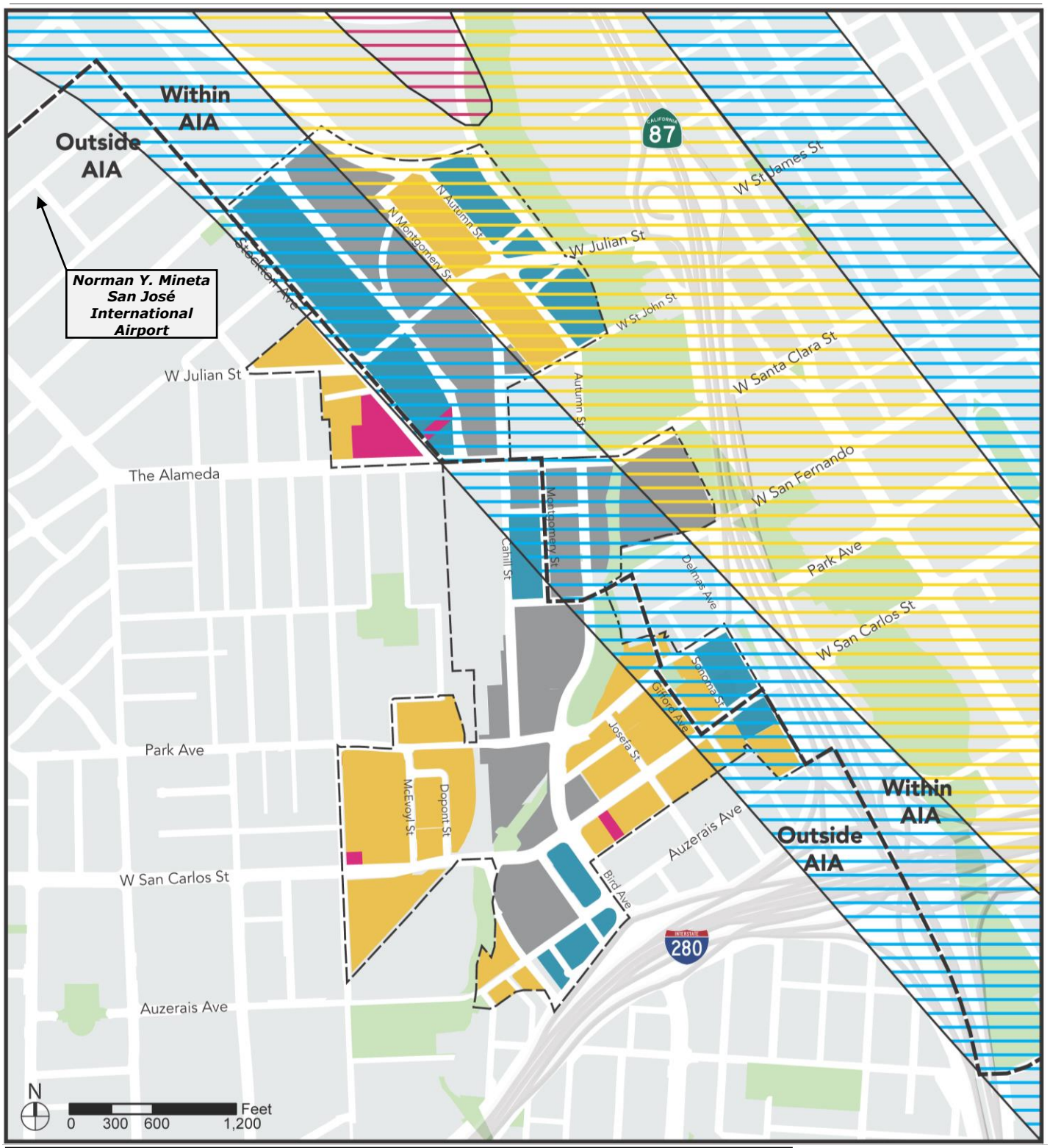
Rail operations along the VTA rights-of-way and along Union Pacific Railroad rights-of-way also are substantial sources of noise in some areas of Downtown. Substantial sources of noise day-night average noise levels commonly range from 65 to 75 dBA DNL at land uses adjoining a railroad right-of-way, while train warning whistles can generate maximum noise levels of approximately 105 dBA at 100 feet. Railroad operations have not changed substantially since certification of Downtown Strategy 2040 EIR in 2040.

The Airport is located approximately 3,500 feet beyond the northernmost boundary of the plan area. Noise exposure from airport operations is estimated and reported in the CLUP. Existing conditions are best represented by the noise exposure maps published in the quarterly reports prepared for the

airport. There is no private airstrip near Downtown. Refer to **Figure 11** for a map depicting the most recent Airport noise contours and AIA in relation to the DSAP area. While the airport noise levels have decreased slightly in 2020 due to the COVID-19 pandemic, this is expected to be temporary. Therefore, standard airport noise levels have generally not changed since certification of the Downtown Strategy 2040 EIR in 2018.

3.13.2 Checklist and Discussion of Impacts

Environmental Issue Area		New Potentially Significant Impact	New Less than Significant with Mitigation Incorporated	New Less than Significant Impact	Same Impact as "Approved Project"	Less Impact than "Approved Project"	No Impact
Noise. Would the project result in:							
a)	Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?				X		
b)	Generation of excessive groundborne vibration or groundborne noise levels?				X		
c)	For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X		



Legend

- Amended DSAP Boundary
- Downtown West Mixed-Use Plan
- Airport Influence Area (AIA)
- Employment/Commercial
- Residential
- Retail
- Open Space
- 60 dBs
- 65 dBs
- 70 dBs

Noise Contour for San José International Airport Relative to DSAP

Figure 11

Source: City of San José, 2021

3.13.2.1 Impact Discussion

This discussion is based upon the Noise and Vibration Assessment (**Appendix C**) prepared for the DSAP Amendment by Illingworth & Rodkin, Inc. (2020b).

Noise-Generating Land Uses (Same as Downtown Strategy 2040 EIR – Less than Significant Impact)

The Downtown Strategy 2040 EIR concluded that office, commercial, retail, or other noise-generating uses developed under the Downtown Strategy 2040 could substantially increase noise levels at noise-sensitive land uses or could expose sensitive receptors to noise levels that exceed the City's 2040 General Plan policies and Municipal Code noise limits.

The implementation of 2040 General Plan Policies EC-1.2, EC-1.3, and EC-1.9 was found to reduce potential impacts associated with new noise-producing land uses. Additionally, new noise-generating projects developed under the Downtown Strategy 2040 would be subject to the noise requirements in the City's Municipal Code, mitigating the possibility that existing or proposed residences and other noise-sensitive land uses would be exposed to excessive noise. Compliance with the City's 2040 General Plan policies and Municipal Code noise limits would ensure future development of noise-generating land uses would not result in significant impacts.

Under the DSAP Amendment, the Downtown land use designation includes proposed mixed-use residential development throughout the DSAP Amendment plan area. Urban Residential and Transit Residential land use designations are proposed in the western and southern portion of the DSAP Amendment plan area (see **Figure 2b** in the Project Description). Open Space, Parklands, and Habitat land uses provide essential open space, parks, and trails along Los Gatos Creek (see **Figure 6**). Many of the proposed residential and recreational locations are along major roadways, the existing light rail corridor, and the UPRR/Caltrain rail line.

Office, commercial, retail, or other noise-generating uses developed under the DSAP Amendment could substantially increase noise levels at existing and/or proposed noise-sensitive land uses or could expose receivers to noise levels that exceed the City's 2040 General Plan policies and Municipal Code noise limits.

As described above and in the Downtown Strategy 2040 EIR, the implementation of 2040 General Plan Policies EC-1.2, EC-1.3, and EC-1.9 would reduce potential impacts associated with new noise-producing land uses facilitated by the plan to a less-than-significant level. These policies would also be applicable to the DSAP Amendment.

New noise-generating projects implemented by the plan or the siting of noise sensitive receptors would also be subject to the City's Municipal Code, mitigating the possibility that existing or proposed residences and other noise-sensitive land uses would not be exposed to excessive noise. Therefore, the DSAP Amendment would not create a new or worse impact related to noise-generating land uses.

Project-Generated Traffic Noise (Same as Downtown Strategy 2040 EIR – Significant Unavoidable Impact)

Vehicle trips generated by development associated with the Downtown Strategy 2040 were determined to generate additional roadway noise in Downtown and surrounding areas as the city's population

increases. The Downtown Strategy 2040 EIR compared existing traffic noise levels to 2040 build-out projections at a representative sample of roadway segments and intersections within Downtown (see Table 3.12-6 of the Downtown Strategy 2040 EIR). Noise levels were projected to increase substantially (i.e., by 3 dBA DNL or more) along segments of Santa Clara Street, Autumn Street, San Carlos Street, Bird Avenue, Julian Street, Almaden Boulevard, Race Street, The Alameda, King Road, First Street, Fruitdale Avenue, Alma Avenue, Naglee Avenue, and Keyes Street. These estimated noise increases ranged between 3 and 5 dBA. Noise levels were projected to decrease (by 1 to 6 dBA) along segments of Delmas Avenue, Montgomery Street, and Santa Clara Street.

Future traffic noise increases could be mitigated by the construction of noise barriers, traffic calming measures, and sound insulation treatments in residences. Detailed analyses for individual projects would be required to identify specific measures to reduce traffic noise levels at all affected properties along roadway segments where the project would result in significant traffic noise impacts. However, even with the preparation of detailed analyses and identification of site-specific measures, it may not be feasible to reduce the impacts to a less-than-significant level due to a variety of administrative and fiscal challenges. Therefore, the Downtown Strategy 2040 EIR concluded that buildout of the project would result in a significant unavoidable impact at existing noise-sensitive land uses adjacent to segments of Santa Clara Street, Autumn Street, San Carlos Street, Bird Avenue, Julian Street, Almaden Boulevard, Race Street, The Alameda, King Road, First Street, Fruitdale Avenue, Alma Avenue, Naglee Avenue, and Keyes Street due to substantial increases in traffic noise. This would lead to the exposure of a greater number of sensitive receptors to increased noise levels.

As stated above, vehicular traffic on roadways in the city would both increase or decrease, depending on the intersection, as development occurs and the city's population and land use change over time. Increases in traffic noise under the DSAP Amendment would gradually degrade the environment in areas sensitive to noise. Proposed roadway modifications could increase or decrease traffic noise levels depending on the circumstances of each project built under the DSAP Amendment. Traffic noise levels were calculated along major roadways, expressways, and highways in the plan area based on peak hour traffic volumes.

Existing Plus DSAP Amendment Project Conditions

According to 2040 General Plan Policy EC-1.2, a 3 dBA DNL or more increase in ambient noise levels represents a significant permanent noise increase where ambient noise levels exceed the "normally acceptable" noise level standard. A 5 dBA DNL or more increase represent a significant permanent impact where ambient noise levels are at or below the "normally acceptable" noise level standard. An increase of 3 dBA DNL would be considered substantial in noise sensitive areas along the roadways analyzed in the plan area as noise exposures at a distance of 75 feet from the roadway centerline generally exceed 60 dBA DNL. Traffic noise increases ranging from 0 to 2 dBA DNL are not considered substantial.

Traffic noise levels were calculated for the Existing plus the DSAP Amendment and compared to Existing conditions to quantify the noise increase attributable to the development of the DSAP Amendment. Locations of long-term noise measurement sites are shown in **Figure 12**, and the data obtained from these sites are summarized in **Table 22**. This analysis assumed that traffic noise increases calculated based on the comparison of PM peak hour traffic data would equal the noise increase expected on a DNL. Note that the traffic noise levels indicated in **Table 22** are based on traffic noise generated by the

roadway segment identified only. Traffic noise contours shown in Downtown Strategy 2040 analysis include cumulative traffic noise from all traffic noise sources including I-280 and SR 87.

Table 22 DSAP Amendment Traffic Noise Level Change Relative to Existing Conditions

Roadway	Segment	Existing + DSAP Amendment Noise Level at 75 feet (dBA DNL)	DSAP Amendment Noise Increase above existing conditions (dBA DNL)	Significant?
Autumn Street	North of West St John Street	52	0	No
	West St John Street to West Santa Clara Street	59	0	No
	West Santa Clara Street to West San Fernando Street	59	2	No
	West San Fernando Street to Park Avenue	62	2	No
Delmas Avenue	West Santa Clara Street to West San Fernando Street	59	-2	No
	Park Avenue to Auzerais Avenue	64	1	No
Josefa Street	Park Avenue to Columbia Avenue	60	2	No
Montgomery Street	Cinnabar Street to West St John Street	55	8	**Yes**
	West Santa Clara Street to Park Avenue	63	-1	No
Bird Avenue/Montgomery Street	Park Avenue to West San Carlos Street	69	1	No
Bird Avenue	West San Carlos Street to I-280 ramps	69	1	No
Park Avenue	Sunol Street to South Autumn Street	62	1	No
	South Autumn Street to Delmas Avenue	63	2	No
Royal Avenue	West San Carlos Street to Auzerais Avenue	61	1	No
Santa Clara Street	West of South Montgomery Street	64	-3	No
	South Montgomery Street to South Autumn Street	64	-3	No
	South Autumn Street to SR87	61	-6	No

Table 22 DSAP Amendment Traffic Noise Level Change Relative to Existing Conditions				
Roadway	**Segment**	**Existing + DSAP Amendment Noise Level at 75 feet (dBA DNL)**	**DSAP Amendment Noise Increase above existing conditions (dBA DNL)**	**Significant?**
Stockton Avenue	Lenzen Avenue to West Julian Street	59	1	No
	West Julian Street to West Santa Clara Street	64	3	**Yes**
West San Fernando Street	Cahill Street to South Autumn Street	62	0	No
West San Carlos Street	West of Bird Avenue	62	2	No
	Bird Avenue to Almaden Boulevard	61	3	**Yes**
West Julian Street	North Montgomery Street to SR 87	61	1	No

dBA = A-weighted decibel; DNL = Day-Night Level, a 24-hour average of noise levels, with a 10dB penalty applied to noise occurring between 10:00 p.m. and 7:00 a.m.
Source: Illingworth and Rodkin, 2020

The DSAP Amendment could result in significant traffic noise increases along segments of Montgomery Street, Stockton Avenue, and West San Carlos Street. Decreases in traffic noise levels along Santa Clara Street, Montgomery Street, and Delmas Avenue are due to a reduction in travel lanes along Santa Clara Street to accommodate a dedicated bus lane and the conversion of Montgomery Street from one-way to two-way operations, with a planned termination at its southern end just north of Park Avenue. These impacts would generally be 3 dBA increases, with one 8 dBA increase anticipated on Montgomery Street between Cinnabar Street and West St. John Street.

As described in the Downtown Strategy 2040 EIR and above in **Section 3.13.2.1**, 2040 General Plan Policy EC-1.4 would reduce the impact to the extent feasible by requiring the inclusion of appropriate noise attenuation techniques in the design of new arterial streets projected to adversely impact noise sensitive uses. A combination of measures such as replacement or construction of noise barriers, traffic calming, and sound insulation could be implemented to reduce the effects of increased traffic noise generated by development under the DSAP Amendment. However, the implementation of measures associated with this policy may not be able to reduce substantial noise increases to acceptable levels at all noise sensitive areas. As stated above, even with the preparation of detailed analyses for individual projects and identification of site-specific measures, it may not be feasible to reduce the impacts to a less than significant level due to a variety of administrative and fiscal challenges.



Legend

- Project Site
- Long Term (LT) Noise Measurement
- Vibration (V) Measurement

N

DSAP Amendment Noise and Vibration Measurement Locations

Figure **12**

Source: Illingworth and Rodkin, 2020

Future development associated with the DSAP Amendment would result in in significant traffic noise increases along segments of Montgomery Street, Stockton Avenue, and West San Carlos Street, while the Downtown Strategy 2040 EIR concluded that significant noise increases would occur along segments of Santa Clara Street, Autumn Street, San Carlos Street, Bird Avenue, Julian Street, Almaden Boulevard, Race Street, The Alameda, King Road, First Street, Fruitdale Avenue, Alma Avenue, Naglee Avenue, and Keyes Street. The DSAP Amendment and Downtown Strategy 2040 noise analyses use different representative sample of roadways and intersections given their differing project boundaries. While the Downtown Strategy 2040 EIR and the present DSAP Amendment analysis do not share the same noise measurement locations, the anticipated impacts are largely identical in terms of the magnitude of impact (3-5 dBA increases for the Downtown Strategy 2040 and 3-8 dBA increases for the DSAP Amendment). Additionally, the DSAP Amendment analysis indicates a future decrease of 1 to 6 dBA along segments of Delmas Avenue, Montgomery Street, and Santa Clara Street. Resulting ambient noise levels at impacted intersections and roadway segments would remain between 55 and 64 dBA. For context, this noise level is roughly equivalent to conversation in a restaurant, background music, or an air conditioning unit at approximately 100 feet. The change in noise levels due to traffic under the DSAP Amendment would lead to a significant and unavoidable impact. However, the DSAP Amendment's contribution to this impact would not be substantially worse than that identified in the Downtown Strategy 2040 EIR, which was also determined to be significant and unavoidable.

Construction Noise (Same as Downtown Strategy 2040 EIR – Less than Significant with Mitigation)

Construction of new buildings and infrastructure due to build-out of Downtown Strategy 2040 was determined to generate noise that could affect nearby residences and businesses. The highest noise levels would be generated during demolition, grading, excavation, and construction of building foundations, when heavy equipment is used. Typical hourly average construction-generated noise levels are approximately 80 to 85 dBA measured at a distance of 50 feet from the site during busy construction periods.

For temporary construction-related noise from an individual project to be considered significant, construction noise levels would exceed ambient noise levels by 5 dBA L_{eq} or more and exceed the normally acceptable levels of 60 dBA L_{eq} at the nearest noise-sensitive land uses or 70 dBA L_{eq} at office or commercial land uses for a period of more than 12 months. The Downtown Strategy 2040 EIR identified the measures listed below to ensure noise impacts from construction are less than significant.

Measures Identified in the Project to Reduce and Avoid Construction-related Noise Impacts

As described above, the Municipal Code requires that reasonable noise reduction measures be incorporated into the construction plan and implemented during all phases of construction activity.

Accordingly, future projects under the Downtown Strategy 2040 would be required to implement the following standard noise control measures:

- Construction will be limited to the hours of 7:00 a.m. to 7:00 p.m. Monday through Friday for any on-site or off-site work within 500 feet of any residential unit. Construction outside of these hours may be approved through a development permit

based on a site-specific "construction noise mitigation plan" and a finding by the Director of Planning, Building and Code Enforcement that the construction noise mitigation plan is adequate to prevent noise disturbance of affected residential uses.

- The contractor shall use "new technology" power construction equipment with state-of-the-art noise shielding and muffling devices. All internal combustion engines used on the project site shall be equipped with adequate mufflers and shall be in good mechanical condition to minimize noise created by faulty or poorly maintained engines or other components.
- The unnecessary idling of internal combustion engines shall be prohibited.
- Staging areas and stationary noise-generating equipment shall be located as far as possible from noise-sensitive receptors such as residential uses (a minimum of 200 feet, where feasible).
- The surrounding neighborhood within 500 feet shall be notified early and frequently of the construction activities.
- A "noise disturbance coordinator" shall be designated to respond to any local complaints about construction noise. The disturbance coordinator would determine the cause of the noise complaints (e.g., beginning work too early, bad muffler, etc.) and institute reasonable measures warranted to correct the problem. A telephone number for the disturbance coordinator would be conspicuously posted at the construction site.

Adherence to the Municipal Code requirements would minimize impacts to neighboring properties from temporary increases in ambient noise levels resulting from future construction activities. Small projects allowed under the Downtown Strategy 2040 are not anticipated to generate noise levels exceeding the City's acceptable noise standard beyond one construction season. Larger projects that last over one year in duration may result in a substantial temporary noise increase at adjacent land uses. Projects that would exceed the City's standard would be required to prepare a "construction noise logistics plan", in accordance with GP Policy EC-1.7. A typical construction noise logistics plan would include, but not be limited to, the following measures to reduce construction noise levels as low as practical:

- Utilize 'quiet' models of air compressors and other stationary noise sources where technology exists;
- Equip all internal combustion engine-driven equipment with mufflers, which are in good condition and appropriate for the equipment;
- Locate all stationary noise-generating equipment, such as air compressors and portable power generators, as far away as possible from adjacent land uses;
- Locate staging areas and construction material areas as far away as possible from adjacent land uses;
- Prohibit all unnecessary idling of internal combustion engines;
- If impact pile driving is proposed, multiple-pile drivers shall be considered to expedite construction. Although noise levels generated by multiple pile drivers would be higher than the noise generated by a single pile driver, the total duration of pile driving activities would be reduced.
- If impact pile driving is proposed, temporary noise control blanket barriers shall shroud pile drivers or be erected in a manner to shield the adjacent land uses. Such noise control blanket barriers can be rented and quickly erected.

- If impact pile driving is proposed, foundation pile holes shall be pre-drilled to minimize the number of impacts required to seat the pile Pre-drilling foundation pile holes is a standard construction noise control technique. Pre-drilling reduces the number of blows required to seat the pile. Notify all adjacent land uses of the construction schedule in writing;
- Designate a "disturbance coordinator" who would be responsible for responding to any local complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and will require that reasonable measures warranted to correct the problem be implemented. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule.

With implementation of GP Policy EC-1.7 and Municipal Code requirements, the Downtown Strategy 2040 EIR concluded that future development would result in a less-than-significant construction noise impact.

The DSAP Amendment would facilitate additional construction and increase the duration of construction of projects where the building heights have increased beyond what was anticipated in the Downtown Strategy 2040 EIR. Construction noise impacts result from noise generated by various pieces of construction equipment, the timing and duration of noise-generating activities, the distance between construction noise sources and noise-sensitive areas, and the presence of intervening shielding features such as buildings or terrain. Typical hourly average construction-generated noise levels are about 77 to 89 dBA L_{eq} measured at 50 feet from the site during busy construction periods. Large pieces of earth-moving equipment, such as graders, scrapers, and dozers, generate maximum noise levels of 85 to 90 dBA L_{max} at 50 feet.

The potential short-term noise impacts associated with the DSAP Amendment would be minimized by 2040 General Plan Policy EC-1.7, which requires a construction noise logistics plan for some projects. 2040 General Plan Policy EC-1.7 is described above.

The potential short-term noise impacts associated with construction facilitated by the DSAP Amendment would be similar to those identified in the Downtown Strategy 2040 EIR. These impacts would be minimized by the implementation of the above policy which require reasonable noise reduction measures be incorporated into the construction plan and implemented during all phases of construction activity to minimize the exposure of neighboring properties. Policy EC-1.7, in combination with the limitations on hours set forth in the Municipal Code, would reduce the impact to a less-than-significant level, consistent with the findings of the Downtown Strategy 2040 EIR.

Construction Vibration (Same as Downtown Strategy 2040 EIR – Less than Significant with Mitigation)

Demolition and construction activities required for projects developed under the Downtown Strategy 2040 may generate perceptible vibration levels and levels that could affect nearby structures when heavy equipment or impact tools are used in the vicinity of nearby sensitive land uses. Building damage generally falls into three categories: cosmetic, minor, and major damage.

The Caltrans Transportation and Construction Guidance Manual develops a synthesis of various vibration criteria to assess the damage potential for representative categories of structures and effects upon people. The guideline criteria, summarized in Table 3.12-7 of the Downtown Strategy 2040 EIR, establishes seven separate categories. The first two categories (Categories 1 and 2) address human perceptibility of vibration only. The five remaining categories (Categories 3-7) address human perceptibility and potential for damage to buildings. Most, if not all buildings in Downtown would fall into Categories 5-7.

The Downtown Strategy 2040 EIR identified the measures listed below to ensure vibration impacts from construction would be less than significant.

Measures Identified in the Project to Reduce and Avoid Construction-related Vibration Impacts

For all projects that could generate vibration levels exceeding the thresholds for Categories 3, 4, and 5, which include historic and fragile buildings, implement all of the applicable controls outlined below.

For projects impacting receptors in Categories 6 and 7 that do not involve impact or vibratory pile driving, the following best available controls shall be implemented:

- A list of all heavy construction equipment to be used for this project known to produce high vibration levels (e.g., tracked vehicles, vibratory compaction, jackhammers, hoe rams, clam shovel drop, and vibratory roller, etc.) shall be submitted to the City by the contractor. This list shall be used to identify equipment and activities that would potentially generate substantial vibration and to define the level of effort for reducing vibration levels below the thresholds.
- Place operating equipment on the construction site as far as possible from vibration-sensitive receptors.
- Use smaller equipment to minimize vibration levels below the limits.
- Avoid using vibratory rollers and clam shovel drops near sensitive areas.
- Select demolition methods not involving impact tools.
- Modify/design or identify alternative construction methods to reduce vibration levels below the limits.
- Avoid dropping heavy objects or materials.

For projects impacting receptors in Categories 6 and 7 where pile driving will occur, in addition to the controls above, implement the following best available controls:

- Notify neighbors within 500 feet of the construction site of the construction schedule and that there could be noticeable vibration levels resulting from pile driving.
- Foundation pile holes shall be pre-drilled to minimize the number of impacts required to seat the pile.
- Jet or partially jet piles into place to minimize the number of impacts required to seat the pile.
- A construction vibration monitoring plan shall be implemented to document conditions prior to, during, and after pile driving. All plan tasks shall be undertaken under the direction of a licensed Professional Structural Engineer in the State of California (and a

Historic Architect if the affected structures are historic resources) and be in accordance with industry-accepted standard methods. The construction vibration monitoring plan should be implemented to include the following tasks:

- Identification of sensitivity to ground-borne vibration of nearby structures. A vibration survey (generally described below) would need to be performed.
- Performance of a pre-construction photo survey, elevation survey, and crack monitoring survey for each of these structures. Surveys shall be performed prior to any pile driving activity, in regular interval during pile driving, and after completion and shall include internal and external crack monitoring in structures, settlement, and distress and shall document the condition of foundations, walls and other structural elements in the interior and exterior of said structures.
- Development of a vibration monitoring and construction contingency plan to identify structures where monitoring would be conducted, set up a vibration monitoring schedule, define structure-specific vibration limits, and address the need to conduct photo, elevation, and crack surveys to document before and after pile driving. Alternative construction methods would be identified for when vibration levels approach the limits that are stated in the 2040 General Plan such as Policy EC-2.3.
- If vibration levels approach limits, suspend construction and implement alternative construction methods to either lower vibration levels or secure the affected structures.
- Conduct post-construction survey on structures where either monitoring has indicated high levels or complaints of damage has been made. Make appropriate repairs or compensation where damage has occurred as a result of construction activities.
- The results of all vibration monitoring shall be summarized and submitted in a report to the City's Supervising Environmental Planner assigned by the City to the project review, shortly after substantial completion of each phase identified in the project schedule. The report will include a description of measurement methods, equipment used, calibration certificates, and graphics as required to clearly identify vibration monitoring locations. An explanation of all events that exceeded vibration limits will be included together with proper documentation supporting any such claims.
- Designate a person responsible for registering and investigating claims of excessive vibration. The contact information of such person shall be clearly posted on the construction site.

With implementation of the required measures listed above, the Downtown Strategy 2040 EIR concluded that future development under the project would not result in a significant construction vibration impact.

Construction and demolition activities required for individual projects associated with DSAP Amendment may generate perceptible vibration levels and levels that could affect nearby structures when heavy equipment or impact are used in the vicinity of nearby sensitive land uses. The DSAP Amendment would facilitate the development of various projects in a variety of settings. While the severity of the vibration impact is determined by the proximity of the project with respect to buildings and receptors and the sensitivity of buildings, the construction vibration impacts for proposed projects under the DSAP Amendment would be similar to those described in the Downtown Strategy 2040 EIR. For projects that produce vibration levels falling under Categories 1 and 2, the primary issue related to construction

vibration would be human perceptibility and the potential for annoyance, as analyzed for Downtown Strategy 2040.

For projects that produce vibration levels exceeding the thresholds for Categories 3-7, construction vibration would be expected to cause both human annoyance and the possibility of cosmetic damage. With incorporation of the measures described above for vibration, the DSAP amendment would not create a new or substantially worse impact related to construction vibration.

Airport Noise (Same as Downtown Strategy 2040 EIR – Less than Significant)

The Downtown Strategy 2040 EIR used the 2027 CNEL Contours noise exposure map published as part of the Norman Y. Mineta San José International Airport Master Plan to evaluate potential impacts from airport noise. These are defined in Figure 3.12-3 of the Downtown Strategy 2040 EIR. Implementation of 2040 General Plan Policies EC-1.1, EC-1.9, and EC-1.11 would guide new development under Downtown Strategy 2040 proposed for areas susceptible to noise associated with the Airport. Furthermore, future development within the 65 dBA CNEL noise contour would need to prepare a detailed noise analysis and incorporate noise insulation features into project design to reduce interior noise levels. As shown in Figure 3a, approximately half of the Diridon Station Area Plan area is located within the AIA of the Airport. The areas within the AIA are subject to policies and requirements included in the CLUP. As described fully in Section 3.12.1.2 of the Downtown Strategy 2040 EIR, CLUP policies require that projects proposed within the AIA undergo additional review to ensure compatibility with the existing noise environment. With implementation of County CLUP and 2040 General Plan policies, the Downtown Strategy 2040 EIR determined that development would not expose people residing or working in the project area to excessive noise levels from airport operations.

Since certification of the Downtown Strategy 2040, the City amended the Airport Master Plan and certified a new Airport Master Plan EIR in April 2020. The updated 2037 CNEL Contours are shown in relation to the DSAP area in **Figure 11.** The DSAP Amendment would facilitate new residential development where existing and future aircraft noise levels associated with operations at the Airport may exceed 65 dBA CNEL. Some of the land uses proposed within the 65 dBA CNEL contour would be residential and employment/commercial. As shown in **Figure 11** these areas are generally in the northeastern portion of the DSAP area, east of North Montgomery Street and north of West Saint John Street.

The Santa Clara County ALUC establishes 65 dBA CNEL as the maximum allowable noise level considered compatible with residential uses. CLUP Policy N-4 would prohibit residential or transient lodging within the 65 dB CNEL contour boundary unless the resulting interior sound levels would be less than 45 dB CNEL and there are no outdoor patios or outdoor activity areas associated with the residential uses. CLUP Policy N-5 would require all property owners within the 65 dB CNEL contour boundary who rent or lease their property for residential use to disclose to the tenants that they are living within a high noise area as part of their rental/lease agreement.

As described in the Downtown Strategy 2040 EIR, the implementation of 2040 General Plan Policies EC-1.1, EC-1.9, and EC-1.11 would guide new development proposed for areas susceptible to noise associated with the Airport. Policy EC-1.1 would require that the 2040 General Plan's compatibility standards be used to determine where noise levels in the community are acceptable or unacceptable and require noise attenuation measures to achieve the "normally acceptable" noise level standards. This

policy allows for noise levels to exceed the "normally acceptable" noise level standard in the environs of the Airport. The City will require that individual development projects undergo project-specific environmental review. Policy EC-1.9 of the 2040 General Plan would be implemented and would require that studies be conducted to mitigate loud intermittent noise sources such as aircraft and could include measures such as a prohibition on outdoor patios or outdoor activity areas for residential developments within the 65 dBA CNEL contour. Policy EC-1.11 would be implemented and would require that incompatible land uses be located outside of the 65 dBA CNEL noise contour or, for individual residential projects within the 65 dBA CNEL contour, a detailed analysis of the noise reduction requirements and necessary noise insulation features to be included in the design would be required.

With the 2040 General Plan and CLUP policies listed above and described in **Section 3.13.1.1**, the DSAP Amendment would not result in a new or worsened airport noise impact beyond that identified in the Downtown Strategy 2040 EIR.

Noise Impacts of Environment on the Project (Planning Considerations)

Exposure of Future Development to Noise from Ground Transportation

Under Downtown Strategy 2040, noise exposures along many roadways, heavy rail, and rail transit corridors could exceed the 45 dBA DNL interior compatibility level and the 60 dBA DNL exterior compatibility level for multi-family housing. Traffic noise contours were calculated for the Downtown Strategy 2040, as shown on Figure 3.12-4 of the Downtown Strategy 2040 EIR. The City's noise thresholds of acceptability would likely be exceeded at development sites facilitated by the project. The need for noise attenuation measures in building construction and project design for non-sensitive land uses (e.g., commercial, industrial, and institutional) will be determined on a project-by-project basis at the time development is proposed.

Implementation of 2040 General Plan Policies EC-1.1, EC-1.9, and EC-1.14, in conjunction with the Land Use Compatibility Guidelines, would require that the 2040 General Plan compatibility standards be used to determine where noise levels in the community are acceptable or unacceptable, and require noise attenuation measures to achieve the "normally acceptable" noise standards. The interior noise limits set forth in the State Building Code are extended to residential, hotel, motel, residential care, and hospital land uses in San José.

Exposure of Future Development to Groundborne Vibration

Groundborne vibration from heavy-rail trains passing through the Downtown Strategy 2040 plan area could exceed the guidelines set forth by the FTA if new buildings housing sensitive uses such as residences are constructed within approximately 100 feet of the tracks. These guidelines and thresholds are outlined in Table 3.12-8 of the Downtown Strategy 2040 EIR.

As discussed in the Downtown Strategy 2040 EIR, implementation of 2040 General Plan Policy EC-2.1 would require new development within 100 feet of rail lines to utilize setbacks and/or structural design features that reduce vibration and to demonstrate prior to project approval that vibration experienced by residents and vibration sensitive uses would not exceed the Federal Transit Administration's

guidelines for compatible vibration levels. With implementation of this policy, the Downtown Strategy 2040 EIR determined that FTA's guidelines for compatible vibration levels would not be exceeded.

The DSAP Amendment does not include any new heavy-rail trains within Downtown, therefore groundborne vibration generation levels would be the same as that assumed in the Downtown Strategy 2040 EIR. Implementation of 2040 General Plan Policy EC-2.1 would continue to be required for all development under the DSAP Amendment. Therefore, the DSAP Amendment would not create a new or substantially worse impact related to exposure of future development to groundborne vibration.

Cumulative Impacts (Same as Downtown Strategy 2040 EIR – Significant Unavoidable)

The Downtown Strategy 2040 EIR evaluated the impacts of all planned development in Downtown through the year 2040. As such, the traffic noise impacts identified above Santa Clara Street, Autumn Street, San Carlos Street, Bird Avenue, Julian Street, Almaden Boulevard, Race Street, The Alameda, King Road, First Street, Fruitdale Avenue, Alma Avenue, Naglee Avenue, and Keyes Street were also cumulative impacts. As noted above, estimated noise increases at impacted intersections and roadway segments ranged between 3 and 5 dBA while noise levels other intersection and roadway segments were found to decrease by 1 to 6 dBA (**Table 22**).

To determine if the cumulative projects would result in significant noise levels increases, traffic noise levels were calculated for the 2040 Future Build Project scenario and compared to the 2040 No Build scenario under the DSAP Amendment. The DSAP Amendment would result in a significant cumulative traffic noise impact if noise levels at existing sensitive receivers would be substantially increased (i.e., 3 dBA DNL above existing traffic noise levels where noise levels would exceed 60 dBA DNL) and if the DSAP Amendment would make a "cumulatively considerable" contribution to the overall traffic noise level increase. A "cumulatively considerable" contribution would be defined as an increase of 1 dBA DNL or more attributable solely to the DSAP Amendment.

Table 23 summarizes the traffic noise increases anticipated under the 2040 Build scenario and the noise increase attributable to the DSAP Amendment. Most cumulative traffic noise increases that are not attributable to the DSAP Amendment would occur due to the Downtown West Project. This analysis assumed that traffic noise increases calculated based on the comparison of PM peak hour traffic data would equal the noise increase expected on a DNL.

Table 23 Cumulatively Considerable Traffic Noise Increase Attributable to the DSAP Amendment

Roadway	Segment	2040 Future Build Noise Increase above Existing Conditions (dBA DNL)	Noise Increase Attributable to DSAP Amendment (dBA DNL)	Cumulatively Considerable?
Autumn Street	North of West St John Street	4	0	No
	West St John Street to West Santa Clara Street	5	0	No

Table 23 Cumulatively Considerable Traffic Noise Increase Attributable to the DSAP Amendment

Roadway	Segment	2040 Future Build Noise Increase above Existing Conditions (dBA DNL)	Noise Increase Attributable to DSAP Amendment (dBA DNL)	Cumulatively Considerable?
	West Santa Clara Street to West San Fernando Street	6	0	No
	West San Fernando Street to Park Avenue	5	1	**Yes**
Delmas Avenue	West Santa Clara Street to West San Fernando Street	0	-1	No
	Park Avenue to Auzerais Avenue	3	0	No
Josefa Street	Park Avenue to Columbia Avenue	6	1	**Yes**
Montgomery Street	Cinnabar Street to West St John Street	11	2	**Yes**
	West Santa Clara Street to Park Avenue	-4	-1	No
Bird Avenue/Montgomery Street	Park Avenue to West San Carlos Street	2	1	No
Bird Avenue	West San Carlos Street to I-280 ramps	2	0	No
Park Avenue	Sunol Street to South Autumn Street	4	1	**Yes**
	South Autumn Street to Delmas Avenue	4	1	**Yes**
Royal Avenue	West San Carlos Street to Auzerais Avenue	3	1	**Yes**
Santa Clara Street	West of South Montgomery Street	1	-1	No
	South Montgomery Street to South Autumn Street	1	-2	No
	South Autumn Street to SR87	0	-3	No
Stockton Avenue	Lenzen Avenue to West Julian Street	4	1	**Yes**
	West Julian Street to West Santa Clara Street	4	2	**Yes**
West San Fernando Street	Cahill Street to South Autumn Street	1	0	No

Table 23 Cumulatively Considerable Traffic Noise Increase Attributable to the DSAP Amendment				
Roadway	**Segment**	**2040 Future Build Noise Increase above Existing Conditions (dBA DNL)**	**Noise Increase Attributable to DSAP Amendment (dBA DNL)**	**Cumulatively Considerable?**
West San Carlos Street	West of Bird Avenue	5	0	No
	Bird Avenue to Almaden Boulevard	6	1	**Yes**
West Julian Street	North Montgomery Street to SR 87	3	1	**Yes**

Source: Illingworth and Rodkin, 2020

As shown in **Table 23**, the DSAP Amendment would result in cumulatively considerable traffic noise increases along segments of Autumn Street, Josefa Street, Montgomery Street, Park Avenue, Royal Avenue, Stockton Avenue, West San Carlos Street, and West Julian Street, while decreases would occur along segments of Delmas Avenue, Montgomery Street, and Santa Clara Street. Despite a combination of mitigation measures, such as the replacement or construction of noise barriers, traffic calming, and sound insulation above applied (see **Section 3.13.2.1**), this impact would remain significant and unavoidable. As discussed above, the Downtown Strategy 2040 EIR analyzed a different set of intersections and roadway segments than the present DSAP Amendment analysis; each analysis looked at a set of intersection and roadway segments that represented their respective project areas. However, the DSAP Amendment's contribution to the existing significant unavoidable cumulative impact would be of a similar magnitude to that identified in the Downtown Strategy 2040 EIR (i.e., between 1 and 2 dBA). Therefore, while the DSAP Amendment would contribute to an existing significant and unavoidable cumulative impact, this contribute would be similar to that identified in the Downtown Strategy 2040 EIR.

3.13.3 Conclusion

Changes to the Downtown Strategy 2040 to accommodate the proposed DSAP Amendment would not result in new or substantially worse noise and vibration impacts than those identified in the Downtown Strategy 2040 EIR because the DSAP Amendment would be subject to 2040 General Plan policies, the City's Municipal Code, and the County CLUP. Development associated with the DSAP Amendment would contribute to greater traffic-related noise in some areas while reducing traffic-related noise in others. Measures identified in the Downtown Strategy 2040 EIR for construction-related noise and vibration impacts would reduce and avoid these impacts, however previously identified significant-unavoidable impacts from operation would remain. Based on this, the City finds that:

A. Substantial changes in Downtown Strategy 2040 and circumstances resulting in new significant effects or a substantial increase in the severity of previously identified significant effects in the Downtown Strategy 2040 EIR have not occurred; and

B. New information of substantial importance with respect to noise resulting in new significant effects or a substantial increase in the severity of previously identified effects in the Downtown Strategy 2040 EIR has not been identified.

Therefore, the conclusions in Section 3.12, Noise and Vibration, of the Downtown Strategy 2040 EIR would remain valid with implementation of the DSAP Amendment.

3.14 Population and Housing

3.14.1 Environmental Setting

3.14.1.1 Changes to Regulatory Framework

Regional Housing Needs Allocation (RHNA)

ABAG allocated regional housing needs to each city and county within the nine-county Bay Area, based on statewide goals. California's Housing Element Law requires all cities to 1) zone adequate lands to accommodate its Regional Housing Needs Allocation (RHNA); 2) produce an inventory of sites that can accommodate its share of the regional housing need; 3) identify governmental and non-governmental constraints to residential development; 4) develop strategies and work plan to mitigate or eliminate those constraints; and 5) adopt a housing element that is to be updated on a regular recurring basis. These Statewide and regional regulations have not been altered since certification of the Downtown Strategy 2040 EIR.

Housing Element Law

The City's Department of Housing administers affordable housing programs and develops and updates its local Housing Investment Plan, the state-required Housing Element, and the federal Consolidated Plan, which are required for local jurisdictions to implement its local land use authority and to receive regional, state, and federal funding for housing, community development, and transportation programs. The City's Housing Element has not been updated since certification of the Downtown Strategy 2040 EIR.

Housing Crisis Response Workplan

On June 12, 2018, the City Council adopted a Housing Crisis Response Workplan. As part of that Workplan, the City Council directed the Housing Department to develop a Citywide Anti-Displacement Strategy based on extensive community engagement and local research; nationwide anti-displacement practices; a gap analysis of the City's current anti displacement policies and programs; an assessment of past discriminatory practices and policies, which contribute to displacement; and ongoing housing policy developments at regional and state levels.

Envision San José 2040 General Plan

Various policies in the 2040 General Plan have been adopted for the purpose of reducing or avoiding impacts related to population and housing. These policies, which are listed in Table 3.13-1 of the Downtown Strategy 2040 EIR, have not been revised since certification of the Downtown Strategy 2040 EIR in 2018.

3.14.1.2 Changes to Environmental Conditions

The Downtown Strategy 2040 EIR stated that in 2015, the most recent year for which corresponding data was available, the City was estimated to have a population of 1,010,085, with 12,548 located in Downtown. There were an estimated 359,128 jobs in the City, with an estimated 33,608 located in Downtown. Updated Census data shows that the total San José population increased to 1,021,795 in

2019.[45] However, corresponding data for population and employment specifically within Downtown were not available.

Jobs/Housing Balance

The Downtown Strategy 2040 EIR reports a jobs/employed residents in San José of 0.8 to 1. As part of the 2040 General Plan Annual Performance Review in 2020, City staff calculated that the current ratio is essentially the same, at 0.81 to 1.

Since certification of the Downtown Strategy 2040 EIR, six projects within the DSAP area have entered construction or have been completed since the certification of the Downtown Strategy 2040 EIR in 2018. Once all have been completed, these six projects would add 1,078 residential units, 1,023,000 square feet of commercial office use, and 112,446 square feet of commercial retail use. These projects were evaluated on a programmatic basis under the Downtown Strategy 2040 EIR and completed environmental clearance.

3.14.2 Checklist and Discussion of Impacts

Environmental Issue Area		New Potentially Significant Impact	New Less than Significant with Mitigation Incorporated	New Less than Significant Impact	Same Impact as "Approved Project"	Less Impact than "Approved Project"	No Impact
Population and Housing. Would the project:							
a)	Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				X		
b)	Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				X		

[45] United States Census Bureau. 2020. Quick Facts – City of San José. https://www.census.gov/quickfacts/sanjosecitycalifornia. Accessed August 25, 2020.

3.14.2.1 Impact Discussion

Induce Substantial Population Growth (Same as Downtown Strategy 2040 EIR – Less than Significant)

The Downtown Strategy 2040 EIR concluded that the Downtown Strategy 2040 was consistent with all 2040 General Plan goals for focused and sustainable growth because it supports the intensification of development in an urbanized area that is currently served by existing roads, transit, utilities, and public services. Furthermore, growth anticipated under the Downtown Strategy 2040 was accounted for in the 2040 General Plan EIR. Project implementation was evaluated in the buildout of the 2040 General Plan and would therefore, not result in any unplanned population growth.

The DSAP Amendment would result in greater a population density and increase the number of jobs within the DSAP area. As shown in **Table 3**, the DSAP Amendment would add 7,044 new residential units and 7,838,000 square feet of commercial office space to Downtown, within the DSAP area. This translates into approximately 15,497 new residents and 39,293 new jobs.[46]

Similar to the Downtown Strategy 2040, increased density would be achieved through transferring residential and commercial development capacity from growth areas located outside of Downtown identified in the 2040 General Plan. Thus, the DSAP Amendment would not result in changes to the overall population or jobs/housing ratio of the City and unplanned population growth would not be induced.

Displace Housing Units or People (Same as Downtown Strategy 2040 EIR – Less than Significant)

Consistent with the 2040 General Plan, the Downtown Strategy 2040 EIR concluded that nearly all existing housing units would be retained with build out of the project because growth would be focused in existing commercial, industrial, and vacant areas within the City's Urban Growth Boundary. The displacement of small numbers of existing residential units and residents could be accommodated as part of the planned growth within Downtown.

Under the DSAP Amendment, growth would continue to be focused in existing commercial, industrial, and undeveloped areas within the amended DSAP boundaries, and would therefore be consistent with the findings of the Downtown Strategy 2040 EIR. Furthermore, the City is currently preparing a citywide anti-displacement strategy, building upon a report prepared by the San José Anti-Displacement Policy Network team; exploring additional funding sources for affordable housing and programs; and working at the regional level, such as through the Committee to House the Bay Area. The City's anti-displacement activities are related to social and economic effects and under CEQA are not physical effects on the environment. CEQA provides that economic or social effects are not considered significant effects on the environment unless the social and/or economic effects are connected to physical environmental effects. Thus, the City's anti-displacement activities are not discussed further in this Addendum.

[46] Residents calculated using a ratio of 2.2 persons per dwelling unit in the DSAP area, consistent with the Downtown West EIR. Jobs calculated using the ratio of 4.12 jobs/1000sf of commercial space used in the Downtown Strategy 2040 EIR.

Cumulative Impacts (Same as Downtown Strategy 2040 EIR – Significant Unavoidable)

Based on the 2040 General Plan 4-Year Review, the City could have 1.1 jobs per employed resident by 2040, which is a substantial change beyond the existing 0.8 to 1 ratio. The new jobs/housing imbalance would have the secondary effect of inducing population growth outside of the City by creating demand for new housing to serve the new workers in the City. The 2040 General Plan EIR identified a significant unavoidable impact related to VMT increases associated with the projected jobs/housing imbalance. Although the Downtown Strategy 2040 would reduce VMT through regional transit use, the Downtown Strategy 2040 EIR determined that because the Downtown Strategy 2040 would contribute to the significant unavoidable impact identified in the 2040 General Plan EIR because it would not change the overall number of jobs and housing planned for the City in the 2040 General Plan.

Because growth associated with the DSAP Amendment would be reallocated from elsewhere within the City, the DSAP Amendment would not change the overall number of jobs and housing planned for the City in 2040. Therefore, the DSAP Amendment would contribute to the significant unavoidable jobs/housing imbalance identified in the 2040 General Plan EIR. However, this contribution would not be new or substantially worse than the contribution identified in the Downtown Strategy 2040 EIR.

3.14.3 Conclusion

Changes to the Downtown Strategy 2040 to accommodate the proposed DSAP Amendment would not result in new or substantially worse impacts to population and housing than those identified in the Downtown Strategy 2040 EIR because the DSAP Amendment increased development capacity would be reallocated to the DSAP area from previously identified growth areas outside of Downtown. Planned growth associated with the DSAP Amendment would not increase the total amount of jobs and housing planned for the City in 2040 General Plan. Based on this, the City finds that:

A. Substantial changes in Downtown Strategy 2040 and circumstances resulting in new significant effects or a substantial increase in the severity of previously identified significant effects in the Downtown Strategy 2040 EIR have not occurred;

B. New information of substantial importance with respect to population and housing resulting in new significant effects or a substantial increase in the severity of previously identified effects in the Downtown Strategy 2040 EIR has not been identified; and

C. None of the proposed changes to the Downtown Strategy 2040 would significantly affect population and housing.

Therefore, the conclusions in Section 3.13, Population and Housing, of the Downtown Strategy 2040 EIR would remain valid with implementation of the DSAP Amendment.

3.15 Public Services

3.15.1 Environmental Setting

3.15.1.1 Changes to Environmental Conditions

Since certification of the Downtown Strategy 2040 EIR, six projects within the DSAP area have entered construction or have been completed since the certification of the Downtown Strategy 2040 EIR in 2018. These six projects comprise approximately 1,078 residential units, 1,023,000 square feet of commercial office use, and 112,446 square feet of commercial retail use. These projects were evaluated on a programmatic basis under the Downtown Strategy 2040 EIR and completed environmental clearance, including evaluation of impacts to public services.

Fire Protection

Fire protection services in the City are provided by the San José Fire Department (SJFD). The City has 34 fire stations. Fire Station 1 (225 North Market Street) and Fire Station 30 (454 Auzerais Avenue) are both located within Downtown. No new fire stations have been added to Downtown since certification of the Downtown Strategy 2040 EIR in 2018. Ongoing evaluation of call volume and minimum standards of coverage would be necessary as the population of the DSAP area increases. Additional fire stations or other resources would likely be necessary to maintain minimum response time standards as development in the DSAP area proceeds.

Police Protection

Police protection services in the City are provided by the City of San José Police Department (SJPD). The SJPD dispatches patrolling officers from headquarters, located at 201 West Mission Street. No new police stations or facilities have been added to Downtown since certification of the Downtown Strategy 2040 EIR in 2018.

Schools

Downtown is service by the San José Unified School District (SJUSD), which consists of 27 elementary, six middle, and nine high schools. The closest schools to Downtown are Grant Elementary, Horace Mann Elementary, Gardner Elementary, Peter Burnett Middle School, Herbert Hoover Middle School, and San José High School. No new school facilities have been added within Downtown since certification of the Downtown Strategy 2040 EIR in 2018.

Community Centers and Other Recreational Facilities

The City currently has 50 community centers, seven public skate parks, three municipal golf courses, 17 community gardens, and six swimming pools. No new facilities have been added to Downtown since certification of the Downtown Strategy 2040 EIR in 2018.

Parks

The City's Department of Parks, Recreation, and Neighborhood Services is responsible for the development, operation, and maintenance of parks, trails, community centers, and other recreational facilities in San José.

The City owns over 3,500 acres of land dedicated to neighborhood/community-serving parks and regional parks. See **Table 26** in **Section 3.16, Recreation**, for a list of parks within Downtown. The City also manages approximately 50 community centers and, in 2018–2019, the City operated 11 hub community centers, three of which were combination community centers and libraries. The City also has reuse facilities that are operated by non-profit organizations, neighborhood associations, school districts, and other government agencies or community service providers. No new parks or community facilities within Downtown have been established since the adoption of the Downtown Strategy 2040 EIR in 2018; therefore, the setting has not changed.

Libraries

The City's public library system consists of one main library and 18 open branch libraries. The Dr. Martin Luther King Jr. Main Library is located in Downtown. No new permanent libraries have been added to Downtown since certification of the Downtown Strategy 2040 EIR in 2018.

3.15.1.2 Changes to Regulatory Setting

California Government Code Section 65996

California Government Code Section 65996 specifies that an acceptable method of offsetting a project's effect on the adequacy of school facilities is the payment of a school impact fee prior to issuance of a building permit. This regulation has not been altered since certification of the Downtown Strategy 2040 EIR.

School Siting Criteria

The siting and construction of schools in California is regulated by Title 5 of the California Code of Regulations (School Site Selection Criteria), Sections 17210.1 and 17213 of the California Education Code (Schools Property Evaluation and Cleanup), and Section 21151.8 of CEQA (Requirements for School Site Acquisition or Construction). This regulation has not be updated since certification of the Downtown Strategy 2040 EIR.

Quimby Act-California Code Sections 66475-66478

The Quimby Act (California Government Code Sections 66475-66478) was approved by the California legislature to preserve open space and parkland in the state. The Quimby Act authorizes local governments to establish ordinances requiring developers of new subdivisions to dedicate parks, pay an in-lieu fee, or perform a combination of the two. As described below, the City has adopted a Parkland Dedication Ordinance and a Park Impact Ordinance, consistent with the Quimby Act.

Countywide Trails Master Plan

The *Santa Clara County Trails Master Plan Update* (1995) establishes a vision for a contiguous trail network that connects regional open spaces and urbanized areas of the County. The Master Plan Update identifies potential trail routes that support the recreation, transportation, health and welfare, and science education goals of the County. This plan has not been updated since the Downtown Strategy 2040 was certified in 2018.

City of San José Greenprint 2009 Update

The *City of San José Greenprint 2009 Update* is the City's 20-year strategic plan for parks, recreational facilities, and programs. As part of the Greenprint and Green Vision, the City has identified two goals related to the trail network: 1) complete 100 miles of interconnected trails by 2022, and 2) complete 130 miles of the network by 2035. There were no new updates to the *City of San José Greenprint 2009 Update* since the Downtown Strategy 2040 EIR was certified in 2018.

ActivateSJ Strategic Plan (2020-2040)

ActivateSJ, approved in 2020, is the City's strategic plan and guiding document for the next 20 years. ActivateSJ identifies strategies to implement and build upon the policies contained within the 2040 General Plan related to parks and recreational services.

Parkland Dedication Ordinance and the Park Impact Ordinance

The City of San José has adopted the Parkland Dedication Ordinance (PDO, Municipal Code Chapter 19.38) and Park Impact Ordinance (PIO, Municipal Code Chapter 14.25) requiring new residential development to either dedicate sufficient land to serve new residents, improvement of existing parkland or park facilities, or pay in-lieu fees to offset the increased costs of providing new park facilities for new development. There were no new updates to the Parkland Deduction Ordinance since the Downtown Strategy 2040 EIR was certified in 2018.

City of San José Policies

Envision San José 2040 General Plan

Since certification of the Downtown Strategy 2040 EIR in 2018, a number of text amendments have been made to the 2040 General Plan. Such amendments have generally been small, project-specific modifications to General Land Use designations on certain parcels. These changes do not include additional provisions that would affect the 2040 General Plan policies related to public facilities and services (see Table 3.14-1 of the Downtown Strategy 2040 EIR for a full list of these policies).

City of San José Downtown Design Guidelines and Standards

The revised Downtown Design Guidelines and Standards adopted in 2019 include specific requirements and clear direction for new buildings and projects with major exterior modification to existing buildings in Downtown. **Table 24** below lists the guidelines and standards applicable to the DSAP Amendment and relevant to design affecting public services.

Table 24 Downtown Design Guidelines Standards Applicable to Public Services

Subject	Guideline Title		Applicable Standards
5.0 Pedestrian Level	**Section 5.3.5 Signage – Podium Level and Pedestrian Level:** Inform and attract		**c.** Use signage and addressing to make clear the location of the primary entrance for pedestrians,

Table 24 Downtown Design Guidelines Standards Applicable to Public Services			
Subject	**Guideline Title**		**Applicable Standards**
	while enhancing the appearance of Downtown with well-designed and located Podium Level and Pedestrian Level signage.		bicyclists, bicycle parking, and emergency responders.
	Section 5.6 Paseo Design: Provide interesting and active building frontages along paseos to maintain and promote pedestrian activity and safety.		**b.** A paseo that does not serve as emergency access may be any width greater than 5 feet. A paseo that serves as emergency access must comply with minimum requirements of the City's Public Works and Fire departments.

Source: City of San José 2019c

3.15.2 Checklist and Discussion of Impacts

Environmental Issue Area		New Potentially Significant Impact	New Less than Significant with Mitigation Incorporated	New Less than Significant Impact	Same Impact as "Approved Project"	Less Impact than "Approved Project"	No Impact
Public Services.							
a)	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				X		
	Fire protection				X		
	Police protection?				X		
	Schools?				X		
	Parks?				X		
	Other public facilities?				X		

3.15.2.1 Impact Discussion

Fire and Police Protection (Same as Downtown Strategy 2040 EIR – Less than Significant)

The Downtown Strategy 2040 EIR determined that build out would not cause impacts to fire protection services or require the construction of new fire stations, other than those currently planned. Furthermore, implementation of 2040 General Plan policies would ensure that the SJFD meets and maintains the City's response time objectives. Similar to fire protection, the Downtown Strategy 2040 EIR determined that implementation of 2040 General Plan policies would reduce any potential physical impacts from development of police facilities to accommodate planned growth in Downtown. The Downtown Strategy 2040 EIR also determined that implementation of 2040 General Plan policies and actions would help the SJPD to meet and maintain the City's response time objectives over the long term.

The DSAP Amendment would increase the intensity of development within the DSAP area, which could result in increased congestion, affecting police and fire response times. Additionally, building height limit increases could increase hazards from potential fires and thus the DSAP Amendment could require additional fire protection compared to the Downtown Strategy 2040 EIR. However, consistent with the Downtown Strategy 2040 EIR, growth within Downtown would be achieved through the relocation of commercial space and residential units from the growth areas outside of Downtown identified in the 2040 General Plan. Therefore, while demand for fire services within the DSAP area may increase, estimated demand in other areas of the City previously proposed as growth areas would decrease. If additional facilities are required to meet or maintain response times, implementation of the following 2040 General Plan policies would reduce the physical environmental impacts of such construction:

- **ES-3.4:** Construct and maintain architecturally attractive, durable, resource-efficient, environmentally sustainable and healthful police and fire facilities to minimize operating costs, foster community engagement, and express the significant civic functions that these facilities provide for the San José community in their built form. Maintain City programs that encourage civic leadership in green building standards for all municipal facilities.
- **ES-3.21:** Create long-range funding and deployment strategies for expanding and maintaining police and fire facilities and operations to address service delivery demands from new population growth.

In addition to the policies identified in the Downtown Strategy 2040 EIR, projects within the DSAP area would also be subject the Downtown Design Guidelines and Standards, which require clear signage for emergency services and encourage the use of paseos as emergency access routes to enable emergency services to easily access new development (**Table 24**). Furthermore, individual projects under the DSAP Amendment would be required to undergo project-level review to identify and mitigate impacts to fire and police services. Implementation of the identified City policies and those identified in the Downtown Strategy 2040 EIR would help ensure that the SJFD meets and maintains the City's response time objectives over the long-term, and development proposed in the DSAP area would not create a new or worse impact related to fire or police protection within Downtown.

Schools (Same as Downtown Strategy 2040 EIR – Less than Significant)

Planned growth under the 2040 General Plan was estimated to generate an additional 11,079 students in the SJUSD, which would require 11 new schools (seven elementary, two middle, and two high schools). Given that the Downtown Strategy 2040 would not increase the total number of students introduced to the SJUSD beyond what was assumed in the 2040 General Plan, it was determined that the redistribution of students to Downtown from elsewhere in the City would not constitute a significant impact.

The DSAP Amendment would increase residential units and population within Downtown compared to the Downtown Strategy 2040 EIR and would therefore increase the number of students attending nearby schools. However, as with the Downtown Strategy 2040, this growth would not be net new for the City. Given that this growth was considered as part of the 2040 General Plan, the increase in students would not increase the number of students in the SJUSD beyond what has been anticipated in the 2040 General Plan EIR. Therefore, the DSAP Amendment would not create a new or worse impact to schools beyond what was identified in the Downtown Strategy 2040 EIR.

Libraries (Same as Downtown Strategy 2040 EIR – Less than Significant)

The 2040 General Plan EIR determined that future growth would reduce the amount of library space per capita from approximately 0.8 square feet to 0.68 square feet, which would still meet the City's service objective of providing at least 0.59 square feet of library space per capita. Given that the Downtown Strategy 2040 would not add any net growth within the City beyond what was assumed in the 2040 General Plan, it was determined that this impact would be less than significant. Further redistribution of growth from elsewhere in the City to the DSAP area would maintain the 0.68 square feet of library space per capita anticipated in the 2040 General Plan. Therefore, the DSAP Amendment would not create a new or worse impact to libraries.

Parks (Same as Downtown Strategy 2040 EIR – Less than Significant)

As discussed in the Downtown Strategy 2040 EIR, new residential development within Downtown will be required to incorporate outdoor spaces and recreational amenities, in accordance with GP Policy PR-1.9 and the City's Residential Design Guidelines. Future residential developers would also be subject to the City's PDO/PIO. The Downtown Strategy 2040 determined that implementation of the PDO/PIO and 2040 General Plan policies would ensure that adequate parkland and recreational facilities would be provided to meet increased demand from increased development capacity under the Downtown Strategy 2040 and that impacts would be less than significant.

Development under the DSAP Amendment would be subject to the same regulations and policies as those discussed in the Downtown Strategy 2040 EIR. Although the DSAP Amendment would increase development capacity and demand for park facilities beyond levels anticipated in the Downtown Strategy 2040 EIR, it would also include new park facilities to meet that increased demand. Under the DSAP Amendment, a new park system would be dispersed along the Los Gatos Creek and throughout the adjacent neighborhoods. The open space strategy for the DSAP area consists of 11 acres of publicly accessible open spaces, including neighborhood parks, trail segments, and plazas dispersed throughout the existing neighborhoods and future developments. The 11 acres will supplement the existing open space in the DSAP area. Approximately 5 of the 11 planned acres of publicly accessible open spaces are within the Downtown West project boundary, and six acres will be outside the Downtown West project boundary in the broader DSAP area. A new extension and off-street alignment of the Los Gatos Creek Trail from West Saint John Street to Auzerais Avenue is included as part of the DSAP Amendment analyzed in this Addendum. This extension would be implemented in multiple segments, each of which could require separate, project-level environmental review. Other major improvements envisioned as part of this extension would include the following.

- **West Saint John Street to Julian Street (West Bank Trail)**: This segment would implement the Guadalupe River Park Master Plan vision for this area by supporting continuity of the Guadalupe River Trail System along the west bank of the river. Implementation of a 50-foot riparian setback from the top of the bank to proposed buildings in this area would prevent encroachment by intensification of urban development.
- **West Santa Clara Street to West San Fernando Street**: South of Saint John Street, this trail connection would provide off-street continuity of the trail system and interconnectivity between the Guadalupe River Trail and Los Gatos Creek. There will be an off-street trail alignment from West Santa Clara Street to the VTA light rail tracks and as an interim

solution a on street bikeway along South Autumn Street from the VTA Light Trail tracks to West San Fernando Street.

- **West San Fernando Street Crossing**: It is the vision to have this connection may include an elevated bike/pedestrian bridge structure from San Fernando Street to Arena Green West.
- **West San Fernando Street to Park Avenue**: An interim solution for this area would include an on-street trail located on each side of South Autumn Street until necessary property is acquired to create an urban green space consistent with that planned in the original 2014 DSAP and 2008 Los Gatos Creek Trail Master Plan.
- **Park Avenue to San Carlos Street**: This segment would add a Class I bikeway west of Montgomery Street per the Los Gatos Creek Trail Master Plan and would connect to a future trail connection via a tunnel under San Carlos Street to the west side trail at Park Avenue.
- **San Carlos Street to Auzerais Avenue**: This segment would comprise of a road alignment west of the creek and on-street bike facilities east of the creek and, ensuring sufficient clearance between the trails and adjacent uses to promote safety.
- **Diridon Station to West San Carlos Street**: Once the train tracks are elevated as proposed in the DISC Plan, a direct trail connection from Auzerais Avenue across Park Avenue to Diridon Station would be considered.

Additionally, the following parks, recreation and open space improvements are proposed:

- A minimum of 13,000 square feet of community center space located strategically near transit and residential housing within the DSAP area. Additional community outreach is needed to determine the ideal location.
- A new floating neighborhood park in the northwest corner of the Diridon Station Area, near or along Stockton Avenue
- A new floating neighborhood park in the southwestern corner of the DSAP area, between San Carlos Street and Park Avenue
- An approximately 0.3-acre pocket neighborhood park in the southern zone on a City-owned undeveloped lot at Gifford Avenue and Park Avenue
- An approximately 0.90-acre neighborhood park along the southwest corner of West San Carlos Street and Royal Avenue
- An approximately 0.40-acre neighborhood park between West San Carlos Street and Park Avenue directly west of Los Gatos Creek
- An approximately 0.60-acre neighborhood park midblock, between South Autumn Street and South Montgomery Street
- An approximately 1.50-acre neighborhood park at the end of the West St. John Street corridor
- An approximately 0.9-acre neighborhood park near along Cinnabar Street, west of Autumn Parkway
- Two transit plazas along West Santa Clara Street and West San Fernando Street, near Diridon Station
- Approximately 4 acres of permanent privately-owned publicly accessible parks throughout the Downtown West project

With implementation of PDO/PIO and 2040 General Plan policies in addition to the new parks facilities discussed above, the DSAP Amendment would not create a new or substantially worse impact to parks.

Cumulative Impacts (Same as Downtown Strategy 2040 EIR – Less than Significant)

Impacts to public services are cumulative by nature in that they depend on the capacity of the service provider to provide adequate service to the existing and future population. Planned growth for the Downtown Strategy 2040 was previously studied as part of the 2040 General Plan. Although new development would increase the need for public services, implementation of 2040 General Plan policies would ensure services and facilities are provided at adequate levels. Construction of new facilities or expansion of existing facilities, if required, would be subject to supplemental environmental review. With implementation of 2040 General Plan policies, the Downtown Strategy 2040 determined that the redistribution of growth would not contribute to a significant cumulative impact to public services, nor would it result in a new cumulative impact. By the same token, further redistribution of planned growth to the DSAP area would not increase Citywide growth capacity beyond what was anticipated in the 2040 General Plan EIR and Downtown Strategy 2040 EIR. Therefore, the DSAP Amendment would not contribute to any previously-identified significant unavoidable impact or result in a new cumulative impact to public services and facilities.

3.15.3 Conclusion

Changes to the Downtown Strategy 2040 to accommodate the proposed DSAP Amendment would not result in new or substantially worse impacts to public services than those identified in the Downtown Strategy 2040 EIR because existing City policies and standards would minimize impacts associated with expansion of fire and police protection, schools, parks, or other public facilities during the project-level environmental review process. Based on this, the City finds that:

A. Substantial changes in Downtown Strategy 2040 and circumstances resulting in new significant effects or a substantial increase in the severity of previously identified significant effects in the Downtown Strategy 2040 EIR have not occurred;

B. New information of substantial importance with respect to public services resulting in new significant effects or a substantial increase in the severity of previously identified effects in the Downtown Strategy 2040 EIR has not been identified; and

C. None of the proposed changes to the Downtown Strategy 2040 would significantly affect public services.

Therefore, the conclusions in Section 3.14, Public Services, of the Downtown Strategy 2040 EIR would remain valid with implementation of the DSAP Amendment.

3.16 Recreation

3.16.1 Environmental Setting

3.16.1.1 Changes to Regulatory Framework

Quimby Act-California Code Sections 66475-66478

The Quimby Act (California Government Code Sections 66475-66478) was approved by the California legislature to preserve open space and parkland in the state. The Quimby Act authorizes local governments to establish ordinances requiring developers of new subdivisions to dedicate parks, pay an in-lieu fee, or perform a combination of the two. As described below, the City has adopted a Parkland Dedication Ordinance and a Park Impact Ordinance, consistent with the Quimby Act.

Countywide Trails Master Plan

The *Santa Clara County Trails Master Plan Update* (1995) establishes a vision for a contiguous trail network that connects regional open spaces and urbanized areas of the County. The Master Plan Update identifies potential trail routes that support the recreation, transportation, health and welfare, and science education goals of the County. This plan has not been updated since the Downtown Strategy 2040 was certified in 2018.

City of San José Los Gatos Creek Master Plan

The City approved the *Los Gatos Creek Trail Master Plan* in 1985, which established plans for a future Los Gatos Creek Trail system, dividing it into five reaches. The Reach 5 portion of the Master Plan was approved in 2008, which covers the length of Park Avenue to the Guadalupe River in downtown. Reach 5 also updates the Master Plan's trail planning criteria with stricter environmental regulations, unavailability of public property, and numerous new developments that had occurred since the Master Plan was originally approved in1985. There were no new updates to the *Los Gatos Creek Trail Master Plan* or Reach 5 since Downtown Strategy 2040 EIR was certified in 2018.

City of San José Greenprint 2009 Update

The *City of San José Greenprint 2009 Update* is the City's 20-year strategic plan for parks, recreational facilities, and programs. As part of the Greenprint and Green Vision, the City has identified two goals related to the trail network: 1) complete 100 miles of interconnected trails by 2022, and 2) complete 130 miles of the network by 2035. There were no new updates to the *City of San José Greenprint 2009 Update* since the Downtown Strategy 2040 EIR was certified in 2018.

ActivateSJ Strategic Plan (2020-2040)

ActivateSJ, approved in 2020, is the City's strategic plan and guiding document for the next 20 years. ActivateSJ identifies strategies to implement and builds upon the policies contained within the 2040 General Plan related to parks and recreational services.

Parkland Dedication Ordinance and the Park Impact Ordinance

The City of San José has adopted the Parkland Dedication Ordinance (PDO, Municipal Code Chapter 19.38) and Park Impact Ordinance (PIO, Municipal Code Chapter 14.25) requiring new residential development to either dedicate sufficient land to serve new residents, improvement of existing parkland or park facilities, or pay in-lieu fees to offset the increased costs of providing new park facilities for new development. There were no new updates to the Parkland Deduction Ordinance since the Downtown Strategy 2040 EIR was certified in 2018.

Envision San José 2040 General Plan

Various policies in the City's 2040 General Plan have been adopted for the purpose of reducing or avoiding impacts associated with parks and recreation, as listed in Table 3.14-1 of the Downtown Strategy 2040 EIR in 2018.

City of San José Downtown Design Guidelines and Standards

The revised Downtown Design Guidelines and Standards adopted in 2019 include specific requirements and clear direction for new buildings and projects with major exterior modification to existing buildings in Downtown. **Table 25** below lists the guidelines and standards applicable to the DSAP Amendment and relevant to recreation.

Table 25 Downtown Design Guidelines Standards Applicable to Recreation

Subject	Guideline Title	Applicable Standards
3.0 Site	**Section 3.5.1 Pedestrian and Bicycle Entrance Location:** Make pedestrian entries from Public Space the primary entry and identity points for the building.	**b.** For buildings with multiple frontages, locate main pedestrian and bicycle entrances and retail entrances on frontages based on the hierarchy as follows: 1. Urban Park/Plaza Frontage 2. Primary or SoFA Addressing Street 3. Secondary Addressing Street 4. Paseo 5. Open Space Frontage or Other Street A building with Active Frontage on 100% of the length of higher-level frontages may place retail entrances the next lower-level frontage.

Source: City of San José 2019c

3.16.1.2 Changes to Environmental Conditions

The City's Department of Parks, Recreation, and Neighborhood Services is responsible for the development, operation, and maintenance of parks, trails, community centers, and other recreational facilities in San José.

Parkland

The City has over 200 parks and recreation facilities, including neighborhood/community-serving parks and regional parks, making up over 3,500 acres of land. **Table 26** lists the parks and recreational facilities located within Downtown. No new parks within Downtown have been established since the adoption of the Downtown Strategy 2040 EIR in 2018; therefore, the setting has not changed.

Table 26 Parks within Downtown

Park	Location	Size (Acres)
Arena Green West	N. Autumn Street	10.6
Arena Green East	340 W. St, John Street	
Cahill Park	W. San Fernando Street & Wilson Avenue	3.7
Columbus Park	Ashbury Street & Irene Street	9.9
John P. McEnery Park	286-310 W. San Fernando Street	1.8
Discovery Meadow	330 W. San Carlos Street	11.5
Plaza de Cesar Chavez	1 Paseo De San Antonio	2.4
St. James Park	N. Second Street	7.0
	TOTAL	**46.9**

Source: City of San José 2019

Trails

There are currently over 61 miles of trails in San José. The closest trails to Downtown are the Guadalupe River Trail and Los Gatos Creek Trail. The 2040 General Plan identifies these trails as Core Trail Systems, which carry relatively high volumes of traffic, extend significant distances, or link to regional systems outside the City's boundaries. These trails also connect housing to employment and thus, support commuting. No new trails within Downtown have been established since the adoption of the Downtown Strategy 2040 EIR in 2018; therefore, the setting has not changed.

Community Centers and Other Recreational Facilities

The City currently has 50 community centers, seven public skate parks, three municipal golf courses, 17 community gardens, and six swimming pools. The setting for community centers and other recreational facilities has not changed since the adoption of the Downtown Strategy 2040 EIR in 2018.

Planned Parks and Recreation Improvements

The City has adopted several plans that outline future parks and recreation improvements, such as the Midtown Specific Plan (1992), the Guadalupe River Park Master Plan (2002), Diridon/Arena Strategic Development Plan (2002), Greenprint (2009), the 2040 General Plan, and most recently, the ActivateSJ Strategic Plan (2020).

As established in the **Project Description**, six projects within the DSAP area have entered construction or have been completed since the certification of the Downtown Strategy 2040 EIR in 2018. These six projects comprise approximately 1,078 residential units, 1,023,000 square feet of commercial office use, and 112,446 square feet of commercial retail use. These projects were evaluated on a programmatic basis under the Downtown Strategy 2040 EIR and completed environmental clearance, which require evaluation and mitigation of potential parks and recreation impacts.

3.16.2 Checklist and Discussion of Impacts

Environmental Issue Area		New Potentially significant Impact	New Less than Significant with Mitigation Incorporated	New Less than Significant Impact	Same Impact as "Approved Project"	Less impact than "Approved Project"	No Impact
Recreation.							
a)	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X		
b)	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X		

3.16.2.1 Impact Discussion

The impact discussions below summarize the conclusions regarding recreational facilities impacts of the Downtown Strategy 2040 EIR to provide a comparison to project changes resulting from the DSAP Amendment. Refer to Section 3.14, Public Services of the Downtown Strategy 2040 EIR for a full discussion of recreational facilities impacts under the Downtown Strategy 2040.

Parks and Recreation Impacts (Same as Downtown Strategy 2040 EIR – Less than Significant)

Based on the City's service level objectives for parkland and the goal to provide public parkland or recreational open space to all residents, the need for new or expanded facilities to serve new residential development in order to maintain performance standards and avoid deterioration of existing facilities would depend on the size of existing facilities, their proximity to the residential development, and their current usage.

Without construction of additional facilities and in consideration of planned growth under the 2040 General Plan, downtown residents would continue to be underserved by neighborhood/community-

serving parkland. Additional population growth under Downtown Strategy 2040 has the potential to exacerbate this deficiency. Construction of the planned parks and trails would help offset the current and future demand for recreational facilities in Downtown and surrounding neighborhoods.

New residential development will be required to incorporate outdoor spaces and recreational amenities, in accordance with existing 2040 General Plan policies, the City's Residential Design Guidelines, and the Downtown Design Guidelines and Standards. Outdoor spaces incorporated into new housing development would supplement the public open space network and add to neighborhood-serving amenities in Downtown.

To further offset demand for parkland, community centers, and other recreational facilities, future residential developers will be subject to the City's PDO/PIO. Consistent with the Downtown Strategy 2040 EIR, development under Downtown Strategy 2040 could satisfy their parkland obligation through a combination of several means, including: 1) the dedication of land for parkland, 2) improvement of existing parkland or park facilities, and 3) payment of PDO/PIO fees based on the number of proposed dwelling units. The PDO/PIO fees generated by new residential development would be used to provide neighborhood-serving facilities within a 0.75-mile radius of the development site and/or community-serving facilities within a three-mile radius (GP Policies PR-2.4 and PR-2.5).

According to the Downtown Strategy 2040, the combination of existing, planned, and proposed recreational facilities within and adjacent to Downtown would meet community needs. Planned development under Downtown Strategy 2040 would not increase the use of existing parks or other recreational facilities such that substantial physical deterioration would occur or be accelerated due to overuse.

The DSAP Amendment would increase the density of development in the DSAP area, which could potentially increase use of parks and recreational facilities within Downtown beyond the levels considered in the Downtown Strategy 2040 EIR. However, 2040 General Plan policies to ensure sufficient access to parks and recreational facilities would reduce impacts caused by the DSAP Amendment. Policies listed in Table 3.14-1 of the Downtown Strategy 2040 EIR in 2018 would require developers to compensate for increased use of facilities through a combination of several means, including: 1) the dedication of land for parkland, 2) improvement of existing parkland or park facilities, and 3) payment of PDO/PIO fees to be based on the number of proposed dwelling units. New residential development would also be required to incorporate outdoor spaces and recreational amenities (GP Policy PR-1.9). Additionally, the Downtown Design Guidelines and Standards (**Table 25**) require new projects to enhance access to open areas and include public open areas such as green rooves where possible.

Additionally, the City is developing plans to expand and enhance parks and recreational areas within the DSAP area. A new park system would be dispersed along the Los Gatos Creek and throughout the adjacent neighborhoods. The open space strategy for the DSAP area consists of 11 acres of publicly accessible open spaces, including neighborhood parks, trail segments, and plazas dispersed throughout the existing neighborhoods and future developments. The 11 acres will supplement the existing open space in the DSAP area. Approximately 5 of the 11 planned acres of publicly accessible open spaces are within the Downtown West project boundary, and six acres will be outside the Downtown West project boundary in the broader DSAP area. A new extension and off-street alignment of the Los Gatos Creek Trail from West Saint John Street to Auzerais Avenue is included as part of the DSAP Amendment. This

extension would be implemented in multiple segments, each of which could require separate, project-level environmental review. Project level review would also determine projects' consistency with the relative standards prescribed by the Downtown Design Guidelines and Standards). Major improvements envisioned as part of this extension would include the following.

- **West Saint John Street to Julian Street (West Bank Trail)**: This segment would implement the Guadalupe River Park Master Plan vision for this area by supporting continuity of the Guadalupe River Trail System along the west bank of the river. Implementation of a 50-foot riparian setback from the top of the bank to proposed buildings in this area would prevent encroachment by intensification of urban development.
- **West Santa Clara Street to West San Fernando Street**: South of Saint John Street, this trail connection would provide off-street continuity of the trail system and interconnectivity between the Guadalupe River Trail and Los Gatos Creek. There will be an off-street trail alignment from West Santa Clara Street to the VTA light rail tracks and as an interim solution a on street bikeway along South Autumn Street from the VTA Light Rail tracks to West San Fernando Street.
- **West San Fernando Street Crossing**: It is the vision to have this connection may include an elevated bike/pedestrian bridge from San Fernando Street to Arena Green West.
- **West San Fernando Street to Park Avenue**: An interim solution for this area would include an on-street trail located on each side of South Autumn Street until necessary property is acquired to create an urban green space consistent with that planned in the original 2014 DSAP and 2008 Los Gatos Creek Trail Master Plan.
- **Park Avenue to San Carlos Street**: This segment would add a Class I bikeway west of Montgomery Street per the Los Gatos Creek Trail Master Plan and would connect to a future trail connection via a tunnel under San Carlos Street to the west side trail at Park Avenue.
- **San Carlos Street to Auzerais Avenue**: This segment would comprise of a road alignment west of the creek and on-street bike facilities east of the creek and ensuring sufficient clearance between the trails and adjacent uses to promote safety.
- **Diridon Station to West San Carlos Street**: Once the train tracks are elevated as proposed in the DISC Plan, a direct trail connection from Auzerais Avenue across Park Avenue to Diridon Station would be considered.

Additionally, the following parks, recreation and open space improvements are proposed:

- A minimum of 13,000 square feet of community center space located strategically near transit and residential housing within the DSAP area. Additional community outreach is needed to determine the ideal location.
- A new floating neighborhood park in the northwest corner of the Diridon Station Area, near or along Stockton Avenue
- A new floating neighborhood park in the southwestern corner of the DSAP area, between San Carlos Street and Park Avenue
- An approximately 0.3-acre pocket neighborhood park in the southern zone on a City-owned undeveloped lot at Gifford Avenue and Park Avenue
- An approximately 0.90-acre neighborhood park along the southwest corner of West San Carlos Street and Royal Avenue

- An approximately 0.40-acre neighborhood park between West San Carlos Street and Park Avenue directly west of Los Gatos Creek
- An approximately 0.60-acre neighborhood park midblock, between South Autumn Street and South Montgomery Street
- An approximately 1.50-acre neighborhood park at the end of the West St. John Street corridor
- An approximately 0.9-acre neighborhood park near along Cinnabar Street, west of Autumn Parkway
- Two transit plazas along West Santa Clara Street and West San Fernando Street, near Diridon Station
- Approximately 4 acres of permanent privately-owned publicly accessible parks throughout the Downtown West project

Project-level environmental review and the City's plans to expand and enhance parks and recreation facilities in the DSAP area would help ensure new residents would have sufficient access to parks and recreational facilities. As new residents would have sufficient access to parks and recreational facilities, increased degradation of such facilities from increased visitation by new residents would be unlikely to occur. Therefore, the DSAP Amendment would not contribute to new or worsened impacts resulting from increased use of neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.

Construction-related Effects of New Facilities (Same as Downtown Strategy 2040 EIR – Less than Significant)

Planned community parks and recreational facilities would be subject to supplemental project-level review at the time a final design or Master Plan is developed. In accordance with GP Policies PR- 6.2, PR-6.5, and PR-6.9, future parkland development would be designed, constructed, and maintained in an environmentally sensitive and fiscally sustainable manner.

Specific locations of new parkland, community centers, and other recreational facilities that will be required to serve residential development were not known at the time of publishing the Downtown Strategy 2040 EIR. The siting, design, and construction of new facilities would require supplemental environmental review on a case-by-case basis. Construction of new facilities and/or expansion of existing facilities in a manner that is fully consistent with 2040 General Plan policies and existing regulations would be expected to reduce any environmental impacts to a less than significant level.

Although development allowed under Downtown Strategy 2040 would contribute to demand for parkland and recreational facilities in the Central/Downtown Planning area, the Downtown Strategy 2040 EIR did not identify a new or more significant impact than previously identified in the 2040 General Plan EIR or Downtown Strategy 2000 EIR. It is anticipated that construction or expansion of parkland and recreational facilities to accommodate increased demand would not result in significant environmental effects with implementation of 2040 General Plan policies and existing regulations.

As described above, the DSAP amendment would increase demand for recreational facilities through increasing development density within Downtown. Increased demand for recreational facilities could result in the construction of additional facilities, which could in turn result in environmental impacts. However, such new recreational facilities would remain subject to project-level environmental review as

established in the Downtown Strategy 2040 and would be subject to the Downtown Design Guidelines and Standards (**Table 25**). Therefore, the DSAP Amendment would not contribute to new or worsened impacts resulting from the construction of new recreational facilities.

3.16.3 Conclusion

Changes to the Downtown Strategy 2040 to accommodate the proposed DSAP Amendment would not result in new or substantially worse impacts than those identified in the Downtown Strategy 2040 EIR because project-level environmental review and the City's plans to expand and enhance parks and recreation facilities in the DSAP area would help ensure new residents would have sufficient access to parks and recreational facilities and that construction of new recreation facilities would not result in new impact. Based on this, the City finds that:

A. Substantial changes in Downtown Strategy 2040 and circumstances resulting in new significant effects or a substantial increase in the severity of previously identified significant effects in the Downtown Strategy 2040 EIR have not occurred;

B. New information of substantial importance with respect to recreation resources resulting in new significant effects or a substantial increase in the severity of previously identified effects in the Downtown Strategy 2040 EIR has not been identified; and

C. None of the proposed project changes would significantly affect recreation resources.

Therefore, the conclusions in Section 3.14, Public Services, of the Downtown Strategy 2040 EIR pertaining to recreational resources, would remain valid with implementation of the DSAP Amendment.

3.17 Transportation

3.17.1 Environmental Setting

3.17.1.1 Changes to Regulatory Framework

The Downtown Strategy 2040 EIR identifies state, federal and local agencies with authority over transportation facilities in the DSAP area. These agencies retain the same authority as established in the Downtown Strategy 2040 EIR. The City has jurisdiction over all City streets and City-operated traffic signals while the Caltrans manages state facilities, such as Interstate 280 (I-280). Caltrain is owned by the Peninsula Corridor Joint Powers Board (PCJPB) and the Federal Highway Administration (FHWA) administers and oversees highway programs and the distribution of federal funds for transportation projects. The San Francisco Bay Area MTC is the transportation planning agency. VTA oversees the Congestion Management Program (CMP). The VTA also operates light rail and bus transit service in Santa Clara County

Federal Aviation Administration Regulations

Title 14 of the Code of Federal Aviation Regulations sets standards for obstructions to airspace, which would apply to the City, given the City's proximity to the Airport. Part 77 of the Federal Aviation Regulations establishes imaginary surfaces for airports and runways as a means to identify objects that are obstructions to air navigation, requiring FAA review of planned projects above height limits. The FAA has not altered Federal Aviation Regulations Title 14, Part 17 since certification of the Downtown Strategy 2040 EIR in 2018.

California Senate Bill 743

On September 27, 2013, SB 743 was signed into law, starting a process that changed transportation impact analysis as part of CEQA compliance. SB 743 removes automobile vehicle delay and other similar measures of vehicular capacity or traffic congestion from CEQA transportation analysis. Rather, VMT are now used as a basis for determining significant transportation impacts in California. Although SB 743 took effect on July 1, 2020, City Council Policy 5-1 "Transportation Analysis Policy" established the use of VMT as the metric to assess transportation impacts for new development under CEQA prior to the certification of the Downtown Strategy 2040. Thus, the Downtown Strategy 2040 EIR was prepared in adherence with SB 743. Also, SB 743 has not been altered since certification of the Downtown Strategy 2040 EIR in 2018.

Regional Transportation Planning

MTC is the transportation planning, coordinating, and financing agency with jurisdiction over the City. MTC and ABAG. adopted Plan Bay Area 2040 in July 2017, which includes the region's Sustainable Communities Strategy (integrating transportation, land use, and housing to meet GHG reduction targets) and Regional Transportation Plan (including a regional transportation investment strategy for revenues from federal, state, regional and local sources over the next 22 years). Although MTC and ABAG

amended Plan Bay Area 2020, this amendment would not change the analysis of transportation impacts as established in the Downtown Strategy 2040 EIR.[47]

Congestion Management Program

The VTA oversees the CMP which is aimed at reducing regional traffic congestion within Santa Clara County. VTA has review responsibility for proposed development projects that are expected to affect CMP designated intersections. The VTA has not altered the CMP since certification of the Downtown Strategy 2040 EIR in 2018.

City of San José Plans and Policies

Transportation Analysis Policy (City Council Policy 5-1)

As established in City Council Policy 5-1 "Transportation Analysis Policy" (2018), the City uses VMT as the metric to assess transportation impacts from new, development under CEQA, as suggested by SB 743. The City has not altered this policy since certification of the Downtown Strategy 2040 EIR in 2018.

Climate Smart San José

CSSJ is a comprehensive plan to reduce GHGs generated within the City as described in **Section 3.3, Air Quality**. CSSJ addresses GHG produced from transportation sources through methods including creating local jobs to reduce VMT, developing integrated, accessible public transport infrastructure, and creating clean and personalized mobility choices. The City has not altered CSSJ since certification of the Downtown Strategy 2040 EIR in 2018.

San José Better Bike Plan 2025

The City of San José Bike Plan 2020 (adopted in 2009) contains policies for guiding the development and maintenance of bicycle and trail facilities within the City. In September 2020, the City released the Draft San José Better Bike Plan 2025 to revise the City of San José Bike Plan 2020. The Draft San José Better Bike Plan 2025 indicates that a variety of bicycle facilities are planned in the DSAP area. The planned improvements to the bicycle network will provide improved connections to surrounding pedestrian, bicycle, and transit facilities and a balanced transportation system as outlined in the 2040 General Plan goals and policies.[48].

Envision San José 2040 General Plan

The Circulation Element of the 2040 General Plan contains various long-range goals and policies that are intended to reduce GHG emissions from transportation sources, while improving the pedestrian, transit, and bicycle transportation network. The City has not altered the Circulation Element of the 2040 General Plan since certification of the Downtown Strategy 2040 EIR in 2018.

[47] Metropolitan Transportation Commission. 2020. Amendment to Plan Bay Area 2040. Available: https://mtc.ca.gov/our-work/plans-projects/plan-bay-area-2040/amendment-plan-bay-area-2040. Accessed October 2020.
[48] City of San José 2020. Draft San José Better Bike Plan 2025.Available: https://www.bikesanjose.com/. Accessed October 2020.

City of San José Downtown Design Guidelines and Standards

The revised Downtown Design Guidelines and Standards adopted in 2019 include specific requirements and clear direction for new buildings and projects with major exterior modification to existing buildings in Downtown. **Table 27** below lists the guidelines and standards applicable to the DSAP Amendment and relevant to transportation and traffic. The Downtown Design Guidelines and Standards prioritize safe and easy access to pedestrian and transit routes over automobile transportation.

Table 27 Downtown Design Guidelines Standards Applicable to Transportation

Subject	Guideline Title	Applicable Standards
3.0 Site	**Section 3.3.2 Relationship to Transit:** Emphasize transit by orienting activities and amenities to stations.	**a.** Place a building's Active Frontages (particularly retail) and amenities such as POPOS near rail transit stations and bus stops on the Frequent Network. b. Locate vehicular curb cuts away from bus stops, rail stations, and light rail corridors.
	Section 3.3.1 Arrangement of Activities: Enhance the vitality of Downtown by placing activities to support a vibrant Public Realm and by internalizing activities and uses that detract from the Public Realm	**b.** Prioritize placement of Active Uses to support Active Frontages near street intersections, paseo intersections, parks, plazas, and transit stops.
	Section 3.3.3 Paseo / Mid-Block Connection Location: Mid-block pedestrian and bicycle connections are helpful additions to the Downtown circulation network.	**a.** A new paseo may be created only on a block that meets at least one of the following conditions: 1. The block is over 3 acres in size with over 400 feet between streets on the longest side, or 2. The paseo will connect to a block containing part of the Guadalupe River park system, or 3. The paseo will connect directly to a rail transit stop or station.
	Section 3.4.1 Locating Privately-Owned POSOS: Use Privately-Owned Public Open Spaces to provide locations for repose, relaxation, and gathering.	**e.** When near a transit station, locate a ground level POPOS to provide transit patrons with shade and benches.
	Section 3.5.2 Service Entrance Location: Locate service, utilities, and access points including curb cuts where they do not interfere with the actions of pedestrians, bicycles, and transit.	**c.** For buildings with multiple frontages, locate service doors and entrances on the frontages as defined in Section 2.2 based on the hierarchy as follows: 1. Other Street 2. Open Space Frontage (if the frontage has vehicle access) 3. Secondary Addressing Street 4. Urban Park/Plaza Frontage

Table 27 Downtown Design Guidelines Standards Applicable to Transportation		
Subject	**Guideline Title**	**Applicable Standards**
		5. Any street with at-grade light rail transit 6. Primary or south of first area Addressing Street
	Section 3.5.1 Pedestrian and Bicycle Entrance Location: Make pedestrian entries from Public Space the primary entry and identity points for the building.	**a.** Connect the primary pedestrian and bicycle building access directly to a public sidewalk, Public Open Space, or paseo, uninterrupted by a parking lot or vehicular circulation.
	Section 3.5.3 Parking and Vehicular Access Location: To promote Public Life, separate vehicular parking access from the pedestrian realm and other transportation modes.	**b.** For buildings with multiple frontages, locate vehicular and parking entrances on the frontages as defined in Section 2.2 based on the hierarchy as follows: 1. Other Street 2. Open Space Frontage 3. Secondary Addressing Street 4. Urban Park/Plaza Frontage 5. Any street with at-grade light rail transit lines or stops 6. Primary or SoFA Addressing Street
5.0 Pedestrian Level	**Section 5.3.5 Signage – Podium Level and Pedestrian Level:** Inform and attract while enhancing the appearance of Downtown with well-designed and located Podium Level and Pedestrian Level signage.	**c.** Use signage and addressing to make clear the location of the primary entrance for pedestrians, bicyclists, bicycle parking, and emergency responders.
	Section 5.4 Surface Parking Lots: Avoid creating surface parking lots. Where created, ensure they are not large inactive areas that form barriers to walkability and urban vitality.	**a.** Divide any surface parking area length exceeding 240 feet into multiple zones divided by a drive aisle designed as a street, including sidewalks and parallel parking on both sides. This improves pedestrian, bicycle, and vehicular circulation in and across the site. These divisions will make it easier to redevelop portions of the parking lot at a later date. **b.** Create pedestrian walks at least every 120 feet within a parking lot to provide safe pedestrian travel to either the building entrance or a public sidewalk. **c.** Screen with landscaping any surface parking lot within 50 feet of and visible from a street or paseo. Do not create unsafe blind spots.

Source: City of San José 2019c
POPOS = Privately-Owned Public Open Spaces

3.17.1.2 Changes to Environmental Conditions

As identified established in **Section2.4.8, Other Planned Development**, other projects in various stages of review, construction, and completion are increasing residential and commercial uses in the project vicinity. These projects will ultimately add 9,170 residential units, 8,676,093 square feet of commercial space, 675,077 square feet of commercial retail space, and 1,575 hotel rooms to Downtown. Vehicle travel to and from these new developments will continue to increase traffic in the project footprint and vicinity. The DSAP Amendment would expand the project site beyond the boundaries of the area evaluated in the Downtown Strategy 2040 EIR, the DSAP Amendment would not encounter major transportation networks or roadways beyond those analyzed in the Downtown Strategy 2040 as described below.

Existing Roadway Network

State Route 87 (SR 87), I-280, and I-880 continue to provide regional access to the DSAP area. West Julian Street, Santa Clara Street, the Alameda (SR 82), San Fernando Street, San Carlos Street, Park Avenue, Auzerais Avenue, Bird Avenue, Montgomery Street, Autumn Street, Coleman Avenue, Stockton Avenue, Delmas Avenue, and Cahill Street continue to provide local access to the DSAP area as established in the Downtown Strategy 2040 EIR.

Existing Transit Facilities

Existing Transit Facilities have not change substantially since the certification of the Downtown Strategy 2040 EIR in 2018. VTA bus and light rail transit services continue to connect the DSAP area to other parts of the City. Caltrain, Altamont Commuter Express, and Amtrak continue to provide regional transit access to the DSAP area.

Existing Bicycle and Pedestrian Facilities

Pedestrian facilities in the DSAP area include sidewalks, pedestrian push buttons, and signal heads along the majority of the local roadways described above. Bikeways also continue to traverse the DSAP including major routes such as the SR 87/Guadalupe Light Rail Transit and the I-880/I-680/SR 17/Vasona Rail/Los Gatos Creek cross-county bicycle corridors. The Guadalupe River Trail also provides a corridor for pedestrian and bicycle transit. Bay Wheels still provides bike and scooter share service within the DSAP area, while Zipcar still provides car share service.

2040 General Plan Transportation Network

The Downtown Strategy 2040 EIR identifies numerous improvements to roadway, pedestrian, transit, and bicycle facilities planned under the 2040 General plan for the DSAP area. These improvements include street extensions, street widenings, addition of regional rail track, construction of new bikeways, and other infrastructure alterations. The City has not altered these plans since certification of the Downtown Strategy 2040 EIR in 2018.

3.17.2 Checklist and Discussion of Impacts

Environmental Issue Area		New Potentially significant Impact	New Less than Significant with Mitigation Incorporated	New Less than Significant Impact	Same Impact as "Approved Project"	Less impact than "Approved Project"	No Impact
Transportation. Would the project:							
a)	Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?				X		
b)	Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?				X		
c)	Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X		
d)	Result in inadequate emergency access?				X		

3.17.2.1 Impact Discussion

The discussion of impacts of the DSAP Amendment is based upon the Transportation Analysis (**Appendix D**) prepared for the DSAP Amendment by Hexagon Transportation Consultants, Inc. (2020). Refer to Section 3.15, Transportation/Traffic of the Downtown Strategy 2040 EIR for a full discussion of traffic/transportation impacts under the Downtown Strategy 2040.

Vehicle Miles Traveled Impacts (Same as Downtown Strategy 2040 EIR – Less than Significant)

VMT Analysis Methodology and Criteria and Impacts

Buildout of the Downtown Strategy 2040 was analyzed according to City Council Policy 5-1, which establishes VMT thresholds of significance for a range of project types. The Downtown Strategy 2040 EIR utilized the City's Travel Demand Forecasting (TDF) Model to project long-term traffic growth and VMT data. The TDF Model has the ability to project the diversion of traffic and change in traffic patterns due to roadway/transit system changes as well as large land use changes. Using the TDF Model, an analysis was conducted to compare the development under the Downtown Strategy 2040's VMT levels against

the appropriate City thresholds of significance. Based on City Council Policy 5-1, a significant VMT impact would occur if residential VMT per capita were to exceed 10.12 or if employment VMT per job were to exceed 12.21. Based on the increased density near high quality transit options, the Downtown Strategy 2040 was found to decrease residential VMT per capita from 8.25 in 2015 to 7.54 in 2040. Likewise, employment VMT was anticipated to decrease from 10.12 in 2015 to 8.49 in 2040. However, the Downtown Strategy 2040 found that limited areas would experience VMT increases above the levels set by Policy 5-1. However, Policy 5-1 is not appropriate for full analysis of program-level impacts. Where a proposed project's location indicates the potential for VMT to exceed the City's thresholds established by Policy 5-1, a project-specific analysis would be conducted, and if the analysis demonstrates that VMT will exceed the City's threshold for that use, feasible measures (e.g., transportation demand management) would be applied to sufficiently reduce the project's VMT. Thus, the Downtown Strategy 2040 EIR concluded that impacts under the Downtown Strategy 2040 to VMT would be less than significant.

The DSAP Amendment would increase population density relative to the Downtown Strategy 2040. However, this increased population density would be placed in close proximity to new jobs and extensive opportunities for the use of transit, bicycles, and other non-automobile modes of travel. Additionally, relevant Downtown Design Guideline and Standards (**Table 27**) prioritize safe and easy access to pedestrian and transit routes over automobile transportation and would apply to projects completed under the DSAP Amendment. As shown in **Table 28**, this increase in population density near new jobs and accessible transit options would lower residential VMT per capita from 7.55 under Downtown Strategy 2040 to 6.78 with implementation of the DSAP Amendment.[49] Likewise, employment VMT per job would be reduced from 8.56 to 8.29. Therefore, the DSAP Amendment would improve VMT within Downtown and would be consistent CEQA Guidelines section 15064.3, subdivision (b).

Table 28 VMT Analysis

Study Scenario	Residential VMT per Capita (CEQA Threshold: 10.12)	Employment VMT per Job (CEQA Threshold: 12.21)
Baseline Year 2015	8.25	10.12
2040 Downtown Strategy 2040	7.55	8.56
2040 Downtown Strategy 2040 + DSAP Amendment	6.78	8.29

Source: Hexagon Transportation Consultants, Inc, 2020. Diridon Station Area Plan Amendment Transportation Analysis.

[49] VMT associated with build out of the Downtown Strategy 2040 was recalculated as part of this analysis to account for changes in land use that have occurred since certification of the Downtown Strategy 2040 EIR in 2018. Therefore, Downtown Strategy 2040 residential VMT per capita is reported as 7.55 in this analysis and 7.54 in **Section 3.17.2.1**. Likewise, employment VMT per job is reported as 8.56 here and 8.49 in **Section 3.17.2.1**.

VMT Per Service Population

In addition to the analysis of VMT conducted in accordance with City Policy 5-1, the Downtown Strategy 2040 EIR also analyzed topics based on the City's General Plan Amendment Methodology, including VMT per service population, as well as Journey-to-work mode share, average vehicle speeds in transit priority corridors, and impacts to adjacent jurisdictions (discussed below). VMT per service population is a measure of the daily VMT divided by the number of residents and employees within the City of San José. Any increase in VMT per service population over the existing 2040 General Plan conditions due to a proposed land use amendment is considered a significant impact. The Downtown Strategy 2040 EIR concluded that build out of the Downtown Strategy 2040 would result in a slight decrease in overall daily VMT per service population relative to the 2040 General Plan (from 13.6 to 13.5) and would thus result in a less than significant impact.

The DSAP Amendment would result in a slight decrease in overall VMT per service population relative to the conditions analyzed in the Downtown Strategy 2040 EIR (from 13.64 to 13.47) because housing density would increase near transit corridors (see **Appendix C** for a full discussion of VMT per service population calculations). Therefore, the DSAP Amendment would not contribute to new or worsened impacts related to VMT per service population.

Journey-to-Work Mode Share

Mode share is the distribution of all daily work trips by travel mode. The General Plan Amendment Methodology considers increases to the percentage of workers driving to work alone to be significant impacts. The Downtown Strategy 2040 concluded that buildout would decrease the percentage of commuters driving alone relative to the 2040 General Plan (72.0 to 71.5 percent) and would thus result in a less than significant impact.

Relative to the conditions analyzed in Downtown Strategy 2040 EIR, the DSAP Amendment would result in a slight decrease in the proportion of commuters driving alone (71.7 percent to 70.9 percent). Therefore, the DSAP Amendment would not contribute to new or worsened impacts related to journey-to-work mode share.

Average Vehicle Speeds in Transit Priority Corridors

The General Plan Amendment Methodology considers decreases in average travel speed on a transit corridor in the AM peak one-hour period when the average speed drops below 15 miles per hour (mph) or decreases by 25 percent or more, or average speed decreases by 1 mph or more for a transit corridor with average speed below 15 mph to be significant impacts. The Downtown Strategy 2040 EIR concluded that buildout would result in only minor reductions in speeds or slight increases in speeds along transit priority corridors relative to 2040 General Plan conditions. Thus, buildout of the Downtown Strategy 2040 would result in less than significant impacts to transit priority corridors.

DSAP Amendment would not result in a decrease in travel speeds greater than one mph or 25 percent on any of the City's transit priority corridors relative to the conditions analyzed in the Downtown Strategy 2040 EIR. Therefore, the DSAP Amendment would not contribute to new or worsened impacts related to average vehicle speeds in transit priority corridors.

Impacts to Pedestrian, Bicycle, and Transit Facilities (Same as Downtown Strategy 2040 EIR – Less than Significant)

The Downtown Strategy 2040 EIR established that development and transportation projects within Downtown would be required to facilitate pedestrian and bicycle access and safety, consistent with 2040 General Plan policies. Additionally, 2040 General Plan policies requiring the accommodation of transit services and enhancement of the safety and comfort of transit users would be implemented. Thus, build out would further City goals of encouraging and providing for the safety of pedestrian, bicycle, and transit facilities. Therefore, the Downtown Strategy 2040 was found not to conflict with an applicable program, plan, ordinance, or policy establishing measures of effectiveness for the performance of addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

Future reasonably foreseeable transportation projects within the DSAP area are listed in **Table 29**, which also lists projects planned under the original DSAP that have since been removed. These projects are also discussed in **Section 2.4.5, Transportation Network Changes**, of the DSAP Amendment. In addition to these new and removed projects, approximately 50 transportation projects included in the 2014 DSAP would be modified with implementation of the DSAP Amendment. Such modifications are generally minor and in service of the same goal and are therefore not listed in **Table 29**, however, the full list of transportation projects is available in **Appendix E**. New transportation projects planned under the DSAP Amendment include primarily pedestrian, bicycle, and transit upgrades, as well as several roadway improvements. Like the Downtown Strategy 2040, the DSAP Amendment was developed with the intention of encouraging pedestrian, bicycle, and transit facilities through the creation of new trails and paths, while increasing the density of development near pedestrian, bicycle, and transit routes. Additionally, relevant Downtown Design Guideline and Standards (**Table 27**) prioritize safe and easy access to pedestrian and transit routes over automobile transportation and would apply to projects completed under the DSAP Amendment. Furthermore, all of the same 2040 General Plan policies identified in the Downtown Strategy 2040 EIR would apply to the DSAP Amendment. Therefore, the DSAP Amendment would not contribute to new or worsened conflicts with an applicable program, plan, ordinance, or policy establishing measures of effectiveness for the performance of addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

Impacts to Air Traffic Patterns (Same as Downtown Strategy 2040 EIR – Less than Significant)

The Downtown Strategy 2040 EIR determined that build out would increase development density in the vicinity of the Airport. Development under the Downtown Strategy 2040 would have no impact on air traffic patterns. See **Section 3.9, Hazards and Hazardous Materials**, for discussion of building-specific compliance with federal aviation regulations.

The DSAP Amendment would increase development density within the DSAP area relative to the levels considered in the Downtown Strategy 2040 EIR. However, this development would continue to avoid impacts to air traffic patterns. Therefore, the DSAP Amendment would not contribute to new or worsened impacts to air traffic patterns.

Transportation Hazards and Emergency Access (Same as Downtown Strategy 2040 EIR – Less than Significant

The DSAP Amendment will not change the conclusions of the Downtown Strategy 2040 EIR, which concluded that build out would not result in incompatible uses of roadways or introduce any new features that would otherwise impede the movement of emergency vehicles. Therefore, consistent with the Downtown Strategy 2040 EIR, development in the amended DSAP would not result in inadequate emergency access or hazards with the implementation of 2040 General Plan Policies and City standards.

Like the Downtown Strategy 2040, the DSAP Amendment would not result in incompatible uses of roadways or introduce any new features that would otherwise impede the movement of emergency vehicles. Therefore, the DSAP Amendment would not contribute to new or worsened impacts due to inadequate emergency access.

Table 29 Transportation Projects within DSAP			
#	Project Type	Improvement	Description
New Projects Planned within DSAP			
1	New Street	Active Transportation Greenway Underneath and Alongside Elevated Tracks	A greenway (active transportation, car-free street and open space) under and alongside elevated tracks extended between San Carlos Street and Lenzen Avenue. This will provide a needed north-south active transportation link connecting directly to the Diridon Station via the space underneath and alongside the elevated tracks. It will address the problem that the existing bike network running north to south is not as strong as its perpendicular counterpart. It will also allow for specific placemaking opportunities such as pedestrian parks. Connected with the Los Gatos Creek Trail at San Carlos Street, it will decrease commuting times, separate bicyclists and pedestrian from motorized vehicles, enhance air quality, and in turn, add joy to the art of bicycling and walking in a major metropolis.
2	Interchange	Santa Clara Street/SR-87 Ramp Modifications	The proposed modifications to the freeway gateway at Santa Clara Street (Grand Boulevard) will complement the proposed exclusive public service lanes to prioritize transit. Motor vehicles traveling on northbound SR-87 are encouraged to exit via the upstream Woz Way off-ramp or the downstream Julian Street off-ramp. Examples of ramp modifications include enhanced crosswalks, reduced crossing length, automatic pedestrian signals, signal timing changes, and lane modifications.
3	Interchange	Julian Street SR-87 Interchange Modifications	The proposed modifications to the Julian Street interchange will make it the primary Downtown gateway for regional vehicular traffic on SR-87. It will consolidate the existing interchanges at Santa Clara Street and Julian Street into a modified, full interchange at Julian Street that will connect vehicles to key parking locations outside of the core station area.

Table 29 Transportation Projects within DSAP			
#	Project Type	Improvement	Description
4	Pedestrian/Bicycle	Trail Crossing - San Carlos Street At-grade/Grade-separated	Los Gatos Creek Trail crosses under San Carlos Street along the west bank. Along the east bank, it crosses San Carlos Street via bridge or under-crossing, which becomes a Class I bike path alongside the track line ending at Auzerais Avenue.
5	Pedestrian/Bicycle	Trail Crossing - Auzerais Avenue At-grade	Los Gatos Creek Trail crosses Auzerais Avenue at-grade along the west bank.
6	Pedestrian/Bicycle	Across I-280 Pedestrian/Bicycle Connection	The proposed bicycle and pedestrian connection will provide a needed north-south active transportation link across a major barrier in I-280. It will connect the residential neighborhoods south of I-280 – Gardner, Fuller-Drake, North Willow Glen, Broadway-Palmhaven, and Willow Glen, with the residential neighborhoods and commercial activities north of I-280 – Auzerais-Josefa, Hannah-Gregory, Midtown San José, and the station area. It will connect the Diridon Station, Gardner Elementary School, and various open spaces and parks such as Biebrach, Fuller, and Del Monte parks. The proposed connection aims to minimize bicycle and pedestrian conflicts with motorized vehicles on Bird Avenue (City Connector Street).
7	Pedestrian/Bicycle	Montgomery Street Complete Street with Pedestrian Priority Improvements	Montgomery Street between San Fernando Street and Santa Clara Street; curbless street design and pedestrian priority improvements with Class III Bike Boulevard.
8	Station	Station Park-and-Ride	A small number of parking spaces are considered in shared facilities in the station district.
9	Station	Existing Track Approaches to Station	Maintain track approaches that generally stay within the existing northern and southern corridors in order to leverage existing rail infrastructure, minimize overall community impact, and minimize the need to acquire significant land.
10	Station	Bicycle Access to Station	San Fernando Street is considered in the DISC Plan to serve as the primary corridor for traveling to and through the station by bicycle. The DISC Plan also proposes a major bicycle parking facility under the tracks at San Fernando Street.

Table 29 Transportation Projects within DSAP			
#	Project Type	Improvement	Description
11	Station	Light Rail Access to Station	The two existing light rail stops near the station, one along Laurel Grove Lane on the west and the other near the intersection of Montgomery and San Fernando Street on the east) are considered in the DISC Plan to be consolidated into a single centrally-located stop that would be accessed on the east side of the station roughly at the current intersection of Cahill and Crandall streets.
12	Station	Bus Access to Station	The Concept Layout proposes a VTA bus facility located south of the primary station hall along a bus-only street to the east of the heavy rail tracks.
13	Station	Intercity Bus Access to Station	The Concept Layout proposes along the western edge of the rail tracks, in the current location of White Street.
14	Station	BART Access to Station	The Concept Layout proposes an access point to BART via the lobby of a proposed future building on the corner of Santa Clara and Montgomery streets. The Partner Agencies are considering additional access points.
15	Station	Station Curb Space for Pick-up/Drop-off	Space for these modes is considered at the southeast corner of the station, south of San Fernando Street and west of Cahill Street. This facility is carefully sited away from the core of the station so as to minimize conflicts between pedestrians and cyclists who will be coming to the station from Downtown.
16	Transit	VTA Light Rail Grade-separation and Re-alignment	The light rail track connection between the Diridon Station and the stations in Downtown will be re-aligned east-west from the current San Carlos Street to Park Avenue or San Fernando Street. To minimize conflicts with pedestrian and bicyclists and to speed up and LRT operations, different light rail grade separation options such as Autumn Street, Delmas Avenue, San Fernando Street, and/or Park Avenue are considered.
17	Transit	Caltrain Business Plan Long Range Service Vision	The Business Plan addresses four major focus areas: service, business case, community interface, and organization. The Long-Range Service Vision as part of the Business Plan will increase the number of peak hour trains per direction to 8 between Tamien Station and San Francisco, 4 between the Blossom Hill and Tamien Stations, and 2

Table 29 Transportation Projects within DSAP			
#	Project Type	Improvement	Description
			between the Gilroy and Blossom Hill Stations. The Caltrain Board of Directors adopted a service vision as part of the Business Plan in October 2019 that envisions significantly expanding Caltrain service, roughly tripling the number of daily riders from 65,000 today to 180,000 by 2040. Diridon Station is currently one of the busiest stations in the system currently. It is also one of the core stations that will see most enhanced service under the Business Plan.
Projects No Longer Planned within DSAP[1]			
1	Station	Central Zone - Airport-style station layout	
2	Pedestrian/Bicycle	South Zone - Green fingers	Green fingers reaching out from the large community park along Park Avenue to provide strong bike and pedestrian connections between the sub-areas and into the neighborhoods beyond.
3	Pedestrian/Bicycle	South Zone - Extension of Josefa Street	Extension of Josefa Street in the north to connect bikes and pedestrians to the Los Gatos Creek trail and down into the neighborhood. This linkage is treated as another green finger reaching into the heart of the neighborhood.
4	Station	Station - KNR, private shuttle buses, taxis	Kiss-and-ride curb would be located in front of the new station building and the historic depot. Additional curb frontage on Cahill Street would accommodate private shuttle buses and taxis.
5	Station	Station - Transit Center	Bus Plaza Option, Transit Mall Option, or the Skewed Alignment Option
6	New Street	Wilson Avenue Enhanced Pedestrian Connection	Enhanced Pedestrian Connection on Wilson Avenue between The Alameda and Stockton Avenue (new street)
7	New Street	Drake Street Enhanced Pedestrian Connection (new street)	Enhanced pedestrian connection on Drake Street between Auzerais Avenue and Columbia Avenue (new street)
8	Pedestrian	Pedestrian Scramble	Santa Clara Street/Montgomery Street
9	Pedestrian	Intersection with Improved Pedestrian Access	The Alameda/Stockton Avenue
10	Pedestrian	Intersection with Improved Pedestrian Access	Stockton Avenue between The Alameda and Julian Street

Table 29 Transportation Projects within DSAP			
#	Project Type	Improvement	Description
11	Pedestrian	Intersection with Improved Pedestrian Access	Santa Clara Street/Cahill Street
12	Pedestrian	Intersection with Improved Pedestrian Access	Santa Clara Street/Autumn Street
13	Pedestrian	Intersection with Improved Pedestrian Access	Julian Street/Montgomery Street
14	Pedestrian	Intersection with Improved Pedestrian Access	Julian Street/Autumn Street
15	Pedestrian	Intersection with Improved Pedestrian Access	Montgomery Street/Stover Street
16	Pedestrian	Intersection with Improved Pedestrian Access	Montgomery Street/Crandall Street
17	Pedestrian	Intersection with Improved Pedestrian Access	Autumn Street/Stover Street
18	Pedestrian	Intersection with Improved Pedestrian Access	Autumn Street/Crandall Street
19	Pedestrian	Intersection with Improved Pedestrian Access	San Fernando Street/Montgomery Street
20	Pedestrian	Intersection with Improved Pedestrian Access	San Fernando Street/Autumn Street
21	Pedestrian	Intersection with Improved Pedestrian Access	Autumn Street/Josefa Street
22	Pedestrian	Intersection with Improved Pedestrian Access	Park Avenue/Josefa Street
23	Pedestrian	Intersection with Improved Pedestrian Access	San Carlos Street/Josefa Street
24	Pedestrian	Intersection with Improved Pedestrian Access	San Carlos Street/Gifford Avenue
25	Pedestrian	Intersection with Improved Pedestrian Access	Park Avenue/Laurel Grove Lane

Table 29 Transportation Projects within DSAP			
#	Project Type	Improvement	Description
26	Pedestrian	Intersection with Improved Pedestrian Access	San Carlos Street/Sunol Street
27	Pedestrian	Pork-chop island removal	The Alameda/Stockton Avenue
28	Pedestrian	Pork-chop island removal	Park Avenue/Autumn Street
29	Pedestrian	Pork-chop island removal	San Carlos Street/Autumn Street
30	Pedestrian	Pork-chop island removal	Auzerais Avenue/Bird Avenue
31	New Street	North-South Connection - Autumn Street Extension (new street)	Class I Bicycle Path on Autumn Street between Santa Clara Street and Julian Street; Autumn Street Extension between Saint John Street and Julian Street, and adjacent grid alignment (new street)
32	Transit	Bus Stop Improvements	Santa Clara Street/Montgomery Street
33	Transit	Bus Stop Improvements	Santa Clara Street/Delmas Avenue
34	Transit	Bus Stop Improvements	San Carlos Street/Sunol Street
35	Transit	Bus Stop Improvements	San Carlos Street/Bird Avenue
36	Transit	Bus Stop Improvements	San Carlos Street/Gifford Avenue
37	New Street	North-South Connection - Georgetown Place (new street)	Georgetown Place between San Carlos Street and Park Avenue (new street)
38	New Street	East-West Connection - Stover Street (new street)	Enhanced pedestrian connection on Stover Street between Cahill Street and Delmas Avenue (new street)
39	New Street	East-West Connection - Crandall Street (new street)	Crandall Street between Cahill Street and Autumn Street (new street)
40	New Street	East-West Connection - Parkinson Court (new street)	Parkinson Court between Sunol Street and Dupont Street
41	New Street	East-West Connection - Pacific Avenue (new street)	Pacific Avenue between Sunol Street and Dupont Street
42	New Street	East-West Connection - Columbia Street (new street)	Enhanced pedestrian connection on Columbia Street between Drake Street and Bird Avenue (new street)
43	Pedestrian/Bicycle	Northern Zone - North-south pedestrian and bike connection	Improved north-south pedestrian and bike connections along the western side of the arena

Some projects planned in the original DSAP are subsumed into new projects in the DSAP Amendment and therefore are proposed for removal.

Consistency with Plans (Same as Downtown Strategy 2040 EIR – Less than Significant)

The Downtown Strategy 2040 EIR concluded that build out would increase congestion at several intersections and freeway segments beyond levels acceptable under the CMP. However, the project was determined to be in substantial conformance with CMP requirements through a combination of trip reduction from Downtown and implementation of VTA requirements. Furthermore, given that the Downtown Strategy 2040 was expected to reduce overall VMT in Downtown, the Downtown Strategy 2040 EIR determined that it would not conflict with an applicable program, plan, ordinance, or policy establishing measures of effectiveness for the performance of addressing the circulation system, including roadways and freeways.

Similar to the Downtown Strategy 2040, the DSAP Amendment is expected to increase congestion beyond acceptable levels under the CMP. However, as established in City Council policy 5-1 and discussed in the Downtown Strategy 2040 EIR, VMT is the relevant metric for evaluating traffic impacts under CEQA. Because the DSAP Amendment would reduce VMT compared to the Downtown Strategy 2040, the DSAP Amendment would not contribute to new or worsened impacts due to conflict with an applicable program, plan, ordinance, or policy establishing measures of effectiveness for the performance of addressing the circulation system, including roadways and freeways.

Geometric Hazards Same as Downtown Strategy 2040 EIR – (Less than Significant)

The Downtown Strategy 2040 EIR determined that incorporation of 2040 General Plan policies would ensure that build out would not increase or create hazards due to design features or incompatible uses.

Like the Downtown Strategy 2040, the DSAP Amendment would not require incompatible uses of roadways or introduce any new features that would otherwise impede the movement of vehicles. Furthermore, all of the same 2040 General Plan policies would apply. Therefore, the DSAP Amendment would not contribute to new or worsened impacts through increasing hazards due to a geometric design feature.

Cumulative Impacts (Same as Downtown Strategy 2040 EIR – Same as Downtown Strategy 2040 EIR – Less Than Significant)

Cumulative Downtown VMT

The Downtown Strategy 2040 EIR evaluated a cumulative scenario including the 2014 DSAP and a preliminary concept of the Downtown West Project. The analysis found that build out of all projects included in the cumulative scenario would result in even lower residential and employment VMT per capita than buildout of the Downtown Strategy 2040 alone (7.46 and 8.50, respectively). Assuming implementation of 2040 General Plan polices, Zoning Ordinance and other applicable regulations, the Downtown Strategy 2040 EIR determined that cumulative build out would not substantially contribute to a significant cumulative transportation impact.

As shown in **Table 28**, the addition of the DSAP Amendment to Downtown would reduce VMT per service population within Downtown beyond that anticipated for the Downtown Strategy 2040. For the purposes of analyzing cumulative transportation impacts, the cumulative scenario in this analysis includes the Downtown West project and other land use changes proposed by the City's Four-Year General Plan Review. As discussed in **Section 2, Project Information and Description**, the Downtown West project proposes an additional 6,306,000 square feet of commercial office space, 469,000 square

feet of retail space, 5,575 residential units, and 1,100 hotel units of development capacity in the DSAP area, in addition to the development proposed in the DSAP Amendment. **Table 30** shows the total development capacity analyzed under the cumulative scenario.

Table 30 Cumulative Development Capacity within DSAP Amendment Boundary

Study Scenario	Office (square feet)	Retail (square feet)	Residential (units)	Hotel Rooms
Year 2040 DTS 2040 (Only development capacity within DSAP Boundary)	4,963,400	424,100	2,588	900
DSAP Amendment	7,838,000	-	7,044	-
Downtown West Project	6,306,000	469,000	5,575	1,100
Cumulative Scenario (Downtown Strategy 2040 + DSAP Amendment + Downtown West)	**19,107,400**	**893,100**	**15,207**	**2,000**

Source: Hexagon Transportation Consultants, Inc, 2020. Diridon Station Area Plan Amendment Transportation Analysis.

As demonstrated in **Table 31**, build out of the cumulative scenario would further reduce residential VMT per capita from 6.78 with implementation of the DSAP Amendment to 6.37. Likewise, employment VMT per job would be reduced from 8.29 to 8.16. Given that all of the same 2040 General Plan policies, the Zoning Ordinance, Downtown Design Guidelines and Standards, and other applicable regulations would be implemented, the DSAP Amendment would not substantially contribute to a significant cumulative transportation impact.

Table 31 Cumulative VMT Analysis		
Study Scenario	**Residential VMT per Capita (CEQA Threshold: 10.12)**	**Employment VMT per Job (CEQA Threshold: 12.21)**
2040 Downtown Strategy 2040 + DSAP Amendment	6.78	8.29
2040 Cumulative Scenario	**6.37**	**8.16**

Source: Hexagon Transportation Consultants, Inc, 2020. Diridon Station Area Plan Amendment Transportation Analysis.

General Plan Amendment Cumulative Long-Range Analysis

The Downtown Strategy 2040 EIR evaluated a cumulative scenario that included additional General Plan Amendments proposed prior to its certification and addressed the following topics.

VMT Per Service Population

The Downtown Strategy 2040 EIR concluded that buildout of the Downtown Strategy 2040 and other General Plan Amendments would not substantially increase VMT per service population relative to 2040 General Plan conditions. Thus, the Downtown Strategy 2040 and other General Plan Amendments would result in a less than significant cumulative impact. Likewise, the DSAP Amendment, in combination with other General Plan Amendments would reduce VMT per service population relative to the conditions analyzed in the Downtown Strategy 2040 EIR (from 13.73 to 13.39). Therefore, the DSAP Amendment would not result in new or worsened cumulative impacts related to VMT per service population.

Journey-to-Work Mode Share

The Downtown Strategy 2040 EIR concluded that buildout of the Downtown Strategy 2040 and other General Plan Amendments would decrease the percentage of commuters driving to work alone relative to 2040 General Plan conditions (from 72.0 percent to 71.5 percent). Thus, the Downtown Strategy 2040 and other General Plan Amendments would result in a less than significant cumulative impact. Likewise, the DSAP Amendment, in combination with other General Plan Amendments would decrease the percentage of commuters driving to work alone relative to the conditions analyzed in the Downtown Strategy 2040 EIR (from 71.7 to 70.1 percent). Therefore, the DSAP Amendment would not result in new or worsened cumulative impacts related to journey to work mode share.

Average Vehicle Speeds in Transit Priority Corridors

The Downtown Strategy 2040 EIR concluded that buildout of the Downtown Strategy 2040 and other General Plan Amendments would decrease in travel speeds of 0.6 mph or less (or a change of 3.5 percent or less) on ten corridors due to the applicant proposed GPAs. Travel speeds on the remaining corridors would improve slightly or remain unchanged when compared to 2040 General Plan conditions. Thus, the Downtown Strategy 2040 and other General Plan Amendments would result in a less than significant cumulative impact.

Likewise, the DSAP Amendment, in combination with other General Plan Amendments would only result in a decrease in travel speeds of 2.7 mph or less (or a change of 13.7 percent or less) on nine of the 14 transit priority corridors when compared to the conditions evaluated in the Downtown Strategy 2040 EIR. Based on the City's measures of effectiveness (MOE) significance thresholds, a significant impact would only occur if a decrease in average travel speed on a transit corridor below current 2040 General Plan conditions in the AM peak one-hour period when (1) the average speed drops below 15 mph or decreases by 25 percent or more, or (2) the average speed drops by one mph or more for a transit corridor with average speeds below 15pmh under 2040 General Plan conditions. Therefore, although speeds would be slower than those evaluated in the Downtown Strategy 2040 EIR, the DSAP Amendment would not result in new or worsened cumulative impacts related to average vehicle speeds in transit priority corridors.

Cumulative Impacts on Transit, Bicycle, and Pedestrian Circulation

The Downtown Strategy 2040 EIR concluded that buildout of the Downtown Strategy 2040 and other General Plan Amendments would not result in changes to existing roadways or other infrastructure. Additionally, numerous 2040 General Plan policies prioritize the improvement of transit, bicycle, and pedestrian routes. Thus, the Downtown Strategy 2040 and other General Plan Amendments would result in a less than significant cumulative impact.

As described above, the City proposed the DSAP Amendment with the intention of encouraging pedestrian, bicycle, and transit facilities through the creation of new trails and paths, while increasing the density of development near pedestrian, bicycle, and transit routes. Other General Plan Amendments, such as the Downtown West Project share similar goals. Furthermore, the Downtown Design Guidelines and Standards (**Table 27**) prioritize safe and easy access to pedestrian and transit routes over automobile transportation. Therefore, the DSAP Amendment would not contribute to new or worsened cumulative impacts on transit, bicycle, and pedestrian circulation.

3.17.3 Conclusion

Changes to the Downtown Strategy 2040 to accommodate the proposed DSAP Amendment would not result in new or substantially worse transportation impacts than those identified in the Downtown Strategy 2040 EIR because the DSAP Amendment would improve VMT within Downtown by densifying development near employment centers and high-quality pedestrian, bicycle, and transit facilities. Based on this, the City finds that:

A. Substantial changes in Downtown Strategy 2040 and circumstances resulting in new significant effects or a substantial increase in the severity of previously identified significant effects in the Downtown Strategy 2040 EIR have not occurred; and

B. New information of substantial importance with respect to transportation resulting in new significant effects or a substantial increase in the severity of previously identified effects in the Downtown Strategy 2040 EIR has not been identified.

Therefore, the conclusions in Section 3.15, Transportation/Traffic, of the Downtown Strategy 2040 EIR would remain valid with implementation of the DSAP Amendment.

3.18 Tribal Cultural Resources

3.18.1 Environmental Setting

3.18.1.1 Changes to Regulatory Framework

Assembly Bill 52

Assembly Bill 52 (AB 52), the Native American Historic Resource Protection Act, sets forth a proactive approach intended to reduce the potential for delay and conflicts between Native American and development interests. Projects subject to AB 52 are those that file a notice of preparation for an EIR or notice of intent to adopt a negative or mitigated negative declaration on or after July 1, 2016. A tribal cultural resource (TCR) can be a site, feature, place, object, or cultural landscape with value to a California Native American tribe that is either included also or eligible for inclusion in the California Register of Historic Resources or included in a local register of historical resources that is also eligible for listing on the CRHR. A Native American Tribe or the lead agency, supported by substantial evidence, may choose at its discretion to treat a resource as a TCR. Requirements surrounding AB 52 have not changed since certification of the Downtown Strategy 2040 EIR in 2018.

California Senate Bill 18

The intent of Senate Bill 18 (SB 18) is to aid in the protection of traditional tribal cultural places through local land use planning by requiring city governments to consult with California Native American tribes on projects which include adoption or amendment of general plans (defined in Government Code Section 65300 et seq.) and specific plans (defined in Government Code Section 65450 et seq.) and designation of open space. SB 18 requires local governments to consult with tribes prior to making certain planning decisions and to provide notice to tribes at certain key points in the planning process. Requirements surrounding SB 18 have not changed since certification of the Downtown Strategy 2040 EIR in 2018.

Native American Burials

California law protects Native American burials, skeletal remains, and associated grave materials and provides for the sensitive treatment and disposition of those remains (Section 7050.5(b) of the California Health and Safety code). CEQA Guidelines Section 15064.5(e) requires that excavation activities be stopped whenever human remains are uncovered, and that the county coroner or medical examiner be contacted to assess the remains. If the county coroner or medical examiner determines that the remains are those of Native Americans, the Native American Heritage Commission (NAHC) must be contacted within 24 hours. The property owner is required to consult with the appropriate Native Americans identified by the NAHC as a “most likely descendant” to develop an agreement for the treatment and disposition of the remains. These requirements have not changed since certification of the Downtown Strategy 2040 EIR in 2018.

3.18.1.2 Changes to Environmental Conditions

At the time of the issuance of the revised Notice of Preparation for the Downtown Strategy 2040 on March 10, 2017, no written requests for consultations from tribal representatives had been received. In compliance with SB18 and AB52, a letter was sent to the NAHC seeking information about sacred land files, which track Native American cultural resources and names of Native American individuals and

groups that would be appropriate to contact regarding projects. On June 6, 2018, the City sent letters of notification offering consultation to the following tribal representatives. The letters included a description of the Downtown Strategy 2040 and provided its location.

- Monica Arellano, Vice-Chairperson, Muwekma Ohlone Tribe of SF Bay Area
- Rosemary Cambra, Chairperson, Muwekma Ohlone Tribe of SF Bay Area
- Andrew Galvan, The Ohlone Indian Tribe
- Ramona Garibay, Representative
- Jakki Kehl
- Edward Ketchum, Amah Mutsun Tribal Band
- Valentin Lopez, Chairperson, Amah Mutsun Tribal Band
- Katherine Erolina Perez
- Ann Marie Sayers, Chairperson, Indian Canyon Mutsun Band of Costanoan
- Trina Marine Ruano Family
- Linda G. Yamane
- Michelle Zimmer, Amah Mutsun Tribal Band of Mission San Juan Bautista
- Irenne Zwierlein, Chairperson, Amah Mutsun Tribal Band

In response to the City's notification to tribal representatives of the proposed Downtown Strategy 2040 and related General Plan Amendments, a tribal representative for the Ohlone Indian Tribe initiated consultation with the City on the proposed General Plan Amendments on June 7, 2018. There was consensus between the City and the Ohlone Indian Tribe on the need to discuss archaeological sensitivity and to establish a framework for development-project level literature reviews, field work, and treatments for potential resources, including human remains. Conditions related to tribal cultural resources in the City have not changed since the certification of the Downtown Strategy 2040 EIR. The Downtown setting has not changed and no site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe has been identified. The amended DSAP boundaries do not encompass historic buildings or districts beyond what was studied in the Downtown Strategy 2040 EIR and the new areas are not considered archaeologically sensitive; nonetheless, the possibility exists that construction associated with the DSAP Amendment could encounter buried tribal cultural resources.

3.18.2 Checklist and Discussion of Impacts

Environmental Issue Area		New Potentially significant Impact	New Less than Significant with Mitigation Incorporated	New Less than Significant Impact	Same Impact as "Approved Project"	Less impact than "Approved Project"	No Impact
Tribal Cultural Resources. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:							
a)	Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or				X		
b)	A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.				X		

3.18.2.1 Impact Discussion

Impacts to Tribal Cultural Resources (Same as Downtown Strategy 2040 EIR – Less than Significant)

The Downtown Strategy 2040 EIR identified potential impacts to tribal cultural resources for future development in Downtown. The types of tribal cultural resources that meet the definition of historical resources under Public Resources Code Section 21080.3.1 generally consist of districts, sites, landscapes, buildings, structures, and objects that are significant for their traditional, cultural, and/or historical associations. Further, a cultural place is a landscape feature, site, or cultural resource that has some relationship to particular tribal religious heritage or is a historic or archaeological site of significance or potential significance. Under CEQA, both prehistoric and historic-period archaeological sites may qualify based on historical associations as tribal cultural resources [TCRs]. This impact was reduced to less than

significant with implementation of policy-level and programmatic measures identified in the Downtown Strategy 2040 providing for the discovery of information about prehistory or history or possessing traditional or cultural significance to the Native American or other descant communities.

Preferred Treatment Options and Measures Identified in the Downtown Strategy 2040 EIR

The following policy-level and programmatic measures identified in the Downtown Strategy 2040 would result in potential cultural resource impacts that are not significant. These measures can be adapted for the future development projects as avoidance and mitigation measures such as standard permit conditions, for development-specific tiering under CEQA from the Downtown Strategy 2040 EIR.

1. **Appropriate Reviews:** Conduct appropriate levels of reviews and literature review during the planning stage to understand existing information; including Sacred Lands Files (SLF) search and recorded findings by a qualified archaeologist. These listing are updated and maintained at the California Historical Resources Information System, Northwest Information Center, California State University Sonoma (CHRIS/NWIC). For projects involving ground-disturbing activities, the City may require preparation of a site-specific archaeological resources report to address the potential for archaeological resources to be affected by the project.

2. **Supplemental Reviews/Subsurface Testing:** Sites in Downtown San José that are archaeologically sensitive should undergo exploratory trenching and borings on site/s to determine the extent of potential resources on-site, in addition to the above conducted literature search. Subsurface testing methodologies and reporting will be based on the methodologies and best practices as described in the Secretary of Interior's Standards for Archaeological Documentation and conducted by a qualified archaeologist.

3. **Determine Regulatory Status of Resources:** A qualified archaeologist should determine the status of known resources and potential resources known through the measures (1) and (2) above. The above steps (1) through (3) will be formalized as the Archaeological Resources Assessment Report.

4. **Stop Work and Evaluate Unanticipated Finds:** If buried cultural deposits are encountered during project activities, all work within 50 feet of the find should be halted and redirected. A qualified archaeologist shall: (1) evaluate the find to determine if it meets the CEQA definition of a historical or archaeological resource; and (2) provide project-specific recommendations for data recovery and evaluation. The results of any archaeological investigation will be submitted to the NWIC. The results of the archaeological investigation may:

    - Results in findings that does not meet the definition of a historical or archaeological resource, then no further study or protection is necessary prior to project implementation.

    - Results in findings that meets the definition of a historical or archaeological resource. In which case avoidance and preservation of the resources in place shall be examined. Avoidance may be accomplished through redesign, conservation easements, or site capping.

5. **Dignified and Respectful Treatment:** An important aspect of the consultation process is a dignified and respectful treatment of TCRs. As part of mitigation measure requirements, the City may request inclusion of an Archaeological Monitoring Contractor Awareness Education Program.

6. **Determine Feasible Avoidance and Alternatives:** When an archaeological site meets the CEQA definition of a historical or archaeological resource and will be impacted by the proposed project, make reasonable efforts to feasibly avoid project impacts (e.g., project redesign, conservation easements, or site capping). Review the project elements to determine ways to protect the cultural and natural context of the resources or to incorporate the resources with culturally appropriate protection and management criteria based on Public Resources Code Section 21084.3.

7. **Determine Mitigation Measures:** When avoidance is not feasible, adverse effects to such resources shall be mitigated in accordance with the recommendations of the evaluating archaeologist. Upon completion of the archaeological evaluation, a report documenting the methods, results, and recommendations of the archaeologist shall be prepared and submitted to the NWIC.

8. **Authorize Data Recovery and Curation:** To mitigate potential impacts to the buried resources and as part of (6 and) above, a data recovery program or a Tribal Cultural Resources Treatment Plan should be prepared by an approved archaeologist for review by the City. The data recovery shall involve implementation of surface collection and curation/repatriation of artifacts to prevent looting. All archaeological materials recovered during the data recovery efforts shall be cleaned, sorted, catalogued, and analyzed following standard archaeological procedures, and shall be documented in a report submitted to the Director of Planning, Building and Code Enforcement and the NWIC.

9. **Stop Work/Follow Statutory Procedures when Human Remains are Encountered:** In the event of the discovery of human remains during ground disturbance activities, all activities within a 50-foot radius of the find shall be stopped. Pursuant to Health and Safety Code § 7050.5 and Public Resources Code § 5097.94 of the State of California, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains.

    - The Santa Clara County Coroner shall be notified and shall make a determination as to whether the remains are Native American origin or whether an investigation into the cause of death is required.

    - If the remains are determined to be Native American, the Coroner shall notify the Native American Heritage Commission (NAHC) within 24 hours of the identification. The NAHC shall identify the descendants of the deceased Native American, also known and designated as the most likely descendent (MLD).

    - The MLD will inspect the site and provide recommendations for the proper treatment of the remains and associated grave goods. The archaeologist should recover scientifically valuable

information, as appropriate and in accordance with the recommendations of the Native Americans in accordance with CEQA Guidelines Section 15064.5 (e).

- The archaeologist shall recover scientifically-valuable information, as appropriate and in accordance with the recommendations of the MLD. A report of findings documenting data recovery, methodologies, and results shall be submitted to Director of Planning, Building and Code Enforcement and the NWIC.

- If no satisfactory agreement can be reached as to the disposition of the remains pursuant to this State law, then the landowner/project applicant shall re-inter the human remains and items associated with Native American burials on the property in a location not subject to further subsurface disturbance.

10. **Maintain Confidentiality**: As required under Public Resources Code Section 21084.3, protect the confidentiality of the resources. The Tribal Cultural Resources Treatment Plan Report and all pertinent data and results shall be subject to the confidentiality as an exception to the Public Resources Act and will not be available for public review or distribution. The site of any reburial of Native American human remains shall be kept confidential and not be disclosed pursuant to the California Public Records Act, California Government Code §§ 6254.10, 6254(r). The County Medical Examiner shall also withhold public disclosure of information related to such reburials pursuant to the exemption set forth in California Government Code § 6254.5(e).

The Downtown Strategy 2040 determined that the policy-level and programmatic measures noted above would ensure that potential cultural resource impacts of individual development projects are less than significant. Future developments allowed under the DSAP Amendment could impact, either directly or indirectly tribal cultural resources. However, with implementation of policy-level and programmatic measures identified in Downtown Strategy 2040 EIR, potential tribal cultural resources impacts would be minimized too less than significant. The DSAP Amendment would not result in substantial adverse change in the significance of a tribal cultural resource and would remain consistent with the analysis in Downtown Strategy 2040 EIR.

3.18.3 Conclusion

Changes to the Downtown Strategy 2040 to accommodate the proposed DSAP Amendment would not result in new or substantially worse impacts than those identified in the Downtown Strategy 2040 EIR because buildout of the DSAP Amendment would occur within a subset of the same area analyzed in the Downtown Strategy 2040 EIR. Therefore, individual projects under the DSAP Amendment would have a similar potential to impact tribal cultural resources, and the same measures identified in the Downtown Strategy 2040 EIR would reduce potential impacts to a less-than-significant level. Based on this, the City finds that:

A. Substantial changes in Downtown Strategy 2040 and circumstances resulting in new significant effects or a substantial increase in the severity of previously identified significant effects in the Downtown Strategy 2040 EIR have not occurred;

B. New information of substantial importance with respect to tribal cultural resources resulting in new significant effects or a substantial increase in the severity of previously identified effects in the Downtown Strategy 2040 EIR has not been identified; and

C. None of the proposed project changes would significantly affect tribal cultural resources.

Therefore, the conclusions in Section 3.5, Cultural Resources, of the Downtown Strategy 2040 EIR, which also covers tribal cultural resources, would remain valid with implementation of the DSAP Amendment.

3.19 Utilities and Service Systems

3.19.1 Environmental Setting

3.19.1.1 Changes to Regulatory Framework

State and Regional

The Downtown Strategy 2040 EIR identified numerous state and regional utilities and service system regulations, as well as the agencies responsible for enforcing these regulations. These regulations include California Senate and Assembly bills establishing goals and rules for the state pertaining to solid waste, recycling, water conservation, energy conservation and other topics (see Section 3.16.1.1, Regulatory Setting, of the Downtown Strategy 2040 EIR for a full list of these regulations and agencies). Apart from updates to the California Green Building Standards Code (CALGreen), state and regional agencies have not issued updated utility regulations that would pertain to the DSAP Amendment.

In January 2010, the State of California adopted CALGreen, which establishes mandatory green building standards for all buildings in California. The code covers five categories: planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and indoor environmental quality. These standards include a mandatory set of minimum guidelines for new construction projects to achieve specific green building performance levels, as well as more rigorous voluntary measures. The following summarizes the updated 2019 code for Water Efficiency and Conservation:

- Nonresidential development having outdoor potable water use in landscape areas shall comply with a local water efficient landscape ordinance or the current California Department of Water Resources' Model Water Efficient Landscape Ordinance (MWELO), whichever is more stringent.[50]

City of San José Policies

The Downtown Strategy 2040 EIR identified the City's goals and polices relating to waste reduction, water conservation, energy conservation, and maintaining sanitary sewer capacity. Since certification of the Downtown Strategy 2040 EIR, the City has not issued substantial revisions to the plans and policies outlined in the Downtown Strategy 2040 EIR. Additionally, although the City has issued text revisions and amendments to the 2040 General Plan, these changes would not pertain utilities and service systems within Downtown.

City of San José Downtown Design Guidelines and Standards

The revised Downtown Design Guidelines and Standards adopted in 2019 include specific requirements and clear direction for new buildings and projects with major exterior modification to existing buildings in Downtown. While guidelines relevant to public utilities and service systems include best practices for the use of green roofs, green stormwater infrastructure, and permeable pavers/pavement to manage stormwater runoff from new development, there are no specific standards that apply to this resource.

[50] California Building Standards Commission. *CALGreen (Title 24, Part 11): Current edition & supplements*. Accessed on April 22, 2020. Available at: https://www.dgs.ca.gov/BSC/Resources/Page-Content/Building-Standards-Commission-Resources-List-Folder/CALGreen

3.19.2 Checklist and Discussion of Impacts

Environmental Issue Area		New Potentially Significant Impact	New Less than Significant with Mitigation Incorporated	New Less than Significant Impact	Same Impact as "Approved Project"	Less Impact than "Approved Project"	No Impact
Utilities and Service Systems. Would the project:							
a)	Require or result in the relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?				X		
b)	Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?				X		
c)	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				X		
d)	Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?				X		
e)	Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?				X		

3.19.2.1 Impacts of the Diridon Station Area Plan

Electric Power, Natural Gas, and Telecommunications facilities (Same as Downtown Strategy 2040 EIR – Less than Significant Impact)

Through design review and project-level environmental review, the City would ensure electrical power, natural gas, and telecommunications facilities would be sufficient to serve proposed projects in Downtown at the time of their construction. Therefore, these utilities were not discussed individually in the Downtown Strategy 2040 EIR.

The DSAP Amendment would increase development density within the DSAP area, increasing demand for electricity natural gas, and telecommunications. However, individual projects under the DSAP Amendment would still be subject to project-level environmental review and the design review process. Additionally, the City's 2030 GHG Reduction Strategy (**Table 32**) prohibits natural gas infrastructure in new residential developments, including such developments within the DSAP area. Therefore, the DSAP Amendment would not contribute to new or worsened impacts from the relocation and construction of new or expanded electricity, natural gas, or telecommunications facilities.

Water Service Impacts (Same as Downtown Strategy 2040 EIR – Less than Significant Impact)

The Downtown Strategy 2040 EIR concluded that the project would result in increased population in Downtown, increasing water demand. However, adherence to regulations such as CALgreen would require the application of water conserving practices and infrastructure, and the City would ensure the availability of adequate water supply at the time proposed by projects within Downtown. Thus, new or expanded water entitlements would not be required, and sufficient water supply would exist during dry, normal, and multiple dry years.

Increased development under the DSAP Amendment would contribute to total demand for San José Water (SJW) and Santa Clara Valley Water District water supplies. However, application of water saving measures established in City policies would still reduce impacts to water supply during dry, normal, and multiple dry years to a less-than-significant level. Furthermore, a Water Supply Assessment completed by SJW in December 2020 concluded that SJW would be able to meet the needs of the DSAP area through at least 2035 for average and single-dry years without a call for water use reductions (**Appendix F**). The impact of the DSAP Amendment was therefore determined not to be consequential and that there would be sufficient water to serve the DSAP area.[51] Therefore, the DSAP Amendment would not result in any new or worse impacts related to water service.

Wastewater Service Impacts (Same as Downtown Strategy 2040 EIR – Less than Significant Impact)

Wastewater Treatment

The Downtown Strategy 2040 EIR concluded that development within Downtown would increase wastewater production but would not result in exceedance of the City's available wastewater treatment capacity in addition to its existing commitments. Increased wastewater production could result in the City approaching the wastewater effluent limit as established by the RWQCB. However, water-saving

[51] San José Water. 2020. *Water Supply Assessment: Diridon Station Area Plan Amendment.*

practices required by the 2040 General Plan, as well as regional and local policies, would avoid exceedances of RWQCB limits.

Although the DSAP Amendment would increase development density within the DSAP area, overall development would not exceed the levels analyzed in the Downtown Strategy 2040 EIR. Additionally, water saving practices outlined in the Downtown Strategy 2040 EIR would still apply to the DSAP Amendment. Therefore, the DSAP Amendment would not contribute to new or worsened impacts due to a determination that City's wastewater treatment capacity would be insufficient to serve development under the DSAP Amendment in addition to existing City commitments.

Sanitary Sewer System

Although development within Downtown would not result in exceedance of wastewater capacity or effluent limits, it could result in exceedance of the sanitary sewer's capacity to convey wastewater. However, City policies would require new development to provide for new sewer infrastructure and future development would be subject to measures established in the Downtown Strategy 2040 EIR.

Measures Identified in the Downtown Strategy 2040 EIR to Reduce and Avoid Impacts to the Sanitary Sewer System

Future development under the Downtown Strategy 2040 would be subject to the following measures:

- At the time future projects are proposed, the City will evaluate the sewer system to determine if there is adequate capacity to serve the development, based on the City's level of service objectives (GP Policies IN-3.1 and IN-3.3).
- New development that could cause downstream level of service to drop below LOS D or would be served by downstream lines already operating at an unacceptable LOS will be required to improve the level of service to "D" or better, either independently, jointly with other developments in the area, or in coordination with the City's Sanitary Sewer CIP (GP Policy IN-3.5).
- The City may consider financing improvements to the sewer system in Downtown through the payment of special taxes or connection fees by development under Downtown Strategy 2040 (Policy IP-15.2).

Demand for sanitary sewer service for commercial downtown and residential land uses would be increased with the addition of new development capacity included in the DSAP Amendment. The additional wastewater generated by the DSAP Amendment could represent a substantial increase in the severity of impacts to the sanitary sewer system identified in the Downtown Strategy 2040 EIR. **Table 32** identifies the following improvements to the sanitary sewer system that are proposed as part of the DSAP Amendment:

Table 32 Preliminary Deficiencies and Required Improvements			
Location	**Length (feet)**	**Existing Diameter (inches)**	**Required Diameter (inches)**
Autumn St. between Autumn Ct. and W. Julian St.; then to Autumn Pkwy.	880	8	10 to 15
McEvoy St. between Park Ave. and W San Carlos St.	800	6	8
Dupont St. between Park Ave. and W San Carlos St.	750	6	10
W San Carlos St. between Dupont St. and Gifford Ave.	1,910	12	15
Park Ave. between Josefa St. and Gifford Ave.	540	8	10 to 12
W Santa Clara St. between White St. and Autumn St.	1,000	12	15
N Montgomery St. between Cinnabar St. And W Julian St., then to N Autumn St.	970	6 to 8	8 to 10
Park Ave. and McEvoy St. to Autumn St., then to St. John St. and Santa Teresa St.	5,220	33 to 36	42

Source: City of San José 2020

The expansion, improvements, and replacements of lines would be required to serve the planned growth. Enforcing the City's Sanitary Sewer System Level of Service Policy would prevent sanitary sewer overflows due to inadequate capacity. With implementation of the project-level environmental review, Sanitary Sewer System Master Plan, 2040 General Plan policies, and existing regulations, the sanitary sewer system would have capacity to meet the needs of new development. Therefore, the DSAP Amendment would not contribute to new or worsened impacts from the expansion of wastewater facilities, including sanitary sewer facilities.

Stormwater Impacts (Same as Downtown Strategy 2040 EIR – Less than Significant Impact)

The Downtown Strategy 2040 EIR concluded that development within Downtown would alter stormwater flows, but would generally occur in existing paved areas, likely avoiding the need for additional stormwater facilities. Also, as specific projects are proposed, 2040 General Plan policies would ensure sufficient drainage facilities are incorporated into the design of new development.

As new development would occur in the same areas as identified in the Downtown Strategy 2040 EIR and would be required to incorporate sufficient drainage facilities through project-level environmental review, the DSAP Amendment would not result in exceedances of stormwater capacity with the DSAP area. Additionally, the Downtown Design Guidelines and Standards (**Table 32**) would require the use of green roofs, green stormwater infrastructure, and permeable pavers/pavement to manage stormwater runoff from new development. Therefore, the DSAP Amendment would not contribute to new or worsened impacts related to stormwater flows.

Solid Waste Impacts (Same as Downtown Strategy 2040 EIR – Less than Significant Impact)

Landfill Capacity

The Downtown Strategy 2040 EIR concluded that increased development density within Downtown would result in increases in solid waste production. However, an analysis of existing landfills and anticipated waste generation of such development established that solid waste production would not exceed local landfill capacity.

Increased development density associated with the DSAP Amendment would increase solid waste production in the DSAP area. However, the overall level of development within the City would not increase from the levels established in the Downtown Strategy 2040 EIR. Additionally, City waste reduction programs and policies would ensure solid waste production would not exceed the capacity of local infrastructure. Therefore, the DSAP Amendment would not contribute to new or worsened impacts from solid waste generation in excess of local infrastructure.

Solid Waste Regulations

As described above, the Downtown Strategy 2040 EIR concluded that increased development density within Downtown would result in increases in solid waste production. However, programs, such as the City's Zero Waste Strategic Plan, would limit waste produced from new development to avoid exceedance of state and local solid waste goals.

Although the DSAP Amendment would increase development density within the DSAP area, City waste reduction programs and policies identified in the Downtown Strategy 2040 would ensure solid waste production would comply with federal, state, and local management policies and statutes. Therefore, the DSAP Amendment would not contribute to new or worsened impacts from incompliance with applicable statutes and regulations related to solid waste.

Expansion or Replacement of Existing Facilities (Same as Downtown Strategy 2040 EIR – Less than Significant Impact)

The Downtown Strategy 2040 EIR concluded that development within Downtown could require minor modifications to stormwater facilities, water lines, sanitary sewer infrastructure, and other below-ground utilities. However, implementation of City policies would require that individual projects include sufficient utility infrastructure or contribute to the creation of such infrastructure elsewhere.

Development density within Downtown would increase under the DSAP Amendment, and such development would require modifications to existing utilities as established in the Downtown 2040 EIR. However, projects within the DSAP area would still be subject to project-level environmental review and City utility requirements. Therefore, the DSAP Amendment would not contribute to new or worsened impacts from the expansion or replacement of new or expanded utility facilities.

Cumulative Impacts (Same as Downtown Strategy 2040 EIR – Less than Significant)

The 2040 General Plan EIR generally accounted for the maximum development levels proposed by the Downtown Strategy 2040 EIR and did not conclude significant impacts to utilities and service systems would occur as a result of the plan. Based on the 2040 General Plan EIR, the Downtown Strategy 2040 EIR concluded substantial contributions to cumulative utility and service systems impacts would not occur.

As the DSAP Amendment would not increase the overall level of development within the City from the levels considered in the Downtown Strategy 2040 EIR, the DSAP Amendment would not substantially increase utility and service system requirements. Thus, the DSAP Amendment would not contribute to cumulative utilities and service systems impacts.

3.19.3 Conclusion

Changes to the Downtown Strategy 2040 to accommodate the proposed DSAP Amendment would not result in new or substantially worse impacts to utilities and service systems than those identified in the Downtown Strategy 2040 EIR because adherence to existing regulations and project-level environmental review would ensure that development under the DSAP Amendment would not impact electric power, natural gas, telecommunication, water services, stormwater, or solid waste services. Measures identified in the Downtown Strategy 2040 EIR would also apply to the DSAP Amendment to reduce and avoid impacts to the sanitary sewer system. Based on this, the City finds that:

A. Substantial changes in the Downtown Strategy 2040 and circumstances resulting in new significant effects or a substantial increase in the severity of previously identified significant effects in the Downtown Strategy 2040 EIR have not occurred;

B. New information of substantial importance with respect to utilities and service systems resulting in new significant effects or a substantial increase in the severity of previously identified effects in the Downtown Strategy 2040 EIR has not been identified; and

C. None of the proposed changes to the Downtown Strategy 2040 would significantly affect utilities and service systems.

Therefore, the conclusions in Section 3.16, Utilities and Service Systems, of the Downtown Strategy 2040 EIR would remain valid with implementation of the DSAP Amendment.

3.20 Wildfire

3.20.1 Environmental Setting

3.20.1.1 Changes to Regulatory Framework

Since the Downtown Strategy 2040 EIR was certified in 2018, the CEQA Statute and Guidelines have been revised to create additional significance thresholds for the topic of wildfire. These new thresholds are discussed in **Section 3.20.2, Checklist and Discussion of Impacts**. No other updates to local, State, or federal regulations pertaining to wildfire have occurred since the Downtown Strategy 2040 EIR was certified in 2018.

3.20.1.2 Changes to Environmental Conditions

Since the Downtown Strategy 2040 EIR was certified in 2018, Downtown's susceptibility to wildfire has not changed, with the area being heavily developed and without substantial natural areas. The DSAP Amendment would result in development in areas beyond those considered in the Downtown Strategy 2040, but these areas are limited to Downtown and do not include lands prone to wildfires.

3.20.2 Checklist and Discussion of Impacts

Environmental Issue Area		New Potentially significant Impact	New Less than Significant with Mitigation Incorporated	New Less than Significant Impact	Same Impact as "Approved Project"	Less Impact than "Approved Project"	No Impact
Wildfire. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:							
a)	Substantially impair an adopted emergency response plan or emergency evacuation plan?				X		
b)	Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				X		
c)	Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks,				X		

	emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?						
d)	Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				X		

3.20.2.1 Impacts of the Diridon Station Area Plan

As the topic of wildfire was not included in the CEQA Statute and Guidelines during the preparation of the Downtown Strategy 2040 EIR, the Downtown Strategy 2040 EIR did not provide a determination of significance for potential impacts from wildfire.

As a highly urban area, Downtown including the DSAP area, is very unlikely to experience wildfires. The California Department of Forestry and Fire Protection (CAL FIRE) establishes very high fire hazard severity zones, where the chance of wildfire is very likely, and areas of state responsibility, where the state is responsible for fire control. According to CAL FIRE, the DSAP area and vicinity are not located in or near any such zones.[52] No impacts related to wildfire have been identified.

[52] California Department of Forestry and Fire Protection (CAL FIRE), Fire and Resource Assessment Program. 2008. *Very High Fire Hazard Severity Zones in LRA – Santa Clara County 2008.*

3.20.3 Conclusion

Changes to the Downtown Strategy 2040 to accommodate the proposed DSAP Amendment would not result in new or substantially worse impacts than those identified in the Downtown Strategy 2040 EIR because the DSAP area is not located in or near any fire hazard zones. Based on this, the City finds that:

A. Substantial changes in Downtown Strategy 2040 and circumstances resulting in new significant effects or a substantial increase in the severity of previously identified significant effects in the Downtown Strategy 2040 EIR have not occurred;

B. New information of substantial importance with respect to wildfire impacts resulting in new significant effects or a substantial increase in the severity of previously identified effects in the Downtown Strategy 2040 EIR has not been identified; and

C. None of the proposed changes to the Downtown Strategy 2040 would significantly affect wildfire impacts.

Therefore, the conclusions in Section 3.9, Hazards and Hazardous Materials, of the Downtown Strategy 2040 EIR, which also covers fire-related hazards, would remain valid with implementation of the DSAP Amendment.

3.21 Mandatory Findings of Significance

3.21.1 Checklist and Discussion of Impacts

Environmental Issue Area		New Potentially Significant Impact	New Less than Significant with Mitigation Incorporated	New Less than Significant Impact	Same Impact as "Approved Project"	Less Impact than "Approved Project"	No Impact
a)	Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?				X		
b)	Does the project have impacts that are individually limited, but cumulatively considerable? ("cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?				X		
c)	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?				X		

3.21.1.1 Cumulative Impacts Identified in the Downtown Strategy 2040 EIR

The Downtown Strategy 2040 EIR identified that buildout of the Downtown Strategy 2040 would contribute to five significant and unavoidable cumulative impacts related to Air Quality, Cultural Resources, Greenhouse Gas, Noise and Vibration, and Population and Housing. These include:

> **Impact C-AQ-1:** Build-out of the Downtown Strategy 2040 would result in a significant increase in criteria pollutants in the Bay Area, contributing to existing violations of ozone standards. **(Significant Unavoidable Cumulative Impact)**
>
> **Impact C-CUL-1:** Downtown Strategy 2040 would make a cumulatively considerable contribution to previously identified significant impacts to historic resources. **(Significant Unavoidable Cumulative Impact)**
>
> **Impact C-GHG-1:** Build-out of the Downtown Strategy 2040 would result in significant GHG emissions under 2040 conditions. **(Significant Unavoidable Cumulative Impact)**
>
> **Impact C-NV-1:** Build-out of the Downtown Strategy 2040 would result in a significant unavoidable cumulative noise impact at existing noise-sensitive land uses adjacent to segments of Santa Clara Street, Autumn Street, San Carlos Street, Bird Avenue, Julian Street, Almaden Boulevard, Race Street, The Alameda, King Road, North First Street, Fruitdale Avenue, Alma Avenue, Naglee Avenue, and Keyes Street. due to substantial increases in traffic noise. **(Significant Unavoidable Cumulative Impact)**
>
> **Impact C-PH-1:** Future development under the proposed Downtown Strategy 2040 would make a substantial contribution to the significant unavoidable impact related to the jobs/housing imbalance, as identified in the 2040 General Plan EIR. **(Significant Unavoidable Cumulative Impact)**

3.21.1.2 Discussion

Cumulative Biological Effects

As discussed in **Section 3.4, Biological Resources**, the Downtown Strategy 2040 EIR concluded that the project would contribute to a cumulative impact to special-status species, sensitive serpentine habitats, impacts to riparian habitats and wildlife, and special-status fish species. Although development would occur in areas where special-status species occur, measures identified in the Habitat Plan would require the protection of special-status species within Downtown and the Santa Clara Valley. Nitrogen emissions resulting from increased traffic to Downtown could contribute to cumulative impacts to serpentine soils outside of the City. However, it was determined that the Downtown Strategy 2040 would reduce vehicle traffic and associated emissions over the long term. The Downtown Strategy 2040 EIR also found that cumulative shading and increased disturbance in riparian habitats and special-status fish habitat would be minimized through adherence to building setbacks requirements and other measures.

The DSAP Amendment would continue to incorporate measures identified in the Downtown Strategy 2040 EIR to minimize contributions to cumulative impacts to special-status species, riparian habitats, and fish species. As described above, shading impacts from increases in building heights would be limited through the use of building setbacks and application of the 2019 Downtown Design Guidelines and Standards during the project approval process. As the DSAP Amendment is intended to reduce

automobile traffic and associated emissions, cumulative impacts to serpentine soils outside the City would also be minimized. Therefore, the DSAP Amendment would not substantially contribute to cumulative impacts to biological resources.

Effects of the DSAP Amendment on Identified Cumulative Impacts

Cumulative Air Quality and Greenhouse Gas Impacts

As discussed in **Section 3.3, Air Quality,** and **Section 3.8, Greenhouse Gas Emissions**, air pollution is a largely cumulative impact by nature. The geographic area for cumulative air quality impacts is the SFBAAB. Past, present, and future development projects all contribute to the region's adverse air quality impacts, but no single project is sufficient in size to, by itself, result in nonattainment of ambient air quality standards. In developing thresholds of significance for air pollutants, BAAQMD considered the emission levels for which a project's individual emissions would be cumulatively considerable. As identified in the Downtown Strategy 2040 EIR, if a project under the Downtown Strategy 2040 were to exceed the identified significance thresholds, its emissions would be cumulatively considerable, resulting in significant adverse air quality impacts to the region's existing air quality conditions. Because the Downtown Strategy 2040 was found to exceed BAAAMD thresholds for criteria pollutant emissions, the Downtown Strategy 2040 EIR determined that there would be a significant and unavoidable cumulative impact on operational air pollutant emissions. This finding was consistent with the 2040 General Plan EIR.

By increasing development capacity within Downtown, the DSAP Amendment would contribute to the existing significant unavoidable impacts identified in the Downtown Strategy 2040 EIR and would incrementally increase emissions within Downtown (**Table 12**). However, the increased development capacity within the DSAP area and Downtown would be reallocated from other planned growth areas identified in the 2040 General Plan and analyzed in the 2040 General Plan EIR. Therefore, there would be no net change in development capacity within the City or the SFBAAB from implementation of the DSAP Amendment. Furthermore, the DSAP Amendment would concentrate growth identified in the 2040 General Plan around transit and employment opportunities leading to a decrease in VMT and associated personal vehicle emissions in Downtown and Citywide. Therefore, 2040 total emissions within the SFBAAB would be expected to remain the same or decrease with implementation of the DSAP Amendment. While the DSAP Amendment would contribute to an existing significant and unavoidable cumulative impact, this contribution would not be new or substantially worse than that identified in the Downtown Strategy 2040 EIR or 2040 General Plan EIR.

Cumulative Cultural Resources Impacts

Build out of the DSAP Amendment would contribute to previously-identified cumulative historic resources impacts at the Citywide level. As with the Downtown Strategy 2040, future development could affect Structures of Merit that are currently listed on the City's HRI and unidentified properties that may become Structures of Merit, which are not significant resources under CEQA but contribute to the historic fabric of the City. Removal of individual Structures of Merit would be less than significant when viewed on a project-by-project basis. However, redevelopment of many of the non-significant properties currently listed on the City's HRI within Downtown would be considered a significant cumulative impact due to the collective loss of historical structures and destruction of the area's historic fabric. While individual projects built under the DSAP Amendment would be required to follow the more

stringent historic adjacency guidelines described in **Table 16** above, the DSAP Amendment would still contribute to the cumulative impact identified in the Downtown Strategy 2040 EIR.

As discussed in **Section 2.3.4.1**, the current DISC Plan is not compatible with the current location of the Southern Pacific Depot due to the need to add tracks and expand platforms to accommodate the planned service. When combined with the contributions of the DSAP Amendment, this could represent a substantially greater contribution to a cumulative historic resources impact than that discussed in the Downtown Strategy 2040 EIR. However, the DISC Plan is still in early stages of development and the current proposal to relocate the historic depot building lacks public support. It would be speculative to assume that the DISC Plan will move forward in its current form. Therefore, this cumulative analysis assumes that the Southern Pacific Depot/Diridon Station building will not be relocated.

Although the DSAP Amendment would increase development capacity within the DSAP area beyond what assumed in the Downtown Strategy 2040 EIR, this increase would be accomplished by raising maximum allowable building heights in areas already planned for development rather than introducing planned development in places previously planned for preservation. Because the DSAP Amendment would not propose development in any new areas beyond those assumed and studied in the Downtown Strategy 2040 EIR, individual projects under the DSAP Amendment would have the same potential to affect Structures of Merit. Therefore, while buildout of projects under the DSAP Amendment would contribute to the previously-identified significant unavoidable impact, this contribution would be similar to that identified in the Downtown Strategy 2040 EIR.

Cumulative Noise and Vibration Impacts

As discussed in **Section 3.13, Noise**, and demonstrated in **Table 23**, the DSAP Amendment would result in cumulatively considerable traffic noise increases along segments of Autumn Street, Josefa Street, Montgomery Street, Park Avenue, Royal Avenue, Stockton Avenue, West San Carlos Street, and West Julian Street. Despite a combination of mitigation measures, such as the repaving of area roadways with a “quiet pavement”, replacement or construction of noise barriers, traffic calming, and sound insulation above applied (see **Section 3.13.2.1**), this impact would remain significant and unavoidable. As discussed above, the Downtown Strategy 2040 EIR analyzed a different set of intersections and roadway segments than the present DSAP Amendment analysis; each analysis looked at a set of intersection and roadway segments that represented their respective project areas. However, the DSAP Amendment’s contribution to the existing significant unavoidable cumulative impact would be of a similar magnitude to that identified in the Downtown Strategy 2040 EIR (i.e., between 1 and 2 dBA). Therefore, while the DSAP Amendment would contribute to an existing significant and unavoidable cumulative impact, this contribute would be similar to that identified in the Downtown Strategy 2040 EIR.

Cumulative Population and Housing Impacts

Because growth associated with the project would be reallocated from elsewhere within the City, the project would not change the overall number of jobs and housing planned for the City in the 2040. Therefore, as discussed in **Section 3.14, Population and Housing**, the project would contribute to the significant unavoidable jobs/housing imbalance identified in the 2040 General Plan EIR. However, this contribution would not be new or substantially worse than the contribution identified in the Downtown Strategy 2040 EIR.

Direct or Indirect Adverse Effects on Human Beings

Based on the analysis in **Section 3, Evaluation of Environmental Impacts**, the DSAP Amendment would not result in any new or substantially worse direct or indirect adverse effects on human beings than previously identified in the Downtown Strategy 2040 EIR.

3.21.2 Conclusion

Changes to the Downtown Strategy 2040 to accommodate the proposed DSAP Amendment would not result in new or substantially worse impacts than those identified in the Downtown Strategy 2040 EIR because increased development capacity would be reallocated to the DSAP area from existing growth areas planned for in the 2040 General Plan. Measures identified in the Downtown Strategy 2040 EIR would continue to apply and new requirements, including the updated Downtown Design Guidelines and Standards would reduce impacts to levels commensurate with those discussed in the Downtown Strategy 2040 EIR. Based on this, the City finds that:

A. Substantial changes in Downtown Strategy 2040 and circumstances resulting in new significant cumulative effects or a substantial increase in the severity of previously identified significant cumulative effects in the Downtown Strategy 2040 EIR have not occurred;

B. New information of substantial importance with respect to the cumulative scenario resulting in new significant cumulative effects or a substantial increase in the severity of previously identified cumulative effects in the Downtown Strategy 2040 EIR has not been identified.

Therefore, the conclusions in the Downtown Strategy 2040 EIR would remain valid with implementation of the DSAP Amendment.

SECTION 4: GROWTH INDUCING IMPACTS

A project is considered growth-inducing if it would: directly or indirectly foster economic or population growth or the construction of additional housing; if it would remove obstacles to population growth or tax community service facilities to the extent that the construction of new facilities would be necessary; or if it would encourage or facilitate other activities that cause significant environmental effects.

While economic and employment growth within Downtown is an intended consequence of the DSAP Amendment, growth induced directly and indirectly could also affect the greater region. Increased future employment generated by resident and employee spending ultimately results in physical development of space to accommodate those employees. The characteristics of this developed physical space at a specific location determines the type and magnitude of environmental impacts associated with additional economic activity. It would be speculative to identify the specific location of jobs created as an indirect result of the DSAP Amendment. Therefore, it would also be speculative to identify any specific environmental impact other than those already identified for cumulative development under the 2040 General Plan.

As discussed in **Section 3.14, Population and Housing,** the Downtown Strategy 2040 EIR determined that the Downtown Strategy 2040 would contribute to a significant and unavoidable growth-inducing impact identified previously in the 2040 General Plan EIR given the large scale of development proposed. The DSAP Amendment would further increase development capacity within Downtown but would not increase overall development capacity planned for the City in the 2040 General Plan. As discussed throughout **Section 3, Evaluation of Environmental Impacts**, increased development capacity associated with the DSAP Amendment would not create new or worse environmental impacts beyond those already identified in the Downtown Strategy 2040 EIR. Therefore, the DSAP Amendment would not create a new or worse growth inducing impact beyond that identified in the Downtown Strategy 2040 EIR.

SECTION 5: SIGNIFICANT AND IRREVERSIBLE ENVIRONMENTAL CHANGES

An EIR must identify any significant irreversible environmental changes that would be caused by the proposed project being analyzed. Irreversible environmental changes may include current or future commitments to the use of non-renewable resources, or secondary or growth-inducing impacts that commit future generations to similar uses. In addition, irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified. The CEQA Guidelines describe three categories of significant irreversible changes that should be considered, as further detailed below.

5.1 Changes in land use which would commit future generations

As described in the Downtown Strategy 2040 EIR, the City's long-range vision for redevelopment in Downtown focuses on revitalizing the traditional Downtown center by allowing higher density infill development in areas with significant unbuilt and underutilized parcels of land and replacement of underutilized uses. The DSAP Amendment would further encourage infill development of similar types, though at higher densities in some areas. Such growth and revitalization would not commit future generations to substantial changes in land use.

5.2 Irreversible changes from environmental actions

The Downtown Strategy 2040 EIR determined that the only irreversible changes to the environment that could occur from implementation of the Downtown Strategy 2040 EIR was the accidental release of hazardous materials associated with development. However, it was found that compliance with hazardous materials regulations and policies, and the remediation of existing conditions within Downtown as outlined in **Section 3.9, Hazards and Hazardous Materials**.

Given that the DSAP Amendment would be subject to all of the same regulations, policies, and measures as the Downtown Strategy 2040, the DSAP Amendment would not result in any irreversible changes from environmental actions.

5.3 Consumption of non-renewable resources

Consumption of nonrenewable resources includes increased energy consumption, conversion of agricultural lands to urban uses, and lost access to mineral reserves. The Downtown Strategy 2040 EIR concluded that build out would redevelop underutilized parcels in Downtown San José. No agricultural lands would be converted and no access to mining reserves would be lost with implementation of Downtown Strategy 2040. While implementation of Downtown Strategy 2040 would require additional energy of several types for construction and for on-going use, it would not require the construction of major new lines to deliver energy. Furthermore, to the extent that growth throughout the City is partly an expression of regional demand, development within Downtown would represent a more efficient allocation of non-renewable resources than many other types or patterns of growth. Given that the DSAP Amendment would further concentrate growth within Downtown, the DSAP Amendment is expected to increase efficiencies regarding the use of non-renewable resources within the City.

SECTION 6: SIGNIFICANT AND UNAVOIDABLE IMPACTS

As discussed through **Section 3, Evaluation of Environmental Impacts**, the DSAP Amendment would not result in any new or substantially worse environmental impacts, beyond those identified in the Downtown Strategy 2040 EIR. However, the DSAP Amendment would contribute to the following significant and unavoidable impacts identified within the Downtown Strategy 2040 EIR:

Impact AQ-1: Build-out of the Downtown Strategy 2040 would result in a significant increase in criteria pollutants in the Bay area, contributing to existing violations of ozone standards. **(Significant Unavoidable Impact)**

Impact C-AQ-1: Build-out of the Downtown Strategy 2040 would result in a significant increase in criteria pollutants in the Bay Area, contributing to existing violations of ozone standards. **(Significant Unavoidable Cumulative Impact)**

Impact C-CUL-1: Downtown Strategy 2040 would make a cumulatively considerable contribution to previously identified significant impacts to historic resources. **(Significant Unavoidable Cumulative Impact)**

Impact GHG-1: Build-out of the Downtown Strategy 2040 would result in significant GHG emissions under 2040 conditions. **(Significant Unavoidable Impact)**

Impact C-GHG-1: Build-out of the Downtown Strategy 2040 would result in significant GHG emissions under 2040 conditions. **(Significant Unavoidable Cumulative Impact)**

Impact NV-1: Build-out of the Downtown Strategy 2040 would result in a significant unavoidable impact at existing noise-sensitive land uses adjacent to segments of Santa Clara Street, Autumn Street, San Carlos Street, Bird Avenue, Julian Street, Almaden Boulevard, Race Street, The Alameda, King Road, First Street, Fruitdale Avenue, Alma Avenue, Naglee Avenue, and Keyes Street due to substantial increases in traffic noise. **(Significant Unavoidable Impact)**

Impact C-NV-1: Build-out of the Downtown Strategy 2040 would result in a significant unavoidable cumulative noise impact at existing noise-sensitive land uses adjacent to segments of Santa Clara Street, Autumn Street, San Carlos Street, Bird Avenue, Julian Street, Almaden Boulevard, Race Street, The Alameda, King Road, North First Street, Fruitdale Avenue, Alma Avenue, Naglee Avenue, and Keyes Street. due to substantial increases in traffic noise. **(Significant Unavoidable Cumulative Impact)**

Impact C-PH-1: Future development under the proposed Downtown Strategy 2040 would make a substantial contribution to the significant unavoidable impact related to the jobs/housing imbalance, as identified in the 2040 General Plan EIR. **(Significant Unavoidable Cumulative Impact)**

Impact GI-1: Future development under the proposed Downtown Strategy 2040 would make a substantial contribution to the significant unavoidable growth-inducing impact identified in the 2040 General Plan EIR. **(Significant Unavoidable Impact)**

SECTION 7: CONCLUSION

While the DSAP Amendment would increase development capacity within the DSAP area and Downtown, it would do so through a reallocation of planned growth previously identified and studied in both the 2040 General Plan EIR and the Downtown Strategy 2040 EIR. Therefore, the DSAP Amendment would not create new Citywide or regional impacts beyond what has already been identified in those documents. Adherence to the updated and more stringent Downtown Design Guidelines and Standards adopted in 2019 would further reduce potential localized impacts such as aesthetics, shade and shadow, built resources, and biological impacts to the Guadalupe River and Los Gatos Creek. Correct implementation of these guidelines—and all relevant measures and requirements identified in the Downtown Strategy 2040 for the purpose of avoiding or mitigating impacts—would be ensured through the City's project-level design review process.

Based on the analysis in **Section 3**, which compares the potential effects of the DSAP Amendment with the potential environmental impacts as discussed in the Downtown Strategy 2040 Final EIR, the DSAP Amendment would not require revisions of the Downtown Strategy 2040 Final EIR due to:

- ***No Substantial Project Changes*:** There are no substantial changes proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects (State CEQA Guidelines Section 15162(a)(1)).
- ***No Substantial Changes in Circumstances*:** In addition, no substantial changes have occurred with respect to the circumstances under which the project would be undertaken which would require major revisions of the Downtown Strategy 2040 Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects (State CEQA Guidelines Section 15162(a)(2)).
- ***No Substantial New Information*:** Finally, no new information of substantial importance has been presented which would shows any of the following:

  a) The DSAP Amendment would have one or more significant effects not discussed in the prior EIR;

  b) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

  c) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents declined to adopt the mitigation measure or alternatives; or

  d) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents declined to adopt the mitigation measure or alternative (State CEQA Guidelines Section 15162(a)(3)).

Therefore, none of the conditions described in Section 15162 of the State CEQA Guidelines requiring preparation of a subsequent EIR have occurred. The project as revised, and as described in this addendum, does not create any of the conditions described in Section 15162 of the CEQA Guidelines that call for the preparation of a subsequent EIR.

Thus, an addendum to the Downtown Strategy 2040 Final EIR is the appropriate environmental documentation to analyze the potential environmental impacts that would result from the refinement to the project description.

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Appendix A - Air Quality and Greenhouse Gas Assessment

Appendix A: Air Quality and Greenhouse Gas Assessment

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DIRIDON STATION AREA PLAN AMEDMENT – AIR QUALITY AND GREENHOUSE GAS ASSESSMENT

San José, California

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Prepared for:

Andrew Metzger
Project Manager
Circlepoint
46 S 1st Street
San José CA 95113

Prepared by:

James A. Reyff and
Mimi McNamara

ILLINGWORTH & RODKIN, INC.
Acoustics • Air Quality
429 E. Cotati Ave
Cotati, CA 94931
(707) 794-0400

I&R Project #20-046

INTRODUCTION

This report examines air quality and greenhouse gas (GHG) emissions for the Diridon Station Area Plan (DSAP) Amendment, includes a summary of applicable air quality and GHG regulations, and analyzes potential air quality and GHG impacts associated with the DSAP amendment. The DSAP amendment would increase commercial and residential development within the Downtown boundary. This report includes a summary of applicable air quality and GHG regulations and analyzes potential air quality impacts and GHG emissions associated with the proposed DSAP amendment.

BACKGROUND

The DSAP was adopted in 2014 in response to the planned extension of Bay Area Rapid Transit (BART) and High-Speed Rail (HSR) service to San José's Diridon Station. The goal of the DSAP was to forecast the maximum possible build-out of new transit-related development in the station area including office, retail, residential, and hotel uses. The DSAP integrates open space, transportation and land uses to create an expansion of Downtown San José. The majority of the DSAP is within the Downtown boundary and was considered as part of the Downtown Strategy (DTS) 2040 EIR, which was certified and adopted in December 2018 to update and replace the prior DTS for development and redevelopment of Downtown San José through the year 2040. Due to the more recent environmental review and VMT analysis prepared for the Downtown Strategy 2040 EIR, the City determined that the Downtown Strategy 2040 is the controlling document to the extent that there is any inconsistency between it and the DSAP.

Since adoption of the DTS 2040 in 2018, the City has adopted new design guidelines for Downtown San José and a new citywide climate action plan, Climate Smart San José. Plans for Diridon Station itself have also evolved as the City continues to work with Caltrain, the California High-Speed Rail Authority, and the Santa Clara Valley Transportation Authority (VTA) on the Diridon Integrated Station Concept (DISC) Plan process. Additionally, an 81-acre mixed-use project (Downtown West) has been proposed that would occupy between 50 and 60 percent of the total DSAP area.

An Addendum to the DTS 2040 EIR is currently being prepared to analyze proposed increases in density and development capacity that would be added to the DSAP as part of the DSAP Amendment project. **The purpose of this report is to assess whether the changes to DSAP, proposed as part of the DSAP Amendment project would result in new impacts or increase the severity of impacts identified in the DTS 2040 EIR.** The Downtown West project is currently undergoing separate, project-level environmental review; therefore, this report only evaluates changes proposed under the Downtown West project as part of a cumulative scenario.

PROJECT DESCRIPTION

The project site is located in Northern California within Santa Clara County. As defined in the 2014 DSAP, the DSAP boundary encompasses approximately 238 acres west of State Route 87 (SR 87) and south of the Norman Y. Mineta San José International Airport. The DSAP area is generally bounded by Lenzen Avenue and the UPRR tracks to the north, Interstate 280 (I-280) to the south, the Guadalupe River and Delmas Avenue to the east, and Sunol Avenue and the Diridon Station commuter rail tracks to the west. The 2014 DSAP boundaries, DSAP Amendment boundaries, and the DTS 2040 site boundaries are shown in Figure 1.

As part of the DSAP Amendment, the DSAP boundaries would be expanded by approximately 24 acres, increasing the total DSAP area from approximately 238 acres to 262 acres, including:

- Incorporation of the area bounded by Autumn Street, St. John Street, Guadalupe River, and West Julian Street
- Incorporation of the former Trammel Crow/Old SJ Water Company site bounded by West Santa Clara Street, Los Gatos Creek, West San Fernando Street, and the Guadalupe River
- Incorporation of undeveloped areas along Los Gatos Creek between West Santa Clara Street and Park Avenue.

Development Capacity Changes

The City of San José evaluated two development capacity scenarios based on a capacity study conducted by Skidmore, Owings & Merrill LLP in January 2020: one with a residential focus and one with a commercial focus. For the purpose of this CEQA analysis, a maximum envelope including the greatest possible residential and commercial capacities from each scenario is assumed. Table 1 shows the proposed maximum buildout compared to the 2014 DSAP assumptions contained in the DTS 2040 EIR. The Downtown West maximum buildout in relation to the DSAP development capacity is also included.

The growth shown in Table 1 is a summary of planned growth capacity in the 2014 DSAP and planned General Plan development capacity equivalent to approximately 12,619 housing units and 14.1 million square feet of commercial office space proposed to be reallocated to Downtown from other planning areas identified in the General Plan to support transit-oriented development. Additional retail and hotel space proposed as part of the Downtown West project (separate project) would be reallocated to the DSAP area from within the Downtown boundaries. Figure 2 shows the Downtown West project boundaries in relation to the DSAP Amendment and DTS 2040 site boundaries.

As shown in Table 1, **the project would increase the development capacity in the DSAP and Downtown by up to 7,838,000 square feet of commercial office space and up to 7,044 residential units. This increase is the focus of the present Addendum to the Downtown Strategy 2040 EIR.** Under a cumulative scenario, the Downtown West project proposes to further increase development capacity in the DSAP by up to 6,306,000 square feet of commercial office space, 469,000 square feet of retail space, 5,575 residential units, and 1,100 hotel rooms. The Downtown West project is undergoing separate, project-level environmental review. Therefore,

additional growth from the Downtown West project is only considered as part of the cumulative scenario within this Addendum. The two projects would result in a total increase of growth capacity in DSAP and Downtown by 14,144,000 square feet of commercial office space, 469,000 square feet of retail space, 12,619 residential units, and 1,100 hotel rooms. This would result in a net increase of 10,031 residential units, 8,144,649 square feet of office space, and 612,005 square feet of retail space above what was planned for in the 2014 DSAP.

Commercial office and residential growth would be reallocated to the DSAP area from outside the Downtown boundary. Therefore, this additional development capacity would represent a net increase in development capacity for the DTS 2040. Retail and hotel growth proposed as part of the Downtown West project would be reallocated to the Downtown West project area from other areas within the Downtown boundary. This growth from the Downtown West project would not represent a net increase in development capacity within Downtown. Additionally, the DSAP Amendment would allow up to 24,166 square feet of commercial office space and up to 2,671 residential units located in areas within DSAP but outside of the Downtown boundary. This portion of the project related growth would not represent an increase in development capacity above what was planned for in the Downtown Strategy 2040. Table 2 summarizes the net growth in the Downtown Strategy 2040 development capacity from the DSAP Amendment. The proposed growth from the Downtown West project within the DTS boundaries is also listed.

Table 1. Change in Maximum DSAP Development Capacity

Scenario	Office (sf)	Retail (sf)	Residential (units)	Hotel (units)
DSAP (2015)	4,963,400	424,100	2,588	900
Proposed DSAP Amendment (Project Changes)	7,838,000	-	7,044	-
Total DSAP Development Capacity	**12,801,400**	**424,100**	**9,632**	**900**
Proposed Amendment to DSAP Capacity (Downtown West Project)	6,306,000	469,000	5,575	1,100

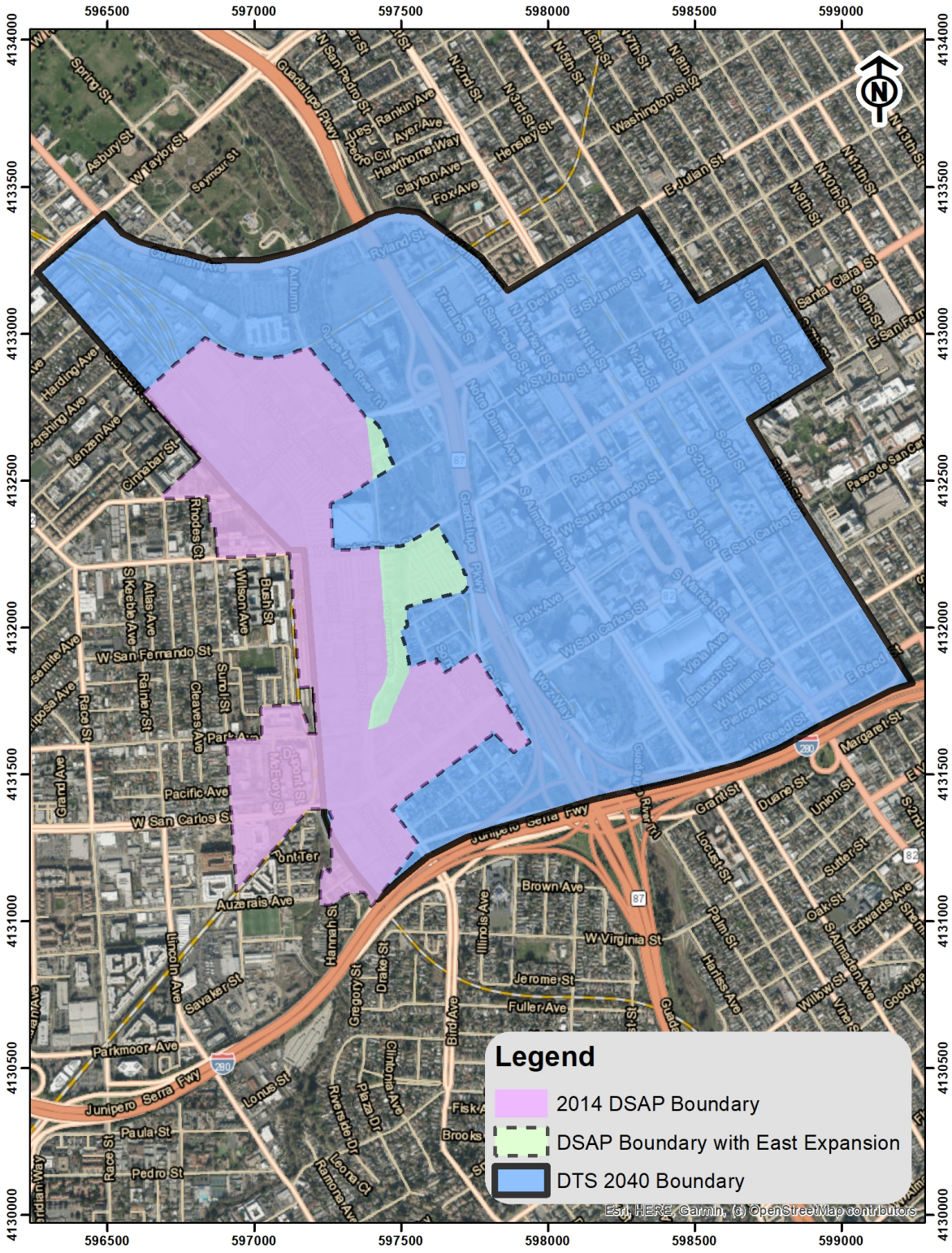
Source: City of San José 2020

Table 2. Change in Maximum Downtown Strategy 2040 Buildout

Scenario	Office (sf)	Retail (sf)	Residential (units)	Hotel (units)
Downtown Strategy 2040 (2018)	14,200,000	1,400,000	14,360	3,600
Proposed Amendment to DSAP Capacity within Downtown Boundary (Project Changes)	7,813,834	-	4,373	-
Total DSAP Development Capacity within DTS Boundaries	**22,013,834**	**1,400,000**	**18,733**	**3,600**
Proposed Amendment to DSAP Capacity (Downtown West)	6,306,000	-	5,575	-

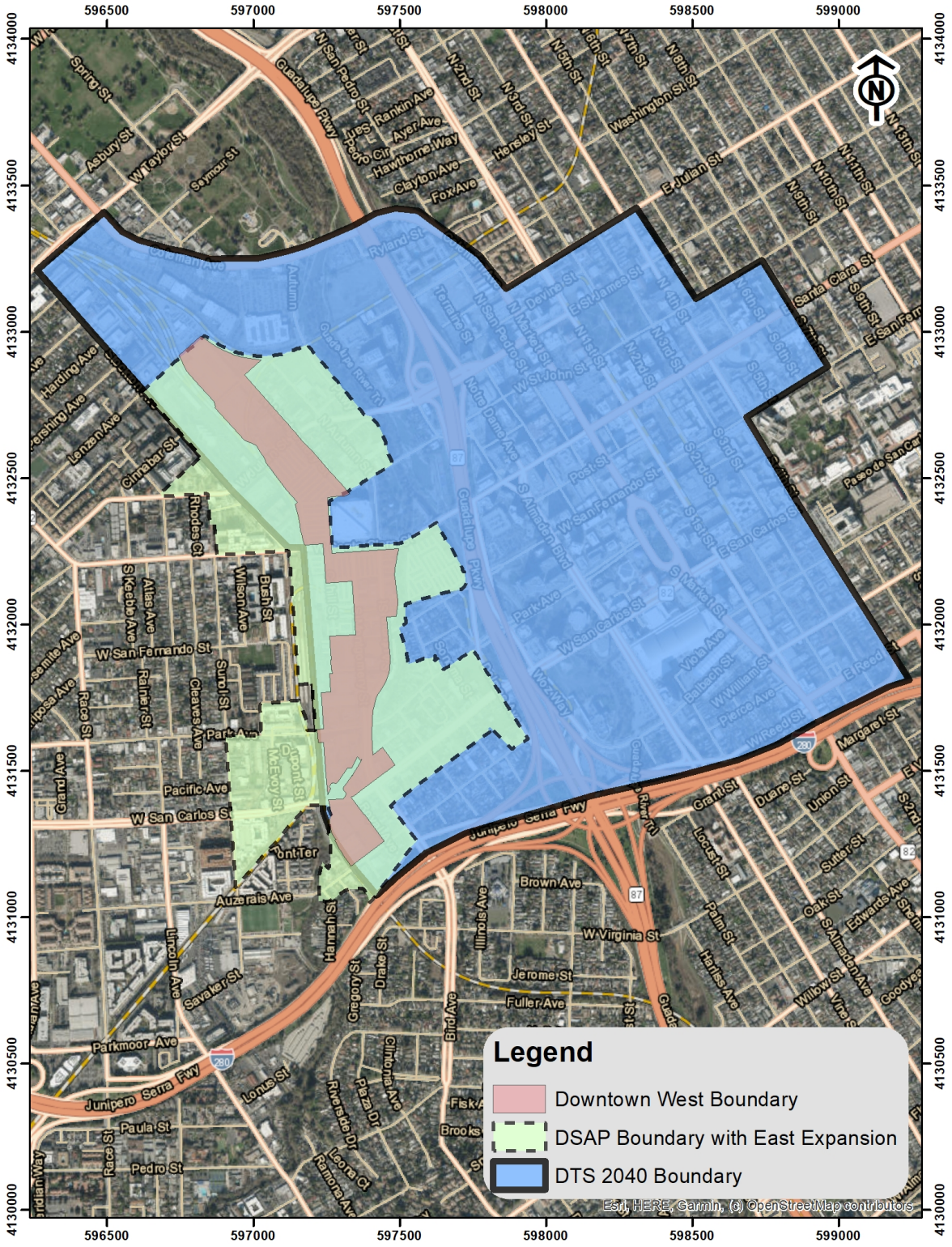
Source: City of San José 2020

Figure 1. 2014 DSAP, DSAP Amendment and Downtown Boundaries



Note that the DTS 2040 study limits are the Downtown boundaries as defined in the Envision San José 2040 General Plan
Source: Shapefiles from Circlepoint, 2020 using ArcMap 1.8.1

Figure 2. DSAP Amendment Plan Boundaries, Downtown West Project Site, and Downtown Strategy 2040 Site Boundaries



Source: Shapefiles from Circlepoint, 2020 using ArcMap 10.8.1

SETTING

Local Climate and Air Quality

Air quality is a function of both local climate and local sources of air pollution. Air quality is the balance of the natural dispersal capacity of the atmosphere and emissions of air pollutants from human uses of the environment. Climate and topography are major influences on air quality.

Climate and Meteorology

During the summer, mostly clear skies result in warm daytime temperatures and cool nights in the Santa Clara Valley. Winter temperatures are mild, except for very cool but generally frost-less mornings. Further inland where the moderating effect of the bay is not as strong, temperature extremes are greater. Wind patterns are influenced by local terrain, with a northwesterly sea breeze typically developing during the daytime. Winds are usually stronger in the spring and summer. Rainfall amounts are modest, ranging from 13 inches in the lowlands to 20 inches in the hills.

Air Pollution Potential

Ozone and fine particle pollution ($PM_{2.5}$) are the major regional air pollutants of concern in the San Francisco Bay Area. Ozone is primarily a problem in the summer, and fine particle pollution in the winter. Most of Santa Clara County is well south of the cooler waters of the San Francisco Bay and far from the cooler marine air which usually reaches across San Mateo County in summer. Ozone frequently forms on hot summer days when the prevailing seasonal northerly winds carry ozone precursors southward across the county, causing health standards to be exceeded. Santa Clara County experiences many exceedances of the $PM_{2.5}$ standard each winter. This is due to the high population density, wood smoke, freeway traffic, and poor wintertime air circulation caused by extensive hills to the east and west that block wind flow into the region.

Attainment Status Designations

The California Air Resources Board (CARB) is required to designate areas of the state as attainment, nonattainment, or unclassified for all state standards. An “attainment” designation for an area signifies that pollutant concentrations did not violate the standard for that pollutant in that area. A “nonattainment” designation indicates that a pollutant concentration violated the standard at least once, excluding those occasions when a violation was caused by an exceptional event, as defined in the criteria. An “unclassified” designation signifies that data does not support either an attainment or nonattainment status. The California Clean Air Act (CCAA) divides districts into moderate, serious, and severe air pollution categories, with increasingly stringent control requirements mandated for each category.

Table 3 shows the state and federal standards for criteria pollutants and provides a summary of the attainment status for the San Francisco Bay Area with respect to national and state ambient air quality standards.

Table 3. NAAQS, CAAQS, and San Francisco Bay Area Attainment Status

Pollutant	Averaging Time	California Standards		National Standards	
		Concentration	Attainment Status	Concentration	Attainment Status
Carbon Monoxide (CO)	8-Hour	9 ppm (10 mg/m^3)	Attainment	9 ppm (10 mg/m^3)	Attainment
	1-Hour	20 ppm (23 mg/m^3)	Attainment	35 ppm (40 mg/m^3)	Attainment
Nitrogen Dioxide (NO_2)	Annual Mean	0.030 ppm (57 mg/m^3)	Attainment	0.053 ppm (100 µg/m^3)	Attainment
	1-Hour	0.18 ppm (338 µg/m^3)	Attainment	0.100 ppm	Unclassified
Ozone (O_3)	8-Hour	0.07 ppm (137 µg/m^3)	Nonattainment	0.070 ppm	Nonattainment
	1-Hour	0.09 ppm (180 µg/m^3)	Nonattainment	Not Applicable	Not Applicable
Suspended Particulate Matter (PM_{10})	Annual Mean	20 µg/m^3	Nonattainment	Not Applicable	Not Applicable
	24-Hour	50 µg/m^3	Nonattainment	150 µg/m^3	Unclassified
Suspended Particulate Matter ($PM_{2.5}$)	Annual Mean	12 µg/m^3	Nonattainment	12 µg/m^3	Attainment
	24-Hour	Not Applicable	Not Applicable	35 µg/m^3	Nonattainment
Sulfur Dioxide (SO_2)	Annual Mean	Not Applicable	Not Applicable	80 µg/m^3 (0.03 ppm)	Attainment
	24-Hour	0.04 ppm (105 µg/m^3)	Attainment	365 µg/m^3 (0.14 ppm)	Attainment
	1-Hour	0.25 ppm (655 µg/m^3)	Attainment	0.075 ppm (196 µg/m^3)	Attainment

Notes: Lead (Pb) is not listed in the above table because it has been in attainment since the 1980s. ppm = parts per million, mg/m^3 = milligrams per cubic meter, µg/m^3 = micrograms per cubic meter

Source: Bay Area Air Quality Management District, 2017. *Air Quality Standards and Attainment Status.* January 5.

Existing Air Pollutant Levels

The Bay Area Air Quality Management District (BAAQMD) monitors air pollution at various sites within the Bay Area. The closest air monitoring station (158 Jackson Street) that monitored O_3, CO, NO, NO_2, PM_{10}, and $PM_{2.5}$ over the past 5 years (2014 through 2018) is in the City of San José approximately 5 miles southwest of the project site. The data shows that during the past few years, the project area has exceeded the state and/or federal O_3, PM_{10}, and $PM_{2.5}$ ambient air quality standards. Table 4 lists air quality trends in data collected at the San José Station for the past 5 years and published by the BAAQMD, which is the most recent time-period available. Ozone standards are exceeded on 0 to 4 days annually in San José and 3 to 15 days throughout the Bay Area. Measured 24-hour PM_{10} and $PM_{2.5}$ concentrations are exceeded on 0 to 6 monitoring days in San José and up to 18 days at any place in the Bay Area (note these levels were influences by smoke from wildfires).

Table 4. Ambient Air Quality Concentrations from 2014 through 2018

Pollutant		Standard	2014	2015	2016	2017	2018
Ozone							
Max 1-hr concentration			89 ppb	94 ppb	87 ppb	121 ppb	78 ppb
No. days exceeded:	CAAQS	90 ppb	0	0	0	3	0
Max 8-hr concentration			66 ppb	81 ppb	66 ppb	98 ppb	61 ppb
No. days exceeded:	CAAQS	70 ppb	0	2	0	4	0
	NAAQS	70 ppb	0	2	0	4	0
Carbon Monoxide							
Max 1-hr concentration			2.4 ppm	2.4 ppm	2.0 ppm	2.1 ppm	2.5 ppm
No. days exceeded:	CAAQS	20 ppm	0	0	0	0	0
	NAAQS	35 ppm	0	0	0	0	0
Max 8-hr concentration			1.9 ppm	1.8 ppm	1.4 ppm	1.8 ppm	2.1 ppm
No. days exceeded:	CAAQS	9.0 ppm	0	0	0	0	0
	NAAQS	9 ppm	0	0	0	0	0
PM_{10}							
Max 24-hr concentration			55 µg/m^3	58 µg/m^3	41 µg/m^3	70 µg/m^3	122 µg/m^3
No. days exceeded:	CAAQS	50 µg/m^3	1	1	0	6	4
	NAAQS	150 µg/m^3	0	0	0	0	0
Max annual concentration			19.9 µg/m^3	22.0 µg/m^3	18.5 µg/m^3	21.6 µg/m^3	23.1 µg/m^3
No. days exceeded: State		-	-	-	-	-	-
$PM_{2.5}$							
Max 24-hr concentration			60.4 µg/m^3	49.4 µg/m^3	22.6µg/m^3	49.7 g/m^3	133.9µg/m^3
No. days exceeded:	NAAQS	35 µg/m^3	2	2	0	6	4
Annual Concentration			8.4 µg/m^3	10.0 g/m^3	8.4 µg/m^3	9.5 µg/m^3	12.8µg/m^3
No. days exceeded:	CAAQS	12 µg/m^3	-	-	-	-	-
	NAAQS	12 µg/m^3	-	-	-	-	-
Nitrogen Dioxide							
Max 1-hr concentration			58 ppb	49 ppb	51 ppb	68 ppb	86 ppb
No. days exceeded:	CAAQS	180 ppb	0	0	0	0	0
	NAAQS	100 ppb	0	0	0	0	0
Annual Concentration			13 ppb	13 ppb	11 ppb	12 ppb	13 ppb
No. days exceeded:	CAAQS	30 ppb	-	-	-	-	-
	NAAQS	53 ppb	-	-	-	-	-

Source: Bay Area Air Quality Management District, 2019

Regulatory Framework

Pursuant to the Federal Clean Air Act (FCAA) of 1970, the Environmental Protect Agency (EPA) established the National Ambient Air Quality Standards (NAAQS). The NAAQS were established for major pollutants, termed "criteria" pollutants. Criteria pollutants are defined as those pollutants for which the federal and state governments have established ambient air quality standards, or criteria, for outdoor concentrations in order to protect public health.

Both the EPA and the CARB have established ambient air quality standards for common pollutants: CO, O_3, NO_2, SO_2, Pb, and PM. In addition, the state has set standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility reducing particles. These standards are designed to protect the health and welfare of the public with a reasonable margin of safety. These ambient air quality standards are levels of contaminants which represent safe levels that avoid specific adverse health effects associated with each criteria pollutant.

Federal Air Quality Regulations

At the federal level, the EPA has been charged with implementing national air quality programs. EPA's air quality mandates are drawn primarily from the FCAA, which was enacted in 1963. The FCAA was amended in 1970, 1977, and 1990.

The FCAA required EPA to establish primary and secondary NAAQS and required each state to prepare an air quality control plan referred to as a State Implement Plan (SIP). Federal standards include both primary and secondary standards. Primary standards set limits to protect public health, including the health of sensitive populations such as asthmatics, children, and the elderly. Secondary standards set limits to protect public welfare, including protection against decreased visibility, damage to animals, crops, vegetation, and buildings.[1] The Federal Clean Air Act Amendments of 1990 (FCAAA) added requirements for states with nonattainment areas to revise their SIPs to incorporate additional control measures to reduce air pollution. The SIP is periodically modified to reflect the latest emissions inventories, planning documents, and rules and regulations of the air basins as reported by their jurisdictional agencies. EPA has responsibility to review all state SIPs to determine conformity with the mandates of the FCAAA and determine if implementation will achieve air quality goals. If the EPA determines a SIP to be inadequate, a Federal Implementation Plan (FIP) may be prepared for the nonattainment area which imposes additional control measures. Failure to submit an approvable SIP or to implement the Plan within the mandated timeframe may result in the application of sanctions on transportation funding and stationary air pollution sources in the air basin.

The 1970 FCAA authorized the establishment of national health-based air quality standards and set deadlines for their attainment. The FCAA Amendments of 1990 changed deadlines for attaining NAAQS as well as the remedial actions required of areas of the nation that exceed the standards. Under the FCAA, state and local agencies in areas that exceed the NAAQS are required to develop SIPs to show how they will achieve the NAAQS by specific dates. The FCAA requires that projects receiving federal funds demonstrate conformity to the approved SIP and local air quality

[1] See: U.S. Environmental Protection Agency, Web: https://www.epa.gov/criteria-air-pollutants/naaqs-table, Accessed 13 August 2020

attainment Plan for the region. Conformity with the SIP requirements would satisfy the FCAA requirements.

State Air Quality Regulations

The CARB is the agency responsible for the coordination and oversight of state and local air pollution control programs in California and for implementing the CCAA, adopted in 1988. The CCAA requires that all air districts in the state achieve and maintain the CAAQS by the earliest practical date. The CCAA specifies that districts should focus on reducing the emissions from transportation and air-wide emission sources and provides districts with the authority to regulate indirect sources.

CARB is also responsible for developing and implementing air pollution control plans to achieve and maintain the NAAQS. CARB is primarily responsible for statewide pollution sources and produces a major part of the SIP. Local air districts provide additional strategies for sources under their jurisdiction. CARB combines this data and submits the completed SIP to the EPA.

Other CARB duties include monitoring air quality (in conjunction with air monitoring networks maintained by air pollution control and air quality management districts), establishing CAAQS (which in many cases are more stringent than the NAAQS), determining and updating area designations and maps, and setting emissions standards for new mobile sources, consumer products, small utility engines, and off-road vehicles.

California Clean Air Act

In 1988, the CCAA required that all air districts in the state endeavor to achieve and maintain CAAQS for CO, O_3, SO_2, and NO_2 by the earliest practical date. The CCAA provides districts with authority to regulate indirect sources and mandates that air quality districts focus attention on reducing emissions from transportation and area-wide emission sources. Each nonattainment district is required to adopt a plan to achieve a 5 percent annual reduction, averaged over consecutive 3-year periods, in district-wide emissions of each nonattainment pollutant or its precursors. A Clean Air Plan (CAP) shows how a district would reduce emissions to achieve air quality standards. Generally, the state standards for these pollutants are more stringent than the national standards.

California Air Resources Board Handbook

In 1998, CARB identified particulate matter from diesel-fueled engines as a toxic air contaminant. CARB has completed a risk management process that identified potential cancer risks for a range of activities using diesel-fueled engines.[2] CARB subsequently developed an Air Quality and Land Use Handbook[3] (Handbook) in 2005 that is intended to serve as a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process. The 2005 CARB Handbook recommends that planning agencies

[2] California Air Resources Board, 2000. Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles. October.
[3] California Air Resources Board, 2005. Air Quality and Land Use Handbook: A Community Health Perspective. April.

consider proximity to air pollution sources when considering new locations for "sensitive" land uses, such as residences, medical facilities, daycare centers, schools, and playgrounds.

Air pollution sources of concern include freeways, rail yards, ports, refineries, distribution centers, chrome plating facilities, dry cleaners, and large gasoline service stations. Key recommendations in the Handbook relative to the Plan Area include taking steps to consider or avoid siting new, sensitive land uses:

- Within 500 feet of a freeway, urban roads with 100,000 vehicles/day or rural roads with 50,000 vehicles/day.
- Within 300 feet of gasoline fueling stations (note that new fueling stations utilize enhanced vapor recovery systems that substantially reduce emissions).
- Within 300 feet of dry-cleaning operations (note that dry cleaning with TACs is being phased out and will be prohibited in 2023).

Bay Area Air Quality Management District

The BAAQMD seeks to attain and maintain air quality conditions in the San Francisco Bay Area Air Basin (SFBAAB) through a comprehensive program of planning, regulation, enforcement, technical innovation, and education. The clean air strategy includes the preparation of plans for the attainment of ambient air quality standards, adoption and enforcement of rules and regulations, and issuance of permits for stationary sources. The BAAQMD also inspects stationary sources and responds to citizen complaints, monitors ambient air quality and meteorological conditions, and implements programs and regulations required by law.

Clean Air Plan

The BAAQMD is responsible for developing a CAP, which guides the region's air quality planning efforts to attain the CAAQS. The BAAQMD's 2017 CAP is the latest CAP which contains district-wide control measures to reduce ozone precursor emissions (i.e., ROG and NO_X), particulate matter and greenhouse gas emissions. The Bay Area 2017 Clean Air Plan, which was adopted on April 19, 2017 by the BAAQMD's board of directors:

- Updates the Bay Area 2010 CAP in accordance with the requirements of the California Clean Air Act to implement "all feasible measures" to reduce ozone;
- Provides a control strategy to reduce ozone, particulate matter (PM), air toxics, and greenhouse gases in a single, integrated plan;
- Reviews progress in improving air quality in recent years; and
- Continues and updates emission control measures.

BAAQMD CARE Program

The Community Air Risk Evaluation (CARE) program was initiated in 2004 to evaluate and reduce health risks associated with exposures to outdoor TACs in the Bay Area. The program examines TAC emissions from point sources, area sources and on-road and off-road mobile sources with an emphasis on diesel exhaust, which is a major contributor to airborne health risk in

California. The CARE program is an on-going program that encourages community involvement and input. The technical analysis portion of the CARE program is being implemented in three phases that includes an assessment of the sources of TAC emissions, modeling and measurement programs to estimate concentrations of TAC, and an assessment of exposures and health risks. Throughout the program, information derived from the technical analyses will be used to focus emission reduction measures in areas with high TAC exposures and high density of sensitive populations. Risk reduction activities associated with the CARE program are focused on the most at-risk communities in the Bay Area. The BAAQMD has identified six communities as impacted: Concord, Richmond/San Pablo, Western Alameda County, San José, Redwood City/East Palo Alto, and Eastern San Francisco.

Planning Healthy Places

BAAQMD developed a guidebook that provides air quality and public health information intended to assist local governments in addressing potential air quality issues related to exposure of sensitive receptors to exposure of emissions from local sources of air pollutants. The guidance provides tools and recommended best practices that can be implemented to reduce exposures. The information is provided as recommendations to develop policies and implementing measures in city or county General Plans, neighborhood or specific plans, land use development ordinances, or into projects.

BAAQMD California Environmental Quality Act Air Quality Guidelines

The BAAQMD California Environmental Quality Act (CEQA) Air Quality Guidelines[4] were prepared to assist in the evaluation of air quality impacts of projects and plans proposed within the Bay Area. The guidelines provide recommended procedures for evaluating potential air impacts during the environmental review process consistent with CEQA requirements including thresholds of significance, mitigation measures, and background air quality information. They also include assessment methodologies for air toxics, odors, and greenhouse gas emissions. In June 2010, the BAAQMD's Board of Directors adopted CEQA thresholds of significance and an update of their CEQA Guidelines. In May 2011, the updated BAAQMD CEQA Air Quality Guidelines were amended to include a risk and hazards threshold for new receptors and modify procedures for assessing impacts related to risk and hazard impacts. A recent update to the Guidelines was published in May 2017.

BAAQMD Rules and Regulations

Projects with combustion equipment or other processes that directly emit air pollutants, precursor air pollutants or toxic air contaminants are subject to BAAQMD permitting rules and regulations that typically require obtaining permits to operate. Common sources requiring permits that may be constructed in the plan area include diesel engines used to power emergency generators and gasoline fueling dispensaries.

[4] Bay Area Air Quality Management District, 2017. *CEQA Air Quality Guidelines*. May.

Local Plans and Policies

San José Envision 2040 General Plan

The San José Envision 2040 General Plan includes goals, policies, and actions to reduce exposure of the City's sensitive population to exposure of air pollution and toxic air contaminants or TACs. The following goals, policies, and actions are applicable to the proposed project and this assessment:

Applicable Goals – Air Pollutant Emission Reduction

Goal MS-10 Minimize emissions from new development.

Applicable Policies – Air Pollutant Emission Reduction

MS-10.1 Assess projected air emissions from new development in conformance with the BAAQMD CEQA Guidelines and relative to state and federal standards. Identify and implement feasible air emission reduction measures.

MS-10.2 Consider the cumulative air quality impacts from proposed developments for proposed land use designation changes and new development, consistent with the region's Clean Air Plan and state law.

MS-10.3 Promote the expansion and improvement of public transportation services and facilities, where appropriate, to both encourage energy conservation and reduce air pollution.

Applicable Goals – Toxic Air Contaminants

Goal MS-11 Minimize exposure of people to air pollution and toxic air contaminants such as ozone, carbon monoxide, lead, and particulate matter.

Applicable Policies – Toxic Air Contaminants

MS-11.2 For projects that emit toxic air contaminants, require project proponents to prepare health risk assessments in accordance with BAAQMD-recommended procedures as part of environmental review and employ effective mitigation to reduce possible health risks to a less than significant level. Alternatively, require new projects (such as, but not limited to, industrial, manufacturing, and processing facilities) that are sources of TACs to be located an adequate distance from residential areas and other sensitive receptors.

MS-11.5 Encourage the use of pollution absorbing trees and vegetation in buffer areas between substantial sources of TACs and sensitive land uses.

Actions – Toxic Air Contaminants

MS-11.7 Consult with BAAQMD to identify stationary and mobile TAC sources and determine the need for and requirements of a health risk assessment for proposed developments.

MS-11.8 For new projects that generate truck traffic, require signage which reminds drivers that the state truck idling law limits truck idling to five minutes.

Odors

Odor impacts are subjective in nature and are generally regarded as an annoyance rather than a health hazard. The ability to detect and react to odors varies considerably among people. A strong or unfamiliar odor is more easily detected and are more likely to cause complaints. BAAQMD responds to odor complaints from the public and considers a source to have a substantial number of odor complaints if the complaint history includes five or more confirmed complaints per year averaged over a 3-year period. Facilities that are regulated by CalRecycle (e.g. landfill, composting, etc.) are required to have Odor Impact Minimization Plans in place.

Greenhouse Gas Regulatory Framework

This section summarizes key federal, State, and City statutes, regulations, and policies that would apply to the DSAP Amendment. Global climate change resulting from GHG emissions is an emerging ongoing environmental concern being raised and discussed at the international, national, statewide, and local levels. At each level, agencies are considering strategies to control emissions of gases that contribute to global climate change.

Global temperatures are affected by naturally occurring and anthropogenic-generated (generated by humankind) atmospheric gases, such as water vapor, carbon dioxide, methane, and nitrous oxide. Gases that trap heat in the atmosphere are called greenhouse gases. Solar radiation enters the earth's atmosphere from space, and a portion of the radiation is absorbed at the surface. The earth emits this radiation back toward space as infrared radiation. Greenhouse gases, which are mostly transparent to incoming solar radiation, are effective in absorbing infrared radiation and redirecting some of this back to the earth's surface. As a result, this radiation that otherwise would have escaped back into space is now retained, resulting in a warming of the atmosphere. This is known as the greenhouse effect.

The greenhouse effect helps maintain a habitable climate. Emissions of GHGs from human activities, such as electricity production, motor vehicle use, and agriculture, are elevating the concentration of GHGs in the atmosphere, and are reported to have led to a trend of unnatural warming of the earth's natural climate, known as global warming or global climate change. The term "global climate change" is often used interchangeably with the term "global warming," but "global climate change" is preferred because it implies that there are other consequences to the global climate in addition to rising temperatures. Other than water vapor, the primary GHGs contributing to global climate change include the following gases:

- Carbon dioxide (CO_2), primarily a byproduct of fuel combustion;
- Nitrous oxide (N_2O), a byproduct of fuel combustion; also associated with agricultural operations such as the fertilization of crops;
- Methane (CH_4), commonly created by off-gassing from agricultural practices (e.g. livestock), wastewater treatment and landfill operations;
- Chlorofluorocarbons (CFCs) were used as refrigerants, propellants and cleaning solvents, but their production has been mostly prohibited by international treaty;
- Hydrofluorocarbons (HFCs) are now widely used as a substitute for chlorofluorocarbons in refrigeration and cooling; and
- Perfluorocarbons (PFCs) and sulfur hexafluoride (SF_6) emissions are commonly created by industries such as aluminum production and semiconductor manufacturing.

These gases vary considerably in terms of Global Warming Potential (GWP), a term developed to compare the propensity of each GHG to trap heat in the atmosphere relative to another GHG. GWP is based on several factors, including the relative effectiveness of a gas to absorb infrared radiation and the length of time of gas remains in the atmosphere. The GWP of each GHG is measured relative to CO_2. Accordingly, GHG emissions are typically measured and reported in terms of equivalent CO_2 (CO_2e). For instance, SF_6 is 22,800 times more intense in terms of global climate change contribution than CO_2.

An expanding body of scientific research supports the theory that global warming is currently affecting changes in weather patterns, average sea level, ocean acidification, chemical reaction rates, and precipitation rates, and that it will increasingly do so in the future. The climate and several naturally occurring resources within California could be adversely affected by the global warming trend. Increased precipitation and sea level rise could increase coastal flooding, saltwater intrusion, and degradation of wetlands. Mass migration and/or loss of plant and animal species could also occur. Potential effects of global climate change that could adversely affect human health include more extreme heat waves and heat-related stress; an increase in climate-sensitive diseases; more frequent and intense natural disasters such as flooding, hurricanes and drought; and increased levels of air pollution.

Federal and Statewide GHG Emissions

The U.S. EPA reported that in 2018, total gross nationwide GHG emissions were 6,676.6 million MMT CO_2e.[5] These emissions were lower than peak levels of 7,416 MMT that were emitted in 2007. CARB updates the statewide GHG emission inventory on an annual basis where the latest inventory includes 2000 through 2017 emissions.[6] In 2017, GHG emissions from statewide emitting activities were 424 MMT. The 2017 emissions have decreased by 14 percent since peak levels in 2004 and are 7 MMT below the 1990 emissions level and the State's 2020 GHG limit. Per capita GHG emissions in California have dropped from a 2001 peak of 14.1 MT per person to 10.7 MT per person in 2017. The most recent Bay Area emission inventory was computed for the

[5] United States Environmental Protection Agency, 2020. *Inventory of U.S. Greenhouse Gas Emissions and Sinks 1990-2018*. April. Web: https://www.epa.gov/sites/production/files/2020-04/documents/us-ghg-inventory-2020-main-text.pdf
[6] CARB. 2019. *2019 Edition, California Greenhouse Gas Emission Inventory: 2000 – 2017*. Web: https://ww3.arb.ca.gov/cc/inventory/pubs/reports/2000_2017/ghg_inventory_trends_00-17.pdf

year 2011.[7] The Bay Area GHG emission were 87 MMT. As a point of comparison, statewide emissions were about 444 MMT in 2011.

Federal Regulations

The United States participates in the United Nations Framework Convention on Climate Change (UNFCCC). While the United States signed the Kyoto Protocol, which would have required reductions in GHGs, Congress never ratified the protocol. The federal government chose voluntary and incentive-based programs to reduce emissions and has established programs to promote climate technology and science. Currently, there are no federal regulations or policies pertaining to GHG emissions from proposed projects or plans.

State Regulations

The State of California is concerned about GHG emissions and their effect on global climate change. The State recognizes that "there appears to be a close relationship between the concentration of GHGs in the atmosphere and global temperatures" and that "the evidence for climate change is overwhelming." The effects of climate change on California, in terms of how it would affect the ecosystem and economy, remain uncertain. The State has many areas of concern regarding climate change with respect to global warming. According to the 2006 Climate Action Team Report, the following climate change effects and conditions can be expected in California over the course of the next century:

- A diminishing Sierra snowpack declining by 70 percent to 90 percent, effecting the state's water supply;
- Increasing temperatures from 8 to 10.4 degrees Fahrenheit (°F) under the higher emission scenarios, leading to a 25 to 35 percent increase in the number of days ozone pollution standards are exceeded in most urban areas;
- Coastal erosion along the length of California and seawater intrusion into the Sacramento River Delta from a 4- to 33-inch rise in sea level. This would exacerbate flooding in already vulnerable regions;
- Increased vulnerability of forests due to pest infestation and increased temperatures;
- Increased challenges for the state's important agricultural industry from water shortages, increasing temperatures, and saltwater intrusion into the Delta; and
- Increased electricity demand, particularly in the hot summer months.

Executive Order S-3-05 – California GHG Reduction Targets

Executive Order (EO) S-3-05 was signed by Governor Arnold Schwarzenegger in 2005 to set GHG emission reduction targets for California. The three targets established by this EO are as follows: (1) reduce California's GHG emissions to 2000 levels by 2010, (2) reduce California's GHG

[7] BAAQMD. 2015. *Bay Area Emissions Inventory Summary Report: Greenhouse Gases Base Year 2011*. January. Web: http://www.baaqmd.gov/~/media/files/planning-and-research/emission-inventory/by2011_ghgsummary.pdf accessed Nov. 26, 2019.

emissions to 1990 levels by 2020, and (3) reduce California's GHG emissions by 80 percent below 1990 levels by 2050.

Assembly Bill 32 – California Global Warming Solutions Act (2006)

Assembly Bill (AB) 32, the Global Warming Solutions Act of 2006, codified the State's GHG emissions target by directing CARB to reduce the State's global warming emissions to 1990 levels by 2020. AB 32 was signed and passed into law by Governor Schwarzenegger on September 27, 2006. Since that time, the CARB, CEC, California Public Utilities Commission (CPUC), and Building Standards Commission have all been developing regulations that will help meet the goals of AB 32 and Executive Order S-3-05, which has a target of reducing GHG emissions 80 percent below 1990 levels.

A Scoping Plan for AB 32 was adopted by CARB in December 2008. It contains the State's main strategies to reduce GHGs from business-as-usual emissions projected in 2020 back down to 1990 levels. Business-as-usual (BAU) is the projected emissions in 2020, including increases in emissions caused by growth, without any GHG reduction measures. The Scoping Plan has a range of GHG reduction actions, including direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, and market-based mechanisms such as a cap-and-trade system.

As directed by AB 32, CARB has also approved a statewide GHG emissions limit. On December 6, 2007, CARB staff resolved an amount of 427 MMT CO_2e as the total statewide GHG 1990 emissions level and 2020 emissions limit. The limit is a cumulative statewide limit, not a sector- or facility-specific limit. CARB updated the future 2020 BAU annual emissions forecast, considering the economic downturn, to 545 MMT of CO_2e. Two GHG emissions reduction measures currently enacted that were not previously included in the 2008 Scoping Plan baseline inventory were included, further reducing the baseline inventory to 507 MMT of CO_2e. Thus, an estimated reduction of 80 MMT of CO_2e is necessary to reduce statewide emissions to meet the AB 32 target by 2020.

Executive Order B-30-15 & Senate Bill 32 GHG Reduction Targets – 2030 GHG Reduction Target

In April 2015, Governor Brown signed EO B-30-15, which extended the goals of AB 32, setting a greenhouse gas emissions target at 40 percent of 1990 levels by 2030. On September 8, 2016, Governor Brown signed Senate Bill (SB) 32, which legislatively established the GHG reduction target of 40 percent below 1990 levels by 2030. In November 2017, CARB issued *California's 2017 Climate Change Scoping Plan*.[8] While the State is on track to exceed the AB 32 scoping plan 2020 targets, this plan is an update to reflect the enacted SB 32 reduction target.

SB 32 was passed in 2016, which codified a 2030 GHG emissions reduction target of 40 percent below 1990 levels. CARB is currently working on a second update to the Scoping Plan to reflect the 2030 target set by Executive Order B-30-15 and codified by SB 32. The proposed Scoping

[8] California Air Resource Board, 2017. *California's 2017 Climate Change Scoping Plan: The Strategy for Achieving California's 2030 Greenhouse Gas Targets.* November. Web: https://ww2.arb.ca.gov/sites/default/files/classic//cc/scopingplan/scoping_plan_2017.pdf

Plan Update was published on January 20, 2017 as directed by SB 32 companion legislation AB 197. The mid-term 2030 target is considered critical by CARB on the path to obtaining an even deeper GHG emissions target of 80 percent below 1990 levels by 2050, as directed in Executive Order S-3-05. The Scoping Plan outlines the suite of policy measures, regulations, planning efforts, and investments in clean technologies and infrastructure, providing a blueprint to continue driving down GHG emissions and obtain the statewide goals.

The new Scoping Plan establishes a strategy that will reduce GHG emissions in California to meet the 2030 target (note that the AB 32 Scoping Plan only addressed 2020 targets and a long-term goal). Key features of this plan are:

- Cap and Trade program places a firm limit on 80 percent of the State's emissions;
- Achieving a 50-percent Renewable Portfolio Standard by 2030 (currently at about 29 percent statewide);
- Increase energy efficiency in existing buildings;
- Develop fuels with an 18-percent reduction in carbon intensity;
- Develop more high-density, transit-oriented housing;
- Develop walkable and bikable communities;
- Greatly increase the number of electric vehicles on the road and reduce oil demand in half;
- Increase zero-emissions transit so that 100 percent of new buses are zero emissions;
- Reduce freight-related emissions by transitioning to zero emissions where feasible and near-zero emissions with renewable fuels everywhere else; and
- Reduce "super pollutants" by reducing methane and hydrofluorocarbons or HFCs by 40 percent.

In the updated Scoping Plan, CARB recommends statewide targets of no more than 6 metric tons CO_2e (MT CO_2e) per capita (statewide) by 2030 and no more than 2 MT CO_2e per capita by 2050. The statewide per capita targets account for all emissions sectors in the State, statewide population forecasts, and the statewide reductions necessary to achieve the 2030 statewide target under SB 32 and the longer-term State emissions reduction goal of 80 percent below 1990 levels by 2050.

Executive Order B-55-18 – Carbon Neutrality

In 2018, a new statewide goal was established to achieve carbon neutrality as soon as possible, but no later than 2045, and to maintain net negative emissions thereafter. CARB and other relevant state agencies are tasked with establishing sequestration targets and create policies/programs that would meet this goal.

Senate Bill 375 – California's Regional Transportation and Land Use Planning Efforts (2008)

California enacted legislation (SB 375) to expand the efforts of AB 32 by controlling indirect GHG emissions caused by urban sprawl. SB 375 provides incentives for local governments and applicants to implement new conscientiously planned growth patterns. This includes incentives for creating attractive, walkable, and sustainable communities and revitalizing existing communities. The legislation also allows applicants to bypass certain environmental reviews under CEQA if they build projects consistent with the new sustainable community strategies. Development of more

alternative transportation options that would reduce vehicle trips and miles traveled, along with traffic congestion, would be encouraged. SB 375 enhances CARB's ability to reach the AB 32 goals by directing the agency in developing regional GHG emission reduction targets to be achieved from the transportation sector for 2020 and 2035. CARB works with the metropolitan planning organizations (e.g. Association of Bay Area Governments [ABAG] and Metropolitan Transportation Commission [MTC]) to align their regional transportation, housing, and land use plans to reduce vehicle miles traveled and demonstrate the region's ability to attain its GHG reduction targets. A similar process is used to reduce transportation emissions of ozone precursor pollutants in the Bay Area.

Senate Bill 350 - Renewable Portfolio Standards

In September 2015, the California Legislature passed SB 350, which increases the states Renewables Portfolio Standard (RPS) for content of electrical generation from the 33 percent target for 2020 to a 50 percent renewables target by 2030.

Senate Bill 100 – Current Renewable Portfolio Standards

In September 2018, SB 100 was signed by Governor Brown to revise California's RPS program goals, furthering California's focus on using renewable energy and carbon-free power sources for its energy needs. The bill would require all California utilities to supply a specific percentage of their retail sales from renewable resources by certain target years. By December 31, 2024, 44 percent of the retails sales would need to be from renewable energy sources, by December 31, 2026 the target would be 40 percent, by December 31, 2017 the target would be 52 percent, and by December 31, 2030 the target would be 60 percent. By December 31, 2045, all California utilities would be required to supply retail electricity that is 100 percent carbon-free and sourced from eligible renewable energy resource to all California end-use customers.

California Building Standards Code – Title 24 Part 11 & Part 6

The California Green Building Standards Code (CALGreen Code) is part of the California Building Standards Code under Title 24, Part 11.[9] The CALGreen Code encourages sustainable construction standards that involve planning/design, energy efficiency, water efficiency resource efficiency, and environmental quality. These green building standard codes are mandatory statewide and are applicable to residential and non-residential developments. The most recent CALGreen Code (2019 California Building Standard Code) was effective as of January 1, 2020.

The California Building Energy Efficiency Standards (California Energy Code) is under Title 24, Part 6 and is overseen by the California Energy Commission (CEC). This code includes design requirements to conserve energy in new residential and non-residential developments, while being cost effective for homeowners. This Energy Code is enforced and verified by cities during the planning and building permit process. The current energy efficiency standards (2019 Energy Code) replaced the 2016 Energy Code as of January 1,2020. Under the 2019 standards, single-family homes are predicted to be 53 percent more efficient than homes built under the 2016 standard due

[9] See: https://www.dgs.ca.gov/BSC/Resources/Page-Content/Building-Standards-Commission-Resources-List-Folder/CALGreen#:~:text=CALGreen%20is%20the%20first%2Din,to%201990%20levels%20by%202020.

more stringent energy-efficiency standards and mandatory installation of solar photovoltaic systems. For nonresidential developments, it is predicted that these buildings will use 30 percent less energy due to lightening upgrades.[10]

Bay Area Air Quality Management District

BAAQMD is the regional government agency that regulates sources of air pollution within the nine San Francisco Bay Area counties. The BAAQMD regulates GHG emissions through the following plans, programs, and guidelines.

Regional Clean Air Plans

BAAQMD and other air districts prepare CAP in accordance with the State and Federal Clean Air Acts. The Bay Area 2017 CAP is a comprehensive plan to improve Bay Area air quality and protect public health through implementation of a control strategy designed to reduce emissions and ambient concentrations of harmful pollutants. The most recent CAP also includes measures designed to reduce GHG emissions.

BAAQMD Climate Protection Program

The BAAQMD established a climate protection program to reduce pollutants that contribute to global climate change and affect air quality in the San Francisco Bay Area Air Basin. The climate protection program includes measures that promote energy efficiency, reduce vehicle miles traveled, and develop alternative sources of energy, all of which assist in reducing emissions of GHG and in reducing air pollutants that affect the health of residents. BAAQMD also seeks to support current climate protection programs in the region and to stimulate additional efforts through public education and outreach, technical assistance to local governments and other interested parties, and promotion of collaborative efforts among stakeholders.

BAAQMD CEQA Air Quality Guidelines

The BAAQMD adopted revised CEQA Air Quality Guidelines on June 2, 2010 and then adopted a modified version of the Guidelines in May 2011. The BAAQMD CEQA Air Quality Guidelines include thresholds of significance for greenhouse gas emissions. Under the latest CEQA Air Quality Guidelines, a local government may prepare a qualified greenhouse gas Reduction Strategy that is consistent with AB 32 goals. If a project is consistent with an adopted qualified greenhouse gas Reduction Strategy, it can be presumed that the project will not have significant GHG emissions under CEQA.[11] The BAAQMD also developed a quantitative threshold for project- and plan-level analyses based on estimated GHG emissions, as well as per capita metrics.

[10] See: https://www.energy.ca.gov/sites/default/files/2020-03/Title_24_2019_Building_Standards_FAQ_ada.pdf
[11] Bay Area Air Quality Management District, 2017. *CEQA Air Quality Guidelines*. May.

City of San José

Climate Smart San José

Climate Smart San José is a plan to reduce GHG emissions and air pollution, save water, and create a stronger and healthier community. The City approved goals and milestones in February 2018 to ensure the City can substantially reduce GHG emissions through reaching the following goals and milestones:

- All new residential buildings will be Zero Net Carbon Emissions (ZNE) by 2020 and all new commercial buildings will be ZNE by 2030 (Note that ZNE buildings would be all electric with a carbon-free electricity source).
- San Jose Clean Energy (SJCE) will provide 100-percent carbon-free base power by 2021.
- One gigawatt of solar power will be installed in San Jose by 2040.
- 61 percent of passenger vehicles will be powered by electricity by 2030.

2030 Greenhouse Gas Reduction Strategy

The City of San José published their 2030 Greenhouse Gas Reduction Strategy (GHGRS) in August 2020.[12] This 2030 GHGRS is an update to the City's original GHGR to better align with SB 32 GHG reduction goal for 2030 (i.e. 40 percent reduction below 1990 levels by 2030) and build upon the City's general plan and the Climate Smart San José carbon reduction goals. The 2030 GHGRS established an emission target for the City that is consistent with SB 32 and identified policies that will contribute to GHG reductions in the City. In addition, the 2030 GHGRS is also a qualified Climate Action Plan (CAP), so developments could tier off the document for CEQA review. A development checklist was developed that would streamline GHG analyses for future developments and ensure that new projects demonstrate consistency with 2030 GHGRS.

In the 2017 GHG inventory, GHG emissions totaled 5.7 MMT CO_2e or 5.50 MT CO_2e per capita (MT CO_2e/capita). Sources of emissions include transportation, building energy, solid waste, water and wastewater, and process and fugitive emissions. Transportation emissions are the largest contributor, representing 63 percent of the total citywide GHG emissions. This is overwhelming due to on-road vehicle (e.g. passenger cars and trucks) emissions. From 2017 to 2030, emissions are estimated to increase by approximately seven percent with no reductions implemented. Therefore, interim 2030 GHG emission targets were developed to ensure the City meets the SB 32 goal. The 2030 GHG target thresholds are 5.3 MMT CO_2e/year in 2030 and 2.94 MT CO_2e/service population (SP). Several GHG reduction strategies are listed in the 2030 GHGRS to meet these target thresholds and further reduce GHGs. The following GHG reduction strategies would apply to this plan:

- GHGRS 1 – San Jose Clean Energy
    - The City will implement the San José Clean Energy program to provide residents and businesses access to cleaner energy at competitive rates.

[12] City of San José, 2020. *2030 Greenhouse Gas Reduction Strategy*. August. Web: https://www.sanjoseca.gov/Home/ShowDocument?id=63605

- GHGRS 2 – Zero Net Carbon – Residential Construction
    - The City will implement building reach code ordinance (adopted September 2019) and its prohibition of natural gas infrastructure ordinance (adopted October 2019) to guide the City's new construction toward zero net carbon (ZNC) buildings

- GHGRS 3 – Renewable Energy Development
    - The City will expand development of rooftop solar energy through the provision of technical assistance and supportive financial incentives to make progress toward the Climate Smart San José of becoming one-gigawatt solar city.

- GHGRS 5 – Zero Waste Goal
    - As an expansion to Climate Smart San José, the City will update its Zero Waste Strategic Plan and reassess zero waste strategies. Throughout the development of the update, the City will continue to divert 90 percent of waste away from landfills through source reduction, recycling, food recovery and composting, and other strategies.

- GHGRS 7 – Water Conservation
    - The City will expand its water conservation efforts to achieve and sustain long-term per capita reductions that ensure a reliable water supply with a changing climate, through regional partnerships, sustainable landscape designs, green infrastructure, and water-efficient technology and systems.

San Jose Reach Code and Natural Gas

The California Energy Commission (CEC) updates the California Building Energy Efficiency Standards every three years, in alignment with the California Code of regulations. Title 24 Parts 6 and 11 of the California Building Energy Efficiency Standards and the California Green Building Standards Code (CALGreen) address the need for regulations to improve energy efficiency and combat climate change. The 2019 CAL Green standards include substantial changes intended to increase the energy efficiency of buildings. For example, the code encourages the installation of solar and heat pump water heaters in low-rise residential buildings. The 2019 California Code went before City Council in October 2019 for approval, with an effective date of January 1, 2020. As part of this action, the City adopted a "reach code" (Ordnance 30311) that requires development projects to exceed the minimum Building Energy Efficiency requirements.[13] The City's reach code applies only to new residential and non-residential construction in San José. It incentivizes all-electric construction, requires increased energy efficiency and electrification-readiness for those choosing to maintain the presence of natural gas. The code requires that non-residential construction include solar readiness. It also requires additional EV charging readiness and/or electric vehicle service equipment (EVSE) installation for all development types. In October 2019, Council approved an ordinance (Ordinance No. 30330) prohibiting natural gas infrastructure in new detached accessory dwelling units, single-family, and low-rise multi-family buildings that would supplement the reach code ordinance.

[13] City of San Jose Transportation and Environmental Committee, *Building Reach Code for New Construction Memorandum,* August 2019.

PROJECT IMPACTS AND MITIGATION MEASURES

Significance Criteria

Per Appendix G of the CEQA Guidelines and BAAQMD recommendations, air quality and GHG impacts are considered significant if implementation of the DSAP Amendment would:

1) Conflict with or obstruct implementation of an applicable air quality plan.
2) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard.
3) Expose sensitive receptors to substantial pollutant concentrations.
4) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.
5) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.
6) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

The City uses the significance thresholds recommended by BAAQMD in its latest update to the CEQA Air Quality Guidelines. In response to the legal issues, BAAQMD revised its CEQA Guidelines in May 2017. The thresholds identified in Table 5 and Table 6 represent the most recent guidance provided by BAAQMD that are used by the City of San José. Though not necessarily a CEQA issue, the effect of existing TAC sources on future DSAP Amendment sensitive receptors (e.g. residences) is analyzed to comply with BAAQMD's 2017 CAP key goal of reducing population TAC exposure and protecting public health in the Bay Area.

Table 5. BAAQMD Recommended Plan-Level Air Quality Significance Thresholds

Pollutant/Contaminant	Construction Related	Operational
Criteria Air Pollutants and Precursors	None	1. Consistency with Current Air Quality Plan control measures 2. Projected VMT or vehicle trip increase is less than or equal to projected population increase
GHGs	None	Compliance with Qualified GHG Reduction Strategy OR 6.6 MT CO2e/SP/year (residents + employees)
Risks and Hazards	None	1. Overlay zones around existing and planned sources of TACs (including adopted Risk Reduction Plan areas) 2. Overlay zones of at least 500 feet from all freeways and high-volume roadways
Odors	None	Identify the location, and include policies to reduce the impacts, of existing or planned sources of odors

Note that for this analysis – overlay zones are based on potential for sources to result in the following impacts: (1) Excess Cancer Risk exceeding 10 chances per million, (2) Annual $PM_{2.5}$ concentration exceeds 0.3 $\mu g/m^3$, and (3) the Hazard Index (HI) value is greater than 1.0.

Table 6. BAAQMD Recommended Project-Level CEQA Significance Thresholds

Criteria Air Pollutant	Construction Thresholds	Operational Thresholds	
	Average Daily Emissions (lbs./day)	Average Daily Emissions (lbs./day)	Annual Average Emissions (tons/year)
ROG	54	54	10
NO_x	54	54	10
PM_{10}	82 (Exhaust)	82	15
$PM_{2.5}$	54 (Exhaust)	54	10
CO	Not Applicable	9.0 ppm (8-hour average) or 20.0 ppm (1-hour average)	
Fugitive Dust	Construction Dust Ordinance or other Best Management Practices	Not Applicable	
Health Risks and Hazards	**Single Sources Within 1,000-foot Zone of Influence**	**Combined Sources (Cumulative from all sources within 1,000-foot zone of influence)**	
Excess Cancer Risk	>10 per one million	>100 per one million	
Hazard Index	>1.0	>10.0	
Incremental annual $PM_{2.5}$	>0.3 $\mu g/m^3$	>0.8 $\mu g/m^3$	
Odors	**Complaints**	**Complaints**	
Land Use Projects	No threshold	5 confirmed complaints per year averaged over three years	
Greenhouse Gas Emissions			
Land Use Projects – direct and indirect emissions	Compliance with a Qualified GHG Reduction Strategy OR 4.6 metric tons per service population in 2020		

Note: ROG = reactive organic gases, NOx = nitrogen oxides, PM_{10} = course particulate matter or particulates with an aerodynamic diameter of 10 micrometers (µm) or less, $PM_{2.5}$ = fine particulate matter or particulates with an aerodynamic diameter of 2.5µm or less.

AIR QUALTIY IMPACTS AND MITIGATION MEASURES

Impact AIR-1: Conflict with or obstruct implementation of an applicable air quality plan?

BAAQMD is the regional agency responsible for overseeing compliance with State and Federal laws, regulations, and programs within the SFBAAB. BAAQMD, with assistance from ABAG and MTC, has prepared and implements specific plans to meet the applicable laws, regulations, and programs. The most recent and comprehensive of which is the *Bay Area 2017 Clean Air Plan*.[14] The BAAQMD has also developed CEQA guidelines to assist lead agencies in evaluating the significance of air quality impacts. In formulating compliance strategies, BAAQMD relies on planned land uses established by local general plans. Land use planning affects vehicle travel, which in turn affects region-wide emissions of air pollutants and GHGs.

Consistency of the DSAP Amendment with the 2017 CAP control measures is demonstrated by assessing whether the proposed Plan implements the applicable Clean Air Plan control measures. The 2017 CAP includes control measures that are intended to reduce air pollutant emissions in the Bay Area either directly or indirectly. The control measures (a total of 85 measures) are divided into nine categories that include:

- 40 measures to reduce stationary sources and area sources;
- 23 transportation control measures (including land use strategies);
- 4 building sector measures;
- 2 energy sector measures;
- 4 agriculture sector measures;
- 3 natural and working lands measures;
- 4 waste sector measures;
- 2 water sector measures; and
- 3 super-GHG pollutants measures.

In developing the control strategy, BAAQMD identified the full range of tools and resources available, both regulatory and non-regulatory, to develop each measure. Implementation of each control measure will rely on some combination of the following:

- Adoption and enforcement of rules to reduce emissions from stationary sources, area sources, and indirect sources.
- Revisions to the BAAQMD's permitting requirements for stationary sources.
- Enforcement of CARB rules to reduce emissions from heavy-duty diesel engines.
- Allocation of grants and other funding by the Air District and/or partner agencies.
- Promotion of best policies and practices that can be implemented by local agencies through guidance documents, model ordinances, and other measures.
- Partnerships with local governments, other public agencies, the business community, non-profits, and other groups.

[14] Bay Area Air Quality Management District (BAAQMD), 2017. *Final 2017 Clean Air Plan.*

- Public outreach and education.
- Enhanced air quality monitoring.
- Development of land use guidance and CEQA guidelines, and Air District review and comment on Bay Area projects pursuant to CEQA.
- Leadership and advocacy.

This approach relies upon lead agencies to assist in implementing some of the control measures. A key tool for local agency implementation is the development of land use policies and implementing measures that address new development or redevelopment in local communities. To address this impact, the DSAP Amendment's effect on implementing the 2017 CAP is evaluated based on consistency with the 2017 CAP projections (i.e., rate of increase in population versus vehicle travel) and consistency with 2017 CAP Control Measures.

Consistency with 2017 CAP Projections

The BAAQMD, with assistance from ABAG and MTC, has prepared and implemented the 2017 CAP to meet the applicable laws, regulations, and programs. The primary goals of the 2017 CAP are to attain air quality standards, reduce population exposure and protect public health, and reduce GHG emissions and protect the climate. The BAAQMD has also developed CEQA guidelines to assist lead agencies in evaluating the significance of air quality impacts. In formulating compliance strategies, BAAQMD relies on planned land uses established by local general plans. Land use planning affects vehicle travel, which in turn affects region-wide emissions of air pollutants and GHG.

Table 7 provides land use, traffic, and population projections for the DSAP Amendment within the DSAP area and the Downtown boundaries. The traffic and population projections were provided by the traffic consultant.[15] The projections for the Existing without Project (i.e. 2014 DSAP and DTS 2040 in the years 2015 and 2040) and the Future with Project (i.e. 2014 DSAP + DSAP Amendment and DTS 2040 + DSAP Amendment). Note that the land uses sizes slightly differ between the DSAP and DTS area due to their boundaries. In addition, the land use, traffic, and population projections are included for the Cumulative scenario, which includes the DTS 2040 + DSAP Amendment + Downtown West project. This cumulative scenario is provided and analyzed for informational purposes only. The Downtown West project is undergoing a separate project-level environmental review.

As shown in Table 7, the DSAP Amendment would increase the total service population by 62,164 persons (20,111 residents and 42,053 employees) within the DSAP area. Within the Downtown boundaries, the DSAP Amendment would increase the total service population by 41,272 persons (15,145 residents and 26,127 employees). The increase in service population within the DSAP area and the Downtown boundaries would be due to the increase in office space and residential dwelling units.

However, the vehicle miles traveled (VMT) per capita, is predicted to decrease under the full build-out of the DSAP Amendment within the DSAP area and Downtown boundaries. Within the DSAP

[15] Correspondence with Hexagon Transportation Consultants, August and September 2020.

area, the VMT per capita would decrease from 12.73 miles per capita to 12.30 miles per capita (a reduction of 0.43 miles per capita) with the inclusion of the DSAP Amendment in 2040. Within the Downtown Boundaries, the VMT per capita would decrease from 14.00 miles per capita to 13.36 miles per capita (a reduction of 0.65 miles per capita) with the inclusion of the DSAP Amendment in 2040. In addition, the cumulative VMT per capita (includes DTS 2040 + DSAP Amendment + Downtown West) would be 12.89, which is a 0.47 miles capita reduction compared to the VMT per capita of the DTS 2040 + DSAP Amendment scenario. Therefore, the DSAP Amendment would not increase VMT at a greater rate than the increase in population.

Table 7. DSAP, DTS, and Cumulative Land Use, Traffic, and Population Projections

Scenario	Population	Daily Trips	Daily VMT	VMT per Capita	Office (sf)	Retail (sf)	Residential (Units)	Hotel (Rooms)
Land Use, Traffic and Population Projections within the DSAP Area								
Existing No Project – 2014 DSAP (2015)	8,022	26,440	102,150	12.73	4,963,400	424,100	2,588	900
Future with Project – 2014 DSAP + DSAP Amendment (2040)	70,186	183,935	863,352	12.30	12,801,400	424,100	9,632	900
Net Change	62,164	62,164	157,495	-0.43	7,838,000	0	7,044	0
Land Use, Traffic and Population Projections within the Downtown Boundaries								
Existing No Project – DTS 2040 (2015)	46,156	144,405	787,474	17.06	14,200,000	1,400,000	14,360	3,600
Future No Project – DTS 2040 (2040)	134,812	355,225	1,887,937	14.00	14,200,000	1,400,000	14,360	3,600
Future with Project – DTS 2040 + DSAP Amendment (2040)	176,083	444,740	2,351,629	13.36	22,013,834	1,400,000	18,733	3,600
Net Change	41,272	89,515	463,692	-0.65	7,813,834	0	4,373	0
Cumulative with Project – DTS 2040 + DSAP Amendment + Downtown West (2040)	209,093	516,730	2,694,973	12.89	28,319,834	1,400,000	24,308	3,600

Source: Hexagon Traffic Consultants, Inc., August 2020 and September 2020

Consistency with Clean Air Plan Control Measures

The Guidelines set forth criteria for determining consistency with the 2017 CAP control measures. In general, a plan is considered consistent if a) the plan supports the primary goals of the CAP; b) includes control measures; and c) does not interfere with implementation of the Clean Air Plan measures. Since the proposed DSAP Amendment is being evaluated via an addendum to the DTS 2040EIR, the 2017 CAP control measures that were applicable to the DTS 2040 EIR are compared

to the DSAP Amendment to ensure that the amendment would still be consistent with these policies (see Table 8). Additional control measures are also included since they are relevant to the plan amendment.

DTS 2040 was found to be consistent with all applicable BAAQMD control measures because it would reduce per capita VMT within Downtown.[16] Given that the DSAP Amendment would (1) would intensify infill development and transit-oriented uses near the Diridon Station by reallocating planned growth from outside of the Downtown boundary, and (2) further reduce VMT by 0.65 miles traveled per capita amount within the Downtown boundaries, the DSAP Amendment would also be consistent with all applicable BAAQMD control measures. Table 8 provides a full consistency analysis with these measures."

Table 8. BAAQMD Control Strategy Measures from the 2017 CAP

Applicable BAAQMD Control Strategy Measures	Consistency
Transportation Control Measures	
TR1: Clean Air Teleworking Initiative	*Consistent:* The DSAP Amendment would continue to include/implement the DTS 2040 Plan Transportation Demand Management (TDM) strategies to reduce vehicle trips by promoting alternatives such as staggered or flexible work hours and telecommuting.
TR3: Local and Regional Bus Service	*Consistent:* The DSAP Amendment would be in close proximity to the proposed future Downtown San José BART station. The station would be conveniently located to provide access to several VTA bus lines.
TR4: Local and Regional Rail Service	*Consistent:* The VTA has identified options for the Downtown San José BART station within the DTS 2040 Plan. The stations would be conveniently located to provide access to VTA light rail service.
TR 5: Transit Efficiency and Use	*Consistent:* While this is mostly a regionally implemented TDM, the DSAP Amendment as part of the DTS 2040 Plan would improve connectivity to the region and City through investments in non-automobile infrastructure and transportation demand management measures promoting transit use, carpooling, walking and biking. Improved transportation services would connect to the Diridon Station, the future Downtown Bart Station, and other City and regional destinations.

[16] City of San José, 2018. *Integrated Final EIR Downtown Strategy 2040*. December. Web: https://www.sanjoseca.gov/Home/ShowDocument?id=44054

Applicable BAAQMD Control Strategy Measures	Consistency
TR8: Ridesharing, Last-Mile Connection	*Consistent:* The DSAP Amendment would promote the use of public transit, carpools, walking and biking in the area. From priority pedestrian and bicycle networks to TDM programs to reduce minimize vehicle trips and VMT, the Plan would make it easier, more comfortable, and more efficient for employees and residents to walk, bike, carpool, or use transit.
TR9: Bicycle and Pedestrian Access and Facilities	*Consistent*: The DSAP Amendment would create a highly active and lively pedestrian and bicycle friendly environment with excellent connectivity to downtown destinations and regional transit. TDM measures would include bikeshare passes, biking facilities (e.g., parking, lockers, showers, bike sharing, bike valet), and City's continued participation in the Bay Area Bike Share program, which allows users to rent and return bicycles at various popular locations around the Downtown area. Neighborhoods are also close to walking and transit facilities to make it easy for residences to live in the Downtown area without a car.
TR10: Land Use Strategies	*Consistent:* The DSAP Amendment would transition into an innovative, sustainable, and intense transit-oriented district that promotes residential, office, retail, and hotel growth while providing access to walking, biking, and sustainable transportation systems.
TR13: Parking Policies	*Consistent:* The DTS 2040 Plan would improve connectivity to the region and City through investments in non-automobile infrastructure and transportation demand management measures promoting transit use, walking and biking. The Plan would develop and implement parking strategies that reduce automobile travel through parking supply and pricing management.
Building Control Measures	
BL1: Green Buildings	*Consistent*: New construction allowed under the DSAP Amendment would meet new Title 24 standards as well as City requirements, like Policy MS-1.1 in the 2040 General Plan.

Applicable BAAQMD Control Strategy Measures	Consistency
BL2: Decarbonize Buildings	*Consistent:* The DSAP Amendment would encourage energy generation through on-site photovoltaic on buildings and would discourage the use of natural gas to be consistent with the 2040 GHGRS. In addition, the Plan Amendment would support the goal of net zero energy on-site over time as the electricity provider, San José Clean Energy, strives to provide carbon free generated electricity to their customers from the year 2021 and on. The City recently adopted the new Reach Code and an ordinance prohibiting natural gas infrastructure in new detached accessory dwelling units, single-family, and low-rise multi-family buildings that would supplement the reach code ordinance. These measures will reduce natural gas demand in new buildings.
Waste Management Control Measures	
WA4: Recycling and Waste Reduction	*Consistent:* The DSAP Amendment would include on-site recycling facilities, implement a construction waste management plan, and meet the waste diversion goals outlined in the California Integrated Waste Management Act and AB 935.
Water Control Measures	
WR2: Support Water Conservation	*Consistent:* DSAP Amendment would support the City's General Plan policies encouraging new development to utilize recycled water for landscape irrigation and promoting water conservation (Policies MS-3.1 through MS-3.9)

Impact AIR-2: Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

The Bay Area is considered a non-attainment area for ground-level ozone and $PM_{2.5}$ under both the Federal Clean Air Act and the California Clean Air Act. The area is also considered non-attainment for PM_{10} under the California Clean Air Act, but not the federal act. The area has attained both state and federal ambient air quality standards for carbon monoxide. As part of an effort to attain and maintain ambient air quality standards for ozone and particulate matter (i.e., $PM_{2.5}$ and PM_{10}), the BAAQMD has established thresholds of significance for these air pollutants and their precursors. These thresholds are for ozone precursor pollutants (ROG and NOx), PM_{10}, and $PM_{2.5}$ and apply to both construction period and operational period impacts for projects. These thresholds do not apply to plan-level assessments.

Past, present, and future development projects contribute to the region's adverse air quality impacts on a cumulative basis. By its very nature, air pollution is largely a cumulative impact. No single project is sufficient in size to by itself, result in nonattainment of ambient air quality standards. Instead a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. If a project's contribution to the cumulative impact is considerable, then the project's impact on air quality would be considered significant.

DSAP Amendment Construction Period Emission

Implementation of the DSAP Amendment would result in temporary emissions from construction activities associated with subsequent development, including demolition, site grading, asphalt paving, building construction, and architectural coating. Emissions commonly associated with construction activities include fugitive dust from soil disturbance, fuel combustion from mobile heavy-duty diesel- and gasoline-powered equipment, portable auxiliary equipment, and worker commute trips. During construction, fugitive dust, the dominant source of PM_{10} and $PM_{2.5}$ emissions, is generated when wheels or blades disturb surface materials. Uncontrolled dust from construction can become a nuisance and potential health hazard to those living and working nearby. The potential health risk impact from construction is addressed under Impact AIR-3.

Construction activities, particularly during site preparation and grading, would temporarily generate fugitive dust in the form of PM_{10} and $PM_{2.5}$. Sources of fugitive dust would include disturbed soils at the construction site and trucks carrying uncovered loads of soils. Unless properly controlled, vehicles leaving the site would deposit mud on local streets, which could be an additional source of airborne dust after it dries. The BAAQMD CEQA Air Quality Guidelines consider these impacts to be less-than-significant if best management practices are implemented to reduce these emissions. *Mitigation Measure AQ-1identified in the DTS 2040 would require implementation BAAQMD-recommended best management practices and are applicable to the DSAP Amendment*.

DTS 2040 Mitigation Measure AQ-1: Measures Included in the Project to Reduce Construction Emissions

During any construction period ground disturbance, the applicant shall ensure that the project contractor implement measures to control dust and exhaust. Implementation of the measures recommended by BAAQMD and listed below would reduce the air quality impacts associated with grading and new construction to a less than significant level. The contractor shall implement the following best management practices that are required of all projects:

Basic Measures

All construction emissions would implement the following measures:

1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.

2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.

3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.

4. All vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph).

5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.

6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.

7. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.

8. Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

Applicable Enhanced Control Measures

9. All exposed surfaces shall be watered at a frequency adequate to maintain minimum soil moisture of 12 percent. Moisture content can be verified by lab samples or moisture probe.

10. All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph and visible dust extends beyond site boundaries.

11. Wind breaks (e.g., trees, fences) shall be installed on the windward side(s) of actively disturbed areas of construction adjacent to sensitive receptors. Wind breaks should have at maximum 50 percent air porosity.

12. Vegetative ground cover (e.g., fast-germinating native grass seed) shall be planted in disturbed areas as soon as possible and watered appropriately until vegetation is established.

13. The simultaneous occurrence of excavation, grading, and ground-disturbing construction activities on the same area at any one time shall be limited. Activities shall be phased to reduce the amount of disturbed surfaces at any one time.

14. Avoid tracking of visible soil material on to public roadways by employing the following measures if necessary: (1) Site accesses to a distance of 100 feet from public paved roads shall be treated with a 6 to 12 inch compacted layer of wood chips, mulch, or gravel and (2) washing truck tires and construction equipment of prior to leaving the site.

15. Sandbags or other erosion control measures shall be installed to prevent silt runoff to public roadways from sites with a slope greater than one percent.

16. Minimizing the idling time of diesel-powered construction equipment to two minutes.

Exhaust Control Measures

Projects with significant exhaust-related emissions would implement one or more of the following measures to reduce emissions below the thresholds:

17. Based on project specific construction assessments, a plan shall be developed that demonstrates off-road equipment (more than 25 horsepower) on on-road haul trucks to be used in the construction project (i.e., owned, leased, and subcontractor vehicles) would achieve appropriate project wide fleet-average NOx and $PM_{10}/PM_{2.5}$ reductions, such that emissions do not exceed BAAQMD construction period significance thresholds. Acceptable options for reducing emissions include the use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, add-on devices such as particulate filters, and/or other options as such become available.

18. Provide line power to the site during the early phases of construction to minimize the use of diesel-powered stationary equipment, such as generators.

19. All on-road heavy-duty trucks with a gross vehicle weight rating of 33,000 pounds or greater (EMFAC2007 Category HDDT) used at the project site (such as haul trucks, water trucks, dump trucks concrete trucks) shall be model year 2010 or newer.

20. Phasing of construction activities to reduce average daily emissions.

Effectiveness of Mitigation

Emissions from on-site off-road equipment operation and on- or near-site truck travel would be reduced by over 50 percent for particulate matter and over 20 percent for NOx. Measures to control fugitive dust would exceed the basic control measures recommended by BAAQMD in their CEQA Air Quality Guidelines.

DSAP Amendment Operational Period Emissions

Implementation of the DSAP Amendment would result in long-term area and mobile source emissions from operation and use of subsequent development. As described above, implementation of the DSAP Amendment would contribute to a decrease in VMT per capita (see discussion under Impact 1). There are no significance thresholds applicable to emissions associated with plan-level development; however, there are project-level thresholds. For annual emissions, the thresholds are of 10 tons per year for ROG, NOx or $PM_{2.5}$ and 15 tons per year for PM_{10}. For average daily emissions, the thresholds are 54 pounds per day for ROG, NOx or $PM_{2.5}$ and 82 pounds per day for PM_{10}.

CalEEMod Modeling Assumptions

Operational air emissions from the project would be generated primarily from autos driven by future residents, workers, and associated service vehicles. Evaporative emissions from architectural coatings and maintenance products (classified as consumer products) are also typical emissions from these types of uses. CalEEMod was used to predict net emissions from operation of the proposed project assuming full buildout in 2040 or later. Emissions from existing conditions were also modeled.

Land Uses

The land uses from the full build-out of the DSAP Amendment were input to CalEEMod, as shown in Table 7. The full buildout conditions within the DSAP area and Downtown boundaries include land uses from the original plan areas and the increase associated with the DSAP Amendment.

Model Year

Emissions associated with vehicle travel depend on the year of analysis because emission control technology requirements are phased in over time. Therefore, the earlier the year analyzed in the model, the higher the emission rates utilized by CalEEMod. The baseline year for existing conditions was entered as 2015 and the operational year was assumed 2040 or later.

Traffic Inputs

To compute mobile emissions from the DSAP Amendment, the emissions were separated into two categories: exhaust emissions and idle/start emissions. The peak trips, total VMT, and VMT by speed bin for the DSAP area and the Downtown Boundaries provided by the traffic consultant were used.

To compute the exhaust emissions, the provided VMT speed bin was used with the California Department of Transportation (Caltrans) EMission FACtors (EMFAC) 2017 model (i.e. CT-EMFAC2017). Default Santa Clara County fleet mix, truck percentages and CARB precipitation correction were used. Roadways were assumed to be major/collector roadways, but the default road surface silt loading factor was changed to to 0.043 $g/m^{2,}$ which is more accurate for Santa Clara County. Computed Emissions from CT-EMFAC2017 were then adjusted with the CARB

EMFAC2017 off-model adjustment factors to account for the Safer Affordable Efficient (SAFE) Vehicle Rule Part One and Final SAFE Rule.[17,18]

The SAFE vehicle Rule Part One revoked California's authority to set its own GHG emission standards and set zero emission vehicle mandates in California. As a result of this ruling, mobile criteria pollutant and GHG emissions would increase. Therefore, the CalEEMod vehicle emission factors and fleet mix were updated with the emission rates and fleet mix from EMFAC2017, which were adjusted with the CARB EMFAC off-model adjustment factors. More details about the updates in emissions calculation methodologies and data are available in the EMFAC2017 Technical Support Document.[19]

For the idle and start mobile emissions, CalEEMod was used with adjustments made to the land use trip generation rates and trip lengths. The trip generation rates were changed using the VMT and peak trip information provided by the traffic consultant.[20] Note that the peak hour trips were converted into daily trips using a formula of *Daily = (AM Trips + PM Trips)*5*, which is a formula provided by the traffic consultant. Daily trips and daily VMT are reported above in Table 7.

The project specific daily VMT and trips were used to create adjustment factors that were then multiplied against the default CalEEMod trip generation rates To calculate a trip generation rate adjustment factor, the total number of CalEEMod trips were divided by the traffic total trips. The trips were then all assumed to be 100 percentage primary trips since the VMT and trips provided by the traffic consultant accounted for pass-by and diverted trips. A trip length of 0.10 miles was used to simulate idle and start emissions. The CalEEMod default fleet mix and vehicle emission factors were also updated with the CARB EMFAC2017 off-model adjustment factors for the SAFE rulings.

Energy – Electricity Generation

CalEEMod defaults for energy use were used, which include the 2016 Title 24 Building Standards. GHG emissions modeling includes those indirect emissions from electricity consumption. The electricity produced emission rate was modified in CalEEMod. CalEEMod has a default emission factor of 641.3 pounds of CO_2 per megawatt of electricity produced, which is based on PG&E's 2008 emissions rate. The Pacific Gas and Electric (PG&E) published emissions rates for 2010 through 2017 in 2019, which showed the emission rate for delivered electricity had been reduced to 210 pounds of CO_2 per megawatt hour (lbs. CO_2 per MWh) of electricity delivered in the year 2017.[21] This intensity factor was used in the model along with the assumption that the project

[17] California Air Resource Board, 2019. *EMFAC Off-Model Adjustment Factors to Account for the SAFE Vehicle Rule Part One.* November. Web: https://ww3.arb.ca.gov/msei/emfac_off_model_adjustment_factors_final_draft.pdf

[18] California Air Resource Board, 2020. *EMFAC Off-Model Adjustment Factors for Carbon Dioxide (CO_20 Emissions to Accounts for the SAFE Vehicles Rule Part One and the Final SAFE Rule*. June. Web: https://ww3.arb.ca.gov/msei/emfac_off_model_co2_adjustment_factors_06262020-final.pdf?utm_medium=email&utm_source=govdelivery

[19] See CARB 2018: https://ww2.arb.ca.gov/our-work/programs/mobile-source-emissions-inventory/road-documentation/msei-modeling-tools-emfac

[20] Hexagon, 2020. *DSAP Trip Estimates and VMT*. August

[21] PG&E, 2019. *Corporate Responsibility and Sustainability Report*. Web: http://www.pgecorp.com/corp_responsibility/reports/2019/assets/PGE_CRSR_2019.pdf

would use electricity supplied by San José Clean Energy (SJCE). SJCE provided 86 percent carbon free energy to customers in 2020 and aims to increase the percentage of renewable energy it offers in its base product over time. SJCE also offers a 100 percent renewable, 100% carbon free option.[22] Note that for the 2015 existing scenarios the 2015 PG&E emission rate of 405 lbs. CO_2 per MWh was used, and no carbon-free electricity was assumed.

Other Inputs

Default model assumptions for emissions associated with solid waste generation and water/wastewater use were applied to the project. No woodburning emissions from hearths was assumed.

Summary of Operational Period Emissions

Tables 9 and 10 report the predicted emissions from complete build out of the DSAP Amendment within the DSAP area and within the Downtown boundaries in terms of annual emissions in tons and average daily operational emissions. Operation was assumed to occur365 days per year. Net emissions between the proposed DSAP Amendment area and existing plan areas are also shown. The cumulative DTS + DSAP + Downtown West project operational period emissions are also shown for informational purposes in Table 11.

Note that there are no emission thresholds that apply to potential emissions generated by a plan. The BAAQMD project-level thresholds are included for informational and comparative purposes only not for impact findings.

As shown in all three tables below, operational period emissions would exceed the BAAQMD project-level thresholds. These emissions are similar or less than the operational period emissions computed for the DTS 2040 EIR. The high emissions would be due to the large scale of the developments planned in these plan areas and the large amount of mobile emissions generated under these plans and project. However, the impact of operational period emissions was already addressed in the DTS 2040 EIR. It was concluded in the DTS 2040 EIR that buildout of the DTS 2040 would generate substantial emissions of regional criteria pollutants and that the plan would have a significant and unavoidable impact on cumulative operational air pollutant emissions. Therefore, the DSAP Amendment would still be subject to the measures included in the DTS 2040 EIR that would reduce regional air pollutants. *Attachment 1* to this report includes the operational assumptions, CalEEMod model output files, and EMFAC2017 modeling output files.

[22]See: https://www.sanjoseca.gov/your-government/departments-offices/environmental-services/climate-smart-san-jos/2019-reach-code-initiative

Table 9. DSAP and the DSAP Amendment Operational Period Emissions

Scenario	ROG	NOx	PM_{10}	$PM_{2.5}$
Existing No Project – 2014 DSAP (2015)[1]	*56.09 tons*	*31.79 tons*	*9.23 tons*	*2.84 tons*
Future No Project – DSAP (2040)	46.37 tons	14.38 tons	9.07 tons	2.541 tons
Future with Project – 2014 DSAP + DSAP Amendment (2040)	143.45 tons	80.21 tons	72.13 tons	17.05 tons
Total Net Plan Operational Emissions (tons/year)	97.08	65.83	63.06	14.52
BAAQMD Project Thresholds	***10 tons/year***	***10 tons/year***	***15 tons/year***	***10 tons/year***
Average Daily Net Project Operational Emissions[2]	531.99 lbs./day	360.70 lbs./day	345.51lbs./day	79.56 lbs./day
BAAQMD Project Thresholds	***54 lbs./day***	***54 lbs./day***	***82 lbs./day***	***54 lbs./day***

[1] Listed for informational purposes. [2] Assumes 365-day operation.

Table 10. DTS 2040 and DSAP Amendment Operational Period Emissions

Scenario	ROG	NOx	PM_{10}	$PM_{2.5}$
Existing No Project – DTS 2040 (2015)[1]	*248.36*	*205.24*	*68.00*	*19.06*
Future No Project – DTS 2040 (2040)	226.31	161.14	156.29	36.20
Future with Project – DTS 2040 + DSAP Amendment (2040)	300.28	204.13	194.49	45.13
Total Net Plan Operational Emissions (tons/year)	74.96	42.98	38.20	8.90
BAAQMD Project Thresholds	***10 tons/year***	***10 tons/year***	***15 tons/year***	***10 tons/year***
Average Daily Net Project Operational Emissions (pounds per day)[2]	405.28	235.48	209.30	48.94
BAAQMD Project Thresholds	***54 lbs./day***	***54 lbs./day***	***82 lbs./day***	***54 lbs./day***

[1] Listed for informational purposes. [2] Assumes 365-day operation.

Table 11. DTS 2040, DSAP Amendment and Downtown West within Downtown Operational Period Emissions

Scenario	ROG	NOx	PM_{10}	$PM_{2.5}$
Existing No Project – DTS 2040 (2015)[1]	248.36	205.24	68.00	19.06
Future No Project – DTS 2040 (2040)	226.31	161.16	156.29	36.20
Future with Project – DTS 2040 + DSAP Amendment + Downtown West (2040)	369.33	238.95	223.74	52.16
Total Net Plan Operational Emissions (tons/year)	143.02	77.79	67.45	15.97
BAAQMD Project Thresholds	***10 tons/year***	***10 tons/year***	***15 tons/year***	***10 tons/year***
Average Daily Net Project Operational Emissions (pounds per day)[2]	783.67	426.27	369.57	87.49
BAAQMD Project Thresholds	***54 lbs./day***	***54 lbs./day***	***82 lbs./day***	***54 lbs./day***

[1] Listed for informational purposes. [2] Assumes 365-day operation.

DTS 2040 Mitigation Measure AQ-2: Measures Included in the Project to Reduce and Avoid Impacts Related to Regional Air Quality

To reduce emissions associated with vehicle travel, future development will be required to implement a transportation demand management (TDM) program, consistent with the Downtown Transportation Plan. The TDM programs may incorporate, but would not be limited to, the following Transportation Control Measures (TCMs):[23]

- Rideshare Measures:
  - Implement carpool/vanpool program (e.g., carpool ride matching for employees, assistance with vanpool formation, provision of vanpool vehicles, etc.)
- Transit Measures:
  - Construct transit facilities such as bus turnouts/bus bulbs, benches, shelters, etc.
  - Design and locate buildings to facilitate transit access (e.g., locate building entrances near transit stops, eliminate building setbacks, etc.)
- Services Measures:
  - Provide on-site shops and services for employees, such as cafeteria, bank/ATM, dry cleaners, convenience market, etc.;
  - Provide on-site child care or contribute to off-site childcare within walking distance.
- Shuttle Measures:
  - Establish mid-day shuttle service from work site to food service establishments/commercial areas;
  - Provide shuttle service to transit stations/multimodal centers
- Parking Measures:
  - Provide preferential parking (e.g., near building entrance, sheltered area, etc.) for carpool and vanpool vehicles;
  - Implement parking fees for single occupancy vehicle commuters;
  - Implement parking cash-out program for employees (i.e., non-driving employees receive transportation allowance equivalent to value of subsidized parking);
- Bicycle and Pedestrian Measures:
  - Provide secure, weather-protected bicycle parking for employees;
  - Provide safe, direct access for bicyclists to adjacent bicycle routes;
  - Provide showers and lockers for employees bicycling or walking to work;
  - Provide secure short-term bicycle parking for retail customers or non-commute trips;
  - Provide direct, safe, attractive pedestrian access from Planning Area to transit stops and adjacent development;
- Other Measures:
  - Implement compressed work week schedule (e.g., 4 days/40 hours, 9 days/80 hours);
  - Implement home-based telecommuting program.

During project-level supplemental review of future individual development projects, the measures will be evaluated for consistency with the Downtown Strategy 2040 and General Plan policies. All feasible and applicable measures will be required as part of project design or as conditions of approval.

[23] These measures are recommended by BAAQMD for reducing emissions associated with vehicle travel and are identified in the Downtown Strategy 2000 EIR as mitigation measures for regional air quality impacts.

Carbon Monoxide

Carbon monoxide (CO) is a pollutant that affects air quality locally. Monitoring data from all ambient air quality monitoring stations in the Bay Area indicate that existing carbon monoxide levels are currently below national and California ambient air quality standards. Monitored CO levels have decreased substantially since 1990 as newer vehicles with greatly improved exhaust emission control systems have replaced older vehicles. The Bay Area has been designated as an attainment area for the CO standards. The highest measured levels in the Bay Area during the past three years are 3.0 ppm or less for eight-hour averaging periods, compared with state and federal criteria of 9.0 ppm.

Even though current CO levels in the Bay Area are well below ambient air quality standards, and there have been no exceedances of CO standards in the Bay Area since 1991, elevated levels of CO still warrant analysis. CO hotspots (occurrences of localized high CO concentrations) could still occur near busy congested intersections. Recognizing the relatively low CO concentrations experienced in the Bay Area, the BAAQMD's CEQA Air Quality Guidelines state that a project would have a less-than-significant impact if it would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour. Peak hour traffic volumes at intersections affected by implementation of the DSAP Amendment area would be less than the threshold of 44,000 vehicles per hour. Therefore, this impact would remain less-than-significant as concluded in the DSTS 2040 EIR.

Impact AIR-3: Expose project sensitive receptors to substantial pollutant concentrations during construction and operation?

Project Construction TAC Exposure

Subsequent land use activities associated with implementation of the DSAP Amendment could include short-term construction sources of TACs. There are sensitive receptors adjacent to many portions of the Plan Area and there will be future residents in the DSAP Amendment development areas that could potentially be exposed to construction TACs during construction activity.

Construction equipment and associated heavy-duty truck traffic generates diesel exhaust, which is a known TAC. The construction exhaust emissions may pose community risks for sensitive receptors such as nearby residents. The primary community risk impact issues associated with construction emissions are cancer risk and exposure to $PM_{2.5}$. Diesel exhaust poses both a potential health and nuisance impact to nearby receptors. A community risk assessment of the project construction activities would have to be conducted at a project level to address these impacts. Since specific construction plans and schedules for construction are not known, it is not possible to quantify the impacts and determine the significance. There are various measures that can be incorporated into construction plans that could minimize these potential impacts.

Because residential development at the project site would be developed over time there would be on-site residences (new sensitive receptors) occupied while construction would be occurring in other areas of the Plan Area. Community health risks to nearby off-site and future on-site sensitive receptors associated with temporary construction of the future development is considered *potentially significant*. *Implementation of DTS 2040 Mitigation Measures AQ-1 would reduce this impact to less-than-significant.*

Effectiveness of Mitigation Measures AQ-1

Implementation of the basic measures in *Mitigation Measure AQ-1* would be consistent with BAAQMD-recommended basic control measures for reducing fugitive particulate matter that are contained in the BAAQMD CEQA Air Quality Guidelines. Implementation of the Additional and Exhaust Measures identified in *Mitigation Measure AQ-1* through future project-specific assessments would further reduce on-site diesel exhaust emissions. The selection of appropriate equipment could reduce emissions substantially. For example, the use of diesel-powered construction equipment that meets U.S. EPA particulate matter emissions standards for Tier 4 engines or included diesel particulate matter filters certified by CARB can reduce diesel particulate matter emissions by at least 80 percent. That measure alone would likely reduce construction health risk impacts to a less-than-significant level. Other measures identified in Mitigation Measure AQ-2 would further reduce impacts. Additional measures to reduce TAC and $PM_{2.5}$ emissions would include hourly limits for generator or crane use, electrification or use of alternative fuels for portable equipment, appropriate staging of equipment, and additional limitations on equipment idling. The application of appropriate measures would reduce maximum cancer risk, annual $PM_{2.5}$ concentrations, and HI to below respective threshold levels. Therefore, *after implementation of these recommended measures, the project would have a less-than-significant impact with respect to community risk caused by construction activities.*

Project Operation TAC Exposure

As previously discussed, there are no thresholds to evaluate the effects of plans on TAC exposure. There are thresholds that would apply to projects constructed under the plan. Specific sources of TACs or $PM_{2.5}$ emissions associated with the plan have not been identified. The types of land uses envisioned under the DSAP Amendment are not anticipated to include substantial TAC sources such that significant exposures could occur. Increases in traffic that would occur as a result of the DSAP Amendment would be a source of TACs and $PM_{2.5}$. Emissions sources associated with projects constructed under the plan may also include diesel generator or natural gas-fueled boilers that would require permitting by BAAQMD. These types of sources of air pollution that operate within accordance of BAAQMD rules and regulations would not cause significant exposure for on- or off-site sensitive receptors. This would be a *less-than-significant impact*.

As discussed above, in December 2015, the Supreme Court determined that an analysis of the impacts of the environment on a project – known as "CEQA-in-reverse" – is only required under two limited circumstances: (1) when a statute provides an express legislative directive to consider such impacts; and (2) when a proposed project risks exacerbating environmental hazards or conditions that already exist (Cal. Supreme Court Case No. S213478). However, the BAAQMD CAP contains the following goal: "reduce population exposure and protecting public health in the Bay Area." Therefore, the potential community risk impact to future onsite receptors is addressed here. To address exposure of sensitive receptors to substantial pollutant levels, the BAAQMD CEQA Guidelines developed thresholds that address community health risk. These include increased cancer risk, non-cancer hazards and increased annual concentrations of $PM_{2.5}$. Sources of TACs and $PM_{2.5}$ lead to increased community risk levels. Diesel particulate matter (DPM) is the predominant TAC in the area.

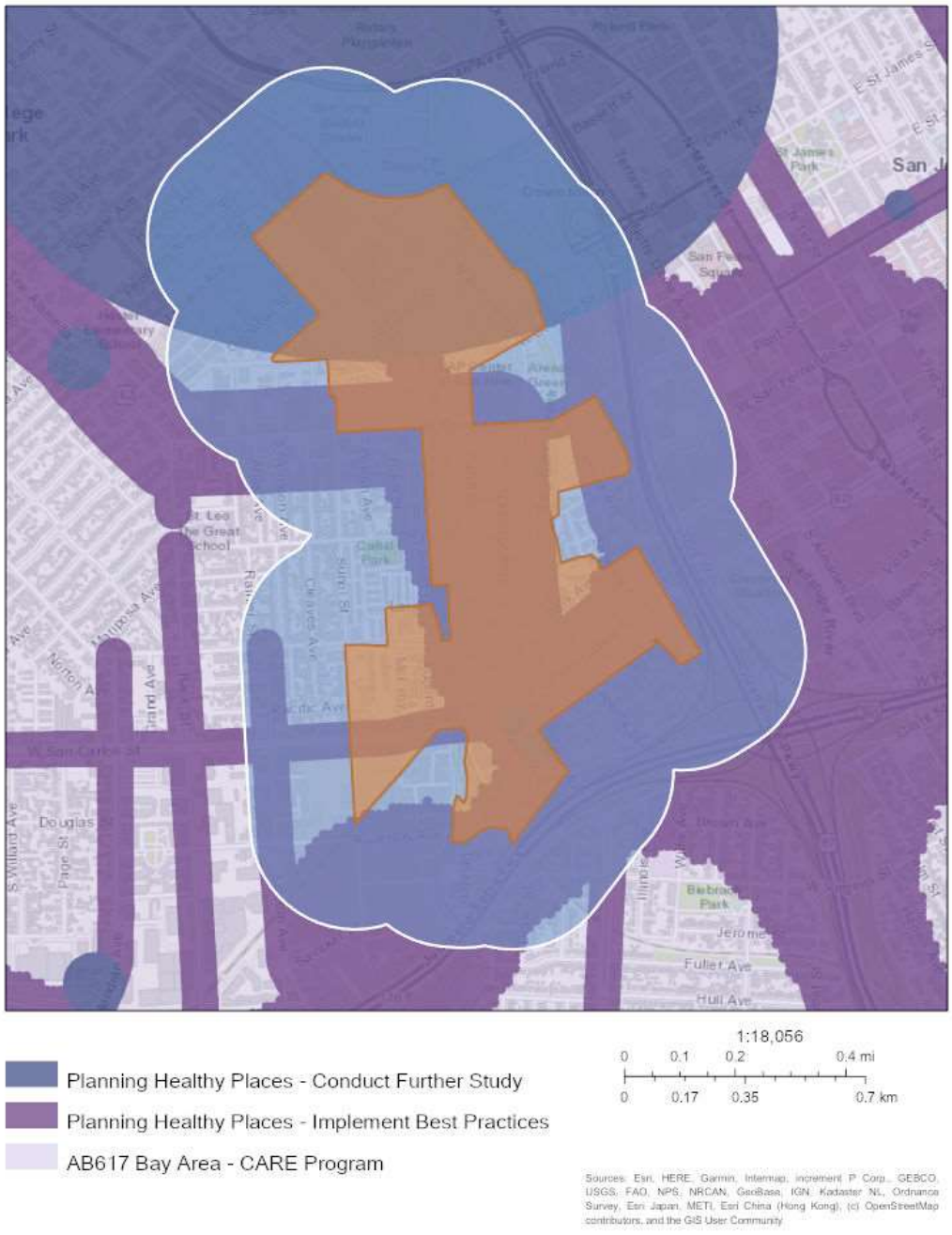
TAC Effects on DSAP Amendment Sensitive Receptors

The project would include new sensitive receptors, primarily in the form of residents. Substantial sources of air pollution can adversely affect sensitive receptors proposed as part of new projects. BAAQMD recommends using a 1,000-foot screening radius around a project site for purposes of identifying community health risk from siting a new sensitive receptor or a new source of TACs. Implementation of the proposed project is not expected to introduce any new substantial stationary sources of TACs. However, nearby stationary sources of TACs (e.g., emergency back-up generators and gas stations) and traffic on local roadways could affect the proposed plan residences.

As shown in Figure 3, the DSAP Amendment plan area is located in a CARE community with some portions of the plan located in Planning Healthy Places areas that require implementation of best practices or further study. The plan amendment area is also affected by various sources of TACs or air pollutants that could potentially result in unhealthy exposures. The DSAP Amendment area is near State Route (SR) 87, Interstate 280 (I-280), and busy nearby local roadways with average daily traffic (ADT) of over 10,000 vehicles. The San José Diridon Station is also within the plan area and it is a major transit hub for Santa Clara County with rail services for Caltrain, Amtrak, and the Altamont Corridor Express. The Diridon Station is also where the future BART extension in Downtown San José would be located. Lastly, 39 BAAQMD permitted stationary

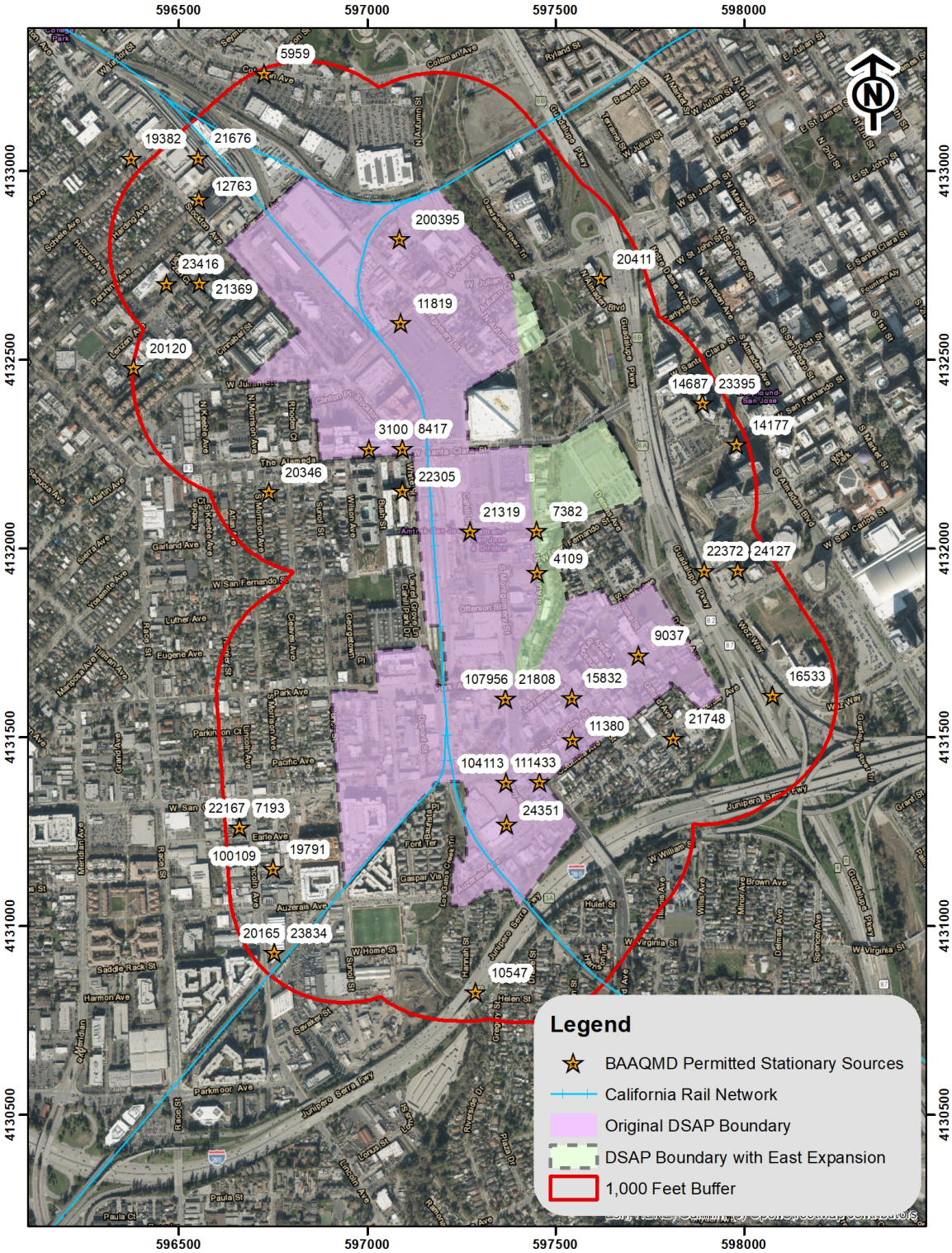
sources were identified within the 1,000-foot influence area. Figure 4 shows the DSAP Amendment plan area, the 1,000-foot influence area, and the nearby TAC sources. The screening and community risk calculations are included in Attachment 2.

Figure 3. BAAQMD's Planning Healthy Places Boundaries and 1,000-foot Influence Area in Proximity to the DSAP Amendment Plan Area



Source: BAAQMD, 2020 Permitted Stationary Sources Risk and Hazards

Figure 4. DSAP Amendment Plan Area and 1,000-foot Influence Area with Identified TAC Sources



Source: BAAQMD, 2020 Permitted Stationary Sources Risk and Hazards using ArcMap 10.8.1

Freeway & Roadway Community Risk Impacts

SR 87 is east of the DSAP Amendment site boundaries and I-280 is south of the plan area. Neither freeway is within the DSAP Amendment plan area, but they are within 1,000 feet of its boundaries. The primary source of TAC emissions from freeways is from diesel trucks that emit DPM. Additional TAC emissions come from gasoline fueled vehicles which emit organic TAC compounds. $PM_{2.5}$, which is also of concern, is emitted from vehicle exhaust, tire and brake wear, and from re-suspended roadway dust.

Based on provided 2040 DSAP plus DTS full build-out traffic volumes, traffic on the following local roadways would exceed 10,000 ADT: Stockton Avenue, Delmas Avenue, Park Avenue, Auzerais Avenue, Josefa Street, West San Fernando Street, Autumn Street, Montgomery Street, Bird Street, West San Carlos Street, and West Julian Street. These roadways are sources of TAC emissions that may adversely affect sensitive receptors in close proximity to the roadway.

At the time of this analysis, BAAQMD has not provided screening tools to assess freeways or local roadways. Therefore, refined modeling would be needed for future projects proposed within the DSAP Amendment plan area. This includes modeling emissions with the latest version of the EMFAC model and combining those with projected traffic conditions in a dispersion model (i.e. AERMOD) that uses hourly meteorological data collected at the San José International Airport. However, if screening tools from BAAQMD to evaluate roadway risks and hazards do become available in the future, then those screening tools could be use in lieu of refined dispersion modeling.

Railroad Community Risk Impacts

At the time of this analysis, BAAQMD does not provide screening tools to evaluate diesel-powered locomotives operating on railroads. Therefore, refined modeling techniques that utilize emissions calculations and dispersion modeling need to be employed for developments near active railroads. However, if screening tools from BAAQMD to evaluate rail line risks and hazards do become available in the future, then those screening tools could be use in lieu of refined dispersion modeling.

Stationary Source Community Risk Impacts

Permitted stationary sources of air pollution near the project site were identified using BAAQMD's *Permitted Stationary Sources 2018* geographic information systems (GIS) website tool[24], which identifies the location of nearby stationary sources and their estimated risk and hazard impacts. The screening level risks and hazards posted on the GIS website for the sources can then be adjusted for distance using BAAQMD's *Distance Adjustment Multiplier Tool for Diesel Internal Combustion Engines* and *Gasoline Dispensing Facility Distance Multiplier Tool* when appropriate. These distance adjustment multipliers can be found in the *BAAQMD Risk and*

[24] BAAQMD, https://baaqmd.maps.arcgis.com/apps/webappviewer/index.html?id=2387ae674013413f987b1071715daa65

Hazards Emission Screening Calculator (Beta Version 4.0).[25] This allows many of the sources to be screened out of any additional analysis.

However, stationary sources that show the potential for significant community risk impacts after this first level of review are further analyzed by contacting BAAQMD for additional emissions information. The *BAAQMD Risk and Hazards Emission Screening Calculator (Beta Version 4.0)* along with the updated BAAQMD average daily emissions information can then be used for additional screening. A refined modeling analysis would be required if there are sources that still have potentially significant impacts after this level of review.

A refined analysis would include dispersion modeling of the source using emissions and source information provided by BAAQMD. If the source still has significant community risk impacts following this level of effort, then risk reduction strategies would have to be implemented by the project on a case-by-case basis, including but not limited to, mechanical air filtration systems.

Of the 39 stationary sources identified within the Plan area, only five of the facilities had risk impacts exceeding BAAQMD thresholds without distance adjustments. Note that this GIS database is periodically update; therefore, stationary sources identified in this analysis may be removed or changed in the future. Therefore, proposed future project developments within the DSAP Amendment area would need to conduct project-level analysis to assess the risk and hazards from the nearby BAAQMD permitted stationary sources. Figure 4 shows the stationary sources within the Plan and the stationary sources' risk impacts are in Attachment 2.

Summary of TAC Community Risk

The DSAP Amendment would allow new land uses that include sensitive receptors that could be exposed to existing TACs and air pollutants that result in increased cancer risk and/or elevated annual PM2.5 exposures. New developments could also include sources of TACs and air pollutants or indirectly create these sources (e.g., transit stations) that could expose both existing and new sensitive receptors. This impact would be potentially significant. Implementation of the DTS 2040 Mitigation Measure AQ-3 would reduce these impacts to a level of less than significant.

DTS 2040 Mitigation Measure AQ-3: The following measures shall be utilized in site planning and building designs to reduce TAC and $PM_{2.5}$ exposure where new receptors are located within the setback distances identified above:

- Future development under the DSAP Amendment/DTS 2040 Plan that includes sensitive receptors (such as residents, schools, hospitals, daycare centers, or retirement homes) located within the setback distances from SR 87 and I-280, local roadways, and stationary sources shall require site-specific analysis to quantify the level of TAC and $PM_{2.5}$ exposure. These are identified as the shaded areas in Figure 1. This analysis shall be conducted following procedures outlined by BAAQMD. If the site-specific analysis reveals significant exposures, such as cancer risk greater than 10 in one million acute or chronic hazards with a Hazard Index greater than

[25] See http://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/ceqa-tools, accessed January 29, 2015.

1.0, or annual $PM_{2.5}$ exposures greater than 0.3 $\mu g/m^3$, or a significant cumulative health risk in terms of excess cancer risk greater than 100 in one million, acute or chronic hazards with a Hazard Index greater than 10.0, or annual $PM_{2.5}$ exposures greater than 0.8 $\mu g/m^3$, additional measures such as those detailed below shall be employed to reduce the risk to below the threshold. If this is not possible, the sensitive receptors shall be relocated.

- Future developments that would include TAC sources would be evaluated through the CEQA process or BAAQMD permit process to ensure that they do not cause a significant health risk in terms of excess cancer risk greater than 10 in one million, acute or chronic hazards with a Hazard Index greater than 1.0, or annual PM2.5 exposures greater than 0.3 $\mu g/m^3$, or a significant cumulative health risk in terms of excess cancer risk greater than 100 in one million, acute or chronic hazards with a Hazard Index greater than 10.0, or annual $PM_{2.5}$ exposures greater than 0.8 µg/m3.

- For significant cancer risk exposure, as defined by BAAQMD, indoor air filtration systems shall be installed to effectively reduce particulate levels to a less-than-significant level. Project sponsors shall submit performance specifications and design details to demonstrate that lifetime residential exposures would result in less-than-significant cancer risks (less than 10 in one million chances or 100 in one million for cumulative sources), Hazard Index or $PM_{2.5}$ concentration.

- Air filtration systems installed shall be rated MERV-13 or higher and a maintenance plan for the air filtration system shall be implemented.

- Trees and/or vegetation shall be planted between sensitive receptors and pollution sources, if feasible. Trees that are best suited to trapping particulate matter shall be planted, including the following: Pine (Pinus nigra var. maritime), Cypress (X Cupressocyparis leylandii), Hybrid poplar (Populus deltoids X trichocarpa), and Redwoods (Sequoia sempervirens).

- Sites shall be designed to locate sensitive receptors as far as possible from any freeways, roadways, refineries, diesel generators, distribution centers, and rail lines.

- Operable windows, balconies, and building air intakes shall be located as far away from these sources as feasible. If near a distribution center, residents shall not be located immediately adjacent to a loading dock or where trucks concentrate to deliver goods.

Effectiveness of Mitigation Measure AQ-2

The BAAQMD CEQA Air Quality Guidelines and BAAQMD's Planning Healthy Places recommend that developments in areas affected by air pollutant sources install and maintain air filtration systems of fresh air supply. These systems should be installed on either an individual unit-by-unit basis, with individual air intake and exhaust ducts ventilating each unit separately, or

through a centralized building ventilation system. The ventilation system should be certified to achieve certain effectiveness.

The air filtration recommendations identified for Mitigation Measure AQ-2, filtration system using MERV13, was evaluated for effectiveness. Increased cancer risks for each of the filtration cases were calculated assuming a combination of outdoor and indoor exposure. This includes 3 hours of outdoor exposure to ambient DPM concentrations and 21 hours of indoor exposure to filtered air was assumed. In this case, the effective particulate control efficiency using a MERV13 filtration system is about 85 percent and 70 percent when accounting for 3 hours of non-filtered air.

Assuming the effectiveness of filtration systems described above, implementation of Mitigation Measure AQ-2 would reduce maximum cancer risk, annual $PM_{2.5}$ concentrations, and HI to below respective threshold levels. Therefore, with implementation of Mitigation Measure AQ-2, this impact would be reduced to a of *less-than-significant* level.

Impact AIR-4: Create objectionable odors affecting a substantial number of people?

The project would generate localized emissions of diesel exhaust during construction equipment operation and truck activity. These emissions may be noticeable from time to time by adjacent receptors. However, they would be localized and are not likely to adversely affect people off site by resulting in confirmed odor complaints. The Plan Amendment does not identify any uses that are typical sources of odors that could lead to objectionable odors that generate frequent odor complaints.

Odor impacts could occur if residents associated with the project experienced objectionable odors and made complaints. Due to the subjective nature of odor impacts, the number of variables that can influence the potential for an odor impact, and the variety of odor sources, there are no quantitative methodologies to determine the presence of a significant odor impact. The significance of odor impacts is based on the potential to cause odor complaints.

BAAQMD publishes screening buffer distances for odor sources and sensitive receptors in their CEQA Air Quality Guidelines. However, significant sources of odors are not proposed as part of the DSAP Amendment nor the DTS 2040 Plan. Further, the City would implement General Plan Policy MS-12.1 and MS-12.2 as part of the development review process to ensure that residents are protected from odors that might be associated with implementation of the DSAP Amendment.

GREENHOUSE GAS EMISSIONS

Impact GHG-1: Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

The City of San José 2030 GHGRS serves as a Qualified Greenhouse Gas Reduction Strategy or a community-wide plan approved by BAAQMD to reduce GHG emissions in accordance with AB 32 goals. [26] A Scoping Plan for AB 32 was adopted by CARB in December 2008. It contains the State of California's main strategies to reduce GHGs from business-as-usual emissions projected in 2020 back down to 1990 levels. Business-as-usual (BAU) is the projected emissions in 2020, including increases in emissions caused by growth, without any GHG reduction measures. The Scoping Plan has a range of GHG reduction actions, including direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, and market-based mechanisms such as a cap-and-trade system.

Greenhouse Gas Emissions Significance Threshold

The BAAQMD thresholds were developed specifically for the Bay Area after considering the latest Bay Area GHG inventory and the effects of Assembly Bill (AB) 32 scoping plan measures that would reduce regional emissions. BAAQMD intends to achieve GHG reductions from new land use developments to close the gap between projected regional emissions with AB 32 scoping plan measures and the AB 32 targets. The BAAQMD GHG recommendations include a specific plan- and project-level GHG emission efficiency metric of 4.6 MT of CO_2e per service population (future residences and full-time workers) per year for projects operational during or before 2020. Note that the BAAQMD threshold of 6.6 MT CO_2e per service population per year is for general plans not specific or area plans.

The basis for the GHG thresholds recommended in the BAAQMD CEQA Air Quality Guidelines was intended to meet goals of AB 32 for the year 2020. Since the plan development would occur beyond 2020, a threshold that addresses a future emission target was used. Development within the DSAP Amendment plan area would occur beyond 2020, so a threshold that addresses a future target is appropriate. The basis of the BAAQMD thresholds were used to develop plan level thresholds for 2040. Although BAAQMD has not yet published a quantified threshold for 2040, this assessment uses a "Substantial Progress" efficiency metric of 2.6 MT CO2e/year/service population (SP). This is calculated for 2030 based on the GHG reduction goals of EO B-30-15, taking into account the 1990 inventory and the projected 2030 statewide population and employment levels.[27] An efficiency metric of 1.7 MT CO_2e/year/S.P. for 2040 was also calculated using the same method. This 2040 service population threshold is the same one used in the DTS 2040 EIR.

[26] City of Santa Clara, 2013. *Santa Clara Climate Action Plan*. December.

[27] Association of Environmental Professionals, 2016. *Beyond 2020 and Newhall: A Field Guide to New CEQA Greenhouse Gas Thresholds and Climate Action Plan Targets for California*. April.

Operational GHG Emissions

The CalEEMod model that was used to predict air pollutant emissions was used to compute annual GHG emissions in 2015 and 2040 for the Existing without Project (i.e. 2014 DSAP and DTS 2040 in the years 2015 and 2040) and the Future with Project (i.e. 2014 DSAP + DSAP Amendment and DTS 2040 + DSAP Amendment) scenarios in Tables 12 and 13, respectively. In addition, the cumulative scenario (i.e. DTS 2040 + DSAP Amendment + Downtown West) GHG emissions in 2040 were predicted and are compared to the DTS 2040 GHG emissions for informational purposes in Table 14. The 2015 GHG emissions for the Existing without Project scenarios are also listed in each table for informational and comparative purposes.

Summary of Operational GHG Emissions

The GHG emissions are shown in total MT CO_2e and per service population. The service population emissions were calculated by dividing the total MT CO_2e by the predicted total population provided by the traffic consultant. Net MT CO_2e were also calculated by subtracting the existing no project scenario GHG emissions from the total full buildout GHG emissions. The service population emissions for the full buildout scenarios are based on the net emissions and net service populations with the exception of the DTS 2040 + DSAP Amendment + Downtown West scenario. The gross total MT of CO_2e for that scenario were divided by the total service population from the DTS 2040, DSAP Amendment, and Downtown West.

As shown in Table 12, the DSAP + DSAP Amendment scenario would have annual service population emissions of 1.70 MT of CO_2e/year/SP in 2040. In Table 13, the DTS 2040 + DSAP Amendment scenario would have an annual net service population emissions of 1.69 MT of CO_2e/year/SP in 2040, which would not exceed the efficiency metric of 1.7 MT CO_2e/year/SP. Additionally the DTS 2040 + DSAP Amendment + Downtown West service population emissions would be 1.85 MT of CO_2e/year/SP in 2040, which would exceed the 2040 Substantial Progress threshold of 1.7 MT of CO_2e/year/SP.

The GHG emissions in Table 12 and Table 13 would have lower or similar results to the GHG emissions computed for the DTS 2040 EIR. Therefore, the DSAP Amendment would not substantially worsen the impacts identified in the DTS 2040 EIR.

Table 12. DSAP and DSAP Amendment GHG Emissions in MT of CO_2e and Per Service Population

Source Category	2014 DSAP – Existing Uses in 2015	DSAP –Existing Uses in 2040	DSAP Amendment Full Build-Out – Existing + Project in 2040
Area	136	136	507
Energy Consumption	29,736	8,724	18,884
Mobile	576	398	2,826
Solid Waste Generation	3,392	3,392	8,690
Water Usage	2,216	1,480	3,969
Mobile – Exhaust	15,353	10,274	95,322
Total (MT of CO_2e)	51,409	24,404	130,198
Net Increase in 2040 (MT of CO_2e)			105,794
Service Population (persons)	8,022	8,022	62,164
Service Population Efficiency Metric (MT CO_2e/year/SP)	6.41	3.04	1.70
2040 Substantial Progress Threshold			***1.7 MT CO2e/year/SP***

Table 13. DTS 2040 and DSAP Amendment GHG Emissions in MT of CO_2e and Per Service Population

Source Category	DTS 2040 (2015) – Existing Uses in 2015	DTS 2040 – Existing Uses in 2040	DTS 2040 + DSAP Amendment Full Build-Out – Existing + Project in 2040
Area	756	756	986
Energy Consumption	99,637	31,750	40,644
Mobile	2,985	5,073	6,313
Solid Waste Generation	11,694	11,694	16,360
Water Usage	7,327	4,894	7,142
Mobile – Exhaust	119,397	207,814	260,080
Total (MT of CO_2e)	241,796	261,980	331,526
Net Increase in 2040 (MT of CO_2e)			69,545
Service Population (persons)	46,156	134,812	41,272
Service Population Efficiency Metric (MT CO_2e/year/SP)	5.24	1.94	1.69
2040 Substantial Progress Threshold			***1.7 MT CO2e/year/SP***

Table 14. DTS 2040, DSAP Amendment, and Downtown West GHG Emissions in MT of CO_2e and Per Service Population

Source Category	DTS 2040 (2015) – Existing Uses in 2015	DTS 2040 – Existing Uses in 2040	DTS 2040 + DSAP Amendment + Downtown West Full Build-Out – Existing + Project in 2040
Area	756	756	1,279
Energy Consumption	99,637	31,750	48,771
Mobile	2,985	5,073	7,708
Solid Waste Generation	11,694	11,694	20,599
Water Usage	7,327	4,894	9,135
Mobile – Exhaust	119,397	207,814	300,126
Total (MT of CO_2e)	241,796	261,980	387,618
Net Increase in 2040 (MT of CO_2e)			125,638
Service Population (persons)	46,156	134,812	209,093
Service Population Efficiency Metric (MT CO_2e/year/SP)	5.24	1.94	1.85
2040 Substantial Progress Threshold			***1.7 MT CO2e/year/SP***

Notes: [1]Includes plan area specific VMT. Table included for informational purposes only.

Impact GHG-2: Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

The proposed Plan Amendment would not conflict or otherwise interfere with the statewide GHG reduction measures identified in CARB's Scoping Plan. The project would comply with requirements of the Green Building Code. For example, proposed buildings would be constructed in conformance with CALGreen and the Title 24 Building Code, which requires high-efficiency water fixtures and water-efficient irrigation systems. The City also has listed reduction strategies that would be relevant to the Plan Amendment. The GHGRS identified earlier in the report are shown in Table 15 and the DSAP Amendment is evaluated for project consistency. In addition, any future developments proposed under the DSAP Amendment would need to complete the 2030 GHGRS Development Compliance Checklist to ensure that all developments adhere to the policies in the 2030 GHGRS. As indicated in Table 15, the DSAP Amendment would include implementing policies and measures that are generally consistent with the City's 2030 GHGRS.

Table 15. City of San José 2030 GHGRS Consistency [PENDING}

Applicable GHGRS Measures	Consistency
GHGRS 1 – San Jose Clean Energy The City will implement the San José Clean Energy program to provide residents and businesses access to cleaner energy at competitive rates.	*Consistent*: "The DSAP Amendment would encourage the use of the electricity from SJCE, which provided 86 percent carbon free energy to customers in 2020 and which aims to increase the percentage of renewable energy it offers in its base product over time. SJCE also offers a 100 percent renewable, 100% carbon-free option.
GHGRS 2 – Zero Net Carbon – Residential Construction The City will implement building reach code ordinance (adopted September 2019) and its prohibition of natural gas infrastructure ordinance (adopted October 2019) to guide the City's new construction toward zero net carbon (ZNC) buildings	*Consistent:* New projects under the DSAP Amendment would adhere to the City reach codes for natural gas and prohibit the use of natural gas infrastructure in new construction when appropriate.
GHGRS 3 – Renewable Energy Development The City will expand development of rooftop solar energy through the provision of technical assistance and supportive financial incentives to make progress toward the Climate Smart San José of becoming one-gigawatt solar city.	*Consistent:* The DSAP Amendment would encourage the incorporation of photovoltaic solar panels. Developers would also be encouraged to incorporate solar power, to the degree feasible, and at minimum provide solar ready infrastructure.
GHGRS 5 – Zero Waste Goal As an expansion to Climate Smart San José, the City will update its Zero Waste Strategic Plan and reassess zero waste strategies. Throughout the development of the update, the City will continue to divert 90 percent of waste away from landfills through source reduction, recycling, food recovery and composting, and other strategies.	*Consistent:* The DSAP Amendment would include on-site recycling facilities, implement a construction waste management plan, and meet the waste diversion goals outlined in the California Integrated Waste Management Act and AB 935.

Applicable GHGRS Measures	Consistency
GHGRS 7 – Water Conservation The City will expand its water conservation efforts to achieve and sustain long-term per capita reductions that ensure a reliable water supply with a changing climate, through regional partnerships, sustainable landscape designs, green infrastructure, and water-efficient technology and systems.	*Consistent:* DSAP Amendment would support the City's General Plan policies encouraging new development to utilize recycled water for landscape irrigation and promoting water conservation (Policies MS-3.1 through MS-3.9)

Attachment 1: CalEEMod Modeling and Assumptions

DSAP				
Scenario	**Office (sf)**	**Retail (sf)**	**Residential (units)**	**Hotel (units)**
EXISTING (2015)				
Original DSAP	4,963,400	424,100	2,588	900
Project (2040) - Net				
Proposed Amended DSAP	7,838,000	-	7,044	-
Existing + Project (2040)				
Total DSAP	**12,801,400**	**424,100**	**9,632**	**900**

DOWNTOWN WEST - GOOGLE				
Scenario	**Office (sf)**	**Retail (sf)**	**Residential (units)**	**Hotel (units)**
Further Growth				
Downtown West (DSAP Capacity)	6,306,000	469,000	5,575	1,100

Downtown Strategy 2040				
Scenario	**Office (sf)**	**Retail (sf)**	**Residential (units)**	**Hotel (units)**
Original DTS	14,200,000	1,400,000	14,360	3,600
Proposed Amended DSAP *within DTS Boudary*	7,813,834		4373	
Total	22,013,834	1,400,000	18,733	3,600
Downtown West within DTS*	6306000		5575	

*Retail and hotel growth proposed as part of the Downtown West project would be reallocated to the Downtown West project area from other areas within the Downtown boundary. Therefore, this growth would not represent a net increase in development capacity within Downtown. Additionally, 24,166 square feet of commercial office space and 2,671 residential units proposed as part of the project would be located in areas within DSAP but outside of the Downtown boundary

LAND USE, TRAFFIC, AND POPULATION PROJECTIONS - DSAP & DTS 2040 & CUMULATIVE										
Scenario	**Residents**	**Employees**	**Population**	**Daily Trips**	**Daily VMT**	**VMT/Capita**	**Office (sf)**	**Retail (sf)**	**Residential (units)**	**Hotel (units)**
2014 DSAP (2015)	3,163	4,859	8,022	26,440	102,150	12.73	4,963,400	424,100	2,588	900
2014 DSAP (2040)	Same inputs as the 2015 scenario									
Total DSAP (2014 DSAP + DSAP Amendment)	23,274	46,912	70,186	183,935	863,352	12.30	12,801,400	424,100	9,632	900
Net Change	***20,111***	***42,053***	***62,164***	***157,495***	***761,202***	***-0.43***	***7,838,000***	***0***	***7,044***	***0***
DTS 2040 (2015)	12,548	33,608	46,156	144,405	787,474	17.06	14,200,000	1,400,000	14,360	3,600
DTS 2040	42,704	92,108	134,812	355,225	1,887,937	14.00	14,200,000	1,400,000	14,360	3,600
DTS 2040 + DSAP Amendment 2040	57,848	118,235	176,083	444,740	2,351,629	13.36	22,013,834	1,400,000	18,733	3,600
Net Change	***15,145***	***26,127***	***41,272***	***89,515***	***463,692***	***-0.65***	***7,813,834***	***0***	***4,373***	***0***
Cumulative (DTS 2040 + DSAP Amendment + Downtown West)	69,834	139,258	209,093	516,730	2,694,973	12.89	28,319,834	1,400,000	24,308	3,600

2014 DSAP + DSAP Amendment Operational Criteria Air Pollutants					
	ROG	NOX	Total PM10	Total PM2.5	
Year	Tons				
2015 2014 DSAP Total					
Area	42.21	0.32	0.11	0.11	
Energy	0.88	7.90	0.61	0.61	
Mobile	6.83	3.02	0.18	0.06	
Waste			0.00	0.00	
Water			0.00	0.00	
Mobile - Exhaust	6.18	20.54	8.33	2.06	365
TOTAL	56.09	31.79	9.23	2.84	
2040 2014 DSAP Total					
Area	42.15	0.31	0.11	0.11	
Energy	0.88	7.90	0.61	0.61	
Mobile	1.75	1.63	0.17	0.05	
Waste			0.00	0.00	
Water			0.00	0.00	
Mobile - Exhaust	1.59	4.54	8.18	1.77	
TOTAL	46.37	14.38	9.07	2.54	
DSAP + DSAP Amendment Total					
Area	110.94	1.16	0.42	0.42	
Energy	1.90	17.00	1.31	1.31	
Mobile	12.45	11.57	1.18	0.34	
Waste			0.00	0.00	
Water			0.00	0.00	
Mobile - Exhaust	18.16	50.49	69.22	14.98	
TOTAL	143.45	80.21	72.13	17.05	
	Net Annual Operational Emissions				
Tons/year	97.08	65.83	63.06	14.52	
	Average Daily Emissions				
Pounds Per Day	531.94	360.70	345.51	79.56	

Category	CO2e		
	Original DSAP - 2015	Original DSAP - 2040	Original DSAP + Amended DSAP - 2040
Area	136	136	507
Energy	29,736	8,724	18,884
Mobile	576	398	2,826
Waste	3,392	3,392	8,690
Water	2,216	1,480	3,969
Mobile - Exhaust	15,353	10,274	95,322
TOTAL	51,409	24,404	130,198
Net GHG Emissions			105,794
Service Population	8,022	8,022	62,164
Service Population Emissions	6.41	3.04	1.70

MOBILE EXAHUST EMISSIONS

General*	2015 DSAP	2040 DSAP	2040 DSAP + Amended DSAP	2015 DTS	2040 DTS	2040 DST + DSAP	2040 DTS + DSAP+ GOOGLE	
**PM2.5	0.006	0.005	0.041	0.044	0.090	0.112	0.128	tons
**PM10	0.023	0.022	0.190	0.176	0.415	0.517	0.592	tons
NOx	0.056	0.012	0.138	0.436	0.301	0.379	0.440	tons
CO	0.210	0.054	0.520	1.609	1.137	1.420	1.636	tons
ROG	0.017	0.004	0.050	0.131	0.107	0.136	0.160	tons

*The off-model adjustment factors are applied to Nox, TOG, ROG, PM10, and PM2.5, and CO for emissions from the years 2021 to 205(

**Only PM exhaust emissions were adjusted. (The total PM emissions = Adjusted PM exhaust emissions + Non-Exhaust Emissions)

NOTE Road Silt Loading Factor = 0.043

GHGS	2015 DSAP	2040 DSAP	2040 DSAP + Amended DSAP	2015 DTS	2040 DTS	2040 DST + DSAP	2040 DTS + DSAP+ GOOGLE	
CO2	41.325933	27.810402	257.981849	321.404177	562.434119	703.886817	812.263175	Metric Tons
N2O	0.002270	0.001055	0.009829	0.017559	0.021446	0.026825	0.030934	Metric Tons
CH4	0.002469	0.000888	0.009787	0.019092	0.021174	0.026739	0.031228	Metric Tons
CO2e (Annual MT)	15,353	10,274	95,322	119,397	207,814	260,080	300,126	
Difference			85,048		88,418		40,045	
Changes over Existing			79,968		192,461		284,772	
US ton to Metric Ton Converstion Rate	1.102							

DTS + DSAP Amendment Operational Criteria Air Pollutants					
	ROG	NOX	Total PM10	Total PM2.5	
Year	Tons				
2015 DTS 2040 Total					
Area	161.94	1.78	0.62	0.62	
Energy	3.19	28.63	2.20	2.20	
Mobile	35.39	15.67	0.94	0.32	
Waste			0.00	0.00	
Water			0.00	0.00	
Mobile - Exhaust	47.84	159.17	64.24	15.91	365
TOTAL	248.36	205.24	68.00	19.06	
2040 DTS 2040 Total					
Area	161.64	1.72	0.63	0.63	
Energy	3.19	28.63	2.20	2.20	
Mobile	22.35	20.77	2.11	0.60	
Waste			0.00	0.00	
Water			0.00	0.00	
Mobile - Exhaust	39.14	110.04	151.35	32.76	
TOTAL	226.31	161.16	156.29	36.20	
2040 DTS 2040 + DSAP Amendment Total					
Area	217.38	2.25	0.82	0.82	
Energy	4.08	36.64	2.82	2.82	
Mobile	29.20	27.01	2.31	0.67	
Waste			0.00	0.00	
Water			0.00	0.00	
Mobile - Exhaust	49.62	138.24	188.53	40.82	
TOTAL	300.28	204.13	194.49	45.13	
	Net Annual Operational Emissions				
Tons/year	73.96	42.98	38.20	8.93	
	Average Daily Emissions				
Pounds Per Day	405.28	235.48	209.30	48.94	

Category	CO2e		
	Original DTS - 2015	Original DTS - 2040	Original DTS + Amended DSAP - 2040
Area	756	756	986
Energy	99,637	31,750	40,644
Mobile	2,985	5,073	6,313
Waste	11,694	11,694	16,360
Water	7,327	4,894	7,142
Mobile - Exhaust	119,397	207,814	260,080
TOTAL	241,796	261,980	331,526
Net GHG Emissions			69,545
Service Population	46,156	134,812	41,272
Service Population Emissions	5.24	1.94	1.69

MOBILE EXAHUST EMISSIONS

General*	2015 DSAP	2040 DSAP	2040 DSAP + Amended DSAP	2015 DTS	2040 DTS	2040 DST + DSAP	2040 DTS + DSAP+ GOOGLE	
**PM2.5	0.006	0.005	0.041	0.044	0.090	0.112	0.128	tons/day
**PM10	0.023	0.022	0.190	0.176	0.415	0.517	0.592	tons/day
NOx	0.056	0.012	0.138	0.436	0.301	0.379	0.440	tons/day
CO	0.210	0.054	0.520	1.609	1.137	1.420	1.636	tons/day
ROG	0.017	0.004	0.050	0.131	0.107	0.136	0.160	tons/day

*The off-model adjustment factors are applied to Nox, TOG, ROG, PM10, and PM2.5, and CO for emissions from the years 2021 to 2050

**Only PM exhaust emissions were adjusted. (The total PM emissions = Adjusted PM exhaust emissions + Non-Exhaust Emissions)

GHGS	2015 DSAP	2040 DSAP	2040 DSAP + Amended DSAP	2015 DTS	2040 DTS	2040 DST + DSAP	2040 DTS + DSAP+ GOOGLE	
CO2	41.325933	27.810402	257.981849	321.404177	562.434119	703.886817	812.263175	Metric Tons
N2O	0.002270	0.001055	0.009829	0.017559	0.021446	0.026825	0.030934	Metric Tons
CH4	0.002469	0.000888	0.009787	0.019092	0.021174	0.026739	0.031228	Metric Tons
CO2e (Annual MT)	15,353	10,274	95,322	119,397	207,814	260,080	300,126	
Difference			85,048		88,418		40,045	
Changes over Existing			79,968		192,461		284,772	
US ton to Metric Ton Converstion Rate	1.102							

DTS + DSAP Amendment + Downtown West Operational Criteria Air Pollutants					
	ROG	NOX	Total PM10	Total PM2.5	
Year	Tons				
2015 DTS 2040 Total					
Area	161.94	1.78	0.62	0.62	
Energy	3.19	28.63	2.20	2.20	
Mobile	35.39	15.67	0.94	0.32	
Waste			0.00	0.00	
Water			0.00	0.00	
Mobile - Exhaust	47.84	159.17	64.24	15.91	365
TOTAL	248.36	205.24	68.00	19.06	
2040 DTS 2040 Total					
Area	161.64	1.72	0.63	0.63	
Energy	3.19	28.63	2.20	2.20	
Mobile	22.35	20.77	2.11	0.60	
Waste			0.00	0.00	
Water			0.00	0.00	
Mobile - Exhaust	39.14	110.04	151.35	32.76	
TOTAL	226.31	161.16	156.29	36.20	
2040 DTS 2040 + DSAP Amendment + Downtown West Total					
Area	272.26	2.92	1.07	1.07	
Energy	4.90	43.92	3.38	3.38	
Mobile	33.96	31.56	3.21	0.92	
Waste			0.00	0.00	
Water			0.00	0.00	
Mobile - Exhaust	58.22	160.56	216.08	46.79	
TOTAL	369.33	238.95	223.74	52.16	
	Net Annual Operational Emissions				
Tons/year	143.02	77.79	67.45	15.97	
	Average Daily Emissions				
Pounds Per Day	783.67	426.27	369.57	87.49	

Category	CO2e		
	Original DTS - 2015	Original DTS - 2040	Original DTS + Amended DSAP + Downtown West - 2040
Area	756	756	1,279
Energy	99,637	31,750	48,771
Mobile	2,985	5,073	7,708
Waste	11,694	11,694	20,599
Water	7,327	4,894	9,135
Mobile - Exhaust	119,397	207,814	300,126
TOTAL	241,796	261,980	387,618
Net GHG Emissions			125,638
Service Population	46,156	134,812	209,093
Service Population Emissions	5.24	1.94	1.85

MOBILE EXAHUST EMISSIONS

General*	2015 DSAP	2040 DSAP	2040 DSAP + Amended DSAP	2015 DTS	2040 DTS	2040 DST + DSAP	2040 DTS + DSAP+ GOOGLE	
**PM2.5	0.006	0.005	0.041	0.044	0.090	0.112	0.128	tons
**PM10	0.023	0.022	0.190	0.176	0.415	0.517	0.592	tons
NOx	0.056	0.012	0.138	0.436	0.301	0.379	0.440	tons
CO	0.210	0.054	0.520	1.609	1.137	1.420	1.636	tons
ROG	0.017	0.004	0.050	0.131	0.107	0.136	0.160	tons

*The off-model adjustment factors are applied to Nox, TOG, ROG, PM10, and PM2.5, and CO for emissions from the years 2021 to 2050

**Only PM exhaust emissions were adjusted. (The total PM emissions = Adjusted PM exhaust emissions + Non-Exhaust Emissions)

GHGS	2015 DSAP	2040 DSAP	2040 DSAP + Amended DSAP	2015 DTS	2040 DTS	2040 DST + DSAP	2040 DTS + DSAP+ GOOGLE	
CO2	41.325933	27.810402	257.981849	321.404177	562.434119	703.886817	812.263175	Metric Tons
N2O	0.002270	0.001055	0.009829	0.017559	0.021446	0.026825	0.030934	Metric Tons
CH4	0.002469	0.000888	0.009787	0.019092	0.021174	0.026739	0.031228	Metric Tons
CO2e (Annual MT)	15,353	10,274	95,322	119,397	207,814	260,080	300,126	
Difference			85,048		88,418		40,045	
Changes over Existing			79,968		192,461		284,772	
US ton to Metric Ton Converstion Rate	1.102							

Table 1

Daily Vehicle Miles - DTS Area

	Year	Year 2040		
	2015	DTS	DTS+DSAP	DTS+DSAP+ GOOGLE
Daily VMT	787,474	1,887,937	2,351,629	2,694,973
Households	5,530	19,890	26,934	32,509
Total Population	12,548	42,704	57,848	69,834
Total Jobs	33,608	92,108	118,235	139,258
VMT per Capita	**17.06**	**14.00**	**13.36**	**12.89**

Notes:
Capita = Population + Jobs in DTS area
Daily VMT = 100 % of VMT made by trips with origin **and** destination in DTS area +
50% of trips with origin **or** destination in DTS area.

Table 2

Daily Vehicle Miles - Citywide

	Year	Year 2040		
	2015	DTS	DTS+DSAP	DTS+DSAP+ GOOGLE
Daily VMT	17,505,088	28,035,508	27,684,812	27,323,777
Households	319,870	429,350	429,350	429,350
Total Population	1,016,043	1,290,009	1,290,009	1,290,009
Total Jobs	376,903	751,650	751,650	751,650
VMT per Capita	**12.57**	**13.73**	**13.56**	**13.38**

Notes:
Capita = Population + Jobs in the City of San Jose
Daily VMT = 100 % of VMT made by trips with origin **and** destination in San Jose +
50% of trips with origin **or** destination in San Jose.

Table 1

Daily Vehicle Miles - DSAP Area

	Year	Year 2040		
	2015	DTS	DTS+DSAP	DTS+DSAP+ GOOGLE
Daily VMT	102,150	387,760	863,352	1,220,181
Households	1,134	3,499	10,543	16,118
Total Population	3,163	8,129	23,274	35,260
Total Jobs	4,859	20,785	46,912	67,935
VMT per Capita	**12.73**	**13.41**	**12.30**	**11.82**

Notes:
Capita = Population + Jobs in DSAP area
Daily VMT = 100 % of VMT made by trips with origin **and** destination in DSAP area +
50% of trips with origin **or** destination in DSAP area.

*DTS includes only area that overlaps with the DSAP Area

Table 2

Daily Vehicle Miles - Citywide

	Year	Year 2040		
	2015	DTS	DTS+DSAP	DTS+DSAP+ GOOGLE
Daily VMT	17,505,088	28,035,508	27,684,812	27,323,777
Households	319,870	429,350	429,350	429,350
Total Population	1,016,043	1,290,009	1,290,009	1,290,009
Total Jobs	376,903	751,650	751,650	751,650
VMT per Capita	**12.57**	**13.73**	**13.56**	**13.38**

Notes:
Capita = Population + Jobs in the City of San Jose
Daily VMT = 100 % of VMT made by trips with origin **and** destination in San Jose +
50% of trips with origin **or** destination in San Jose.

Within DSAP area

Peak Hour Trips

	AM Peak Hour Trips	PM Peak Hour Trips	I&R EDIT Daily	*Daily = 5*(AM+PM)*
Year 2015 Existing	12,156	16,725	144,405	
DTS 2040	29,679	41,366	355,225	
DTS 2040 w/DSAP Amendment	37,311	51,637	444,740	
Change vs. DTS 2040	*7,632*	*10,271*		
% Change vs. DTS 2040	*26%*	*25%*		
DTS 2040 w/DSAP Amenment & Google	43,385	59,961	516,730	
Change vs. DTS 2040	*13,706*	*18,595*		
% Change vs. DTS 2040	*46%*	*45%*		

DSAP Amendment Trip Generation Estimates

Scenario	AM Peak-Hour Trips In	AM Peak-Hour Trips Out	AM Peak-Hour Trips Total	PM Peak-Hour Trips In	PM Peak-Hour Trips Out	PM Peak-Hour Trips Total	I&R EDIT Daily
Year 2015 Existing	1,516	736	2,252	1,233	1,803	3,036	26,440
Year 2040 DTS	5,087	2,479	7,566	4,667	5,923	10,590	90,730
DTS 2040 Plus DSAP	9,991	5,502	15,493	9,698	11,596	21,294	183,935
Change vs. Year 2040 DTS	*4,904*	*3,023*	*7,927*	*5,031*	*5,673*	*10,704*	
% Change vs. Year 2040 DTS	*96%*	*122%*	*105%*	*108%*	*96%*	*101%*	
DTS 2040 Plus DSAP Plus Google	13,884	7,870	21,754	13,722	16,223	29,945	258,495
Change vs. Year 2040 DTS	*8,797*	*5,391*	*14,188*	*9,055*	*10,300*	*19,355*	
% Change vs. Year 2040 DTS	*173%*	*217%*	*188%*	*194%*	*174%*	*183%*	

VMT per Capita and VMT per Job DTS Area

Alternative	Housing Units	Population	Residential VMT [1]	Residential VMT per Capita [2]	Jobs	Employment VMT [3]	Employment VMT per Job [4]
2015	5,530	12,548	103,562	8.25	33,608	340,166	10.12
2040 DTS	19,890	42,704	322,610	7.55	92,108	787,999	8.56
2040 DTS + DSAP	26,934	57,848	392,267	6.78	118,235	980,640	8.29
2040 DTS + DSAP + GOOGLE	32,509	69,834	444,696	6.37	139,258	1,135,811	8.16

[1] Residential VMT = Home-Based Trip Productions * Distance
[2] Residential VMT per Capita = Residential VMT / Population
[3] Employment VMT = Home-Based Work Trip Attractions * Distance
[4] Employment VMT per Job = Employment VMT / Jobs

VMT per Capita and VMT per Job Citywide

Alternative	Housing Units	Population	Residential VMT [1]	Residential VMT per Capita [2]	Jobs	Employment VMT [3]	Employment VMT per Job [4]
2015	319,870	1,016,043	11,980,421	11.79	376,903	5,369,236	14.25
2040 DTS	429,350	1,290,009	14,053,914	10.89	751,650	10,844,535	14.43
2040 DTS + DSAP	429,350	1,290,009	13,793,704	10.69	751,650	10,547,633	14.03
2040 DTS + DSAP + GOOGLE	429,350	1,290,009	13,612,317	10.55	751,650	10,269,353	13.66

[1] Residential VMT = Home-Based Trip Productions * Distance
[2] Residential VMT per Capita = Residential VMT / Population
[3] Employment VMT = Home-Based Work Trip Attractions * Distance
[4] Employment VMT per Job = Employment VMT / Jobs

Summary of DSAP Amendment Growth

Scenario	Residential (d.u.)	Office (S.F.)	Office Jobs	Retail (S.F.)	Retail Jobs	Hotel Rooms	Hotel Jobs	Total Jobs
City's DSAP Land Use Summary Table[1]								
Total DTS 2040	14,360	14,200,000	47,333	1,400,000	3,500	3,600	7,920	58,753
DTS 2040 plus Total DSAP Growth	26,979	28,344,154	94,480	1,400,000	3,500	3,600	7,920	105,900
Proposed Total Additional DSAP Growth	12,619	14,144,154	47,147	0	0	0	0	47,147
Downtown West Growth	5,575	6,306,000	21,020	469,000	1,173	1,100	2,420	24,612
DSAP Growth outside DGB	2,486	24,166	81	0	0	0	0	81
Proposed DSAP Growth w/o Downtown West	**7,044**	**7,838,154**	**26,127**	0	0	0	0	**26,127**
City's TAZ Land Use Data[2]								
Total DTS 2040[1]	14,360	14,200,000	47,333	1,400,000	3,500	3,600	7,920	58,753
DTS 2040 plus Total DSAP Growth	26,979	28,344,028	94,480	1,400,000	3,500	3,600,000	7,920	105,900
Proposed Total Additional DSAP Growth	12,619	14,145,014	47,150	0	0	0	0	47,150
Downtown West Growth	5,575	6,306,906	21,023	469,200	1,173	1,100	2,420	24,616
DSAP Growth outside DGB	???			???				???
Proposed DSAP Growth w/o Downtown West	**7,044**	7,838,108	26,127	0	0	0	0	**26,127**
Difference Between Land Use Summary and TAZ Data	**0**							**0**

Notes:
[1] Per DSAP Amendment - Max. Capacity For CEQA Analysis Summary - 5/1/20
[2] Per land use (TAZ) data provided by CSJ Planning (Jared Hart & Robert Rivera) on 4/24/20.

Job Conversion Rates:
Hotel - 2.20 Jobs per room
Office - 3.33 Jobs per ksf
Retail - 2.5 Jobs per ksf

DSAP Amendment - VMT Adjustments based on CalEEMod and Hexagon

EXISTING - ORIGINAL DSAP 2015

From CalEEMod

	VMT					Trips			
	Annual	*Avg Daily*	*Weekday*	*Saturday*	*Sunday*	Weekday	Saturday	Sunday	Weekly
Apartments High Rise	25,300,903	69,318	68,779	81,553	59,773	10,870	12,888	9,446	10,955
General Office	99,397,687	272,322	358,439	79,942	34,122	54,746	12,210	5,212	41,593
Hotel	13,432,782	36,802	38,274	38,368	27,874	7,353	7,371	5,355	7,070
Strip Mall	26,504,868	72,616	79,306	75,226	36,557	18,796	17,829	8,664	17,211
			544,799			91,765	50,298	28,677	
			CalEEMod	***mi/trip =***	***5.94***				

	CalEEMod Default trips			**Adjusted Trips**		
	Weekday	*Saturday*	*Sunday*	*Weekday*	*Saturday*	*Sunday*
Apartments High Rise	4.2	4.98	3.65	0.65	0.77	0.57
General Office	11.03	2.46	1.05	1.71	0.38	0.16
Hotel	8.17	8.19	5.95	1.27	1.27	0.92
Strip Mall	44.32	42.04	20.43	6.86	6.51	3.16

From Traffic

VMT			Trips		
102,150			26,440	CalEEMod=	170,741
Traffic	***mi/trip =***	***3.86***			
Adjustment to Trip Length =	65%		**Adjustment to Trips =**	15%	

DSAP Amendment - VMT Adjustments based on CalEEMod and Hexagon

EXISTING - TOTAL DSAP 2040

From CalEEMod

	VMT					Trips			
	Annual	*Avg Daily*	*Weekday*	*Saturday*	*Sunday*	Weekday	Saturday	Sunday	Weekly
Apartments High Rise	94,164,722	257,986	255,983	303,523	222,461	40,454	47,967	35,157	40,771
General Office	256,482,640	702,692	924,904	206,280	88,046	141,266	31,506	13,448	107,326
Hotel	13,432,782	36,802	38,274	38,368	27,874	7,353	7,371	5,355	7,070
Strip Mall	26,504,868	72,616	79,306	75,226	36,557	18,796	17,829	8,664	17,211
			1,298,467			207,869	104,674	62,624	
			CalEEMod	***mi/trip =***	***6.25***				

	CalEEMod Default trips			**Adjusted Trips**		
	Weekday	*Saturday*	*Sunday*	*Weekday*	*Saturday*	*Sunday*
Apartments High Rise	4.2	4.98	3.65	2.06	2.44	1.79
General Office	11.03	2.46	1.05	5.41	1.21	0.51
Hotel	8.17	8.19	5.95	4.01	4.02	2.92
Strip Mall	44.32	42.04	20.43	21.73	20.61	10.02

From Traffic

VMT			Trips		
863,352			183,935	CalEEMod=	375,167
Traffic	***mi/trip =***	***4.69***			
Adjustment to Trip Length =	75%		**Adjustment to Trips =**	49%	

DSAP Amendment - VMT Adjustments based on CalEEMod and Hexagon

EXISTING - DTS 2015

From CalEEMod

	VMT					Trips			
	Annual	*Avg Daily*	*Weekday*	*Saturday*	*Sunday*	Weekday	Saturday	Sunday	Weekly
Apartments High Rise	140,386,774	384,621	381,303	453,470	332,363	60,132	71,513	52,414	60,655
General Office	284,371,027	779,099	1,025,472	228,709	97,620	156,626	34,932	14,910	118,996
Hotel	53,731,128	147,209	153,098	153,473	111,497	29,412	29,484	21,420	28,281
Strip Mall	87,495,437	239,714	261,797	248,329	120,680	62,048	58,856	28,602	56,814
	565,984,366		1,821,671			308,218	194,785	117,346	
			CalEEMod	***mi/trip =***	***5.91***				

	CalEEMod Default trips			**Adjusted Trips***		
	Weekday	*Saturday*	*Sunday*	*Weekday*	*Saturday*	*Sunday*
Apartments High Rise	4.2	4.98	3.65	0.98	1.16	0.85
General Office	11.03	2.46	1.05	2.57	0.57	0.24
Hotel	8.17	8.19	5.95	1.90	1.91	1.39
Strip Mall	44.32	42.04	20.43	10.32	9.79	4.76

From Traffic

VMT			Trips		
787,474			144,405	CalEEMod=	620,349
Traffic	***mi/trip =***	***5.45***			
Adjustment to Trip Length =	92%		**Adjustment to Trips =**		23%

DSAP Amendment - VMT Adjustments based on CalEEMod and Hexagon

Existing - DTS 2040 (2015)

From CalEEMod

	VMT					Trips			
	Annual	*Avg Daily*	*Weekday*	*Saturday*	*Sunday*	Weekday	Saturday	Sunday	Weekly
Apartments High Rise	140,386,774	384,621	381,303	453,470	332,363	60,132	71,513	52,414	60,655
General Office	284,371,027	779,099	1,025,472	228,709	97,620	156,626	34,932	14,910	118,996
Hotel	53,731,128	147,209	153,098	153,473	111,497	29,412	29,484	21,420	28,281
Strip Mall	87,495,437	239,714	261,797	248,329	120,680	62,048	58,856	28,602	56,814
	565,984,366		1,821,671			308,218	194,785	117,346	
			CalEEMod	***mi/trip =***	***5.91***				

	CalEEMod Default trips			**Adjusted Trips**		
	Weekday	*Saturday*	*Sunday*	*Weekday*	*Saturday*	*Sunday*
Apartments High Rise	4.2	4.98	3.65	2.41	2.85	2.09
General Office	11.03	2.46	1.05	6.32	1.41	0.60
Hotel	8.17	8.19	5.95	4.68	4.69	3.41
Strip Mall	44.32	42.04	20.43	25.38	24.07	11.70

From Traffic

VMT			Trips		
1,887,937			355,225	CalEEMod=	620,349
Traffic	***mi/trip =***	***5.31***			
Adjustment to Trip Length =	90%		**Adjustment to Trips =**		57%

DSAP Amendment - VMT Adjustments based on CalEEMod and Hexagon

Future with Project - DTS 2040 + DSAP Amendment 2040

From CalEEMod

	VMT					Trips			
	Annual	*Avg Daily*	*Weekday*	*Saturday*	*Sunday*	Weekday	Saturday	Sunday	Weekly
Apartments High Rise	183,138,262	501,749	497,854	590,312	432,659	78,679	93,290	68,375	79,294
General Office	440,851,871	1,207,813	1,589,759	354,561	151,337	242,813	54,154	23,115	184,476
Hotel	53,731,128	147,209	153,098	153,473	111,497	29,412	29,484	21,420	28,281
Strip Mall	87,495,437	239,714	261,797	248,329	120,680	62,048	58,856	28,602	56,814
	765,216,698		2,502,508			412,951	235,784	141,512	
			CalEEMod	***mi/trip =***	***6.06***				

	CalEEMod Default trips			**Adjusted Trips***		
	Weekday	*Saturday*	*Sunday*	*Weekday*	*Saturday*	*Sunday*
Apartments High Rise	4.2	4.98	3.65	2.36	2.80	2.05
General Office	11.03	2.46	1.05	6.21	1.38	0.59
Hotel	8.17	8.19	5.95	4.60	4.61	3.35
Strip Mall	44.32	42.04	20.43	24.94	23.66	11.50
	CalEEMod Default VMT			**Adjusted Trip Length**		
	Res H-W	*Res H-S*	*Res H-O*	*Res H-W*	*Res H-S*	*Res H-O*
Apartments High Rise	10.8	4.8	5.7	9.42	4.19	4.97
	Non Res C-C	*Non Res C-W*	*Non Res C-NW*	*Non Res C-C*	*Non Res C-W*	*Non Res C-NW*
General Office	7.3	9.5	7.3	6.37	8.29	6.37
Hotel	7.3	9.5	7.3	6.37	8.29	6.37
Strip Mall	7.3	9.5	7.3	6.37	8.29	6.37

From Traffic

	VMT		Trips		
	2,351,629		444,740	CalEEMod=	790,248
	Traffic	***mi/trip =***	***5.29***		
Adjustment to Trip Length =	87%		**Adjustment to Trips =**		56%

DSAP Amendment - VMT Adjustments based on CalEEMod and Hexagon

CUMULATIVE with Project - DTS 2040 + DSAP Amendment + Downtown West

From CalEEMod

	VMT					Trips			
	Annual	*Avg Daily*	*Weekday*	*Saturday*	*Sunday*	Weekday	Saturday	Sunday	Weekly
Apartments High Rise	237,640,787	651,071	646,017	765,991	561,419	102,094	121,054	88,724	102,892
General Office	567,136,639	1,553,799	2,045,155	456,127	194,688	312,368	69,667	29,736	237,320
Hotel	53,731,128	147,209	153,098	153,473	111,497	29,412	29,484	21,420	28,281
Strip Mall	87,495,437	239,714	261,797	248,329	120,680	62,048	58,856	28,602	56,814
	946,003,991		3,106,067			505,921	279,061	168,482	
			CalEEMod	***mi/trip =***	***6.14***				

	CalEEMod Default trips			**Adjusted Trips**		
	Weekday	*Saturday*	*Sunday*	*Weekday*	*Saturday*	*Sunday*
Apartments High Rise	4.2	4.98	3.65	2.28	2.70	1.98
General Office	11.03	2.46	1.05	5.98	1.33	0.57
Hotel	8.17	8.19	5.95	4.43	4.44	3.22
Strip Mall	44.32	42.04	20.43	24.02	22.78	11.07
	CalEEMod Default VMT			**Adjusted Trip Length**		
	Res H-W	*Res H-S*	*Res H-O*	*Res H-W*	*Res H-S*	*Res H-O*
Apartments High Rise	10.8	4.8	5.7	9.17	4.08	4.84
	Non Res C-C	*Non Res C-W*	*Non Res C-NW*	*Non Res C-C*	*Non Res C-W*	*Non Res C-NW*
General Office	7.3	9.5	7.3	6.20	8.07	6.20
Hotel	7.3	9.5	7.3	6.20	8.07	6.20
Strip Mall	7.3	9.5	7.3	6.20	8.07	6.20

From Traffic

	VMT			Trips		
	2,694,973			516,730	CalEEMod=	953,464
	Traffic	***mi/trip =***	***5.22***			
Adjustment to Trip Length =	85%			**Adjustment to Trips =**		54%

Speed Interval	2015				
	Morning	Midday	Afternoon	Night	Daily
0 - 5	50	59	87	19	215
5 - 10	33	7	159	0	199
10 - 15	489	28	832	0	1,349
15 - 20	2,088	1,366	3,004	463	6,921
20 - 25	4,755	5,833	7,648	2,110	20,346
25 - 30	3,280	2,361	4,774	757	11,172
30 - 35	1,971	1,349	3,113	320	6,753
35 - 40	1,569	576	2,777	65	4,987
40 - 45	2,887	1,187	3,510	310	7,894
45 - 50	1,550	1,683	3,043	8	6,284
50 - 55	2,473	2,908	2,622	95	8,098
55 - 60	3,012	7,863	2,456	4,840	18,171
60 - 65	856	5,314	838	2,753	9,761
Totals	25,013	30,534	34,863	11,740	102,150

Speed Interval	2015				
	Morning	Midday	Afternoon	Night	Daily
0 - 5	0%	0%	0%	0%	0.2%
5 - 10	0%	0%	0%	0%	0.2%
10 - 15	2%	0%	2%	0%	1.3%
15 - 20	8%	4%	9%	4%	6.8%
20 - 25	19%	19%	22%	18%	19.9%
25 - 30	13%	8%	14%	6%	10.9%
30 - 35	8%	4%	9%	3%	6.6%
35 - 40	6%	2%	8%	1%	4.9%
40 - 45	12%	4%	10%	3%	7.7%
45 - 50	6%	6%	9%	0%	6.2%
50 - 55	10%	10%	8%	1%	7.9%
55 - 60	12%	26%	7%	41%	17.8%
60 - 65	3%	17%	2%	23%	9.6%
Totals	100%	100%	100%	100%	100%

Speed Interval	2040 Existing GP				
	Morning	Midday	Afternoon	Night	Daily
0 - 5	433	196	1,169	58	1,856
5 - 10	3,063	108	6,018	0	9,189
10 - 15	10,335	646	17,200	22	28,203
15 - 20	17,409	7,190	29,618	2,656	56,873
20 - 25	20,981	26,475	24,257	10,528	82,241
25 - 30	11,850	12,948	18,267	4,406	47,471
30 - 35	7,466	6,824	9,218	1,793	25,301
35 - 40	6,925	5,216	6,839	298	19,278
40 - 45	4,739	9,799	5,443	1,253	21,234
45 - 50	3,527	7,996	3,626	75	15,224
50 - 55	3,081	11,627	2,972	233	17,913
55 - 60	3,358	17,370	3,110	14,538	38,376
60 - 65	2,043	9,003	2,045	11,510	24,601
Totals	95,210	115,398	129,782	47,370	387,760

Speed Interval	2040 Existing GP				
	Morning	Midday	Afternoon	Night	Daily
0 - 5	0%	0%	1%	0%	0%
5 - 10	3%	0%	5%	0%	2%
10 - 15	11%	1%	13%	0%	7%
15 - 20	18%	6%	23%	6%	15%
20 - 25	22%	23%	19%	22%	21%
25 - 30	12%	11%	14%	9%	12%
30 - 35	8%	6%	7%	4%	7%
35 - 40	7%	5%	5%	1%	5%
40 - 45	5%	8%	4%	3%	5%
45 - 50	4%	7%	3%	0%	4%
50 - 55	3%	10%	2%	0%	5%
55 - 60	4%	15%	2%	31%	10%
60 - 65	2%	8%	2%	24%	6%
Totals	100%	100%	100%	100%	100%

Speed Interval	2040 DSAP				
	Morning	Midday	Afternoon	Night	Daily
0 - 5	1,304	473	4,294	146	6,217
5 - 10	6841	767	16,346	0	23,954
10 - 15	25,908	1,577	41,102	75	68,662
15 - 20	38,207	14,955	57,736	5,934	116,832
20 - 25	44,711	57,914	52,642	24,239	179,506
25 - 30	26,272	30,276	39,664	11,165	107,377
30 - 35	17,245	16,754	19,272	4,862	58,133
35 - 40	14,171	14,708	13,963	786	43,628
40 - 45	9,901	19,150	13,726	3,287	46,064
45 - 50	7,372	16,857	7,497	185	31,911
50 - 55	7,689	24,866	6,687	636	39,878
55 - 60	8,354	36,587	6,832	31,944	83,717
60 - 65	4,954	21,600	5,073	25,846	57,473
Totals	212,929	256,484	284,834	109,105	863,352

Speed Interval	2040 DSAP				
	Morning	Midday	Afternoon	Night	Daily
0 - 5	1%	0%	2%	0%	0.72%
5 - 10	3%	0%	6%	0%	2.77%
10 - 15	12%	1%	14%	0%	7.95%
15 - 20	18%	6%	20%	5%	13.53%
20 - 25	21%	23%	18%	22%	20.79%
25 - 30	12%	12%	14%	10%	12.44%
30 - 35	8%	7%	7%	4%	6.73%
35 - 40	7%	6%	5%	1%	5.05%
40 - 45	5%	7%	5%	3%	5.34%
45 - 50	3%	7%	3%	0%	3.70%
50 - 55	4%	10%	2%	1%	4.62%
55 - 60	4%	14%	2%	29%	9.70%
60 - 65	2%	8%	2%	24%	6.66%
Totals	100%	100%	100%	100%	100%

Speed Interval	2040 DSAP + GOOGLE				
	Morning	Midday	Afternoon	Night	Daily
0 - 5	2,257	1,308	8,216	256	12,037
5 - 10	13197	1338	30,012	0	44,547
10 - 15	36,980	2,371	56,505	166	96,022
15 - 20	56,644	22,993	78,069	8,899	166,605
20 - 25	60,994	83,505	72,390	36,101	252,990
25 - 30	33,843	41,267	52,419	16,156	143,685
30 - 35	24,637	24,695	27,160	7,256	83,748
35 - 40	19,796	19,576	19,999	1,136	60,507
40 - 45	13,126	26,068	20,855	4,711	64,760
45 - 50	11,438	22,233	8,180	253	42,104
50 - 55	10,016	33,576	9,091	809	53,492
55 - 60	11,315	52,906	10,547	43,982	118,750
60 - 65	7,273	30,297	7,191	36,173	80,934
Totals	301,516	362,133	400,634	155,898	1,220,181

Speed Interval	2040 DSAP + GOOGLE				
	Morning	Midday	Afternoon	Night	Daily
0 - 5	1%	0%	2%	0%	0.99%
5 - 10	4%	0%	7%	0%	3.65%
10 - 15	12%	1%	14%	0%	7.87%
15 - 20	19%	6%	19%	6%	13.65%
20 - 25	20%	23%	18%	23%	20.73%
25 - 30	11%	11%	13%	10%	11.78%
30 - 35	8%	7%	7%	5%	6.86%
35 - 40	7%	5%	5%	1%	4.96%
40 - 45	4%	7%	5%	3%	5.31%
45 - 50	4%	6%	2%	0%	3.45%
50 - 55	3%	9%	2%	1%	4.38%
55 - 60	4%	15%	3%	28%	9.73%
60 - 65	2%	8%	2%	23%	6.63%
Totals	100%	100%	100%	100%	100%

DTS Area Daily VMT by Speedbin

Speed Interval	2015 Morning	Midday	Afternoon	Night	Daily	
0 - 5	499	630	862	203	2,194	0.279%
5 - 10	306	105	889	261	1,561	0.198%
10 - 15	2,693	757	6,168	4,946	14,564	1.849%
15 - 20	17,268	12,080	24,295	15,542	69,185	8.786%
20 - 25	30,507	37,774	46,707	7,586	122,574	15.565%
25 - 30	23,353	18,906	33,705	3,849	79,813	10.135%
30 - 35	12,655	10,465	21,342	777	45,239	5.745%
35 - 40	10,603	5,210	18,775	2,930	37,518	4.764%
40 - 45	17,609	8,445	21,685	102	47,841	6.075%
45 - 50	11,380	9,002	19,752	405	40,539	5.148%
50 - 55	14,016	12,849	16,688	31,902	75,455	9.582%
55 - 60	20,210	52,655	17,230	20,034	110,129	13.985%
60 - 65	7,115	38,502	6,708	88,537	140,862	17.888%
Totals	168,214	207,380	234,806	177,074	787,474	100.00%

Speed Interval	2040 DTS Morning	Midday	Afternoon	Night	Daily	
0 - 5	2,308	1,197	5,828	430	9,763	0.517%
5 - 10	14,625	577	31,552	1	46,755	2.477%
10 - 15	53,111	3,937	86,389	701	144,138	7.635%
15 - 20	85,488	43,470	136,330	17,317	282,605	14.969%
20 - 25	95,705	121,808	116,087	52,239	385,839	20.437%
25 - 30	55,586	64,237	89,935	25,495	235,253	12.461%
30 - 35	36,479	39,951	44,386	13,037	133,853	7.090%
35 - 40	31,286	25,987	32,784	1,838	91,895	4.867%
40 - 45	23,678	46,985	25,384	7,671	103,718	5.494%
45 - 50	16,854	37,837	16,866	407	71,964	3.812%
50 - 55	14,868	52,474	13,772	1,129	82,243	4.356%
55 - 60	17,506	76,693	15,848	69,654	179,701	9.518%
60 - 65	11,088	44,106	11,183	53,833	120,210	6.367%
Totals	458,582	559,259	626,344	243,752	1,887,937	100.00%

Speed Interval	2040 DTS + DSAP Morning	Midday	Afternoon	Night	Daily	
0 - 5	3,191	1,578	9,889	545	15,203	0.65%
5 - 10	19157	1582	48,983	1	69,723	2.96%
10 - 15	71,547	5,034	108,666	851	186,098	7.91%
15 - 20	105,141	50,674	155,849	20,870	332,534	14.14%
20 - 25	115,729	150,888	145,386	65,216	477,219	20.29%
25 - 30	70,577	82,522	109,155	32,707	294,961	12.54%
30 - 35	47,170	49,456	52,438	16,323	165,387	7.03%
35 - 40	36,560	40,027	39,086	2,370	118,043	5.02%
40 - 45	28,305	52,209	35,966	9,717	126,197	5.37%
45 - 50	19,101	44,864	19,044	542	83,551	3.55%
50 - 55	20,671	64,969	18,195	1,545	105,380	4.48%
55 - 60	23,128	94,908	19,014	86,250	223,300	9.50%
60 - 65	13,935	57,757	14,373	67,968	154,033	6.55%
Totals	574,212	696,468	776,044	304,905	2,351,629	100.00%

Speed Interval	2040 DTS + DSAP + GOOGLE Morning	Midday	Afternoon	Night	Daily	
0 - 5	4,124	2,505	14,588	658	21,875	0.81%
5 - 10	28911	2290	66,293	1	97,495	3.62%
10 - 15	81,124	5,748	121,891	971	209,734	7.78%
15 - 20	124,759	59,451	174,869	23,847	382,926	14.21%
20 - 25	129,625	174,530	161,077	76,653	541,885	20.11%
25 - 30	75,015	91,635	117,797	37,175	321,622	11.93%
30 - 35	54,934	58,023	62,089	18,494	193,540	7.18%
35 - 40	42,595	43,968	44,950	2,683	134,196	4.98%
40 - 45	30,418	58,194	44,159	11,112	143,883	5.34%
45 - 50	24,449	48,518	18,005	607	91,579	3.40%
50 - 55	22,020	73,531	20,064	1,701	117,316	4.35%
55 - 60	25,779	113,519	23,999	98,250	261,547	9.70%
60 - 65	16,537	66,304	16,445	78,089	177,375	6.58%
Totals	660,290	798,216	886,226	350,241	2,694,973	100%

Total Emissions

General*	2015 DSAP	2040 DSAP	2040 DSAP + Amended DSAP	2015 DTS	2040 DTS	2040 DST + DSAP	2040 DTS + DSAP+ GOOGLE	
**$PM_{2.5}$	0.006	0.005	0.041	0.044	0.090	0.112	0.128	tons/day
**PM_{10}	0.023	0.022	0.190	0.176	0.415	0.517	0.592	tons/day
NO_x	0.056	0.012	0.138	0.436	0.301	0.379	0.440	tons/day
CO	0.210	0.054	0.520	1.609	1.137	1.420	1.636	tons/day
ROG	0.017	0.004	0.050	0.131	0.107	0.136	0.160	tons/day

*The off-model adjustment factors are applied to Nox, TOG, ROG, PM10, and PM2.5, and CO for emissions from the years 2

**Only PM exhaust emissions were adjusted. (The total PM emissions = Adjusted PM exhaust emissions + Non-Exhaust Emissions)

General	2015 DSAP	2040 DSAP	2040 DSAP + Amended DSAP	2015 DTS	2040 DTS	2040 DST + DSAP	2040 DTS + DSAP+ GOOGLE	
$PM_{2.5}$	11	10	82	87	179	224	256	pounds
PM_{10}	46	45	379	352	829	1,033	1,184	pounds
NO_x	113	25	277	872	603	757	880	pounds
CO	420	109	1,040	3,217	2,273	2,841	3,273	pounds
ROG	34	9	100	262	214	272	319	pounds

GHGS***	2015 DSAP	2040 DSAP	2040 DSAP + Amended DSAP	2015 DTS	2040 DTS	2040 DST + DSAP	2040 DTS + DSAP+ GOOGLE	
CO_2	45.54	30.6	284.30	354.19	619.80	775.68	895.11	tons/day
N_2O	0.00	0.0	0.01	0.02	0.02	0.03	0.03	tons/day
CH_4	0.00	0.0	0.01	0.02	0.02	0.03	0.03	tons/day

GHGS	2015 DSAP	2040 DSAP	2040 DSAP + Amended DSAP	2015 DTS	2040 DTS	2040 DST + DSAP	2040 DTS + DSAP+ GOOGLE	
CO_2	41.325933	27.810402	257.981849	321.404177	562.434119	703.886817	812.263175	Metric Tons
N_2O	0.002270	0.001055	0.009829	0.017559	0.021446	0.026825	0.030934	Metric Tons
CH_4	0.002469	0.000888	0.009787	0.019092	0.021174	0.026739	0.031228	Metric Tons
CO2e (Annual MT)	15,353	10,274	95,322	119,397	207,814	260,080	300,126	
Difference			85,048		88,418		40,045	
Changes over Existing			79,968		192,461		284,772	
US ton to Metric Ton Converstion Rate	1.102							

File Name:	2015_DSAP Area_Santa Clara (SF) - 2015 - Annual.EM
CT-EMFAC2017 Version:	1.0.2.27401
Run Date:	9/28/2020 15:27
Area:	Santa Clara (SF)
Analysis Year:	2015
Season:	Annual

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Vehicle Category	VMT Fraction Across Category	Diesel VMT Fraction Within Category	Gas VMT Fraction Within Category
Truck 1	0.024	0.399	0.601
Truck 2	0.033	0.952	0.04
Non-Truck	0.943	0.011	0.978

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Road Type:	Major/Collector		
Silt Loading Factor:	User-Defined	0.043 g/m2	
Precipitation Correction:	CARB	P = 64 days	N = 365 days

==========

Road Length:	102150	miles
Volume:	1	vehicles per hour
Number of Hours:	1	hours

VMT Distribution by Speed Bin (mph):

<= 5 mph	0.20%
10 mph	0.20%
15 mph	1.30%
20 mph	6.80%
25 mph	19.90%
30 mph	10.90%
35 mph	6.60%
40 mph	4.90%
45 mph	7.70%
50 mph	6.20%
55 mph	7.90%
60 mph	17.80%
65 mph	9.60%
70 mph	0.00%
75 mph	0.00%

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Summary of Emissions and Consumption

Pollutant Name	Running Exhaust (grams)	Running Loss (grams)	Tire Wear (grams)	Brake Wear (grams)	Road Dust (grams)		Total (grams)	Total (US tons)
PM2.5	923.40	-	221.50	1,762.00		2,208.80	5,115.60	0.006
PM10	972.10	-	885.90	4,111.20		14,725.20	20,694.50	0.023
NOx	51,057.20	-	-	-	-		51,057.20	0.056
CO	190,702.20	-	-	-	-		190,702.20	0.21
TOG	10,623.10	7,257.10	-	-	-		17,880.20	0.02
ROG	8,109.00	7,257.10	-	-	-		15,366.00	0.017
CO2	41,314,261.70	-	-	-	-		41,314,261.70	45.541
N2O	2,269.20	-	-	-	-		2,269.20	0.003
CH4	1,476.00	992.8	-	-	-		2,468.80	0.003

Fuel Type	Fuel Consumption (gallons)
Gasoline	4,220.43
Diesel	594.97

==========END==========

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Pollutant Name	Total (Grams)	Total (Tons)	Total (Pounds)	Exhaust (Grams)	Non-Exhaust (Grams)	PM TOTAL
PM2.5	5,115.60	0.01	11.27796748	923.40	4,192.30	0.01
PM10	20,694.50	0.02	45.62356285	972.10	19,722.30	0.02
NOx	51,057.20	0.06	112.5618581			
CO	190,702.20	0.21	420.4263842			
ROG	15,366.00	0.02	33.87623121			
CO2	41,314,261.70	45.54	91082.35595			
N2O	2,269.20	0.00	5.002729653			
CH4	2,468.80	0.00	5.442772329			

File Name:	2040_DSAP_Santa Clara (SF) - 2040 - Annual.EM
CT-EMFAC2017 Version:	1.0.2.27401
Run Date:	10/1/2020 15:11
Area:	Santa Clara (SF)
Analysis Year:	2040
Season:	Annual

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Vehicle Category	VMT Fraction Across Category	Diesel VMT Fraction Within Category	Gas VMT Fraction Within Category
Truck 1	0.027	0.543	0.457
Truck 2	0.038	0.931	0.053
Non-Truck	0.935	0.016	0.932

==========

Road Type:	Major/Collector		
Silt Loading Factor:	User-Defined	0.043 g/m2	
Precipitation Correction:	CARB	P = 64 days	N = 365 days

==========

Road Length:	102150	miles
Volume:	1	vehicles per hour
Number of Hours:	1	hours

VMT Distribution by Speed Bin (mph):

<= 5 mph	0.20%
10 mph	0.20%
15 mph	1.30%
20 mph	6.80%
25 mph	19.90%
30 mph	10.90%
35 mph	6.60%
40 mph	4.90%
45 mph	7.70%
50 mph	6.20%
55 mph	7.90%
60 mph	17.80%
65 mph	9.60%
70 mph	0.00%
75 mph	0.00%

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Summary of Emissions and Consumption

Pollutant Name	Running Exhaust (grams)	Running Loss (grams)	Tire Wear (grams)	Brake Wear (grams)	Road Dust (grams)	Total (grams)	Total (US tons)
PM2.5	118.30	-	225.00	1,772.90	2,276.50	4,392.70	0.005
PM10	125.90	-	899.90	4,136.80	15,176.40	20,339.10	0.022
NOx	11,171.80	-	-	-	-	11,171.80	0.012
CO	47,987.20	-	-	-	-	47,987.20	0.053
ROG	1,572.30	2,304.60	-	-	-	3,876.90	0.004
CO2	24,894,832.00	-	-	-	-	24,894,832.00	27.442
N2O	1,054.70	-	-	-	-	1,054.70	0.001
CH4	501.30	386.8	-	-	-	888.10	< 0.001

Fuel Consumption

Fuel Type	(gallons)
Gasoline	2,412.62
Diesel	444.464

==========END==========

Diesel	444.46

==========END==========

Pollutant Name	Total (Grams)	Total (US Tons)	Total (Pounds)	Exhaust (Grams)	Non-Exhaust (Grams)	ADJUSTED Total (Tons)
PM2.5	4,392.70	0.004842	9.684245791	121.49	4,274.40	0.00
PM10	20,339.10	0.022420	44.84003997	129.30	20,213.10	0.02
NOx	11,171.80	0.012315	24.62960301			0.012449033
CO	47,987.20	0.052897	105.7936667			0.054383234
ROG	3,876.90	0.004274	8.547101443			0.004347911
CO2	24,894,832.00	27.441855	54883.70979			30.64706355
N2O	1,054.70	0.001163	2.325215479			0.001163
CH4	888.10	0.000979	1.95792535			0.000979

File Name:	2040_DSAP + DSAP Amendment_Santa Clara (SF) - 2040 - Annual.EM		
CT-EMFAC2017 Version:	1.0.2.27401		
Run Date:	9/28/2020 15:50		
Area:	Santa Clara (SF)		
Analysis Year:	2040		
Season:	Annual		

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Vehicle Category	VMT Fraction Across Category	Diesel VMT Fraction Within Category	Gas VMT Fraction Within Category
Truck 1	0.027	0.543	0.457
Truck 2	0.038	0.931	0.053
Non-Truck	0.935	0.016	0.932

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Road Type:	Major/Collector		
Silt Loading Factor:	User-Defined	0.043 g/m2	
Precipitation Correction:	CARB	P = 64 days	N = 365 days

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Road Length:	863352	miles
Volume:	1	vehicles per hour
Number of Hours:	1	hours

VMT Distribution by Speed Bin (mph):

<= 5 mph	0.72%
10 mph	2.77%
15 mph	7.95%
20 mph	13.53%
25 mph	20.79%
30 mph	12.44%
35 mph	6.73%
40 mph	5.05%
45 mph	5.34%
50 mph	3.70%
55 mph	4.62%
60 mph	9.70%
65 mph	6.66%
70 mph	0.00%
75 mph	0.00%

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Summary of Emissions and Consumption

Pollutant Name	Running Exhaust (grams)	Running Loss (grams)	Tire Wear (grams)	Brake Wear (grams)	Road Dust (grams)	Total (grams)	Total (US tons)
PM2.5	1,086.70	-	1,902.00	14,984.30	19,240.70	37,213.60	0.041
PM10	1,161.90	-	7,606.10	34,963.20	128,268.20	171,999.50	0.19
NOx	124,137.50	-	-	-	-	124,137.50	0.137
CO	458,929.20	-	-	-	-	458,929.20	0.506
ROG	17,370.90	27,000.40	-	-	-	44,371.30	0.049
CO2	230,935,700.60	-	-	-	-	230,935,700.60	254.563
N2O	9,826.10	-	-	-	-	9,826.10	0.011
CH4	5,252.60	4,531.40	-	-	-	9,784.00	0.011

Fuel Consumption

Fuel Type	(gallons)
Gasoline	22,297.68
Diesel	4,195.54

==========END==========

Diesel	4,593.86

==========END==========

Pollutant Name	Total (Grams)	Total (US Tons)	Total (Pounds)	Exhaust (Grams)	Non-Exhaust (Grams)	ADJUSTED Total (Tons)
PM2.5	37,213.60	0.041021	82.0419444	1,116.04	36,127.00	0.04
PM10	171,999.50	0.189597	379.1939886	1,193.27	170,837.50	0.19
NOx	124,137.50	0.136838	273.6763407			0.138329706
CO	458,929.20	0.505883	1011.765696			0.520098156
ROG	44,371.30	0.048911	97.82197174			0.049762037
CO2	230,935,700.60	254.563035	509126.0697			284.2959973
N2O	9,826.10	0.010831	21.66284234			0.010831
CH4	9,784.00	0.010785	21.57002773			0.010785

File Name:	2015_DTS Area_Santa Clara (SF) - 2015 - Annual.EM
CT-EMFAC2017 Version:	1.0.2.27401
Run Date:	9/28/2020 15:38
Area:	Santa Clara (SF)
Analysis Year:	2015
Season:	Annual

==========

Vehicle Category	VMT Fraction Across Category	Diesel VMT Fraction Within Category	Gas VMT Fraction Within Category
Truck 1	0.024	0.399	0.601
Truck 2	0.033	0.952	0.04
Non-Truck	0.943	0.011	0.978

==========

Road Type:	Major/Collector		
Silt Loading Factor:	User-Defined	0.043 g/m2	
Precipitation Correction:	CARB	P = 64 days	N = 365 days

==========

Road Length:	787474	miles
Volume:	1	vehicles per hour
Number of Hours:	1	hours

VMT Distribution by Speed Bin (mph):

<= 5 mph	0.28%
10 mph	0.20%
15 mph	1.85%
20 mph	8.79%
25 mph	15.56%
30 mph	10.14%
35 mph	5.75%
40 mph	4.76%
45 mph	6.08%
50 mph	5.15%
55 mph	9.58%
60 mph	13.98%
65 mph	17.88%
70 mph	0.00%
75 mph	0.00%

==========

Summary of Emissions and Consumption

Pollutant Name	Running Exhaust (grams)	Running Loss (grams)	Tire Wear (grams)	Brake Wear (grams)	Road Dust (grams)	Total (grams)	Total (US tons)
PM2.5	7,235.10	-	1,707.20	13,583.10	17,027.60	39,553.00	0.044
PM10	7,616.90	-	6,829.80	31,693.50	113,516.70	159,656.90	0.176
NOx	395,605.30	-	-	-	-	395,605.30	0.436
CO	1,459,371.80	-	-	-	-	1,459,371.80	1.609
ROG	63,359.70	55,537.00	-	-	-	118,896.70	0.131
CO2	321,313,407.60	-	-	-	-	321,313,407.60	354.187
N2O	17,553.90	-	-	-	-	17,553.90	0.019
CH4	11,488.80	7,597.90	-	-	-	19,086.70	0.021

Fuel Consumption

Fuel Type	(gallons)
Gasoline	32,854.31
Diesel	4,594.49

==========END==========

==========END==========

Pollutant Name	Total (Grams)	Total (Tons)	Total (Pounds)	Exhaust (Grams)	Non-Exhaust (Grams)	PM TOTAL
PM2.5	39,553.00	0.04	87.19943856	7,235.10	32,317.90	0.04
PM10	159,656.90	0.18	351.9832135	7,616.90	152,040.00	0.18
NOx	395,605.30	0.44	872.1603937			
CO	1,459,371.80	1.61	3217.364084			
ROG	118,896.70	0.13	262.1223545			
CO2	321,313,407.60	354.19	708374.8071			
N2O	17,553.90	0.02	38.69972504			
CH4	19,086.70	0.02	42.0789706			

File Name:	2040_DTS Area_Santa Clara (SF) - 2040 - Annual.EM		
CT-EMFAC2017 Version:	1.0.2.27401		
Run Date:	9/28/2020 16:00		
Area:	Santa Clara (SF)		
Analysis Year:	2040		
Season:	Annual		

==========

Vehicle Category	VMT Fraction Across Category	Diesel VMT Fraction Within Category	Gas VMT Fraction Within Category
Truck 1	0.027	0.543	0.457
Truck 2	0.038	0.931	0.053
Non-Truck	0.935	0.016	0.932

==========

Road Type:	Major/Collector		
Silt Loading Factor:	User-Defined	0.043 g/m2	
Precipitation Correction:	CARB	P = 64 days	N = 365 days

==========

Road Length:	1887937	miles
Volume:	1	vehicles per hour
Number of Hours:	1	hours

VMT Distribution by Speed Bin (mph):

<= 5 mph	0.52%
10 mph	2.48%
15 mph	7.64%
20 mph	14.97%
25 mph	20.44%
30 mph	12.46%
35 mph	7.09%
40 mph	4.87%
45 mph	5.49%
50 mph	3.81%
55 mph	4.36%
60 mph	9.51%
65 mph	6.36%
70 mph	0.00%
75 mph	0.00%

==========

Summary of Emissions and Consumption

Pollutant Name	Running Exhaust (grams)	Running Loss (grams)	Tire Wear (grams)	Brake Wear (grams)	Road Dust (grams)	Total (grams)	Total (US tons)
PM2.5	2,354.50	-	4,159.10	32,767.00	42,074.60	81,355.20	0.09
PM10	2,517.60	-	16,632.70	76,455.80	280,490.80	376,096.90	0.415
NOx	270,547.00	-	-	-	-	270,547.00	0.298
CO	1,002,957.30	-	-	-	-	1,002,957.30	1.106
ROG	37,605.70	57,999.10	-	-	-	95,604.80	0.105
CO2	503,469,984.60	-	-	-	-	503,469,984.60	554.981
N2O	21,440.20	-	-	-	-	21,440.20	0.024
CH4	11,434.40	9,733.80	-	-	-	21,168.20	0.023

Fuel Consumption

Fuel Type	(gallons)
Gasoline	48,609.50
Diesel	9,149.52

==========END==========

Diesel	9,148.98

==========END==========

Pollutant Name	Total (Grams)	Total (US Tons)	Total (Pounds)	Exhaust (Grams)	Non-Exhaust (Grams)	ADJUSTED Total (Tons)
PM2.5	81,355.20	0.089679	179.3575143	2,418.07	79,000.70	0.09
PM10	376,096.90	0.414576	829.1517337	2,585.58	373,579.30	0.41
NOx	270,547.00	0.298227	596.4540365			0.301477693
CO	1,002,957.30	1.105571	2211.142352			1.136637726
ROG	95,604.80	0.105386	210.7725048			0.107219973
CO2	503,469,984.60	554.980659	1109961.317			619.8023997
N2O	21,440.20	0.023634	47.26754994			0.023634
CH4	21,168.20	0.023334	46.66789258			0.023334

File Name:	2040_DTS Area + DSAP Amendment_Santa Clara (SF) - 2040 - Annual.EM
CT-EMFAC2017 Version:	1.0.2.27401
Run Date:	9/28/2020 16:02
Area:	Santa Clara (SF)
Analysis Year:	2040
Season:	Annual

==========

Vehicle Category	VMT Fraction Across Category	Diesel VMT Fraction Within Category	Gas VMT Fraction Within Category
Truck 1	0.027	0.543	0.457
Truck 2	0.038	0.931	0.053
Non-Truck	0.935	0.016	0.932

==========

Road Type:	Major/Collector		
Silt Loading Factor:	User-Defined	0.043 g/m2	
Precipitation Correction:	CARB	P = 64 days	N = 365 days

==========

Road Length:	2351629	miles
Volume:	1	vehicles per hour
Number of Hours:	1	hours

VMT Distribution by Speed Bin (mph):

<= 5 mph	0.65%
10 mph	2.96%
15 mph	7.91%
20 mph	14.14%
25 mph	20.29%
30 mph	12.54%
35 mph	7.03%
40 mph	5.02%
45 mph	5.37%
50 mph	3.55%
55 mph	4.48%
60 mph	9.50%
65 mph	6.56%
70 mph	0.00%
75 mph	0.00%

==========

Summary of Emissions and Consumption

Pollutant Name	Running Exhaust (grams)	Running Loss (grams)	Tire Wear (grams)	Brake Wear (grams)	Road Dust (grams)	Total (grams)	Total (US tons)
PM2.5	2,961.80	-	5,180.60	40,814.90	52,408.40	101,365.80	0.112
PM10	3,167.30	-	20,717.90	95,233.90	349,381.50	468,500.60	0.516
NOx	339,879.80	-	-	-	-	339,879.80	0.375
CO	1,253,380.60	-	-	-	-	1,253,380.60	1.382
ROG	47,519.40	73,690.60	-	-	-	121,210.00	0.134
CO2	630,093,147.90	-	-	-	-	630,093,147.90	694.559
N2O	26,817.10	-	-	-	-	26,817.10	0.03
CH4	14,364.20	12,367.20	-	-	-	26,731.50	0.029

Fuel Type	Fuel Consumption (gallons)
Gasoline	60,830.94
Diesel	11,452.98

==========END==========

Diesel	11,452.98

==========END==========

Pollutant Name	Total (Grams)	Total (US Tons)	Total (Pounds)	Exhaust (Grams)	Non-Exhaust (Grams)	ADJUSTED Total (Tons)
PM2.5	101,365.80	0.111737	223.4733358	3,041.77	98,403.90	0.11
PM10	468,500.60	0.516434	1032.867021	3,252.82	465,333.30	0.52
NOx	339,879.80	0.374653	749.3066958			0.378737069
CO	1,253,380.60	1.381616	2763.231225			1.420439011
ROG	121,210.00	0.133611	267.222308			0.135935988
CO2	630,093,147.90	694.558804	1389117.608			775.6832722
N2O	26,817.10	0.029561	59.12158531			0.029561
CH4	26,731.50	0.029466	58.93286962			0.029466

File Name:	2040_DTS Area + DSAP Amendment + Google_Santa Clara (SF) - 2040 - Annual.EM		
CT-EMFAC2017 Version:	1.0.2.27401		
Run Date:	9/28/2020 16:03		
Area:	Santa Clara (SF)		
Analysis Year:	2040		
Season:	Annual		

==========

Vehicle Category	VMT Fraction Across Category	Diesel VMT Fraction Within Category	Gas VMT Fraction Within Category
Truck 1	0.027	0.543	0.457
Truck 2	0.038	0.931	0.053
Non-Truck	0.935	0.016	0.932

==========

Road Type:	Major/Collector		
Silt Loading Factor:	User-Defined	0.043 g/m2	
Precipitation Correction:	CARB	P = 64 days	N = 365 days

==========

Road Length:	2694973	miles
Volume:	1	vehicles per hour
Number of Hours:	1	hours

VMT Distribution by Speed Bin (mph):

<= 5 mph	0.81%
10 mph	3.62%
15 mph	7.78%
20 mph	14.21%
25 mph	20.11%
30 mph	11.93%
35 mph	7.18%
40 mph	4.98%
45 mph	5.34%
50 mph	3.40%
55 mph	4.35%
60 mph	9.70%
65 mph	6.59%
70 mph	0.00%
75 mph	0.00%

==========

Summary of Emissions and Consumption

Pollutant Name	Running Exhaust (grams)	Running Loss (grams)	Tire Wear (grams)	Brake Wear (grams)	Road Dust (grams)	Total (grams)	Total (US tons)
PM2.5	3,437.60	-	5,937.00	46,774.00	60,060.20	116,208.70	0.128
PM10	3,676.60	-	23,742.70	109,138.30	400,392.10	536,949.80	0.592
NOx	394,762.60	-	-	-	-	394,762.60	0.435
CO	1,443,995.50	-	-	-	-	1,443,995.50	1.592
ROG	55,522.20	86,707.80	-	-	-	142,230.00	0.157
CO2	727,107,609.40	-	-	-	-	727,107,609.40	801.499
N2O	30,924.80	-	-	-	-	30,924.80	0.034
CH4	16,667.00	14,551.90	-	-	-	31,218.90	0.034

Fuel Consumption

Fuel Type	(gallons)
Gasoline	70,189.58
Diesel	13,221.83

==========END==========

Diesel	13,221.83

==========END==========

Pollutant Name	Total (Grams)	Total (US Tons)	Total (Pounds)	Exhaust (Grams)	Non-Exhaust (Grams)	ADJUSTED Total (Tons)
PM2.5	116,208.70	0.128098	256.1963289	3,530.42	112,771.20	0.13
PM10	536,949.80	0.591886	1183.771676	3,775.87	533,273.10	0.59
NOx	394,762.60	0.435151	870.3025582			0.439894428
CO	1,443,995.50	1.591733	3183.465145			1.636460258
ROG	142,230.00	0.156782	313.5634755			0.15950974
CO2	727,107,609.40	801.498942	1602997.884			895.1140185
N2O	30,924.80	0.034089	68.17751366			0.034089
CH4	31,218.90	0.034413	68.82589317			0.034413

Adjustment Factors for EMFAC2017 Gasoline Light Duty Vehicles						
Year	NOx Exhaust	TOG Evaporative	TOG Exhaust	PM Exhaust	CO Exhaust	CO2 Exhaust
NA	1	1	1	1	1	1
2021	1.0002	1.0001	1.0002	1.0009	1.0005	1.0023
2022	1.0004	1.0003	1.0004	1.0018	1.0014	1.0065
2023	1.0007	1.0006	1.0007	1.0032	1.0027	1.0126
2024	1.0012	1.0010	1.0011	1.0051	1.0044	1.0207
2025	1.0018	1.0016	1.0016	1.0074	1.0065	1.0309
2026	1.0023	1.0022	1.0020	1.0091	1.0083	1.0394
2027	1.0028	1.0028	1.0024	1.0105	1.0102	1.0475
2028	1.0034	1.0035	1.0028	1.0117	1.0120	1.0554
2029	1.0040	1.0042	1.0032	1.0129	1.0138	1.0629
2030	1.0047	1.0051	1.0037	1.0142	1.0156	1.0702
2031	1.0054	1.0061	1.0042	1.0155	1.0173	1.0770
2032	1.0061	1.0072	1.0047	1.0169	1.0189	1.0834
2033	1.0068	1.0083	1.0052	1.0182	1.0204	1.0893
2034	1.0075	1.0095	1.0058	1.0196	1.0218	1.0947
2035	1.0081	1.0108	1.0063	1.0210	1.0232	1.0997
2036	1.0088	1.0121	1.0069	1.0223	1.0244	1.1041
2037	1.0094	1.0134	1.0074	1.0236	1.0255	1.1080
2038	1.0099	1.0148	1.0079	1.0248	1.0265	1.1114
2039	1.0104	1.0161	1.0085	1.0259	1.0274	1.1143
2040	1.0109	1.0174	1.0090	1.0270	1.0281	1.1168
2041	1.0113	1.0186	1.0095	1.0279	1.0288	1.1189
2042	1.0116	1.0198	1.0099	1.0286	1.0294	1.1207
2043	1.0119	1.0207	1.0103	1.0293	1.0299	1.1221
2044	1.0122	1.0216	1.0106	1.0299	1.0303	1.1233
2045	1.0124	1.0225	1.0109	1.0303	1.0306	1.1243
2046	1.0125	1.0233	1.0111	1.0308	1.0309	1.1251
2047	1.0127	1.0240	1.0113	1.0311	1.0311	1.1258
2048	1.0128	1.0246	1.0115	1.0314	1.0313	1.1263
2049	1.0128	1.0252	1.0116	1.0316	1.0315	1.1268
2050	1.0129	1.0257	1.0117	1.0318	1.0316	1.1272

*PM Exhaust off model factor is only applied to the PM Exhaust emissions not start/idle

The off-model adjustment factors need to be applied only to emissions from gasoline light duty vehicles (LDA, LDT1, LDT2 and MDV). Please note that the adjustment factors are by calendar year and includes all model years.

Enter NA in the date field if adjustments do not apply

2015 Original DSAP AQ-GHG Model - Santa Clara County, Annual

2015 - 2014 DSAP AQ-GHG Model

Santa Clara County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	4,963.40	1000sqft	113.94	4,963,400.00	0
Hotel	900.00	Room	30.00	1,306,800.00	0
Apartments High Rise	2,588.00	Dwelling Unit	41.74	2,588,000.00	7402
Strip Mall	424.10	1000sqft	9.74	424,100.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	58
Climate Zone	4			**Operational Year**	2015
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	405	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - PG&E provider to City of San Jose. Default intensity factors for the 2015 existing land use mode.
http://www.pgecorp.com/corp_responsibility/reports/2019/en02_climate_change.html

Land Use - Original DSAP: Office = 4,963,400 SF, Retail = 424,100 SF, Residential = 2,588 High-Rise Units, Hotel = 900 Rooms

Construction Phase - No construction

Vehicle Trips - Idle/Start Emissions: 0.1 mile trip length. Trip Generation Rates altered using the VMT data from Hexagon and CalEEMod default VMT data. 100% pass-by then since using altered trip gen and VMT

Vehicle Emission Factors - 2015 Santa Clara County - EMFAC2017 Emission Factors

Vehicle Emission Factors -

Vehicle Emission Factors -

Woodstoves - No wood applications but assuing natural gas fireplaces. Total number of gas fireplaces = 828.16

Energy Use -

Water And Wastewater - Assuming all water treated in a wastewater treatment plant

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	120.00	0.00
tblFireplaces	FireplaceWoodMass	228.80	0.00
tblFireplaces	NumberGas	388.20	828.16
tblFireplaces	NumberWood	439.96	0.00
tblFleetMix	HHD	0.02	0.02
tblFleetMix	HHD	0.02	0.02
tblFleetMix	HHD	0.02	0.02
tblFleetMix	HHD	0.02	0.02
tblFleetMix	LDA	0.58	0.58
tblFleetMix	LDA	0.58	0.58
tblFleetMix	LDA	0.58	0.58
tblFleetMix	LDA	0.58	0.58
tblFleetMix	LDT1	0.04	0.05
tblFleetMix	LDT1	0.04	0.05
tblFleetMix	LDT1	0.04	0.05
tblFleetMix	LDT1	0.04	0.05
tblFleetMix	LDT2	0.19	0.19
tblFleetMix	LDT2	0.19	0.19
tblFleetMix	LDT2	0.19	0.19
tblFleetMix	LDT2	0.19	0.19

tblFleetMix	LHD1	0.02	0.02
tblFleetMix	LHD1	0.02	0.02
tblFleetMix	LHD1	0.02	0.02
tblFleetMix	LHD1	0.02	0.02
tblFleetMix	LHD2	4.8780e-003	4.5070e-003
tblFleetMix	LHD2	4.8780e-003	4.5070e-003
tblFleetMix	LHD2	4.8780e-003	4.5070e-003
tblFleetMix	LHD2	4.8780e-003	4.5070e-003
tblFleetMix	MCY	5.4870e-003	5.7010e-003
tblFleetMix	MCY	5.4870e-003	5.7010e-003
tblFleetMix	MCY	5.4870e-003	5.7010e-003
tblFleetMix	MCY	5.4870e-003	5.7010e-003
tblFleetMix	MDV	0.12	0.11
tblFleetMix	MDV	0.12	0.11
tblFleetMix	MDV	0.12	0.11
tblFleetMix	MDV	0.12	0.11
tblFleetMix	MH	9.4700e-004	9.0900e-004
tblFleetMix	MH	9.4700e-004	9.0900e-004
tblFleetMix	MH	9.4700e-004	9.0900e-004
tblFleetMix	MH	9.4700e-004	9.0900e-004
tblFleetMix	MHD	0.01	0.01
tblFleetMix	MHD	0.01	0.01
tblFleetMix	MHD	0.01	0.01
tblFleetMix	MHD	0.01	0.01
tblFleetMix	OBUS	1.9090e-003	1.6510e-003
tblFleetMix	OBUS	1.9090e-003	1.6510e-003
tblFleetMix	OBUS	1.9090e-003	1.6510e-003
tblFleetMix	OBUS	1.9090e-003	1.6510e-003
tblFleetMix	SBUS	5.8400e-004	8.6400e-004
tblFleetMix	SBUS	5.8400e-004	8.6400e-004

tblFleetMix	SBUS	5.8400e-004	8.6400e-004
tblFleetMix	SBUS	5.8400e-004	8.6400e-004
tblFleetMix	UBUS	1.7450e-003	1.3300e-003
tblFleetMix	UBUS	1.7450e-003	1.3300e-003
tblFleetMix	UBUS	1.7450e-003	1.3300e-003
tblFleetMix	UBUS	1.7450e-003	1.3300e-003
tblProjectCharacteristics	CO2IntensityFactor	641.35	405
tblVehicleEF	HHD	0.65	0.03
tblVehicleEF	HHD	0.06	0.07
tblVehicleEF	HHD	0.28	0.00
tblVehicleEF	HHD	3.90	3.63
tblVehicleEF	HHD	1.50	1.70
tblVehicleEF	HHD	7.09	6.1040e-003
tblVehicleEF	HHD	4,042.85	915.46
tblVehicleEF	HHD	1,774.15	1,746.11
tblVehicleEF	HHD	19.93	0.31
tblVehicleEF	HHD	26.45	6.26
tblVehicleEF	HHD	7.31	8.21
tblVehicleEF	HHD	19.42	0.85
tblVehicleEF	HHD	0.09	0.04
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.09	0.22
tblVehicleEF	HHD	8.8700e-004	2.2000e-005
tblVehicleEF	HHD	0.09	0.04
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8020e-003	8.8590e-003
tblVehicleEF	HHD	0.09	0.21
tblVehicleEF	HHD	8.4200e-004	2.1000e-005
tblVehicleEF	HHD	3.7700e-004	3.3000e-005

tblVehicleEF	HHD	0.03	2.6560e-003
tblVehicleEF	HHD	1.07	0.48
tblVehicleEF	HHD	1.8500e-004	1.5000e-005
tblVehicleEF	HHD	0.30	0.51
tblVehicleEF	HHD	2.4180e-003	0.01
tblVehicleEF	HHD	0.36	0.00
tblVehicleEF	HHD	0.04	8.5350e-003
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	3.2200e-004	3.0000e-006
tblVehicleEF	HHD	3.7700e-004	3.3000e-005
tblVehicleEF	HHD	0.03	2.6560e-003
tblVehicleEF	HHD	1.23	0.55
tblVehicleEF	HHD	1.8500e-004	1.5000e-005
tblVehicleEF	HHD	0.38	0.63
tblVehicleEF	HHD	2.4180e-003	0.01
tblVehicleEF	HHD	0.39	0.00
tblVehicleEF	LDA	8.6480e-003	7.9050e-003
tblVehicleEF	LDA	0.02	0.10
tblVehicleEF	LDA	1.08	1.49
tblVehicleEF	LDA	2.90	2.91
tblVehicleEF	LDA	310.44	301.34
tblVehicleEF	LDA	69.67	64.55
tblVehicleEF	LDA	0.11	0.13
tblVehicleEF	LDA	0.21	0.34
tblVehicleEF	LDA	1.8270e-003	1.7480e-003
tblVehicleEF	LDA	2.6460e-003	2.3150e-003
tblVehicleEF	LDA	1.6890e-003	1.6150e-003
tblVehicleEF	LDA	2.4390e-003	2.1340e-003
tblVehicleEF	LDA	0.06	0.09
tblVehicleEF	LDA	0.19	0.18

tblVehicleEF	LDA	0.05	0.07
tblVehicleEF	LDA	0.03	0.04
tblVehicleEF	LDA	0.07	0.37
tblVehicleEF	LDA	0.23	0.52
tblVehicleEF	LDA	3.1160e-003	6.2000e-005
tblVehicleEF	LDA	7.4900e-004	0.00
tblVehicleEF	LDA	0.06	0.09
tblVehicleEF	LDA	0.19	0.18
tblVehicleEF	LDA	0.05	0.07
tblVehicleEF	LDA	0.04	0.05
tblVehicleEF	LDA	0.07	0.37
tblVehicleEF	LDA	0.25	0.57
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	0.03	0.14
tblVehicleEF	LDT1	2.79	2.96
tblVehicleEF	LDT1	5.90	3.38
tblVehicleEF	LDT1	361.57	354.11
tblVehicleEF	LDT1	81.48	77.30
tblVehicleEF	LDT1	0.28	0.30
tblVehicleEF	LDT1	0.33	0.47
tblVehicleEF	LDT1	3.7610e-003	3.3710e-003
tblVehicleEF	LDT1	4.9420e-003	3.9730e-003
tblVehicleEF	LDT1	3.4790e-003	3.1130e-003
tblVehicleEF	LDT1	4.5660e-003	3.6650e-003
tblVehicleEF	LDT1	0.15	0.19
tblVehicleEF	LDT1	0.39	0.34
tblVehicleEF	LDT1	0.10	0.13
tblVehicleEF	LDT1	0.09	0.09
tblVehicleEF	LDT1	0.28	1.27
tblVehicleEF	LDT1	0.46	0.78

tblVehicleEF	LDT1	3.6560e-003	2.2910e-003
tblVehicleEF	LDT1	9.2100e-004	0.00
tblVehicleEF	LDT1	0.15	0.19
tblVehicleEF	LDT1	0.39	0.34
tblVehicleEF	LDT1	0.10	0.13
tblVehicleEF	LDT1	0.12	0.12
tblVehicleEF	LDT1	0.28	1.27
tblVehicleEF	LDT1	0.50	0.86
tblVehicleEF	LDT2	0.01	9.1140e-003
tblVehicleEF	LDT2	0.02	0.12
tblVehicleEF	LDT2	1.45	1.77
tblVehicleEF	LDT2	3.55	3.78
tblVehicleEF	LDT2	422.28	399.25
tblVehicleEF	LDT2	95.18	86.54
tblVehicleEF	LDT2	0.19	0.21
tblVehicleEF	LDT2	0.35	0.56
tblVehicleEF	LDT2	1.6380e-003	1.6260e-003
tblVehicleEF	LDT2	2.3990e-003	2.1020e-003
tblVehicleEF	LDT2	1.5100e-003	1.5000e-003
tblVehicleEF	LDT2	2.2100e-003	1.9370e-003
tblVehicleEF	LDT2	0.06	0.08
tblVehicleEF	LDT2	0.18	0.17
tblVehicleEF	LDT2	0.05	0.07
tblVehicleEF	LDT2	0.04	0.04
tblVehicleEF	LDT2	0.11	0.57
tblVehicleEF	LDT2	0.26	0.60
tblVehicleEF	LDT2	4.2390e-003	0.01
tblVehicleEF	LDT2	1.0140e-003	1.0600e-004
tblVehicleEF	LDT2	0.06	0.08
tblVehicleEF	LDT2	0.18	0.17

tblVehicleEF	LDT2	0.05	0.07
tblVehicleEF	LDT2	0.05	0.06
tblVehicleEF	LDT2	0.11	0.57
tblVehicleEF	LDT2	0.28	0.66
tblVehicleEF	LHD1	7.2100e-003	6.0090e-003
tblVehicleEF	LHD1	0.04	0.02
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	0.17	0.20
tblVehicleEF	LHD1	1.96	2.34
tblVehicleEF	LHD1	4.27	1.55
tblVehicleEF	LHD1	8.88	9.26
tblVehicleEF	LHD1	755.54	902.53
tblVehicleEF	LHD1	38.78	14.65
tblVehicleEF	LHD1	0.07	0.06
tblVehicleEF	LHD1	1.96	1.92
tblVehicleEF	LHD1	1.30	0.42
tblVehicleEF	LHD1	7.5300e-004	7.0100e-004
tblVehicleEF	LHD1	9.5250e-003	9.3900e-003
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	1.5640e-003	5.6700e-004
tblVehicleEF	LHD1	7.2000e-004	6.7000e-004
tblVehicleEF	LHD1	2.3810e-003	2.3470e-003
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	1.4420e-003	5.2700e-004
tblVehicleEF	LHD1	3.1590e-003	3.3230e-003
tblVehicleEF	LHD1	0.11	0.13
tblVehicleEF	LHD1	0.02	0.03
tblVehicleEF	LHD1	1.3980e-003	1.4700e-003
tblVehicleEF	LHD1	0.17	0.18
tblVehicleEF	LHD1	0.35	0.83

tblVehicleEF	LHD1	0.42	0.16
tblVehicleEF	LHD1	7.4720e-003	8.8390e-003
tblVehicleEF	LHD1	4.6800e-004	1.4500e-004
tblVehicleEF	LHD1	3.1590e-003	3.3230e-003
tblVehicleEF	LHD1	0.11	0.13
tblVehicleEF	LHD1	0.03	0.04
tblVehicleEF	LHD1	1.3980e-003	1.4700e-003
tblVehicleEF	LHD1	0.22	0.23
tblVehicleEF	LHD1	0.35	0.83
tblVehicleEF	LHD1	0.46	0.17
tblVehicleEF	LHD2	4.9490e-003	4.0050e-003
tblVehicleEF	LHD2	0.02	0.01
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	0.14	0.15
tblVehicleEF	LHD2	1.23	1.27
tblVehicleEF	LHD2	2.56	1.01
tblVehicleEF	LHD2	13.97	14.30
tblVehicleEF	LHD2	776.18	876.76
tblVehicleEF	LHD2	29.56	10.11
tblVehicleEF	LHD2	0.12	0.12
tblVehicleEF	LHD2	2.18	2.36
tblVehicleEF	LHD2	0.81	0.26
tblVehicleEF	LHD2	1.2890e-003	1.2980e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	8.5400e-004	2.3400e-004
tblVehicleEF	LHD2	1.2330e-003	1.2420e-003
tblVehicleEF	LHD2	2.6240e-003	2.6210e-003
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	7.8700e-004	2.1500e-004

tblVehicleEF	LHD2	1.8020e-003	1.8780e-003
tblVehicleEF	LHD2	0.07	0.07
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	7.7500e-004	8.0300e-004
tblVehicleEF	LHD2	0.16	0.16
tblVehicleEF	LHD2	0.18	0.51
tblVehicleEF	LHD2	0.24	0.08
tblVehicleEF	LHD2	7.5800e-003	8.4920e-003
tblVehicleEF	LHD2	3.4300e-004	1.0000e-004
tblVehicleEF	LHD2	1.8020e-003	1.8780e-003
tblVehicleEF	LHD2	0.07	0.07
tblVehicleEF	LHD2	0.02	0.03
tblVehicleEF	LHD2	7.7500e-004	8.0300e-004
tblVehicleEF	LHD2	0.19	0.20
tblVehicleEF	LHD2	0.18	0.51
tblVehicleEF	LHD2	0.26	0.09
tblVehicleEF	MCY	0.40	0.35
tblVehicleEF	MCY	0.17	0.27
tblVehicleEF	MCY	23.11	23.38
tblVehicleEF	MCY	9.98	8.77
tblVehicleEF	MCY	163.48	211.58
tblVehicleEF	MCY	49.25	64.56
tblVehicleEF	MCY	1.19	1.19
tblVehicleEF	MCY	0.32	0.27
tblVehicleEF	MCY	1.6460e-003	1.6690e-003
tblVehicleEF	MCY	4.8410e-003	4.2760e-003
tblVehicleEF	MCY	1.5540e-003	1.5770e-003
tblVehicleEF	MCY	4.5990e-003	4.0630e-003
tblVehicleEF	MCY	0.92	1.85
tblVehicleEF	MCY	0.80	0.82

tblVehicleEF	MCY	0.51	1.03
tblVehicleEF	MCY	2.49	2.50
tblVehicleEF	MCY	0.77	2.96
tblVehicleEF	MCY	2.36	2.08
tblVehicleEF	MCY	2.0820e-003	2.0940e-003
tblVehicleEF	MCY	7.2600e-004	6.3900e-004
tblVehicleEF	MCY	0.92	1.85
tblVehicleEF	MCY	0.80	0.82
tblVehicleEF	MCY	0.51	1.03
tblVehicleEF	MCY	2.97	2.98
tblVehicleEF	MCY	0.77	2.96
tblVehicleEF	MCY	2.56	2.27
tblVehicleEF	MDV	0.02	0.01
tblVehicleEF	MDV	0.03	0.15
tblVehicleEF	MDV	2.16	2.09
tblVehicleEF	MDV	5.42	4.72
tblVehicleEF	MDV	543.43	478.08
tblVehicleEF	MDV	120.66	103.27
tblVehicleEF	MDV	0.31	0.27
tblVehicleEF	MDV	0.53	0.68
tblVehicleEF	MDV	1.9280e-003	1.8920e-003
tblVehicleEF	MDV	2.8980e-003	2.5540e-003
tblVehicleEF	MDV	1.7800e-003	1.7480e-003
tblVehicleEF	MDV	2.6700e-003	2.3540e-003
tblVehicleEF	MDV	0.07	0.09
tblVehicleEF	MDV	0.20	0.19
tblVehicleEF	MDV	0.06	0.08
tblVehicleEF	MDV	0.06	0.06
tblVehicleEF	MDV	0.13	0.62
tblVehicleEF	MDV	0.46	0.80

tblVehicleEF	MDV	5.4580e-003	4.7280e-003
tblVehicleEF	MDV	1.3050e-003	1.0220e-003
tblVehicleEF	MDV	0.07	0.09
tblVehicleEF	MDV	0.20	0.19
tblVehicleEF	MDV	0.06	0.08
tblVehicleEF	MDV	0.08	0.08
tblVehicleEF	MDV	0.13	0.62
tblVehicleEF	MDV	0.50	0.88
tblVehicleEF	MH	0.08	0.05
tblVehicleEF	MH	0.06	0.04
tblVehicleEF	MH	9.29	7.49
tblVehicleEF	MH	11.86	3.08
tblVehicleEF	MH	1,258.85	1,698.12
tblVehicleEF	MH	78.38	26.69
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tblVehicleEF	MH	1.23	0.26
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.04	0.04
tblVehicleEF	MH	3.9150e-003	9.9500e-004
tblVehicleEF	MH	3.1920e-003	3.2260e-003
tblVehicleEF	MH	0.03	0.04
tblVehicleEF	MH	3.6780e-003	9.3300e-004
tblVehicleEF	MH	1.51	1.48
tblVehicleEF	MH	0.13	0.12
tblVehicleEF	MH	0.48	0.47
tblVehicleEF	MH	0.36	0.31
tblVehicleEF	MH	0.03	2.51
tblVehicleEF	MH	0.85	0.24
tblVehicleEF	MH	0.01	0.02
tblVehicleEF	MH	9.9700e-004	2.6400e-004

tblVehicleEF	MH	1.51	1.48
tblVehicleEF	MH	0.13	0.12
tblVehicleEF	MH	0.48	0.47
tblVehicleEF	MH	0.45	0.39
tblVehicleEF	MH	0.03	2.51
tblVehicleEF	MH	0.93	0.26
tblVehicleEF	MHD	0.02	3.3610e-003
tblVehicleEF	MHD	0.03	0.04
tblVehicleEF	MHD	0.12	0.01
tblVehicleEF	MHD	0.64	0.38
tblVehicleEF	MHD	1.75	2.47
tblVehicleEF	MHD	13.58	1.53
tblVehicleEF	MHD	142.40	80.12
tblVehicleEF	MHD	1,225.67	1,265.94
tblVehicleEF	MHD	71.77	10.70
tblVehicleEF	MHD	1.56	1.03
tblVehicleEF	MHD	5.12	6.81
tblVehicleEF	MHD	10.91	0.47
tblVehicleEF	MHD	9.5690e-003	7.5040e-003
tblVehicleEF	MHD	0.16	0.28
tblVehicleEF	MHD	2.5520e-003	3.3400e-004
tblVehicleEF	MHD	9.1550e-003	7.1790e-003
tblVehicleEF	MHD	0.15	0.26
tblVehicleEF	MHD	2.3850e-003	3.1300e-004
tblVehicleEF	MHD	2.1670e-003	9.7500e-004
tblVehicleEF	MHD	0.10	0.05
tblVehicleEF	MHD	0.05	0.03
tblVehicleEF	MHD	9.5600e-004	4.2800e-004
tblVehicleEF	MHD	0.37	0.68
tblVehicleEF	MHD	0.05	0.23

tblVehicleEF	MHD	0.89	0.10
tblVehicleEF	MHD	1.3720e-003	7.6000e-004
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	9.5900e-004	1.0600e-004
tblVehicleEF	MHD	2.1670e-003	9.7500e-004
tblVehicleEF	MHD	0.10	0.05
tblVehicleEF	MHD	0.07	0.04
tblVehicleEF	MHD	9.5600e-004	4.2800e-004
tblVehicleEF	MHD	0.43	0.78
tblVehicleEF	MHD	0.05	0.23
tblVehicleEF	MHD	0.97	0.11
tblVehicleEF	OBUS	0.01	9.2570e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.04	0.02
tblVehicleEF	OBUS	0.38	0.59
tblVehicleEF	OBUS	1.38	2.10
tblVehicleEF	OBUS	8.00	2.45
tblVehicleEF	OBUS	112.68	98.38
tblVehicleEF	OBUS	1,352.87	1,548.73
tblVehicleEF	OBUS	71.59	19.00
tblVehicleEF	OBUS	1.03	0.95
tblVehicleEF	OBUS	3.69	3.69
tblVehicleEF	OBUS	3.24	0.61
tblVehicleEF	OBUS	3.1090e-003	8.8060e-003
tblVehicleEF	OBUS	0.04	0.13
tblVehicleEF	OBUS	9.3600e-004	2.4100e-004
tblVehicleEF	OBUS	2.9740e-003	8.4250e-003
tblVehicleEF	OBUS	0.04	0.12
tblVehicleEF	OBUS	8.7300e-004	2.2500e-004
tblVehicleEF	OBUS	1.4110e-003	1.2020e-003

tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.06	0.09
tblVehicleEF	OBUS	5.5100e-004	4.6600e-004
tblVehicleEF	OBUS	0.17	0.34
tblVehicleEF	OBUS	0.03	0.17
tblVehicleEF	OBUS	0.52	0.14
tblVehicleEF	OBUS	1.0870e-003	9.3500e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	8.5700e-004	1.8800e-004
tblVehicleEF	OBUS	1.4110e-003	1.2020e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.08	0.11
tblVehicleEF	OBUS	5.5100e-004	4.6600e-004
tblVehicleEF	OBUS	0.21	0.40
tblVehicleEF	OBUS	0.03	0.17
tblVehicleEF	OBUS	0.57	0.15
tblVehicleEF	SBUS	0.89	0.04
tblVehicleEF	SBUS	0.05	0.01
tblVehicleEF	SBUS	0.15	4.2900e-003
tblVehicleEF	SBUS	7.72	1.68
tblVehicleEF	SBUS	2.90	1.10
tblVehicleEF	SBUS	14.85	0.70
tblVehicleEF	SBUS	1,184.94	348.16
tblVehicleEF	SBUS	1,108.36	1,129.61
tblVehicleEF	SBUS	48.76	3.37
tblVehicleEF	SBUS	13.43	4.27
tblVehicleEF	SBUS	6.97	6.80
tblVehicleEF	SBUS	13.89	0.39
tblVehicleEF	SBUS	0.04	0.01
tblVehicleEF	SBUS	0.01	0.01

tblVehicleEF	SBUS	0.07	0.06
tblVehicleEF	SBUS	1.1740e-003	3.4000e-005
tblVehicleEF	SBUS	0.04	9.9020e-003
tblVehicleEF	SBUS	2.6740e-003	2.7660e-003
tblVehicleEF	SBUS	0.06	0.06
tblVehicleEF	SBUS	1.0800e-003	3.1000e-005
tblVehicleEF	SBUS	6.7100e-003	5.8400e-004
tblVehicleEF	SBUS	0.06	4.7000e-003
tblVehicleEF	SBUS	0.95	0.20
tblVehicleEF	SBUS	2.0940e-003	1.8100e-004
tblVehicleEF	SBUS	0.25	0.16
tblVehicleEF	SBUS	0.04	0.04
tblVehicleEF	SBUS	0.77	0.03
tblVehicleEF	SBUS	0.01	3.3080e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	7.4500e-004	3.3000e-005
tblVehicleEF	SBUS	6.7100e-003	5.8400e-004
tblVehicleEF	SBUS	0.06	4.7000e-003
tblVehicleEF	SBUS	1.34	0.28
tblVehicleEF	SBUS	2.0940e-003	1.8100e-004
tblVehicleEF	SBUS	0.32	0.19
tblVehicleEF	SBUS	0.04	0.04
tblVehicleEF	SBUS	0.84	0.03
tblVehicleEF	UBUS	0.29	0.19
tblVehicleEF	UBUS	0.04	2.1640e-003
tblVehicleEF	UBUS	8.39	1.51
tblVehicleEF	UBUS	7.63	0.14
tblVehicleEF	UBUS	2,318.62	1,928.35
tblVehicleEF	UBUS	54.83	1.64
tblVehicleEF	UBUS	19.98	13.80

tblVehicleEF	UBUS	18.00	0.02
tblVehicleEF	UBUS	0.72	0.07
tblVehicleEF	UBUS	0.01	0.03
tblVehicleEF	UBUS	0.47	0.02
tblVehicleEF	UBUS	7.8000e-004	1.0000e-006
tblVehicleEF	UBUS	0.31	0.03
tblVehicleEF	UBUS	3.0000e-003	8.3320e-003
tblVehicleEF	UBUS	0.45	0.02
tblVehicleEF	UBUS	7.2400e-004	1.0000e-006
tblVehicleEF	UBUS	2.6540e-003	5.6000e-005
tblVehicleEF	UBUS	0.06	7.3300e-004
tblVehicleEF	UBUS	1.1370e-003	3.3000e-005
tblVehicleEF	UBUS	1.25	0.02
tblVehicleEF	UBUS	8.7850e-003	4.3240e-003
tblVehicleEF	UBUS	0.49	9.1640e-003
tblVehicleEF	UBUS	0.02	0.02
tblVehicleEF	UBUS	6.8300e-004	1.6000e-005
tblVehicleEF	UBUS	2.6540e-003	5.6000e-005
tblVehicleEF	UBUS	0.06	7.3300e-004
tblVehicleEF	UBUS	1.1370e-003	3.3000e-005
tblVehicleEF	UBUS	1.65	0.21
tblVehicleEF	UBUS	8.7850e-003	4.3240e-003
tblVehicleEF	UBUS	0.54	0.01
tblVehicleTrips	CC_TL	7.30	0.10
tblVehicleTrips	CC_TL	7.30	0.10
tblVehicleTrips	CC_TL	7.30	0.10
tblVehicleTrips	CNW_TL	7.30	0.10
tblVehicleTrips	CNW_TL	7.30	0.10
tblVehicleTrips	CNW_TL	7.30	0.10
tblVehicleTrips	CW_TL	9.50	0.10

tblVehicleTrips	CW_TL	9.50	0.10
tblVehicleTrips	CW_TL	9.50	0.10
tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	DV_TP	38.00	0.00
tblVehicleTrips	DV_TP	40.00	0.00
tblVehicleTrips	HO_TL	5.70	0.10
tblVehicleTrips	HS_TL	4.80	0.10
tblVehicleTrips	HW_TL	10.80	0.10
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	15.00	0.00
tblVehicleTrips	PR_TP	86.00	100.00
tblVehicleTrips	PR_TP	77.00	100.00
tblVehicleTrips	PR_TP	58.00	100.00
tblVehicleTrips	PR_TP	45.00	100.00
tblVehicleTrips	ST_TR	4.98	0.77
tblVehicleTrips	ST_TR	2.46	0.38
tblVehicleTrips	ST_TR	8.19	1.27
tblVehicleTrips	ST_TR	42.04	6.51
tblVehicleTrips	SU_TR	3.65	0.57
tblVehicleTrips	SU_TR	1.05	0.16
tblVehicleTrips	SU_TR	5.95	0.92
tblVehicleTrips	SU_TR	20.43	3.16
tblVehicleTrips	WD_TR	4.20	0.65
tblVehicleTrips	WD_TR	11.03	1.71
tblVehicleTrips	WD_TR	8.17	1.27
tblVehicleTrips	WD_TR	44.32	6.86
tblWater	AerobicPercent	87.46	100.00

tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWoodstoves	NumberCatalytic	51.76	0.00
tblWoodstoves	NumberNoncatalytic	51.76	0.00
tblWoodstoves	WoodstoveDayYear	14.12	0.00
tblWoodstoves	WoodstoveWoodMass	582.40	0.00

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	42.2071	0.3205	19.6743	1.59E-03		0.1123	0.1123		0.1123	0.1123	0	134.8886	134.8886	0.035	1.90E-03	136.3271
Energy	0.8763	7.9009	6.2097	0.0478		0.6055	0.6055		0.6055	0.6055	0	29,554.94	29,554.94	1.6615	0.4684	29,736.05
Mobile	6.8279	3.0235	16.6318	3.35E-03	0.1609	0.0204	0.1813	0.043	0.0192	0.0622	0	564.1078	564.1078	0.472	0	575.9075

Waste						0	0		0	0	1,369.07	0	1,369.07	80.9099	0	3,391.82
Water						0	0		0	0	390.9601	1,528.43	1,919.39	1.4551	0.8729	2,215.87
Total	**49.9114**	**11.2448**	**42.5158**	**0.0527**	**0.1609**	**0.7382**	**0.899**	**0.043**	**0.7369**	**0.7799**	**1,760.03**	**31,782.36**	**33,542.39**	**84.5334**	**1.3431**	**36,055.98**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	42.2071	0.3205	19.6743	1.5900e-003		0.1123	0.1123		0.1123	0.1123	0.0000	134.8886	134.8886	0.0350	1.9000e-003	136.3271
Energy	0.8763	7.9009	6.2097	0.0478		0.6055	0.6055		0.6055	0.6055	0.0000	29,554.9373	29,554.9373	1.6615	0.4684	29,736.0478
Mobile	6.8279	3.0235	16.6318	3.3500e-003	0.1609	0.0204	0.1813	0.0430	0.0192	0.0622	0.0000	564.1078	564.1078	0.4720	0.0000	575.9075
Waste						0.0000	0.0000		0.0000	0.0000	1,369.0726	0.0000	1,369.0726	80.9099	0.0000	3,391.8193
Water						0.0000	0.0000		0.0000	0.0000	390.9601	1,528.4266	1,919.3867	1.4551	0.8729	2,215.8744
Total	**49.9114**	**11.2448**	**42.5158**	**0.0527**	**0.1609**	**0.7382**	**0.8990**	**0.0430**	**0.7369**	**0.7799**	**1,760.0327**	**31,782.3602**	**33,542.3929**	**84.5334**	**1.3431**	**36,055.9761**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	6.8279	3.0235	16.6318	3.3500e-003	0.1609	0.0204	0.1813	0.0430	0.0192	0.0622	0.0000	564.1078	564.1078	0.4720	0.0000	575.9075
Unmitigated	6.8279	3.0235	16.6318	3.3500e-003	0.1609	0.0204	0.1813	0.0430	0.0192	0.0622	0.0000	564.1078	564.1078	0.4720	0.0000	575.9075

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments High Rise	1,682.20	1,992.76	1475.16	61,770	61,770
General Office Building	8,487.41	1,886.09	794.14	234,610	234,610
Hotel	1,143.00	1,143.00	828.00	39,967	39,967
Strip Mall	2,909.33	2,760.89	1340.16	96,968	96,968
Total	14,221.94	7,782.74	4,437.46	433,315	433,315

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments High Rise	0.10	0.10	0.10	31.00	15.00	54.00	100	0	0
General Office Building	0.10	0.10	0.10	33.00	48.00	19.00	100	0	0
Hotel	0.10	0.10	0.10	19.40	61.60	19.00	100	0	0
Strip Mall	0.10	0.10	0.10	16.60	64.40	19.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments High Rise	0.581773	0.048561	0.192724	0.109822	0.019605	0.004507	0.012829	0.019722	0.001651	0.001330	0.005701	0.000864	0.000909
General Office Building	0.581773	0.048561	0.192724	0.109822	0.019605	0.004507	0.012829	0.019722	0.001651	0.001330	0.005701	0.000864	0.000909

Hotel	0.581773	0.048561	0.192724	0.109822	0.019605	0.004507	0.012829	0.019722	0.001651	0.001330	0.005701	0.000864	0.000909
Strip Mall	0.581773	0.048561	0.192724	0.109822	0.019605	0.004507	0.012829	0.019722	0.001651	0.001330	0.005701	0.000864	0.000909

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	20,882.2950	20,882.2950	1.4953	0.3094	21,011.8683
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	20,882.2950	20,882.2950	1.4953	0.3094	21,011.8683
NaturalGas Mitigated	0.8763	7.9009	6.2097	0.0478		0.6055	0.6055		0.6055	0.6055	0.0000	8,672.6423	8,672.6423	0.1662	0.1590	8,724.1795
NaturalGas Unmitigated	0.8763	7.9009	6.2097	0.0478		0.6055	0.6055		0.6055	0.6055	0.0000	8,672.6423	8,672.6423	0.1662	0.1590	8,724.1795

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments High Rise	2.23589e+007	0.1206	1.0303	0.4384	6.5800e-003		0.0833	0.0833		0.0833	0.0833	0.0000	1,193.1559	1,193.1559	0.0229	0.0219	1,200.2462
General Office Building	8.12509e+007	0.4381	3.9829	3.3456	0.0239		0.3027	0.3027		0.3027	0.3027	0.0000	4,335.8552	4,335.8552	0.0831	0.0795	4,361.6210

Hotel	5.79043e+007	0.3122	2.8385	2.3843	0.0170		0.2157	0.2157		0.2157	0.2157	0.0000	3,089.9944	3,089.9944	0.0592	0.0567	3,108.3567
Strip Mall	1.00512e+006	5.4200e-003	0.0493	0.0414	3.0000e-004		3.7400e-003	3.7400e-003		3.7400e-003	3.7400e-003	0.0000	53.6369	53.6369	1.0300e-003	9.8000e-004	53.9556
Total		**0.8763**	**7.9009**	**6.2097**	**0.0478**		**0.6055**	**0.6055**		**0.6055**	**0.6055**	**0.0000**	**8,672.6423**	**8,672.6423**	**0.1662**	**0.1590**	**8,724.1795**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments High Rise	2.23589e+007	0.1206	1.0303	0.4384	6.5800e-003		0.0833	0.0833		0.0833	0.0833	0.0000	1,193.1559	1,193.1559	0.0229	0.0219	1,200.2462
General Office Building	8.12509e+007	0.4381	3.9829	3.3456	0.0239		0.3027	0.3027		0.3027	0.3027	0.0000	4,335.8552	4,335.8552	0.0831	0.0795	4,361.6210
Hotel	5.79043e+007	0.3122	2.8385	2.3843	0.0170		0.2157	0.2157		0.2157	0.2157	0.0000	3,089.9944	3,089.9944	0.0592	0.0567	3,108.3567
Strip Mall	1.00512e+006	5.4200e-003	0.0493	0.0414	3.0000e-004		3.7400e-003	3.7400e-003		3.7400e-003	3.7400e-003	0.0000	53.6369	53.6369	1.0300e-003	9.8000e-004	53.9556
Total		**0.8763**	**7.9009**	**6.2097**	**0.0478**		**0.6055**	**0.6055**		**0.6055**	**0.6055**	**0.0000**	**8,672.6423**	**8,672.6423**	**0.1662**	**0.1590**	**8,724.1795**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments High Rise	1.06842e+007	1,962.7345	0.1405	0.0291	1,974.9131
General Office Building	8.84974e+007	16,257.4109	1.1641	0.2409	16,358.2872
Hotel	9.95782e+006	1,829.2997	0.1310	0.0271	1,840.6504

Strip Mall	4.53363e+006	832.8499	0.0596	0.0123	838.0177
Total		**20,882.2950**	**1.4953**	**0.3094**	**21,011.8683**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments High Rise	1.06842e+007	1,962.7345	0.1405	0.0291	1,974.9131
General Office Building	8.84974e+007	16,257.4109	1.1641	0.2409	16,358.2872
Hotel	9.95782e+006	1,829.2997	0.1310	0.0271	1,840.6504
Strip Mall	4.53363e+006	832.8499	0.0596	0.0123	838.0177
Total		**20,882.2950**	**1.4953**	**0.3094**	**21,011.8683**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	42.2071	0.3205	19.6743	1.5900e-003		0.1123	0.1123		0.1123	0.1123	0.0000	134.8886	134.8886	0.0350	1.9000e-003	136.3271

Unmitigated	42.2071	0.3205	19.6743	1.5900e-003		0.1123	0.1123		0.1123	0.1123	0.0000	134.8886	134.8886	0.0350	1.9000e-003	136.3271

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	5.3125					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	36.2520					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0105	0.0893	0.0380	5.7000e-004		7.2200e-003	7.2200e-003		7.2200e-003	7.2200e-003	0.0000	103.3869	103.3869	1.9800e-003	1.9000e-003	104.0013
Landscaping	0.6322	0.2312	19.6363	1.0200e-003		0.1050	0.1050		0.1050	0.1050	0.0000	31.5017	31.5017	0.0330	0.0000	32.3259
Total	**42.2071**	**0.3205**	**19.6743**	**1.5900e-003**		**0.1123**	**0.1123**		**0.1123**	**0.1123**	**0.0000**	**134.8886**	**134.8886**	**0.0350**	**1.9000e-003**	**136.3272**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	5.3125					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	36.2520					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0105	0.0893	0.0380	5.7000e-004		7.2200e-003	7.2200e-003		7.2200e-003	7.2200e-003	0.0000	103.3869	103.3869	1.9800e-003	1.9000e-003	104.0013
Landscaping	0.6322	0.2312	19.6363	1.0200e-003		0.1050	0.1050		0.1050	0.1050	0.0000	31.5017	31.5017	0.0330	0.0000	32.3259

Total	**42.2071**	**0.3205**	**19.6743**	**1.5900e-003**		**0.1123**	**0.1123**		**0.1123**	**0.1123**	**0.0000**	**134.8886**	**134.8886**	**0.0350**	**1.9000e-003**	**136.3272**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	1,919.3867	1.4551	0.8729	2,215.8744
Unmitigated	1,919.3867	1.4551	0.8729	2,215.8744

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments High Rise	168.619 / 106.303	295.6184	0.2222	0.1332	340.8771
General Office Building	882.164 / 540.681	1,536.6458	1.1619	0.6969	1,773.3645
Hotel	22.8301 / 2.53668	32.4021	0.0295	0.0179	38.4826
Strip Mall	31.4142 / 19.2538	54.7205	0.0414	0.0248	63.1501

Total		**1,919.3867**	**1.4551**	**0.8729**	**2,215.8743**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments High Rise	168.619 / 106.303	295.6184	0.2222	0.1332	340.8771
General Office Building	882.164 / 540.681	1,536.6458	1.1619	0.6969	1,773.3645
Hotel	22.8301 / 2.53668	32.4021	0.0295	0.0179	38.4826
Strip Mall	31.4142 / 19.2538	54.7205	0.0414	0.0248	63.1501
Total		**1,919.3867**	**1.4551**	**0.8729**	**2,215.8743**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	1,369.0726	80.9099	0.0000	3,391.8193
Unmitigated	1,369.0726	80.9099	0.0000	3,391.8193

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments High Rise	1190.48	241.6567	14.2815	0.0000	598.6942
General Office Building	4615.96	936.9982	55.3750	0.0000	2,321.3733
Hotel	492.75	100.0238	5.9112	0.0000	247.8047
Strip Mall	445.31	90.3939	5.3421	0.0000	223.9471
Total		**1,369.0726**	**80.9099**	**0.0000**	**3,391.8193**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments High Rise	1190.48	241.6567	14.2815	0.0000	598.6942
General Office Building	4615.96	936.9982	55.3750	0.0000	2,321.3733
Hotel	492.75	100.0238	5.9112	0.0000	247.8047
Strip Mall	445.31	90.3939	5.3421	0.0000	223.9471
Total		**1,369.0726**	**80.9099**	**0.0000**	**3,391.8193**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

2040 Original DSAP AQ-GHG Model - Santa Clara County, Annual

2040 - 2014 DSAP AQ-GHG Model

Santa Clara County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	4,963.40	1000sqft	113.94	4,963,400.00	0
Hotel	900.00	Room	30.00	1,306,800.00	0
Apartments High Rise	2,588.00	Dwelling Unit	41.74	2,588,000.00	7402
Strip Mall	424.10	1000sqft	9.74	424,100.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	58
Climate Zone	4			**Operational Year**	2040
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	210	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - PG&E provider to City of San Jose. Using latest published rate from 2017. http://www.pgecorp.com/corp_responsibility/reports/2019/en02_climate_change.html

Land Use - Original DSAP: Office = 4,963,400 SF, Retail = 424,100 SF, Residential = 2,588 High-Rise Units, Hotel = 900 Rooms

Construction Phase - No construction

Vehicle Trips - Idle/Start Emissions: 0.1 mile trip length. Trip Generation Rates altered using the VMT data from Hexagon and CalEEMod default VMT data. 100% pass-by then since using altered trip gen and VMT

Vehicle Emission Factors - 2040 Santa Clara County - EMFAC2017 Emission Factors

Vehicle Emission Factors -

Vehicle Emission Factors -

Woodstoves - No wood applications but assuing natural gas fireplaces. Total number of gas fireplaces = 828.16

Energy Use -

Water And Wastewater - Assuming all water treated in a wastewater treatment plant

Energy Mitigation - SJCE will provide carbon free electricity post 2021

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	120.00	0.00
tblFireplaces	FireplaceWoodMass	228.80	0.00
tblFireplaces	NumberGas	388.20	828.16
tblFireplaces	NumberWood	439.96	0.00
tblFleetMix	HHD	0.02	0.02
tblFleetMix	HHD	0.02	0.02
tblFleetMix	HHD	0.02	0.02
tblFleetMix	HHD	0.02	0.02
tblFleetMix	LDA	0.62	0.59
tblFleetMix	LDA	0.62	0.59
tblFleetMix	LDA	0.62	0.59
tblFleetMix	LDA	0.62	0.59
tblFleetMix	LDT1	0.03	0.05
tblFleetMix	LDT1	0.03	0.05
tblFleetMix	LDT1	0.03	0.05
tblFleetMix	LDT1	0.03	0.05
tblFleetMix	LDT2	0.18	0.17
tblFleetMix	LDT2	0.18	0.17
tblFleetMix	LDT2	0.18	0.17
tblFleetMix	LDT2	0.18	0.17
tblFleetMix	LHD1	0.01	0.02
tblFleetMix	LHD1	0.01	0.02

tblFleetMix	LHD1	0.01	0.02
tblFleetMix	LHD1	0.01	0.02
tblFleetMix	LHD2	5.1260e-003	5.8393e-003
tblFleetMix	LHD2	5.1260e-003	5.8393e-003
tblFleetMix	LHD2	5.1260e-003	5.8393e-003
tblFleetMix	LHD2	5.1260e-003	5.8393e-003
tblFleetMix	MCY	5.0770e-003	4.3548e-003
tblFleetMix	MCY	5.0770e-003	4.3548e-003
tblFleetMix	MCY	5.0770e-003	4.3548e-003
tblFleetMix	MCY	5.0770e-003	4.3548e-003
tblFleetMix	MDV	0.10	0.11
tblFleetMix	MDV	0.10	0.11
tblFleetMix	MDV	0.10	0.11
tblFleetMix	MDV	0.10	0.11
tblFleetMix	MH	6.4200e-004	7.3309e-004
tblFleetMix	MH	6.4200e-004	7.3309e-004
tblFleetMix	MH	6.4200e-004	7.3309e-004
tblFleetMix	MH	6.4200e-004	7.3309e-004
tblFleetMix	MHD	0.01	0.01
tblFleetMix	MHD	0.01	0.01
tblFleetMix	MHD	0.01	0.01
tblFleetMix	MHD	0.01	0.01
tblFleetMix	OBUS	2.2990e-003	1.3928e-003
tblFleetMix	OBUS	2.2990e-003	1.3928e-003
tblFleetMix	OBUS	2.2990e-003	1.3928e-003
tblFleetMix	OBUS	2.2990e-003	1.3928e-003
tblFleetMix	SBUS	6.5300e-004	8.4105e-004
tblFleetMix	SBUS	6.5300e-004	8.4105e-004
tblFleetMix	SBUS	6.5300e-004	8.4105e-004
tblFleetMix	SBUS	6.5300e-004	8.4105e-004

tblFleetMix	UBUS	1.4220e-003	1.0757e-003
tblFleetMix	UBUS	1.4220e-003	1.0757e-003
tblFleetMix	UBUS	1.4220e-003	1.0757e-003
tblFleetMix	UBUS	1.4220e-003	1.0757e-003
tblProjectCharacteristics	CO2IntensityFactor	641.35	210
tblVehicleEF	HHD	0.24	0.02
tblVehicleEF	HHD	0.06	0.04
tblVehicleEF	HHD	0.05	0.00
tblVehicleEF	HHD	1.39	6.54
tblVehicleEF	HHD	0.94	0.40
tblVehicleEF	HHD	4.45	8.5380e-003
tblVehicleEF	HHD	4,055.87	851.66
tblVehicleEF	HHD	1,476.74	1,063.61
tblVehicleEF	HHD	13.13	0.06
tblVehicleEF	HHD	11.61	5.29
tblVehicleEF	HHD	1.40	2.44
tblVehicleEF	HHD	19.05	2.29
tblVehicleEF	HHD	1.6880e-003	1.9740e-003
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	5.3590e-003	0.02
tblVehicleEF	HHD	1.6200e-004	1.0000e-006
tblVehicleEF	HHD	1.6150e-003	1.8880e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8700e-003	8.9240e-003
tblVehicleEF	HHD	5.1270e-003	0.02
tblVehicleEF	HHD	1.4900e-004	1.0000e-006
tblVehicleEF	HHD	1.1900e-004	2.0000e-006
tblVehicleEF	HHD	5.2120e-003	8.2000e-005
tblVehicleEF	HHD	0.36	0.44

tblVehicleEF	HHD	7.7000e-005	1.0000e-006
tblVehicleEF	HHD	0.08	0.02
tblVehicleEF	HHD	4.8400e-004	4.1500e-004
tblVehicleEF	HHD	0.08	2.0000e-006
tblVehicleEF	HHD	0.04	7.9330e-003
tblVehicleEF	HHD	0.01	9.7550e-003
tblVehicleEF	HHD	2.0300e-004	1.0000e-006
tblVehicleEF	HHD	1.1900e-004	2.0000e-006
tblVehicleEF	HHD	5.2120e-003	8.2000e-005
tblVehicleEF	HHD	0.42	0.50
tblVehicleEF	HHD	7.7000e-005	1.0000e-006
tblVehicleEF	HHD	0.15	0.06
tblVehicleEF	HHD	4.8400e-004	4.1500e-004
tblVehicleEF	HHD	0.08	3.0000e-006
tblVehicleEF	LDA	1.1910e-003	5.8600e-004
tblVehicleEF	LDA	7.0000e-004	0.02
tblVehicleEF	LDA	0.24	0.36
tblVehicleEF	LDA	0.36	1.44
tblVehicleEF	LDA	158.69	199.89
tblVehicleEF	LDA	35.57	41.13
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.01	0.11
tblVehicleEF	LDA	6.3000e-004	5.4000e-004
tblVehicleEF	LDA	1.0050e-003	7.3900e-004
tblVehicleEF	LDA	5.8000e-004	4.9700e-004
tblVehicleEF	LDA	9.2400e-004	6.8000e-004
tblVehicleEF	LDA	9.0280e-003	0.01
tblVehicleEF	LDA	0.03	0.04
tblVehicleEF	LDA	8.5250e-003	0.01
tblVehicleEF	LDA	2.9880e-003	1.7310e-003

tblVehicleEF	LDA	0.03	0.15
tblVehicleEF	LDA	9.4370e-003	0.07
tblVehicleEF	LDA	1.5870e-003	8.4000e-005
tblVehicleEF	LDA	3.6100e-004	0.00
tblVehicleEF	LDA	9.0280e-003	0.01
tblVehicleEF	LDA	0.03	0.04
tblVehicleEF	LDA	8.5250e-003	0.01
tblVehicleEF	LDA	4.3460e-003	2.5100e-003
tblVehicleEF	LDA	0.03	0.15
tblVehicleEF	LDA	0.01	0.08
tblVehicleEF	LDT1	1.6740e-003	6.9500e-004
tblVehicleEF	LDT1	1.1120e-003	0.02
tblVehicleEF	LDT1	0.31	0.38
tblVehicleEF	LDT1	0.48	1.54
tblVehicleEF	LDT1	201.86	239.08
tblVehicleEF	LDT1	45.83	49.94
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	0.02	0.13
tblVehicleEF	LDT1	7.8800e-004	6.0500e-004
tblVehicleEF	LDT1	1.2490e-003	8.4200e-004
tblVehicleEF	LDT1	7.2400e-004	5.5600e-004
tblVehicleEF	LDT1	1.1490e-003	7.7400e-004
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	0.05	0.05
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	4.1500e-003	2.1240e-003
tblVehicleEF	LDT1	0.04	0.21
tblVehicleEF	LDT1	0.01	0.08
tblVehicleEF	LDT1	2.0200e-003	2.4290e-003
tblVehicleEF	LDT1	4.6600e-004	0.00

tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	0.05	0.05
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	6.0530e-003	3.0990e-003
tblVehicleEF	LDT1	0.04	0.21
tblVehicleEF	LDT1	0.02	0.09
tblVehicleEF	LDT2	1.8650e-003	9.2200e-004
tblVehicleEF	LDT2	1.3110e-003	0.03
tblVehicleEF	LDT2	0.37	0.45
tblVehicleEF	LDT2	0.54	1.96
tblVehicleEF	LDT2	232.94	240.16
tblVehicleEF	LDT2	52.57	50.31
tblVehicleEF	LDT2	0.03	0.02
tblVehicleEF	LDT2	0.02	0.13
tblVehicleEF	LDT2	7.5600e-004	6.2000e-004
tblVehicleEF	LDT2	1.1740e-003	7.8800e-004
tblVehicleEF	LDT2	6.9600e-004	5.7200e-004
tblVehicleEF	LDT2	1.0790e-003	7.2500e-004
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	0.04	0.05
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	4.6400e-003	3.0660e-003
tblVehicleEF	LDT2	0.04	0.21
tblVehicleEF	LDT2	0.02	0.11
tblVehicleEF	LDT2	2.3310e-003	8.6920e-003
tblVehicleEF	LDT2	5.3400e-004	8.7000e-005
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	0.04	0.05
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	6.7620e-003	4.4330e-003

tblVehicleEF	LDT2	0.04	0.21
tblVehicleEF	LDT2	0.02	0.12
tblVehicleEF	LHD1	2.9240e-003	3.4210e-003
tblVehicleEF	LHD1	4.9730e-003	3.9080e-003
tblVehicleEF	LHD1	4.9640e-003	5.9710e-003
tblVehicleEF	LHD1	0.13	0.17
tblVehicleEF	LHD1	0.45	0.36
tblVehicleEF	LHD1	1.04	0.77
tblVehicleEF	LHD1	8.82	7.58
tblVehicleEF	LHD1	612.09	637.02
tblVehicleEF	LHD1	22.60	8.76
tblVehicleEF	LHD1	0.05	0.03
tblVehicleEF	LHD1	0.18	0.09
tblVehicleEF	LHD1	0.37	0.17
tblVehicleEF	LHD1	6.5200e-004	9.8200e-004
tblVehicleEF	LHD1	0.01	9.9810e-003
tblVehicleEF	LHD1	6.6710e-003	5.1070e-003
tblVehicleEF	LHD1	4.7600e-004	1.8200e-004
tblVehicleEF	LHD1	6.2400e-004	9.4000e-004
tblVehicleEF	LHD1	2.6490e-003	2.4950e-003
tblVehicleEF	LHD1	6.3540e-003	4.8440e-003
tblVehicleEF	LHD1	4.3700e-004	1.6700e-004
tblVehicleEF	LHD1	0.04	0.03
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	6.1900e-004	6.1300e-004
tblVehicleEF	LHD1	0.09	0.07
tblVehicleEF	LHD1	0.09	0.17
tblVehicleEF	LHD1	0.07	0.03
tblVehicleEF	LHD1	8.7000e-005	7.3000e-005
tblVehicleEF	LHD1	5.9650e-003	6.2070e-003

tblVehicleEF	LHD1	2.4400e-004	8.7000e-005
tblVehicleEF	LHD1	0.04	0.03
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	6.1900e-004	6.1300e-004
tblVehicleEF	LHD1	0.10	0.08
tblVehicleEF	LHD1	0.09	0.17
tblVehicleEF	LHD1	0.07	0.03
tblVehicleEF	LHD2	2.1510e-003	2.0850e-003
tblVehicleEF	LHD2	4.7820e-003	4.8230e-003
tblVehicleEF	LHD2	2.0180e-003	3.0030e-003
tblVehicleEF	LHD2	0.12	0.13
tblVehicleEF	LHD2	0.44	0.47
tblVehicleEF	LHD2	0.82	0.43
tblVehicleEF	LHD2	13.32	12.02
tblVehicleEF	LHD2	662.85	624.36
tblVehicleEF	LHD2	20.99	5.60
tblVehicleEF	LHD2	0.05	0.05
tblVehicleEF	LHD2	0.08	0.16
tblVehicleEF	LHD2	0.18	0.09
tblVehicleEF	LHD2	8.6800e-004	1.5090e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	7.2620e-003	0.01
tblVehicleEF	LHD2	3.8300e-004	1.0000e-004
tblVehicleEF	LHD2	8.3000e-004	1.4430e-003
tblVehicleEF	LHD2	2.7110e-003	2.7210e-003
tblVehicleEF	LHD2	6.9240e-003	0.01
tblVehicleEF	LHD2	3.5200e-004	9.2000e-005
tblVehicleEF	LHD2	4.4200e-004	4.8400e-004
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	0.01	0.01

tblVehicleEF	LHD2	2.8000e-004	3.1000e-004
tblVehicleEF	LHD2	0.09	0.09
tblVehicleEF	LHD2	0.03	0.08
tblVehicleEF	LHD2	0.03	0.01
tblVehicleEF	LHD2	1.3000e-004	1.1500e-004
tblVehicleEF	LHD2	6.4390e-003	6.0190e-003
tblVehicleEF	LHD2	2.2300e-004	5.5000e-005
tblVehicleEF	LHD2	4.4200e-004	4.8400e-004
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	2.8000e-004	3.1000e-004
tblVehicleEF	LHD2	0.10	0.11
tblVehicleEF	LHD2	0.03	0.08
tblVehicleEF	LHD2	0.03	0.01
tblVehicleEF	MCY	0.46	0.32
tblVehicleEF	MCY	0.15	0.24
tblVehicleEF	MCY	17.05	17.07
tblVehicleEF	MCY	10.45	9.32
tblVehicleEF	MCY	172.03	209.59
tblVehicleEF	MCY	41.48	58.06
tblVehicleEF	MCY	1.13	1.13
tblVehicleEF	MCY	0.32	0.27
tblVehicleEF	MCY	2.2420e-003	2.2350e-003
tblVehicleEF	MCY	3.3930e-003	2.9700e-003
tblVehicleEF	MCY	2.0900e-003	2.0830e-003
tblVehicleEF	MCY	3.1660e-003	2.7710e-003
tblVehicleEF	MCY	0.88	1.82
tblVehicleEF	MCY	0.59	0.63
tblVehicleEF	MCY	0.46	0.96
tblVehicleEF	MCY	2.10	2.10

tblVehicleEF	MCY	0.40	1.25
tblVehicleEF	MCY	2.07	1.84
tblVehicleEF	MCY	2.0620e-003	2.0740e-003
tblVehicleEF	MCY	6.4600e-004	5.7500e-004
tblVehicleEF	MCY	0.88	1.82
tblVehicleEF	MCY	0.59	0.63
tblVehicleEF	MCY	0.46	0.96
tblVehicleEF	MCY	2.64	2.64
tblVehicleEF	MCY	0.40	1.25
tblVehicleEF	MCY	2.26	2.01
tblVehicleEF	MDV	2.8050e-003	9.3100e-004
tblVehicleEF	MDV	3.1350e-003	0.03
tblVehicleEF	MDV	0.47	0.44
tblVehicleEF	MDV	0.84	1.96
tblVehicleEF	MDV	311.48	290.09
tblVehicleEF	MDV	69.40	59.43
tblVehicleEF	MDV	0.04	0.02
tblVehicleEF	MDV	0.05	0.13
tblVehicleEF	MDV	8.4400e-004	6.1500e-004
tblVehicleEF	MDV	1.3060e-003	8.0000e-004
tblVehicleEF	MDV	7.7700e-004	5.6700e-004
tblVehicleEF	MDV	1.2010e-003	7.3500e-004
tblVehicleEF	MDV	0.04	0.05
tblVehicleEF	MDV	0.09	0.07
tblVehicleEF	MDV	0.04	0.05
tblVehicleEF	MDV	7.0530e-003	3.1500e-003
tblVehicleEF	MDV	0.06	0.22
tblVehicleEF	MDV	0.04	0.11
tblVehicleEF	MDV	3.1130e-003	2.5670e-003
tblVehicleEF	MDV	7.0700e-004	5.2700e-004

tblVehicleEF	MDV	0.04	0.05
tblVehicleEF	MDV	0.09	0.07
tblVehicleEF	MDV	0.04	0.05
tblVehicleEF	MDV	0.01	4.5460e-003
tblVehicleEF	MDV	0.06	0.22
tblVehicleEF	MDV	0.05	0.12
tblVehicleEF	MH	4.4300e-003	3.8070e-003
tblVehicleEF	MH	0.01	0.02
tblVehicleEF	MH	0.20	0.19
tblVehicleEF	MH	3.12	1.47
tblVehicleEF	MH	1,168.01	1,245.00
tblVehicleEF	MH	55.70	13.78
tblVehicleEF	MH	0.65	0.87
tblVehicleEF	MH	0.53	0.22
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	6.0330e-003	9.1090e-003
tblVehicleEF	MH	8.8400e-004	2.1200e-004
tblVehicleEF	MH	3.2200e-003	3.3040e-003
tblVehicleEF	MH	5.7310e-003	8.6790e-003
tblVehicleEF	MH	8.1300e-004	1.9500e-004
tblVehicleEF	MH	0.28	0.22
tblVehicleEF	MH	0.02	0.01
tblVehicleEF	MH	0.13	0.10
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	2.8740e-003	0.17
tblVehicleEF	MH	0.19	0.07
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	6.1100e-004	1.3600e-004
tblVehicleEF	MH	0.28	0.22
tblVehicleEF	MH	0.02	0.01

tblVehicleEF	MH	0.13	0.10
tblVehicleEF	MH	0.03	0.04
tblVehicleEF	MH	2.8740e-003	0.17
tblVehicleEF	MH	0.21	0.07
tblVehicleEF	MHD	0.02	4.2930e-003
tblVehicleEF	MHD	2.3220e-003	8.5200e-004
tblVehicleEF	MHD	0.03	9.1640e-003
tblVehicleEF	MHD	0.39	0.43
tblVehicleEF	MHD	0.22	0.13
tblVehicleEF	MHD	3.10	0.86
tblVehicleEF	MHD	123.89	57.14
tblVehicleEF	MHD	1,155.14	910.34
tblVehicleEF	MHD	61.47	8.81
tblVehicleEF	MHD	0.31	0.29
tblVehicleEF	MHD	0.94	1.37
tblVehicleEF	MHD	9.35	1.64
tblVehicleEF	MHD	2.7000e-005	8.3000e-005
tblVehicleEF	MHD	2.8210e-003	6.6880e-003
tblVehicleEF	MHD	8.8400e-004	1.2700e-004
tblVehicleEF	MHD	2.6000e-005	7.9000e-005
tblVehicleEF	MHD	2.6920e-003	6.3910e-003
tblVehicleEF	MHD	8.1300e-004	1.1700e-004
tblVehicleEF	MHD	6.2900e-004	3.0500e-004
tblVehicleEF	MHD	0.03	0.01
tblVehicleEF	MHD	0.03	0.02
tblVehicleEF	MHD	4.0300e-004	1.9400e-004
tblVehicleEF	MHD	0.04	0.01
tblVehicleEF	MHD	0.01	0.07
tblVehicleEF	MHD	0.21	0.04
tblVehicleEF	MHD	1.1950e-003	5.4300e-004

tblVehicleEF	MHD	0.01	8.6920e-003
tblVehicleEF	MHD	6.6900e-004	8.7000e-005
tblVehicleEF	MHD	6.2900e-004	3.0500e-004
tblVehicleEF	MHD	0.03	0.01
tblVehicleEF	MHD	0.04	0.03
tblVehicleEF	MHD	4.0300e-004	1.9400e-004
tblVehicleEF	MHD	0.04	0.01
tblVehicleEF	MHD	0.01	0.07
tblVehicleEF	MHD	0.23	0.05
tblVehicleEF	OBUS	0.01	7.2220e-003
tblVehicleEF	OBUS	3.5120e-003	1.6630e-003
tblVehicleEF	OBUS	0.02	0.01
tblVehicleEF	OBUS	0.24	0.63
tblVehicleEF	OBUS	0.26	0.20
tblVehicleEF	OBUS	3.77	1.48
tblVehicleEF	OBUS	96.99	86.02
tblVehicleEF	OBUS	1,257.82	1,120.11
tblVehicleEF	OBUS	64.57	12.75
tblVehicleEF	OBUS	0.21	0.42
tblVehicleEF	OBUS	0.77	1.41
tblVehicleEF	OBUS	2.59	1.09
tblVehicleEF	OBUS	1.9000e-005	1.3700e-004
tblVehicleEF	OBUS	2.7190e-003	7.7800e-003
tblVehicleEF	OBUS	1.0200e-003	1.7400e-004
tblVehicleEF	OBUS	1.9000e-005	1.3200e-004
tblVehicleEF	OBUS	2.5780e-003	7.4270e-003
tblVehicleEF	OBUS	9.3800e-004	1.6000e-004
tblVehicleEF	OBUS	1.2260e-003	1.1050e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.03	0.05

tblVehicleEF	OBUS	5.7500e-004	5.2800e-004
tblVehicleEF	OBUS	0.04	0.01
tblVehicleEF	OBUS	0.04	0.18
tblVehicleEF	OBUS	0.25	0.07
tblVehicleEF	OBUS	9.3700e-004	8.1700e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	7.1200e-004	1.2600e-004
tblVehicleEF	OBUS	1.2260e-003	1.1050e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.05	0.06
tblVehicleEF	OBUS	5.7500e-004	5.2800e-004
tblVehicleEF	OBUS	0.04	0.02
tblVehicleEF	OBUS	0.04	0.18
tblVehicleEF	OBUS	0.27	0.08
tblVehicleEF	SBUS	0.84	0.10
tblVehicleEF	SBUS	3.6500e-003	1.6600e-003
tblVehicleEF	SBUS	0.05	8.7250e-003
tblVehicleEF	SBUS	9.39	4.08
tblVehicleEF	SBUS	0.26	0.16
tblVehicleEF	SBUS	7.00	1.12
tblVehicleEF	SBUS	954.95	307.32
tblVehicleEF	SBUS	967.85	834.52
tblVehicleEF	SBUS	64.75	6.63
tblVehicleEF	SBUS	1.88	1.30
tblVehicleEF	SBUS	0.80	1.09
tblVehicleEF	SBUS	9.99	1.78
tblVehicleEF	SBUS	1.4100e-004	3.6400e-004
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	2.5290e-003	6.8240e-003
tblVehicleEF	SBUS	1.3950e-003	1.0700e-004

tblVehicleEF	SBUS	1.3500e-004	3.4800e-004
tblVehicleEF	SBUS	2.5530e-003	2.5930e-003
tblVehicleEF	SBUS	2.3940e-003	6.5060e-003
tblVehicleEF	SBUS	1.2830e-003	9.8000e-005
tblVehicleEF	SBUS	4.4100e-003	1.5920e-003
tblVehicleEF	SBUS	0.04	0.01
tblVehicleEF	SBUS	1.14	0.45
tblVehicleEF	SBUS	2.1060e-003	7.7100e-004
tblVehicleEF	SBUS	0.04	0.02
tblVehicleEF	SBUS	0.02	0.10
tblVehicleEF	SBUS	0.39	0.05
tblVehicleEF	SBUS	9.4450e-003	2.9440e-003
tblVehicleEF	SBUS	9.3600e-003	8.0200e-003
tblVehicleEF	SBUS	7.6900e-004	6.6000e-005
tblVehicleEF	SBUS	4.4100e-003	1.5920e-003
tblVehicleEF	SBUS	0.04	0.01
tblVehicleEF	SBUS	1.66	0.64
tblVehicleEF	SBUS	2.1060e-003	7.7100e-004
tblVehicleEF	SBUS	0.04	0.02
tblVehicleEF	SBUS	0.02	0.10
tblVehicleEF	SBUS	0.42	0.05
tblVehicleEF	UBUS	0.24	1.86
tblVehicleEF	UBUS	0.06	1.6730e-003
tblVehicleEF	UBUS	2.18	14.11
tblVehicleEF	UBUS	8.20	0.14
tblVehicleEF	UBUS	1,839.71	1,664.74
tblVehicleEF	UBUS	143.02	1.26
tblVehicleEF	UBUS	1.57	0.70
tblVehicleEF	UBUS	11.95	0.01
tblVehicleEF	UBUS	0.49	0.07

tblVehicleEF	UBUS	0.01	0.03
tblVehicleEF	UBUS	0.02	5.1160e-003
tblVehicleEF	UBUS	1.6760e-003	1.5000e-005
tblVehicleEF	UBUS	0.21	0.03
tblVehicleEF	UBUS	3.0000e-003	8.3320e-003
tblVehicleEF	UBUS	0.02	4.8930e-003
tblVehicleEF	UBUS	1.5410e-003	1.4000e-005
tblVehicleEF	UBUS	3.4210e-003	2.4000e-005
tblVehicleEF	UBUS	0.05	2.0700e-004
tblVehicleEF	UBUS	2.0600e-003	1.1000e-005
tblVehicleEF	UBUS	0.06	0.03
tblVehicleEF	UBUS	0.01	1.1550e-003
tblVehicleEF	UBUS	0.75	6.9960e-003
tblVehicleEF	UBUS	0.02	0.01
tblVehicleEF	UBUS	1.5810e-003	1.3000e-005
tblVehicleEF	UBUS	3.4210e-003	2.4000e-005
tblVehicleEF	UBUS	0.05	2.0700e-004
tblVehicleEF	UBUS	2.0600e-003	1.1000e-005
tblVehicleEF	UBUS	0.30	1.90
tblVehicleEF	UBUS	0.01	1.1550e-003
tblVehicleEF	UBUS	0.82	7.6590e-003
tblVehicleTrips	CC_TL	7.30	0.10
tblVehicleTrips	CC_TL	7.30	0.10
tblVehicleTrips	CC_TL	7.30	0.10
tblVehicleTrips	CNW_TL	7.30	0.10
tblVehicleTrips	CNW_TL	7.30	0.10
tblVehicleTrips	CNW_TL	7.30	0.10
tblVehicleTrips	CW_TL	9.50	0.10
tblVehicleTrips	CW_TL	9.50	0.10
tblVehicleTrips	CW_TL	9.50	0.10

tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	DV_TP	38.00	0.00
tblVehicleTrips	DV_TP	40.00	0.00
tblVehicleTrips	HO_TL	5.70	0.10
tblVehicleTrips	HS_TL	4.80	0.10
tblVehicleTrips	HW_TL	10.80	0.10
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	15.00	0.00
tblVehicleTrips	PR_TP	86.00	100.00
tblVehicleTrips	PR_TP	77.00	100.00
tblVehicleTrips	PR_TP	58.00	100.00
tblVehicleTrips	PR_TP	45.00	100.00
tblVehicleTrips	ST_TR	4.98	0.77
tblVehicleTrips	ST_TR	2.46	0.38
tblVehicleTrips	ST_TR	8.19	1.27
tblVehicleTrips	ST_TR	42.04	6.51
tblVehicleTrips	SU_TR	3.65	0.57
tblVehicleTrips	SU_TR	1.05	0.16
tblVehicleTrips	SU_TR	5.95	0.92
tblVehicleTrips	SU_TR	20.43	3.16
tblVehicleTrips	WD_TR	4.20	0.65
tblVehicleTrips	WD_TR	11.03	1.71
tblVehicleTrips	WD_TR	8.17	1.27
tblVehicleTrips	WD_TR	44.32	6.86
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00

tblWater	AerobicPercent	87.46	100.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWoodstoves	NumberCatalytic	51.76	0.00
tblWoodstoves	NumberNoncatalytic	51.76	0.00
tblWoodstoves	WoodstoveDayYear	14.12	0.00
tblWoodstoves	WoodstoveWoodMass	582.40	0.00

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	42.1524	0.3106	19.2272	1.5900e-003		0.1140	0.1140		0.1140	0.1140	0.0000	134.8886	134.8886	0.0322	1.9000e-003	136.2571
Energy	0.8763	7.9009	6.2097	0.0478		0.6055	0.6055		0.6055	0.6055	0.0000	19,500.4990	19,500.4990	1.6615	0.4684	19,681.6095
Mobile	1.7530	1.6289	8.4780	2.5500e-003	0.1611	4.5000e-003	0.1656	0.0431	4.1700e-003	0.0473	0.0000	395.4434	395.4434	0.0974	0.0000	397.8781
Waste						0.0000	0.0000		0.0000	0.0000	1,369.0726	0.0000	1,369.0726	80.9099	0.0000	3,391.8193
Water						0.0000	0.0000		0.0000	0.0000	390.9601	792.5175	1,183.4776	1.4551	0.8729	1,479.9653

Total	**44.7817**	**9.8404**	**33.9149**	**0.0519**	**0.1611**	**0.7240**	**0.8851**	**0.0431**	**0.7236**	**0.7667**	**1,760.0327**	**20,823.3485**	**22,583.3812**	**84.1560**	**1.3431**	**25,087.5292**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	42.1524	0.3106	19.2272	1.59E-03		0.114	0.114		0.114	0.114	0	134.8886	134.8886	0.0322	1.90E-03	136.2571
Energy	0.8763	7.9009	6.2097	0.0478		0.6055	0.6055		0.6055	0.6055	0	8,672.64	8,672.64	0.1662	0.159	8,724.18
Mobile	1.753	1.6289	8.478	2.55E-03	0.1611	4.50E-03	0.1656	0.0431	4.17E-03	0.0473	0	395.4434	395.4434	0.0974	0	397.8781
Waste						0	0		0	0	1,369.07	0	1,369.07	80.9099	0	3,391.82
Water						0	0		0	0	390.9601	792.5175	1,183.48	1.4551	0.8729	1,479.97
Total	**44.7817**	**9.8404**	**33.9149**	**0.0519**	**0.1611**	**0.724**	**0.8851**	**0.0431**	**0.7236**	**0.7667**	**1,760.03**	**9,995.49**	**11,755.52**	**82.6607**	**1.0338**	**14,130.10**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**52.00**	**47.95**	**1.78**	**23.03**	**43.68**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.7530	1.6289	8.4780	2.5500e-003	0.1611	4.5000e-003	0.1656	0.0431	4.1700e-003	0.0473	0.0000	395.4434	395.4434	0.0974	0.0000	397.8781
Unmitigated	1.7530	1.6289	8.4780	2.5500e-003	0.1611	4.5000e-003	0.1656	0.0431	4.1700e-003	0.0473	0.0000	395.4434	395.4434	0.0974	0.0000	397.8781

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments High Rise	1,682.20	1,992.76	1475.16	61,770	61,770
General Office Building	8,487.41	1,886.09	794.14	234,610	234,610
Hotel	1,143.00	1,143.00	828.00	39,967	39,967
Strip Mall	2,909.33	2,760.89	1340.16	96,968	96,968
Total	14,221.94	7,782.74	4,437.46	433,315	433,315

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments High Rise	0.10	0.10	0.10	31.00	15.00	54.00	100	0	0
General Office Building	0.10	0.10	0.10	33.00	48.00	19.00	100	0	0
Hotel	0.10	0.10	0.10	19.40	61.60	19.00	100	0	0
Strip Mall	0.10	0.10	0.10	16.60	64.40	19.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments High Rise	0.594826	0.054698	0.168757	0.107811	0.021621	0.005839	0.013745	0.024305	0.001393	0.001076	0.004355	0.000841	0.000733
General Office Building	0.594826	0.054698	0.168757	0.107811	0.021621	0.005839	0.013745	0.024305	0.001393	0.001076	0.004355	0.000841	0.000733
Hotel	0.594826	0.054698	0.168757	0.107811	0.021621	0.005839	0.013745	0.024305	0.001393	0.001076	0.004355	0.000841	0.000733
Strip Mall	0.594826	0.054698	0.168757	0.107811	0.021621	0.005839	0.013745	0.024305	0.001393	0.001076	0.004355	0.000841	0.000733

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Percent of Electricity Use Generated with Renewable Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	10,827.8567	10,827.8567	1.4953	0.3094	10,957.4300
NaturalGas Mitigated	0.8763	7.9009	6.2097	0.0478		0.6055	0.6055		0.6055	0.6055	0.0000	8,672.6423	8,672.6423	0.1662	0.1590	8,724.1795
NaturalGas Unmitigated	0.8763	7.9009	6.2097	0.0478		0.6055	0.6055		0.6055	0.6055	0.0000	8,672.6423	8,672.6423	0.1662	0.1590	8,724.1795

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments High Rise	2.23589e+007	0.1206	1.0303	0.4384	6.5800e-003		0.0833	0.0833		0.0833	0.0833	0.0000	1,193.1559	1,193.1559	0.0229	0.0219	1,200.2462
General Office Building	8.12509e+007	0.4381	3.9829	3.3456	0.0239		0.3027	0.3027		0.3027	0.3027	0.0000	4,335.8552	4,335.8552	0.0831	0.0795	4,361.6210
Hotel	5.79043e+007	0.3122	2.8385	2.3843	0.0170		0.2157	0.2157		0.2157	0.2157	0.0000	3,089.9944	3,089.9944	0.0592	0.0567	3,108.3567
Strip Mall	1.00512e+006	5.4200e-003	0.0493	0.0414	3.0000e-004		3.7400e-003	3.7400e-003		3.7400e-003	3.7400e-003	0.0000	53.6369	53.6369	1.0300e-003	9.8000e-004	53.9556

Total		**0.8763**	**7.9009**	**6.2097**	**0.0478**		**0.6055**	**0.6055**		**0.6055**	**0.6055**	**0.0000**	**8,672.6423**	**8,672.6423**	**0.1662**	**0.1590**	**8,724.1795**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments High Rise	2.23589e+007	0.1206	1.0303	0.4384	6.5800e-003		0.0833	0.0833		0.0833	0.0833	0.0000	1,193.1559	1,193.1559	0.0229	0.0219	1,200.2462
General Office Building	8.12509e+007	0.4381	3.9829	3.3456	0.0239		0.3027	0.3027		0.3027	0.3027	0.0000	4,335.8552	4,335.8552	0.0831	0.0795	4,361.6210
Hotel	5.79043e+007	0.3122	2.8385	2.3843	0.0170		0.2157	0.2157		0.2157	0.2157	0.0000	3,089.9944	3,089.9944	0.0592	0.0567	3,108.3567
Strip Mall	1.00512e+006	5.4200e-003	0.0493	0.0414	3.0000e-004		3.7400e-003	3.7400e-003		3.7400e-003	3.7400e-003	0.0000	53.6369	53.6369	1.0300e-003	9.8000e-004	53.9556
Total		**0.8763**	**7.9009**	**6.2097**	**0.0478**		**0.6055**	**0.6055**		**0.6055**	**0.6055**	**0.0000**	**8,672.6423**	**8,672.6423**	**0.1662**	**0.1590**	**8,724.1795**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments High Rise	1.06842e+007	1,017.7142	0.1405	0.0291	1,029.8928
General Office Building	8.84974e+007	8,429.7686	1.1641	0.2409	8,530.6449
Hotel	9.95782e+006	948.5258	0.1310	0.0271	959.8765
Strip Mall	4.53363e+006	431.8481	0.0596	0.0123	437.0159
Total		**10,827.8567**	**1.4953**	**0.3094**	**10,957.4300**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments High Rise	0	0.0000	0.0000	0.0000	0.0000
General Office Building	0	0.0000	0.0000	0.0000	0.0000
Hotel	0	0.0000	0.0000	0.0000	0.0000
Strip Mall	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	42.1524	0.3106	19.2272	1.5900e-003		0.1140	0.1140		0.1140	0.1140	0.0000	134.8886	134.8886	0.0322	1.9000e-003	136.2571
Unmitigated	42.1524	0.3106	19.2272	1.5900e-003		0.1140	0.1140		0.1140	0.1140	0.0000	134.8886	134.8886	0.0322	1.9000e-003	136.2571

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	5.3125					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	36.2520					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0105	0.0893	0.0380	5.7000e-004		7.2200e-003	7.2200e-003		7.2200e-003	7.2200e-003	0.0000	103.3869	103.3869	1.9800e-003	1.9000e-003	104.0013
Landscaping	0.5775	0.2214	19.1892	1.0200e-003		0.1068	0.1068		0.1068	0.1068	0.0000	31.5017	31.5017	0.0302	0.0000	32.2558
Total	**42.1524**	**0.3106**	**19.2272**	**1.5900e-003**		**0.1140**	**0.1140**		**0.1140**	**0.1140**	**0.0000**	**134.8886**	**134.8886**	**0.0322**	**1.9000e-003**	**136.2571**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	5.3125					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	36.2520					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0105	0.0893	0.0380	5.7000e-004		7.2200e-003	7.2200e-003		7.2200e-003	7.2200e-003	0.0000	103.3869	103.3869	1.9800e-003	1.9000e-003	104.0013
Landscaping	0.5775	0.2214	19.1892	1.0200e-003		0.1068	0.1068		0.1068	0.1068	0.0000	31.5017	31.5017	0.0302	0.0000	32.2558
Total	**42.1524**	**0.3106**	**19.2272**	**1.5900e-003**		**0.1140**	**0.1140**		**0.1140**	**0.1140**	**0.0000**	**134.8886**	**134.8886**	**0.0322**	**1.9000e-003**	**136.2571**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	1,183.4776	1.4551	0.8729	1,479.9653
Unmitigated	1,183.4776	1.4551	0.8729	1,479.9653

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments High Rise	168.619 / 106.303	182.0076	0.2222	0.1332	227.2663
General Office Building	882.164 / 540.681	947.0549	1.1619	0.6969	1,183.7737
Hotel	22.8301 / 2.53668	20.6902	0.0295	0.0179	26.7706
Strip Mall	31.4142 / 19.2538	33.7250	0.0414	0.0248	42.1546
Total		**1,183.4776**	**1.4551**	**0.8729**	**1,479.9652**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments High Rise	168.619 / 106.303	182.0076	0.2222	0.1332	227.2663
General Office Building	882.164 / 540.681	947.0549	1.1619	0.6969	1,183.7737
Hotel	22.8301 / 2.53668	20.6902	0.0295	0.0179	26.7706
Strip Mall	31.4142 / 19.2538	33.7250	0.0414	0.0248	42.1546
Total		**1,183.4776**	**1.4551**	**0.8729**	**1,479.9652**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	1,369.0726	80.9099	0.0000	3,391.8193
Unmitigated	1,369.0726	80.9099	0.0000	3,391.8193

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments High Rise	1190.48	241.6567	14.2815	0.0000	598.6942
General Office Building	4615.96	936.9982	55.3750	0.0000	2,321.3733
Hotel	492.75	100.0238	5.9112	0.0000	247.8047
Strip Mall	445.31	90.3939	5.3421	0.0000	223.9471
Total		**1,369.0726**	**80.9099**	**0.0000**	**3,391.8193**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments High Rise	1190.48	241.6567	14.2815	0.0000	598.6942
General Office Building	4615.96	936.9982	55.3750	0.0000	2,321.3733
Hotel	492.75	100.0238	5.9112	0.0000	247.8047
Strip Mall	445.31	90.3939	5.3421	0.0000	223.9471
Total		**1,369.0726**	**80.9099**	**0.0000**	**3,391.8193**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

2040 Original DSAP + Amended DSAP AQ-GHG Model - Santa Clara County, Annual

2040 - 2014 DSAP + DSAP Amendment AQ-GHG Model

Santa Clara County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	12,807.40	1000sqft	294.02	12,807,400.00	0
Hotel	900.00	Room	30.00	1,306,800.00	0
Apartments High Rise	9,632.00	Dwelling Unit	155.35	9,632,000.00	27548
Strip Mall	424.10	1000sqft	9.74	424,100.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	58
Climate Zone	4			**Operational Year**	2040
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	210	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - PG&E provider to City of San Jose. Using the latest PG&E published intensity factor (2017) of 210 lb/MWh

Land Use - Original DSAP + Amended DSAP: Office = 12,801,400 SF, Retail = 424,100 SF, Residential = 9,632 High-Rise Units, Hotel = 900 Rooms

Construction Phase - No construction

Vehicle Trips - Idle/start emiesions: 0.1 mile trip length Trip Generation Rates altered using the VMT data from Hexagon and CalEEMod default VMT data. 100% pass-by then since using altered trip gen and VMT

Vehicle Emission Factors - 2040 Santa Clara County - EMFAC2017 Emission Factors

Vehicle Emission Factors -

Vehicle Emission Factors -

Woodstoves - No wood applications but assuing natural gas fireplaces. Total number of gas fireplaces = 3,082.24

Energy Use -

Water And Wastewater - Assuming all water treated in a wastewater treatment plant

Energy Mitigation - SJCE is the main electricity provider in San Jose. SJCE's base power mix is on track to be 100 percent carbon neutral by 2021, which will mean virtually no GHG emissions

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	300.00	0.00
tblFireplaces	FireplaceWoodMass	228.80	0.00
tblFireplaces	NumberGas	1,444.80	3,082.24
tblFireplaces	NumberWood	1,637.44	0.00
tblFleetMix	HHD	0.02	0.02
tblFleetMix	HHD	0.02	0.02
tblFleetMix	HHD	0.02	0.02
tblFleetMix	HHD	0.02	0.02
tblFleetMix	LDA	0.62	0.59
tblFleetMix	LDA	0.62	0.59
tblFleetMix	LDA	0.62	0.59
tblFleetMix	LDA	0.62	0.59
tblFleetMix	LDT1	0.03	0.05
tblFleetMix	LDT1	0.03	0.05
tblFleetMix	LDT1	0.03	0.05
tblFleetMix	LDT1	0.03	0.05
tblFleetMix	LDT2	0.18	0.17
tblFleetMix	LDT2	0.18	0.17

tblFleetMix	LDT2	0.18	0.17
tblFleetMix	LDT2	0.18	0.17
tblFleetMix	LHD1	0.01	0.02
tblFleetMix	LHD1	0.01	0.02
tblFleetMix	LHD1	0.01	0.02
tblFleetMix	LHD1	0.01	0.02
tblFleetMix	LHD2	5.1260e-003	5.8390e-003
tblFleetMix	LHD2	5.1260e-003	5.8390e-003
tblFleetMix	LHD2	5.1260e-003	5.8390e-003
tblFleetMix	LHD2	5.1260e-003	5.8390e-003
tblFleetMix	MCY	5.0770e-003	4.3550e-003
tblFleetMix	MCY	5.0770e-003	4.3550e-003
tblFleetMix	MCY	5.0770e-003	4.3550e-003
tblFleetMix	MCY	5.0770e-003	4.3550e-003
tblFleetMix	MDV	0.10	0.11
tblFleetMix	MDV	0.10	0.11
tblFleetMix	MDV	0.10	0.11
tblFleetMix	MDV	0.10	0.11
tblFleetMix	MH	6.4200e-004	7.3300e-004
tblFleetMix	MH	6.4200e-004	7.3300e-004
tblFleetMix	MH	6.4200e-004	7.3300e-004
tblFleetMix	MH	6.4200e-004	7.3300e-004
tblFleetMix	MHD	0.01	0.01
tblFleetMix	MHD	0.01	0.01
tblFleetMix	MHD	0.01	0.01
tblFleetMix	MHD	0.01	0.01
tblFleetMix	OBUS	2.2990e-003	1.3930e-003
tblFleetMix	OBUS	2.2990e-003	1.3930e-003
tblFleetMix	OBUS	2.2990e-003	1.3930e-003
tblFleetMix	OBUS	2.2990e-003	1.3930e-003

tblFleetMix	SBUS	6.5300e-004	8.4100e-004
tblFleetMix	SBUS	6.5300e-004	8.4100e-004
tblFleetMix	SBUS	6.5300e-004	8.4100e-004
tblFleetMix	SBUS	6.5300e-004	8.4100e-004
tblFleetMix	UBUS	1.4220e-003	1.0760e-003
tblFleetMix	UBUS	1.4220e-003	1.0760e-003
tblFleetMix	UBUS	1.4220e-003	1.0760e-003
tblFleetMix	UBUS	1.4220e-003	1.0760e-003
tblProjectCharacteristics	CO2IntensityFactor	641.35	210
tblVehicleEF	HHD	0.24	0.02
tblVehicleEF	HHD	0.06	0.04
tblVehicleEF	HHD	0.05	0.00
tblVehicleEF	HHD	1.39	6.54
tblVehicleEF	HHD	0.94	0.40
tblVehicleEF	HHD	4.45	8.5380e-003
tblVehicleEF	HHD	4,055.87	851.66
tblVehicleEF	HHD	1,476.74	1,063.61
tblVehicleEF	HHD	13.13	0.06
tblVehicleEF	HHD	11.61	5.29
tblVehicleEF	HHD	1.40	2.44
tblVehicleEF	HHD	19.05	2.29
tblVehicleEF	HHD	1.6880e-003	1.9740e-003
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	5.3590e-003	0.02
tblVehicleEF	HHD	1.6200e-004	1.0000e-006
tblVehicleEF	HHD	1.6150e-003	1.8880e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8700e-003	8.9240e-003
tblVehicleEF	HHD	5.1270e-003	0.02

tblVehicleEF	HHD	1.4900e-004	1.0000e-006
tblVehicleEF	HHD	1.1900e-004	2.0000e-006
tblVehicleEF	HHD	5.2120e-003	8.2000e-005
tblVehicleEF	HHD	0.36	0.44
tblVehicleEF	HHD	7.7000e-005	1.0000e-006
tblVehicleEF	HHD	0.08	0.02
tblVehicleEF	HHD	4.8400e-004	4.1500e-004
tblVehicleEF	HHD	0.08	2.0000e-006
tblVehicleEF	HHD	0.04	7.9330e-003
tblVehicleEF	HHD	0.01	9.7550e-003
tblVehicleEF	HHD	2.0300e-004	1.0000e-006
tblVehicleEF	HHD	1.1900e-004	2.0000e-006
tblVehicleEF	HHD	5.2120e-003	8.2000e-005
tblVehicleEF	HHD	0.42	0.50
tblVehicleEF	HHD	7.7000e-005	1.0000e-006
tblVehicleEF	HHD	0.15	0.06
tblVehicleEF	HHD	4.8400e-004	4.1500e-004
tblVehicleEF	HHD	0.08	3.0000e-006
tblVehicleEF	LDA	1.1910e-003	5.8600e-004
tblVehicleEF	LDA	7.0000e-004	0.02
tblVehicleEF	LDA	0.24	0.36
tblVehicleEF	LDA	0.36	1.44
tblVehicleEF	LDA	158.69	199.89
tblVehicleEF	LDA	35.57	41.13
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.01	0.11
tblVehicleEF	LDA	6.3000e-004	5.4000e-004
tblVehicleEF	LDA	1.0050e-003	7.3900e-004
tblVehicleEF	LDA	5.8000e-004	4.9700e-004
tblVehicleEF	LDA	9.2400e-004	6.8000e-004

tblVehicleEF	LDA	9.0280e-003	0.01
tblVehicleEF	LDA	0.03	0.04
tblVehicleEF	LDA	8.5250e-003	0.01
tblVehicleEF	LDA	2.9880e-003	1.7310e-003
tblVehicleEF	LDA	0.03	0.15
tblVehicleEF	LDA	9.4370e-003	0.07
tblVehicleEF	LDA	1.5870e-003	8.4000e-005
tblVehicleEF	LDA	3.6100e-004	0.00
tblVehicleEF	LDA	9.0280e-003	0.01
tblVehicleEF	LDA	0.03	0.04
tblVehicleEF	LDA	8.5250e-003	0.01
tblVehicleEF	LDA	4.3460e-003	2.5100e-003
tblVehicleEF	LDA	0.03	0.15
tblVehicleEF	LDA	0.01	0.08
tblVehicleEF	LDT1	1.6740e-003	6.9500e-004
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tblVehicleEF	LDT1	0.48	1.54
tblVehicleEF	LDT1	201.86	239.08
tblVehicleEF	LDT1	45.83	49.94
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	0.02	0.13
tblVehicleEF	LDT1	7.8800e-004	6.0500e-004
tblVehicleEF	LDT1	1.2490e-003	8.4200e-004
tblVehicleEF	LDT1	7.2400e-004	5.5600e-004
tblVehicleEF	LDT1	1.1490e-003	7.7400e-004
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	0.05	0.05
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	4.1500e-003	2.1240e-003

tblVehicleEF	LDT1	0.04	0.21
tblVehicleEF	LDT1	0.01	0.08
tblVehicleEF	LDT1	2.0200e-003	2.4290e-003
tblVehicleEF	LDT1	4.6600e-004	0.00
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	0.05	0.05
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	6.0530e-003	3.0990e-003
tblVehicleEF	LDT1	0.04	0.21
tblVehicleEF	LDT1	0.02	0.09
tblVehicleEF	LDT2	1.8650e-003	9.2200e-004
tblVehicleEF	LDT2	1.3110e-003	0.03
tblVehicleEF	LDT2	0.37	0.45
tblVehicleEF	LDT2	0.54	1.96
tblVehicleEF	LDT2	232.94	240.16
tblVehicleEF	LDT2	52.57	50.31
tblVehicleEF	LDT2	0.03	0.02
tblVehicleEF	LDT2	0.02	0.13
tblVehicleEF	LDT2	7.5600e-004	6.2000e-004
tblVehicleEF	LDT2	1.1740e-003	7.8800e-004
tblVehicleEF	LDT2	6.9600e-004	5.7200e-004
tblVehicleEF	LDT2	1.0790e-003	7.2500e-004
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	0.04	0.05
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	4.6400e-003	3.0660e-003
tblVehicleEF	LDT2	0.04	0.21
tblVehicleEF	LDT2	0.02	0.11
tblVehicleEF	LDT2	2.3310e-003	8.6920e-003
tblVehicleEF	LDT2	5.3400e-004	8.7000e-005

tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	0.04	0.05
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	6.7620e-003	4.4330e-003
tblVehicleEF	LDT2	0.04	0.21
tblVehicleEF	LDT2	0.02	0.12
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tblVehicleEF	LHD1	4.9730e-003	3.9080e-003
tblVehicleEF	LHD1	4.9640e-003	5.9710e-003
tblVehicleEF	LHD1	0.13	0.17
tblVehicleEF	LHD1	0.45	0.36
tblVehicleEF	LHD1	1.04	0.77
tblVehicleEF	LHD1	8.82	7.58
tblVehicleEF	LHD1	612.09	637.02
tblVehicleEF	LHD1	22.60	8.76
tblVehicleEF	LHD1	0.05	0.03
tblVehicleEF	LHD1	0.18	0.09
tblVehicleEF	LHD1	0.37	0.17
tblVehicleEF	LHD1	6.5200e-004	9.8200e-004
tblVehicleEF	LHD1	0.01	9.9810e-003
tblVehicleEF	LHD1	6.6710e-003	5.1070e-003
tblVehicleEF	LHD1	4.7600e-004	1.8200e-004
tblVehicleEF	LHD1	6.2400e-004	9.4000e-004
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tblVehicleEF	LHD1	4.3700e-004	1.6700e-004
tblVehicleEF	LHD1	0.04	0.03
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	6.1900e-004	6.1300e-004
tblVehicleEF	LHD1	0.09	0.07

tblVehicleEF	LHD1	0.09	0.17
tblVehicleEF	LHD1	0.07	0.03
tblVehicleEF	LHD1	8.7000e-005	7.3000e-005
tblVehicleEF	LHD1	5.9650e-003	6.2070e-003
tblVehicleEF	LHD1	2.4400e-004	8.7000e-005
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tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	6.1900e-004	6.1300e-004
tblVehicleEF	LHD1	0.10	0.08
tblVehicleEF	LHD1	0.09	0.17
tblVehicleEF	LHD1	0.07	0.03
tblVehicleEF	LHD2	2.1510e-003	2.0850e-003
tblVehicleEF	LHD2	4.7820e-003	4.8230e-003
tblVehicleEF	LHD2	2.0180e-003	3.0030e-003
tblVehicleEF	LHD2	0.12	0.13
tblVehicleEF	LHD2	0.44	0.47
tblVehicleEF	LHD2	0.82	0.43
tblVehicleEF	LHD2	13.32	12.02
tblVehicleEF	LHD2	662.85	624.36
tblVehicleEF	LHD2	20.99	5.60
tblVehicleEF	LHD2	0.05	0.05
tblVehicleEF	LHD2	0.08	0.16
tblVehicleEF	LHD2	0.18	0.09
tblVehicleEF	LHD2	8.6800e-004	1.5090e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	7.2620e-003	0.01
tblVehicleEF	LHD2	3.8300e-004	1.0000e-004
tblVehicleEF	LHD2	8.3000e-004	1.4430e-003
tblVehicleEF	LHD2	2.7110e-003	2.7210e-003
tblVehicleEF	LHD2	6.9240e-003	0.01

tblVehicleEF	LHD2	3.5200e-004	9.2000e-005
tblVehicleEF	LHD2	4.4200e-004	4.8400e-004
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	2.8000e-004	3.1000e-004
tblVehicleEF	LHD2	0.09	0.09
tblVehicleEF	LHD2	0.03	0.08
tblVehicleEF	LHD2	0.03	0.01
tblVehicleEF	LHD2	1.3000e-004	1.1500e-004
tblVehicleEF	LHD2	6.4390e-003	6.0190e-003
tblVehicleEF	LHD2	2.2300e-004	5.5000e-005
tblVehicleEF	LHD2	4.4200e-004	4.8400e-004
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	2.8000e-004	3.1000e-004
tblVehicleEF	LHD2	0.10	0.11
tblVehicleEF	LHD2	0.03	0.08
tblVehicleEF	LHD2	0.03	0.01
tblVehicleEF	MCY	0.46	0.32
tblVehicleEF	MCY	0.15	0.24
tblVehicleEF	MCY	17.05	17.07
tblVehicleEF	MCY	10.45	9.32
tblVehicleEF	MCY	172.03	209.59
tblVehicleEF	MCY	41.48	58.06
tblVehicleEF	MCY	1.13	1.13
tblVehicleEF	MCY	0.32	0.27
tblVehicleEF	MCY	2.2420e-003	2.2350e-003
tblVehicleEF	MCY	3.3930e-003	2.9700e-003
tblVehicleEF	MCY	2.0900e-003	2.0830e-003
tblVehicleEF	MCY	3.1660e-003	2.7710e-003

tblVehicleEF	MCY	0.88	1.82
tblVehicleEF	MCY	0.59	0.63
tblVehicleEF	MCY	0.46	0.96
tblVehicleEF	MCY	2.10	2.10
tblVehicleEF	MCY	0.40	1.25
tblVehicleEF	MCY	2.07	1.84
tblVehicleEF	MCY	2.0620e-003	2.0740e-003
tblVehicleEF	MCY	6.4600e-004	5.7500e-004
tblVehicleEF	MCY	0.88	1.82
tblVehicleEF	MCY	0.59	0.63
tblVehicleEF	MCY	0.46	0.96
tblVehicleEF	MCY	2.64	2.64
tblVehicleEF	MCY	0.40	1.25
tblVehicleEF	MCY	2.26	2.01
tblVehicleEF	MDV	2.8050e-003	9.3100e-004
tblVehicleEF	MDV	3.1350e-003	0.03
tblVehicleEF	MDV	0.47	0.44
tblVehicleEF	MDV	0.84	1.96
tblVehicleEF	MDV	311.48	290.09
tblVehicleEF	MDV	69.40	59.43
tblVehicleEF	MDV	0.04	0.02
tblVehicleEF	MDV	0.05	0.13
tblVehicleEF	MDV	8.4400e-004	6.1500e-004
tblVehicleEF	MDV	1.3060e-003	8.0000e-004
tblVehicleEF	MDV	7.7700e-004	5.6700e-004
tblVehicleEF	MDV	1.2010e-003	7.3500e-004
tblVehicleEF	MDV	0.04	0.05
tblVehicleEF	MDV	0.09	0.07
tblVehicleEF	MDV	0.04	0.05
tblVehicleEF	MDV	7.0530e-003	3.1500e-003

tblVehicleEF	MDV	0.06	0.22
tblVehicleEF	MDV	0.04	0.11
tblVehicleEF	MDV	3.1130e-003	2.5670e-003
tblVehicleEF	MDV	7.0700e-004	5.2700e-004
tblVehicleEF	MDV	0.04	0.05
tblVehicleEF	MDV	0.09	0.07
tblVehicleEF	MDV	0.04	0.05
tblVehicleEF	MDV	0.01	4.5460e-003
tblVehicleEF	MDV	0.06	0.22
tblVehicleEF	MDV	0.05	0.12
tblVehicleEF	MH	4.4300e-003	3.8070e-003
tblVehicleEF	MH	0.01	0.02
tblVehicleEF	MH	0.20	0.19
tblVehicleEF	MH	3.12	1.47
tblVehicleEF	MH	1,168.01	1,245.00
tblVehicleEF	MH	55.70	13.78
tblVehicleEF	MH	0.65	0.87
tblVehicleEF	MH	0.53	0.22
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	6.0330e-003	9.1090e-003
tblVehicleEF	MH	8.8400e-004	2.1200e-004
tblVehicleEF	MH	3.2200e-003	3.3040e-003
tblVehicleEF	MH	5.7310e-003	8.6790e-003
tblVehicleEF	MH	8.1300e-004	1.9500e-004
tblVehicleEF	MH	0.28	0.22
tblVehicleEF	MH	0.02	0.01
tblVehicleEF	MH	0.13	0.10
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	2.8740e-003	0.17
tblVehicleEF	MH	0.19	0.07

tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	6.1100e-004	1.3600e-004
tblVehicleEF	MH	0.28	0.22
tblVehicleEF	MH	0.02	0.01
tblVehicleEF	MH	0.13	0.10
tblVehicleEF	MH	0.03	0.04
tblVehicleEF	MH	2.8740e-003	0.17
tblVehicleEF	MH	0.21	0.07
tblVehicleEF	MHD	0.02	4.2930e-003
tblVehicleEF	MHD	2.3220e-003	8.5200e-004
tblVehicleEF	MHD	0.03	9.1640e-003
tblVehicleEF	MHD	0.39	0.43
tblVehicleEF	MHD	0.22	0.13
tblVehicleEF	MHD	3.10	0.86
tblVehicleEF	MHD	123.89	57.14
tblVehicleEF	MHD	1,155.14	910.34
tblVehicleEF	MHD	61.47	8.81
tblVehicleEF	MHD	0.31	0.29
tblVehicleEF	MHD	0.94	1.37
tblVehicleEF	MHD	9.35	1.64
tblVehicleEF	MHD	2.7000e-005	8.3000e-005
tblVehicleEF	MHD	2.8210e-003	6.6880e-003
tblVehicleEF	MHD	8.8400e-004	1.2700e-004
tblVehicleEF	MHD	2.6000e-005	7.9000e-005
tblVehicleEF	MHD	2.6920e-003	6.3910e-003
tblVehicleEF	MHD	8.1300e-004	1.1700e-004
tblVehicleEF	MHD	6.2900e-004	3.0500e-004
tblVehicleEF	MHD	0.03	0.01
tblVehicleEF	MHD	0.03	0.02
tblVehicleEF	MHD	4.0300e-004	1.9400e-004

tblVehicleEF	MHD	0.04	0.01
tblVehicleEF	MHD	0.01	0.07
tblVehicleEF	MHD	0.21	0.04
tblVehicleEF	MHD	1.1950e-003	5.4300e-004
tblVehicleEF	MHD	0.01	8.6920e-003
tblVehicleEF	MHD	6.6900e-004	8.7000e-005
tblVehicleEF	MHD	6.2900e-004	3.0500e-004
tblVehicleEF	MHD	0.03	0.01
tblVehicleEF	MHD	0.04	0.03
tblVehicleEF	MHD	4.0300e-004	1.9400e-004
tblVehicleEF	MHD	0.04	0.01
tblVehicleEF	MHD	0.01	0.07
tblVehicleEF	MHD	0.23	0.05
tblVehicleEF	OBUS	0.01	7.2220e-003
tblVehicleEF	OBUS	3.5120e-003	1.6630e-003
tblVehicleEF	OBUS	0.02	0.01
tblVehicleEF	OBUS	0.24	0.63
tblVehicleEF	OBUS	0.26	0.20
tblVehicleEF	OBUS	3.77	1.48
tblVehicleEF	OBUS	96.99	86.02
tblVehicleEF	OBUS	1,257.82	1,120.11
tblVehicleEF	OBUS	64.57	12.75
tblVehicleEF	OBUS	0.21	0.42
tblVehicleEF	OBUS	0.77	1.41
tblVehicleEF	OBUS	2.59	1.09
tblVehicleEF	OBUS	1.9000e-005	1.3700e-004
tblVehicleEF	OBUS	2.7190e-003	7.7800e-003
tblVehicleEF	OBUS	1.0200e-003	1.7400e-004
tblVehicleEF	OBUS	1.9000e-005	1.3200e-004
tblVehicleEF	OBUS	2.5780e-003	7.4270e-003

tblVehicleEF	OBUS	9.3800e-004	1.6000e-004
tblVehicleEF	OBUS	1.2260e-003	1.1050e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.03	0.05
tblVehicleEF	OBUS	5.7500e-004	5.2800e-004
tblVehicleEF	OBUS	0.04	0.01
tblVehicleEF	OBUS	0.04	0.18
tblVehicleEF	OBUS	0.25	0.07
tblVehicleEF	OBUS	9.3700e-004	8.1700e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	7.1200e-004	1.2600e-004
tblVehicleEF	OBUS	1.2260e-003	1.1050e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.05	0.06
tblVehicleEF	OBUS	5.7500e-004	5.2800e-004
tblVehicleEF	OBUS	0.04	0.02
tblVehicleEF	OBUS	0.04	0.18
tblVehicleEF	OBUS	0.27	0.08
tblVehicleEF	SBUS	0.84	0.10
tblVehicleEF	SBUS	3.6500e-003	1.6600e-003
tblVehicleEF	SBUS	0.05	8.7250e-003
tblVehicleEF	SBUS	9.39	4.08
tblVehicleEF	SBUS	0.26	0.16
tblVehicleEF	SBUS	7.00	1.12
tblVehicleEF	SBUS	954.95	307.32
tblVehicleEF	SBUS	967.85	834.52
tblVehicleEF	SBUS	64.75	6.63
tblVehicleEF	SBUS	1.88	1.30
tblVehicleEF	SBUS	0.80	1.09
tblVehicleEF	SBUS	9.99	1.78

tblVehicleEF	SBUS	1.4100e-004	3.6400e-004
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	2.5290e-003	6.8240e-003
tblVehicleEF	SBUS	1.3950e-003	1.0700e-004
tblVehicleEF	SBUS	1.3500e-004	3.4800e-004
tblVehicleEF	SBUS	2.5530e-003	2.5930e-003
tblVehicleEF	SBUS	2.3940e-003	6.5060e-003
tblVehicleEF	SBUS	1.2830e-003	9.8000e-005
tblVehicleEF	SBUS	4.4100e-003	1.5920e-003
tblVehicleEF	SBUS	0.04	0.01
tblVehicleEF	SBUS	1.14	0.45
tblVehicleEF	SBUS	2.1060e-003	7.7100e-004
tblVehicleEF	SBUS	0.04	0.02
tblVehicleEF	SBUS	0.02	0.10
tblVehicleEF	SBUS	0.39	0.05
tblVehicleEF	SBUS	9.4450e-003	2.9440e-003
tblVehicleEF	SBUS	9.3600e-003	8.0200e-003
tblVehicleEF	SBUS	7.6900e-004	6.6000e-005
tblVehicleEF	SBUS	4.4100e-003	1.5920e-003
tblVehicleEF	SBUS	0.04	0.01
tblVehicleEF	SBUS	1.66	0.64
tblVehicleEF	SBUS	2.1060e-003	7.7100e-004
tblVehicleEF	SBUS	0.04	0.02
tblVehicleEF	SBUS	0.02	0.10
tblVehicleEF	SBUS	0.42	0.05
tblVehicleEF	UBUS	0.24	1.86
tblVehicleEF	UBUS	0.06	1.6730e-003
tblVehicleEF	UBUS	2.18	14.11
tblVehicleEF	UBUS	8.20	0.14
tblVehicleEF	UBUS	1,839.71	1,664.74

tblVehicleEF	UBUS	143.02	1.26
tblVehicleEF	UBUS	1.57	0.70
tblVehicleEF	UBUS	11.95	0.01
tblVehicleEF	UBUS	0.49	0.07
tblVehicleEF	UBUS	0.01	0.03
tblVehicleEF	UBUS	0.02	5.1160e-003
tblVehicleEF	UBUS	1.6760e-003	1.5000e-005
tblVehicleEF	UBUS	0.21	0.03
tblVehicleEF	UBUS	3.0000e-003	8.3320e-003
tblVehicleEF	UBUS	0.02	4.8930e-003
tblVehicleEF	UBUS	1.5410e-003	1.4000e-005
tblVehicleEF	UBUS	3.4210e-003	2.4000e-005
tblVehicleEF	UBUS	0.05	2.0700e-004
tblVehicleEF	UBUS	2.0600e-003	1.1000e-005
tblVehicleEF	UBUS	0.06	0.03
tblVehicleEF	UBUS	0.01	1.1550e-003
tblVehicleEF	UBUS	0.75	6.9960e-003
tblVehicleEF	UBUS	0.02	0.01
tblVehicleEF	UBUS	1.5810e-003	1.3000e-005
tblVehicleEF	UBUS	3.4210e-003	2.4000e-005
tblVehicleEF	UBUS	0.05	2.0700e-004
tblVehicleEF	UBUS	2.0600e-003	1.1000e-005
tblVehicleEF	UBUS	0.30	1.90
tblVehicleEF	UBUS	0.01	1.1550e-003
tblVehicleEF	UBUS	0.82	7.6590e-003
tblVehicleTrips	CC_TL	7.30	0.10
tblVehicleTrips	CC_TL	7.30	0.10
tblVehicleTrips	CC_TL	7.30	0.10
tblVehicleTrips	CNW_TL	7.30	0.10
tblVehicleTrips	CNW_TL	7.30	0.10

tblVehicleTrips	CNW_TL	7.30	0.10
tblVehicleTrips	CW_TL	9.50	0.10
tblVehicleTrips	CW_TL	9.50	0.10
tblVehicleTrips	CW_TL	9.50	0.10
tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	DV_TP	38.00	0.00
tblVehicleTrips	DV_TP	40.00	0.00
tblVehicleTrips	HO_TL	5.70	0.10
tblVehicleTrips	HS_TL	4.80	0.10
tblVehicleTrips	HW_TL	10.80	0.10
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	15.00	0.00
tblVehicleTrips	PR_TP	86.00	100.00
tblVehicleTrips	PR_TP	77.00	100.00
tblVehicleTrips	PR_TP	58.00	100.00
tblVehicleTrips	PR_TP	45.00	100.00
tblVehicleTrips	ST_TR	4.98	2.44
tblVehicleTrips	ST_TR	2.46	1.21
tblVehicleTrips	ST_TR	8.19	4.02
tblVehicleTrips	ST_TR	42.04	20.61
tblVehicleTrips	SU_TR	3.65	1.79
tblVehicleTrips	SU_TR	1.05	0.51
tblVehicleTrips	SU_TR	5.95	2.92
tblVehicleTrips	SU_TR	20.43	10.02
tblVehicleTrips	WD_TR	4.20	2.06
tblVehicleTrips	WD_TR	11.03	5.41
tblVehicleTrips	WD_TR	8.17	4.01

tblVehicleTrips	WD_TR	44.32	21.73
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWoodstoves	NumberCatalytic	192.64	0.00
tblWoodstoves	NumberNoncatalytic	192.64	0.00
tblWoodstoves	WoodstoveDayYear	14.12	0.00
tblWoodstoves	WoodstoveWoodMass	582.40	0.00

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	110.9386	1.1553	71.4749	5.9100e-003		0.4239	0.4239		0.4239	0.4239	0.0000	501.8617	501.8617	0.1192	7.0500e-003	506.9445
Energy	1.8969	16.9995	12.6903	0.1035		1.3106	1.3106		1.3106	1.3106	0.0000	45,692.4165	45,692.4165	4.0773	1.1133	46,126.1143

Mobile	12.4491	11.5678	60.2078	0.0181	1.1440	0.0320	1.1760	0.3061	0.0296	0.3358	0.0000	2,808.2986	2,808.2986	0.6916	0.0000	2,825.5886
Waste						0.0000	0.0000		0.0000	0.0000	3,507.6148	0.0000	3,507.6148	207.2941	0.0000	8,689.9673
Water						0.0000	0.0000		0.0000	0.0000	1,046.5857	2,128.9745	3,175.5602	3.8962	2.3368	3,969.3355
Total	**125.2846**	**29.7225**	**144.3730**	**0.1275**	**1.1440**	**1.7665**	**2.9105**	**0.3061**	**1.7641**	**2.0702**	**4,554.2006**	**51,131.5513**	**55,685.7519**	**216.0785**	**3.4572**	**62,117.9502**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	110.9386	1.1553	71.4749	5.91E-03		0.4239	0.4239		0.4239	0.4239	0	501.8617	501.8617	0.1192	7.05E-03	506.9445
Energy	1.8969	16.9995	12.6903	0.1035		1.3106	1.3106		1.3106	1.3106	0	18,772.41	18,772.41	0.3598	0.3442	18,883.97
Mobile	12.4491	11.5678	60.2078	0.0181	1.144	0.032	1.176	0.3061	0.0296	0.3358	0	2,808.30	2,808.30	0.6916	0	2,825.59
Waste						0	0		0	0	3,507.61	0	3,507.61	207.2941	0	8,689.97
Water						0	0		0	0	1,046.59	2,128.97	3,175.56	3.8962	2.3368	3,969.34
Total	**125.2846**	**29.7225**	**144.373**	**0.1275**	**1.144**	**1.7665**	**2.9105**	**0.3061**	**1.7641**	**2.0702**	**4,554.20**	**24,211.55**	**28,765.75**	**212.361**	**2.688**	**34,875.80**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**52.65**	**48.34**	**1.72**	**22.25**	**43.86**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	12.4491	11.5678	60.2078	0.0181	1.1440	0.0320	1.1760	0.3061	0.0296	0.3358	0.0000	2,808.2986	2,808.2986	0.6916	0.0000	2,825.5886
Unmitigated	12.4491	11.5678	60.2078	0.0181	1.1440	0.0320	1.1760	0.3061	0.0296	0.3358	0.0000	2,808.2986	2,808.2986	0.6916	0.0000	2,825.5886

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments High Rise	19,841.92	23,502.08	17241.28	727,755	727,755
General Office Building	69,288.03	15,496.95	6531.77	1,916,038	1,916,038
Hotel	3,609.00	3,618.00	2628.00	126,313	126,313
Strip Mall	9,215.69	8,740.70	4249.48	307,157	307,157
Total	101,954.65	51,357.74	30,650.54	3,077,264	3,077,264

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments High Rise	0.10	0.10	0.10	31.00	15.00	54.00	100	0	0
General Office Building	0.10	0.10	0.10	33.00	48.00	19.00	100	0	0
Hotel	0.10	0.10	0.10	19.40	61.60	19.00	100	0	0
Strip Mall	0.10	0.10	0.10	16.60	64.40	19.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments High Rise	0.594826	0.054698	0.168757	0.107811	0.021621	0.005839	0.013745	0.024305	0.001393	0.001076	0.004355	0.000841	0.000733
General Office Building	0.594826	0.054698	0.168757	0.107811	0.021621	0.005839	0.013745	0.024305	0.001393	0.001076	0.004355	0.000841	0.000733

Hotel	0.594826	0.054698	0.168757	0.107811	0.021621	0.005839	0.013745	0.024305	0.001393	0.001076	0.004355	0.000841	0.000733
Strip Mall	0.594826	0.054698	0.168757	0.107811	0.021621	0.005839	0.013745	0.024305	0.001393	0.001076	0.004355	0.000841	0.000733

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Percent of Electricity Use Generated with Renewable Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	26,920.0029	26,920.0029	3.7175	0.7691	27,242.1456
NaturalGas Mitigated	1.8969	16.9995	12.6903	0.1035		1.3106	1.3106		1.3106	1.3106	0.0000	18,772.4136	18,772.4136	0.3598	0.3442	18,883.9687
NaturalGas Unmitigated	1.8969	16.9995	12.6903	0.1035		1.3106	1.3106		1.3106	1.3106	0.0000	18,772.4136	18,772.4136	0.3598	0.3442	18,883.9687

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments High Rise	8.32152e+007	0.4487	3.8344	1.6317	0.0245		0.3100	0.3100		0.3100	0.3100	0.0000	4,440.6790	4,440.6790	0.0851	0.0814	4,467.0678

General Office Building	2.09657e+008	1.1305	10.2773	8.6329	0.0617		0.7811	0.7811		0.7811	0.7811	0.0000	11,188.1033	11,188.1033	0.2144	0.2051	11,254.5886
Hotel	5.79043e+007	0.3122	2.8385	2.3843	0.0170		0.2157	0.2157		0.2157	0.2157	0.0000	3,089.9944	3,089.9944	0.0592	0.0567	3,108.3567
Strip Mall	1.00512e+006	5.4200e-003	0.0493	0.0414	3.0000e-004		3.7400e-003	3.7400e-003		3.7400e-003	3.7400e-003	0.0000	53.6369	53.6369	1.0300e-003	9.8000e-004	53.9556
Total		**1.8969**	**16.9995**	**12.6903**	**0.1035**		**1.3106**	**1.3106**		**1.3106**	**1.3106**	**0.0000**	**18,772.4136**	**18,772.4136**	**0.3598**	**0.3442**	**18,883.9687**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments High Rise	8.32152e+007	0.4487	3.8344	1.6317	0.0245		0.3100	0.3100		0.3100	0.3100	0.0000	4,440.6790	4,440.6790	0.0851	0.0814	4,467.0678
General Office Building	2.09657e+008	1.1305	10.2773	8.6329	0.0617		0.7811	0.7811		0.7811	0.7811	0.0000	11,188.1033	11,188.1033	0.2144	0.2051	11,254.5886
Hotel	5.79043e+007	0.3122	2.8385	2.3843	0.0170		0.2157	0.2157		0.2157	0.2157	0.0000	3,089.9944	3,089.9944	0.0592	0.0567	3,108.3567
Strip Mall	1.00512e+006	5.4200e-003	0.0493	0.0414	3.0000e-004		3.7400e-003	3.7400e-003		3.7400e-003	3.7400e-003	0.0000	53.6369	53.6369	1.0300e-003	9.8000e-004	53.9556
Total		**1.8969**	**16.9995**	**12.6903**	**0.1035**		**1.3106**	**1.3106**		**1.3106**	**1.3106**	**0.0000**	**18,772.4136**	**18,772.4136**	**0.3598**	**0.3442**	**18,883.9687**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments High Rise	3.97643e+007	3,787.7213	0.5231	0.1082	3,833.0477
General Office Building	2.28356e+008	21,751.9077	3.0038	0.6215	22,012.2056

Hotel	9.95782e+006	948.5258	0.1310	0.0271	959.8765
Strip Mall	4.53363e+006	431.8481	0.0596	0.0123	437.0159
Total		**26,920.0029**	**3.7175**	**0.7691**	**27,242.1456**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments High Rise	0	0.0000	0.0000	0.0000	0.0000
General Office Building	0	0.0000	0.0000	0.0000	0.0000
Hotel	0	0.0000	0.0000	0.0000	0.0000
Strip Mall	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					

Mitigated	110.9386	1.1553	71.4749	5.9100e-003		0.4239	0.4239		0.4239	0.4239	0.0000	501.8617	501.8617	0.1192	7.0500e-003	506.9445
Unmitigated	110.9386	1.1553	71.4749	5.9100e-003		0.4239	0.4239		0.4239	0.4239	0.0000	501.8617	501.8617	0.1192	7.0500e-003	506.9445

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	14.3612					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	94.3971					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0389	0.3323	0.1414	2.1200e-003		0.0269	0.0269		0.0269	0.0269	0.0000	384.7847	384.7847	7.3800e-003	7.0500e-003	387.0713
Landscaping	2.1415	0.8230	71.3336	3.7900e-003		0.3971	0.3971		0.3971	0.3971	0.0000	117.0771	117.0771	0.1119	0.0000	119.8733
Total	**110.9386**	**1.1553**	**71.4749**	**5.9100e-003**		**0.4239**	**0.4239**		**0.4239**	**0.4239**	**0.0000**	**501.8617**	**501.8617**	**0.1192**	**7.0500e-003**	**506.9445**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	14.3612					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	94.3971					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0389	0.3323	0.1414	2.1200e-003		0.0269	0.0269		0.0269	0.0269	0.0000	384.7847	384.7847	7.3800e-003	7.0500e-003	387.0713

Landscaping	2.1415	0.8230	71.3336	3.7900e-003		0.3971	0.3971		0.3971	0.3971	0.0000	117.0771	117.0771	0.1119	0.0000	119.8733
Total	**110.9386**	**1.1553**	**71.4749**	**5.9100e-003**		**0.4239**	**0.4239**		**0.4239**	**0.4239**	**0.0000**	**501.8617**	**501.8617**	**0.1192**	**7.0500e-003**	**506.9445**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	3,175.5602	3.8962	2.3368	3,969.3355
Unmitigated	3,175.5602	3.8962	2.3368	3,969.3355

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments High Rise	627.564 / 395.638	677.3946	0.8271	0.4959	845.8382
General Office Building	2276.31 / 1395.16	2,443.7505	2.9982	1.7982	3,054.5721
Hotel	22.8301 / 2.53668	20.6902	0.0295	0.0179	26.7706
Strip Mall	31.4142 / 19.2538	33.7250	0.0414	0.0248	42.1546

Total		**3,175.5602**	**3.8962**	**2.3368**	**3,969.3355**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments High Rise	627.564 / 395.638	677.3946	0.8271	0.4959	845.8382
General Office Building	2276.31 / 1395.16	2,443.7505	2.9982	1.7982	3,054.5721
Hotel	22.8301 / 2.53668	20.6902	0.0295	0.0179	26.7706
Strip Mall	31.4142 / 19.2538	33.7250	0.0414	0.0248	42.1546
Total		**3,175.5602**	**3.8962**	**2.3368**	**3,969.3355**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	3,507.6148	207.2941	0.0000	8,689.9673
Unmitigated	3,507.6148	207.2941	0.0000	8,689.9673

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments High Rise	4430.72	899.3961	53.1528	0.0000	2,228.2158
General Office Building	11910.9	2,417.8010	142.8880	0.0000	5,989.9996
Hotel	492.75	100.0238	5.9112	0.0000	247.8047
Strip Mall	445.31	90.3939	5.3421	0.0000	223.9471
Total		**3,507.6148**	**207.2941**	**0.0000**	**8,689.9673**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments High Rise	4430.72	899.3961	53.1528	0.0000	2,228.2158
General Office Building	11910.9	2,417.8010	142.8880	0.0000	5,989.9996
Hotel	492.75	100.0238	5.9112	0.0000	247.8047
Strip Mall	445.31	90.3939	5.3421	0.0000	223.9471
Total		**3,507.6148**	**207.2941**	**0.0000**	**8,689.9673**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

2015 Original DTS AQ-GHG Model - Santa Clara County, Annual

2015 DTS 2040 AQ-GHG Model

Santa Clara County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	14,200.00	1000sqft	325.99	14,200,000.00	0
Hotel	3,600.00	Room	120.00	5,227,200.00	0
Apartments High Rise	14,360.00	Dwelling Unit	231.61	14,360,000.00	41070
Strip Mall	1,400.00	1000sqft	32.14	1,400,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	58
Climate Zone	4			**Operational Year**	2015
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	405	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - PG&E provider to City of San Jose. Default intensity factors for the 2015 existing land use mode. http://www.pgecorp.com/corp_responsibility/reports/2019/en02_climate_change.html

Land Use - Original DTS: Office = 14,200,000 SF, Retail = 1,400,000 SF, Residential = 14,360 High-Rise Units, Hotel = 3,600 Rooms

Construction Phase - No construction

Vehicle Trips - Idle/Start Emisions: 0.1 trip length. Trip Generation Rates altered using the VMT data from Hexagon and CalEEMod default VMT data. 100% pass-by, using altered trip gen and VMT

Vehicle Emission Factors - 2015 Santa Clara County - EMFAC2017 Emission Factors

Vehicle Emission Factors -

Vehicle Emission Factors -

Woodstoves - No wood applications but assuing natural gas fireplaces. Total number of gas fireplaces = 4595.2

Energy Use -

Water And Wastewater - Assuming all water treated in a wastewater treatment plant

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	480.00	0.00
tblFireplaces	FireplaceWoodMass	228.80	0.00
tblFireplaces	NumberGas	2,154.00	4,595.20
tblFireplaces	NumberWood	2,441.20	0.00
tblFleetMix	HHD	0.02	0.02
tblFleetMix	HHD	0.02	0.02
tblFleetMix	HHD	0.02	0.02
tblFleetMix	HHD	0.02	0.02
tblFleetMix	LDA	0.58	0.58
tblFleetMix	LDA	0.58	0.58
tblFleetMix	LDA	0.58	0.58
tblFleetMix	LDA	0.58	0.58
tblFleetMix	LDT1	0.04	0.05
tblFleetMix	LDT1	0.04	0.05
tblFleetMix	LDT1	0.04	0.05
tblFleetMix	LDT1	0.04	0.05
tblFleetMix	LDT2	0.19	0.19
tblFleetMix	LDT2	0.19	0.19
tblFleetMix	LDT2	0.19	0.19
tblFleetMix	LDT2	0.19	0.19

tblFleetMix	LHD1	0.02	0.02
tblFleetMix	LHD1	0.02	0.02
tblFleetMix	LHD1	0.02	0.02
tblFleetMix	LHD1	0.02	0.02
tblFleetMix	LHD2	4.8780e-003	4.5070e-003
tblFleetMix	LHD2	4.8780e-003	4.5070e-003
tblFleetMix	LHD2	4.8780e-003	4.5070e-003
tblFleetMix	LHD2	4.8780e-003	4.5070e-003
tblFleetMix	MCY	5.4870e-003	5.7010e-003
tblFleetMix	MCY	5.4870e-003	5.7010e-003
tblFleetMix	MCY	5.4870e-003	5.7010e-003
tblFleetMix	MCY	5.4870e-003	5.7010e-003
tblFleetMix	MDV	0.12	0.11
tblFleetMix	MDV	0.12	0.11
tblFleetMix	MDV	0.12	0.11
tblFleetMix	MDV	0.12	0.11
tblFleetMix	MH	9.4700e-004	9.0900e-004
tblFleetMix	MH	9.4700e-004	9.0900e-004
tblFleetMix	MH	9.4700e-004	9.0900e-004
tblFleetMix	MH	9.4700e-004	9.0900e-004
tblFleetMix	MHD	0.01	0.01
tblFleetMix	MHD	0.01	0.01
tblFleetMix	MHD	0.01	0.01
tblFleetMix	MHD	0.01	0.01
tblFleetMix	OBUS	1.9090e-003	1.6510e-003
tblFleetMix	OBUS	1.9090e-003	1.6510e-003
tblFleetMix	OBUS	1.9090e-003	1.6510e-003
tblFleetMix	OBUS	1.9090e-003	1.6510e-003
tblFleetMix	SBUS	5.8400e-004	8.6400e-004
tblFleetMix	SBUS	5.8400e-004	8.6400e-004

tblFleetMix	SBUS	5.8400e-004	8.6400e-004
tblFleetMix	SBUS	5.8400e-004	8.6400e-004
tblFleetMix	UBUS	1.7450e-003	1.3300e-003
tblFleetMix	UBUS	1.7450e-003	1.3300e-003
tblFleetMix	UBUS	1.7450e-003	1.3300e-003
tblFleetMix	UBUS	1.7450e-003	1.3300e-003
tblProjectCharacteristics	CO2IntensityFactor	641.35	405
tblVehicleEF	HHD	0.65	0.03
tblVehicleEF	HHD	0.06	0.07
tblVehicleEF	HHD	0.28	0.00
tblVehicleEF	HHD	3.90	3.63
tblVehicleEF	HHD	1.50	1.70
tblVehicleEF	HHD	7.09	6.1040e-003
tblVehicleEF	HHD	4,042.85	915.46
tblVehicleEF	HHD	1,774.15	1,746.11
tblVehicleEF	HHD	19.93	0.31
tblVehicleEF	HHD	26.45	6.26
tblVehicleEF	HHD	7.31	8.21
tblVehicleEF	HHD	19.42	0.85
tblVehicleEF	HHD	0.09	0.04
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.09	0.22
tblVehicleEF	HHD	8.8700e-004	2.2000e-005
tblVehicleEF	HHD	0.09	0.04
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8020e-003	8.8590e-003
tblVehicleEF	HHD	0.09	0.21
tblVehicleEF	HHD	8.4200e-004	2.1000e-005
tblVehicleEF	HHD	3.7700e-004	3.3000e-005

tblVehicleEF	HHD	0.03	2.6560e-003
tblVehicleEF	HHD	1.07	0.48
tblVehicleEF	HHD	1.8500e-004	1.5000e-005
tblVehicleEF	HHD	0.30	0.51
tblVehicleEF	HHD	2.4180e-003	0.01
tblVehicleEF	HHD	0.36	0.00
tblVehicleEF	HHD	0.04	8.5350e-003
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	3.2200e-004	3.0000e-006
tblVehicleEF	HHD	3.7700e-004	3.3000e-005
tblVehicleEF	HHD	0.03	2.6560e-003
tblVehicleEF	HHD	1.23	0.55
tblVehicleEF	HHD	1.8500e-004	1.5000e-005
tblVehicleEF	HHD	0.38	0.63
tblVehicleEF	HHD	2.4180e-003	0.01
tblVehicleEF	HHD	0.39	0.00
tblVehicleEF	LDA	8.6480e-003	7.9050e-003
tblVehicleEF	LDA	0.02	0.10
tblVehicleEF	LDA	1.08	1.49
tblVehicleEF	LDA	2.90	2.91
tblVehicleEF	LDA	310.44	301.34
tblVehicleEF	LDA	69.67	64.55
tblVehicleEF	LDA	0.11	0.13
tblVehicleEF	LDA	0.21	0.34
tblVehicleEF	LDA	1.8270e-003	1.7480e-003
tblVehicleEF	LDA	2.6460e-003	2.3150e-003
tblVehicleEF	LDA	1.6890e-003	1.6150e-003
tblVehicleEF	LDA	2.4390e-003	2.1340e-003
tblVehicleEF	LDA	0.06	0.09
tblVehicleEF	LDA	0.19	0.18

tblVehicleEF	LDA	0.05	0.07
tblVehicleEF	LDA	0.03	0.04
tblVehicleEF	LDA	0.07	0.37
tblVehicleEF	LDA	0.23	0.52
tblVehicleEF	LDA	3.1160e-003	6.2000e-005
tblVehicleEF	LDA	7.4900e-004	0.00
tblVehicleEF	LDA	0.06	0.09
tblVehicleEF	LDA	0.19	0.18
tblVehicleEF	LDA	0.05	0.07
tblVehicleEF	LDA	0.04	0.05
tblVehicleEF	LDA	0.07	0.37
tblVehicleEF	LDA	0.25	0.57
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	0.03	0.14
tblVehicleEF	LDT1	2.79	2.96
tblVehicleEF	LDT1	5.90	3.38
tblVehicleEF	LDT1	361.57	354.11
tblVehicleEF	LDT1	81.48	77.30
tblVehicleEF	LDT1	0.28	0.30
tblVehicleEF	LDT1	0.33	0.47
tblVehicleEF	LDT1	3.7610e-003	3.3710e-003
tblVehicleEF	LDT1	4.9420e-003	3.9730e-003
tblVehicleEF	LDT1	3.4790e-003	3.1130e-003
tblVehicleEF	LDT1	4.5660e-003	3.6650e-003
tblVehicleEF	LDT1	0.15	0.19
tblVehicleEF	LDT1	0.39	0.34
tblVehicleEF	LDT1	0.10	0.13
tblVehicleEF	LDT1	0.09	0.09
tblVehicleEF	LDT1	0.28	1.27
tblVehicleEF	LDT1	0.46	0.78

tblVehicleEF	LDT1	3.6560e-003	2.2910e-003
tblVehicleEF	LDT1	9.2100e-004	0.00
tblVehicleEF	LDT1	0.15	0.19
tblVehicleEF	LDT1	0.39	0.34
tblVehicleEF	LDT1	0.10	0.13
tblVehicleEF	LDT1	0.12	0.12
tblVehicleEF	LDT1	0.28	1.27
tblVehicleEF	LDT1	0.50	0.86
tblVehicleEF	LDT2	0.01	9.1140e-003
tblVehicleEF	LDT2	0.02	0.12
tblVehicleEF	LDT2	1.45	1.77
tblVehicleEF	LDT2	3.55	3.78
tblVehicleEF	LDT2	422.28	399.25
tblVehicleEF	LDT2	95.18	86.54
tblVehicleEF	LDT2	0.19	0.21
tblVehicleEF	LDT2	0.35	0.56
tblVehicleEF	LDT2	1.6380e-003	1.6260e-003
tblVehicleEF	LDT2	2.3990e-003	2.1020e-003
tblVehicleEF	LDT2	1.5100e-003	1.5000e-003
tblVehicleEF	LDT2	2.2100e-003	1.9370e-003
tblVehicleEF	LDT2	0.06	0.08
tblVehicleEF	LDT2	0.18	0.17
tblVehicleEF	LDT2	0.05	0.07
tblVehicleEF	LDT2	0.04	0.04
tblVehicleEF	LDT2	0.11	0.57
tblVehicleEF	LDT2	0.26	0.60
tblVehicleEF	LDT2	4.2390e-003	0.01
tblVehicleEF	LDT2	1.0140e-003	1.0600e-004
tblVehicleEF	LDT2	0.06	0.08
tblVehicleEF	LDT2	0.18	0.17

tblVehicleEF	LDT2	0.05	0.07
tblVehicleEF	LDT2	0.05	0.06
tblVehicleEF	LDT2	0.11	0.57
tblVehicleEF	LDT2	0.28	0.66
tblVehicleEF	LHD1	7.2100e-003	6.0090e-003
tblVehicleEF	LHD1	0.04	0.02
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	0.17	0.20
tblVehicleEF	LHD1	1.96	2.34
tblVehicleEF	LHD1	4.27	1.55
tblVehicleEF	LHD1	8.88	9.26
tblVehicleEF	LHD1	755.54	902.53
tblVehicleEF	LHD1	38.78	14.65
tblVehicleEF	LHD1	0.07	0.06
tblVehicleEF	LHD1	1.96	1.92
tblVehicleEF	LHD1	1.30	0.42
tblVehicleEF	LHD1	7.5300e-004	7.0100e-004
tblVehicleEF	LHD1	9.5250e-003	9.3900e-003
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	1.5640e-003	5.6700e-004
tblVehicleEF	LHD1	7.2000e-004	6.7000e-004
tblVehicleEF	LHD1	2.3810e-003	2.3470e-003
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	1.4420e-003	5.2700e-004
tblVehicleEF	LHD1	3.1590e-003	3.3230e-003
tblVehicleEF	LHD1	0.11	0.13
tblVehicleEF	LHD1	0.02	0.03
tblVehicleEF	LHD1	1.3980e-003	1.4700e-003
tblVehicleEF	LHD1	0.17	0.18
tblVehicleEF	LHD1	0.35	0.83

tblVehicleEF	LHD1	0.42	0.16
tblVehicleEF	LHD1	7.4720e-003	8.8390e-003
tblVehicleEF	LHD1	4.6800e-004	1.4500e-004
tblVehicleEF	LHD1	3.1590e-003	3.3230e-003
tblVehicleEF	LHD1	0.11	0.13
tblVehicleEF	LHD1	0.03	0.04
tblVehicleEF	LHD1	1.3980e-003	1.4700e-003
tblVehicleEF	LHD1	0.22	0.23
tblVehicleEF	LHD1	0.35	0.83
tblVehicleEF	LHD1	0.46	0.17
tblVehicleEF	LHD2	4.9490e-003	4.0050e-003
tblVehicleEF	LHD2	0.02	0.01
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	0.14	0.15
tblVehicleEF	LHD2	1.23	1.27
tblVehicleEF	LHD2	2.56	1.01
tblVehicleEF	LHD2	13.97	14.30
tblVehicleEF	LHD2	776.18	876.76
tblVehicleEF	LHD2	29.56	10.11
tblVehicleEF	LHD2	0.12	0.12
tblVehicleEF	LHD2	2.18	2.36
tblVehicleEF	LHD2	0.81	0.26
tblVehicleEF	LHD2	1.2890e-003	1.2980e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	8.5400e-004	2.3400e-004
tblVehicleEF	LHD2	1.2330e-003	1.2420e-003
tblVehicleEF	LHD2	2.6240e-003	2.6210e-003
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	7.8700e-004	2.1500e-004

tblVehicleEF	LHD2	1.8020e-003	1.8780e-003
tblVehicleEF	LHD2	0.07	0.07
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	7.7500e-004	8.0300e-004
tblVehicleEF	LHD2	0.16	0.16
tblVehicleEF	LHD2	0.18	0.51
tblVehicleEF	LHD2	0.24	0.08
tblVehicleEF	LHD2	7.5800e-003	8.4920e-003
tblVehicleEF	LHD2	3.4300e-004	1.0000e-004
tblVehicleEF	LHD2	1.8020e-003	1.8780e-003
tblVehicleEF	LHD2	0.07	0.07
tblVehicleEF	LHD2	0.02	0.03
tblVehicleEF	LHD2	7.7500e-004	8.0300e-004
tblVehicleEF	LHD2	0.19	0.20
tblVehicleEF	LHD2	0.18	0.51
tblVehicleEF	LHD2	0.26	0.09
tblVehicleEF	MCY	0.40	0.35
tblVehicleEF	MCY	0.17	0.27
tblVehicleEF	MCY	23.11	23.38
tblVehicleEF	MCY	9.98	8.77
tblVehicleEF	MCY	163.48	211.58
tblVehicleEF	MCY	49.25	64.56
tblVehicleEF	MCY	1.19	1.19
tblVehicleEF	MCY	0.32	0.27
tblVehicleEF	MCY	1.6460e-003	1.6690e-003
tblVehicleEF	MCY	4.8410e-003	4.2760e-003
tblVehicleEF	MCY	1.5540e-003	1.5770e-003
tblVehicleEF	MCY	4.5990e-003	4.0630e-003
tblVehicleEF	MCY	0.92	1.85
tblVehicleEF	MCY	0.80	0.82

tblVehicleEF	MCY	0.51	1.03
tblVehicleEF	MCY	2.49	2.50
tblVehicleEF	MCY	0.77	2.96
tblVehicleEF	MCY	2.36	2.08
tblVehicleEF	MCY	2.0820e-003	2.0940e-003
tblVehicleEF	MCY	7.2600e-004	6.3900e-004
tblVehicleEF	MCY	0.92	1.85
tblVehicleEF	MCY	0.80	0.82
tblVehicleEF	MCY	0.51	1.03
tblVehicleEF	MCY	2.97	2.98
tblVehicleEF	MCY	0.77	2.96
tblVehicleEF	MCY	2.56	2.27
tblVehicleEF	MDV	0.02	0.01
tblVehicleEF	MDV	0.03	0.15
tblVehicleEF	MDV	2.16	2.09
tblVehicleEF	MDV	5.42	4.72
tblVehicleEF	MDV	543.43	478.08
tblVehicleEF	MDV	120.66	103.27
tblVehicleEF	MDV	0.31	0.27
tblVehicleEF	MDV	0.53	0.68
tblVehicleEF	MDV	1.9280e-003	1.8920e-003
tblVehicleEF	MDV	2.8980e-003	2.5540e-003
tblVehicleEF	MDV	1.7800e-003	1.7480e-003
tblVehicleEF	MDV	2.6700e-003	2.3540e-003
tblVehicleEF	MDV	0.07	0.09
tblVehicleEF	MDV	0.20	0.19
tblVehicleEF	MDV	0.06	0.08
tblVehicleEF	MDV	0.06	0.06
tblVehicleEF	MDV	0.13	0.62
tblVehicleEF	MDV	0.46	0.80

tblVehicleEF	MDV	5.4580e-003	4.7280e-003
tblVehicleEF	MDV	1.3050e-003	1.0220e-003
tblVehicleEF	MDV	0.07	0.09
tblVehicleEF	MDV	0.20	0.19
tblVehicleEF	MDV	0.06	0.08
tblVehicleEF	MDV	0.08	0.08
tblVehicleEF	MDV	0.13	0.62
tblVehicleEF	MDV	0.50	0.88
tblVehicleEF	MH	0.08	0.05
tblVehicleEF	MH	0.06	0.04
tblVehicleEF	MH	9.29	7.49
tblVehicleEF	MH	11.86	3.08
tblVehicleEF	MH	1,258.85	1,698.12
tblVehicleEF	MH	78.38	26.69
tblVehicleEF	MH	2.19	2.17
tblVehicleEF	MH	1.23	0.26
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.04	0.04
tblVehicleEF	MH	3.9150e-003	9.9500e-004
tblVehicleEF	MH	3.1920e-003	3.2260e-003
tblVehicleEF	MH	0.03	0.04
tblVehicleEF	MH	3.6780e-003	9.3300e-004
tblVehicleEF	MH	1.51	1.48
tblVehicleEF	MH	0.13	0.12
tblVehicleEF	MH	0.48	0.47
tblVehicleEF	MH	0.36	0.31
tblVehicleEF	MH	0.03	2.51
tblVehicleEF	MH	0.85	0.24
tblVehicleEF	MH	0.01	0.02
tblVehicleEF	MH	9.9700e-004	2.6400e-004

tblVehicleEF	MH	1.51	1.48
tblVehicleEF	MH	0.13	0.12
tblVehicleEF	MH	0.48	0.47
tblVehicleEF	MH	0.45	0.39
tblVehicleEF	MH	0.03	2.51
tblVehicleEF	MH	0.93	0.26
tblVehicleEF	MHD	0.02	3.3610e-003
tblVehicleEF	MHD	0.03	0.04
tblVehicleEF	MHD	0.12	0.01
tblVehicleEF	MHD	0.64	0.38
tblVehicleEF	MHD	1.75	2.47
tblVehicleEF	MHD	13.58	1.53
tblVehicleEF	MHD	142.40	80.12
tblVehicleEF	MHD	1,225.67	1,265.94
tblVehicleEF	MHD	71.77	10.70
tblVehicleEF	MHD	1.56	1.03
tblVehicleEF	MHD	5.12	6.81
tblVehicleEF	MHD	10.91	0.47
tblVehicleEF	MHD	9.5690e-003	7.5040e-003
tblVehicleEF	MHD	0.16	0.28
tblVehicleEF	MHD	2.5520e-003	3.3400e-004
tblVehicleEF	MHD	9.1550e-003	7.1790e-003
tblVehicleEF	MHD	0.15	0.26
tblVehicleEF	MHD	2.3850e-003	3.1300e-004
tblVehicleEF	MHD	2.1670e-003	9.7500e-004
tblVehicleEF	MHD	0.10	0.05
tblVehicleEF	MHD	0.05	0.03
tblVehicleEF	MHD	9.5600e-004	4.2800e-004
tblVehicleEF	MHD	0.37	0.68
tblVehicleEF	MHD	0.05	0.23

tblVehicleEF	MHD	0.89	0.10
tblVehicleEF	MHD	1.3720e-003	7.6000e-004
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	9.5900e-004	1.0600e-004
tblVehicleEF	MHD	2.1670e-003	9.7500e-004
tblVehicleEF	MHD	0.10	0.05
tblVehicleEF	MHD	0.07	0.04
tblVehicleEF	MHD	9.5600e-004	4.2800e-004
tblVehicleEF	MHD	0.43	0.78
tblVehicleEF	MHD	0.05	0.23
tblVehicleEF	MHD	0.97	0.11
tblVehicleEF	OBUS	0.01	9.2570e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.04	0.02
tblVehicleEF	OBUS	0.38	0.59
tblVehicleEF	OBUS	1.38	2.10
tblVehicleEF	OBUS	8.00	2.45
tblVehicleEF	OBUS	112.68	98.38
tblVehicleEF	OBUS	1,352.87	1,548.73
tblVehicleEF	OBUS	71.59	19.00
tblVehicleEF	OBUS	1.03	0.95
tblVehicleEF	OBUS	3.69	3.69
tblVehicleEF	OBUS	3.24	0.61
tblVehicleEF	OBUS	3.1090e-003	8.8060e-003
tblVehicleEF	OBUS	0.04	0.13
tblVehicleEF	OBUS	9.3600e-004	2.4100e-004
tblVehicleEF	OBUS	2.9740e-003	8.4250e-003
tblVehicleEF	OBUS	0.04	0.12
tblVehicleEF	OBUS	8.7300e-004	2.2500e-004
tblVehicleEF	OBUS	1.4110e-003	1.2020e-003

tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.06	0.09
tblVehicleEF	OBUS	5.5100e-004	4.6600e-004
tblVehicleEF	OBUS	0.17	0.34
tblVehicleEF	OBUS	0.03	0.17
tblVehicleEF	OBUS	0.52	0.14
tblVehicleEF	OBUS	1.0870e-003	9.3500e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	8.5700e-004	1.8800e-004
tblVehicleEF	OBUS	1.4110e-003	1.2020e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.08	0.11
tblVehicleEF	OBUS	5.5100e-004	4.6600e-004
tblVehicleEF	OBUS	0.21	0.40
tblVehicleEF	OBUS	0.03	0.17
tblVehicleEF	OBUS	0.57	0.15
tblVehicleEF	SBUS	0.89	0.04
tblVehicleEF	SBUS	0.05	0.01
tblVehicleEF	SBUS	0.15	4.2900e-003
tblVehicleEF	SBUS	7.72	1.68
tblVehicleEF	SBUS	2.90	1.10
tblVehicleEF	SBUS	14.85	0.70
tblVehicleEF	SBUS	1,184.94	348.16
tblVehicleEF	SBUS	1,108.36	1,129.61
tblVehicleEF	SBUS	48.76	3.37
tblVehicleEF	SBUS	13.43	4.27
tblVehicleEF	SBUS	6.97	6.80
tblVehicleEF	SBUS	13.89	0.39
tblVehicleEF	SBUS	0.04	0.01
tblVehicleEF	SBUS	0.01	0.01

tblVehicleEF	SBUS	0.07	0.06
tblVehicleEF	SBUS	1.1740e-003	3.4000e-005
tblVehicleEF	SBUS	0.04	9.9020e-003
tblVehicleEF	SBUS	2.6740e-003	2.7660e-003
tblVehicleEF	SBUS	0.06	0.06
tblVehicleEF	SBUS	1.0800e-003	3.2000e-005
tblVehicleEF	SBUS	6.7100e-003	5.8400e-004
tblVehicleEF	SBUS	0.06	4.7000e-003
tblVehicleEF	SBUS	0.95	0.20
tblVehicleEF	SBUS	2.0940e-003	1.8100e-004
tblVehicleEF	SBUS	0.25	0.16
tblVehicleEF	SBUS	0.04	0.04
tblVehicleEF	SBUS	0.77	0.03
tblVehicleEF	SBUS	0.01	3.3080e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	7.4500e-004	3.3000e-005
tblVehicleEF	SBUS	6.7100e-003	5.8400e-004
tblVehicleEF	SBUS	0.06	4.7000e-003
tblVehicleEF	SBUS	1.34	0.28
tblVehicleEF	SBUS	2.0940e-003	1.8100e-004
tblVehicleEF	SBUS	0.32	0.19
tblVehicleEF	SBUS	0.04	0.04
tblVehicleEF	SBUS	0.84	0.03
tblVehicleEF	UBUS	0.29	0.19
tblVehicleEF	UBUS	0.04	2.1640e-003
tblVehicleEF	UBUS	8.39	1.51
tblVehicleEF	UBUS	7.63	0.14
tblVehicleEF	UBUS	2,318.62	1,928.35
tblVehicleEF	UBUS	54.83	1.64
tblVehicleEF	UBUS	19.98	13.80

tblVehicleEF	UBUS	18.00	0.02
tblVehicleEF	UBUS	0.72	0.07
tblVehicleEF	UBUS	0.01	0.03
tblVehicleEF	UBUS	0.47	0.02
tblVehicleEF	UBUS	7.8000e-004	1.0000e-006
tblVehicleEF	UBUS	0.31	0.03
tblVehicleEF	UBUS	3.0000e-003	8.3320e-003
tblVehicleEF	UBUS	0.45	0.02
tblVehicleEF	UBUS	7.2400e-004	1.0000e-006
tblVehicleEF	UBUS	2.6540e-003	5.7000e-005
tblVehicleEF	UBUS	0.06	7.3300e-004
tblVehicleEF	UBUS	1.1370e-003	3.3000e-005
tblVehicleEF	UBUS	1.25	0.02
tblVehicleEF	UBUS	8.7850e-003	4.3240e-003
tblVehicleEF	UBUS	0.49	9.1640e-003
tblVehicleEF	UBUS	0.02	0.02
tblVehicleEF	UBUS	6.8300e-004	1.6000e-005
tblVehicleEF	UBUS	2.6540e-003	5.7000e-005
tblVehicleEF	UBUS	0.06	7.3300e-004
tblVehicleEF	UBUS	1.1370e-003	3.3000e-005
tblVehicleEF	UBUS	1.65	0.21
tblVehicleEF	UBUS	8.7850e-003	4.3240e-003
tblVehicleEF	UBUS	0.54	0.01
tblVehicleTrips	CC_TL	7.30	0.10
tblVehicleTrips	CC_TL	7.30	0.10
tblVehicleTrips	CC_TL	7.30	0.10
tblVehicleTrips	CNW_TL	7.30	0.10
tblVehicleTrips	CNW_TL	7.30	0.10
tblVehicleTrips	CNW_TL	7.30	0.10
tblVehicleTrips	CW_TL	9.50	0.10

tblVehicleTrips	CW_TL	9.50	0.10
tblVehicleTrips	CW_TL	9.50	0.10
tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	DV_TP	38.00	0.00
tblVehicleTrips	DV_TP	40.00	0.00
tblVehicleTrips	HO_TL	5.70	0.10
tblVehicleTrips	HS_TL	4.80	0.10
tblVehicleTrips	HW_TL	10.80	0.10
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	15.00	0.00
tblVehicleTrips	PR_TP	86.00	100.00
tblVehicleTrips	PR_TP	77.00	100.00
tblVehicleTrips	PR_TP	58.00	100.00
tblVehicleTrips	PR_TP	45.00	100.00
tblVehicleTrips	ST_TR	4.98	1.16
tblVehicleTrips	ST_TR	2.46	0.57
tblVehicleTrips	ST_TR	8.19	1.91
tblVehicleTrips	ST_TR	42.04	9.79
tblVehicleTrips	SU_TR	3.65	0.85
tblVehicleTrips	SU_TR	1.05	0.24
tblVehicleTrips	SU_TR	5.95	1.39
tblVehicleTrips	SU_TR	20.43	4.76
tblVehicleTrips	WD_TR	4.20	0.98
tblVehicleTrips	WD_TR	11.03	2.57
tblVehicleTrips	WD_TR	8.17	1.90
tblVehicleTrips	WD_TR	44.32	10.32
tblWater	AerobicPercent	87.46	100.00

tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWoodstoves	NumberCatalytic	287.20	0.00
tblWoodstoves	NumberNoncatalytic	287.20	0.00
tblWoodstoves	WoodstoveDayYear	14.12	0.00
tblWoodstoves	WoodstoveWoodMass	582.40	0.00

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	161.9434	1.7768	109.0173	8.81E-03		0.6223	0.6223		0.6223	0.6223	0	748.1741	748.1741	0.1931	0.0105	756.1359
Energy	3.1892	28.6278	21.678	0.174		2.2035	2.2035		2.2035	2.2035	0	99,030.75	99,030.75	5.436	1.5782	99,636.95
Mobile	35.3884	15.6704	86.2006	0.0174	0.8337	0.1059	0.9397	0.223	0.0993	0.3222	0	2,923.71	2,923.71	2.4463	0	2,984.86
Waste						0	0		0	0	4,720.07	0	4,720.07	278.948	0	11,693.77

Water						0	0		0	0	1,292.95	5,053.84	6,346.79	4.8121	2.8866	7,327.31
Total	**200.5209**	**46.075**	**216.8959**	**0.2001**	**0.8337**	**2.9317**	**3.7654**	**0.223**	**2.925**	**3.148**	**6,013.02**	**########**	**113,769.50**	**291.8355**	**4.4753**	**122,399.03**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	161.9434	1.7768	109.0173	8.8100e-003		0.6223	0.6223		0.6223	0.6223	0.0000	748.1741	748.1741	0.1931	0.0105	756.1359
Energy	3.1892	28.6278	21.6780	0.1740		2.2035	2.2035		2.2035	2.2035	0.0000	99,030.7523	99,030.7523	5.4360	1.5782	99,636.9489
Mobile	35.3884	15.6704	86.2006	0.0174	0.8337	0.1059	0.9397	0.2230	0.0993	0.3222	0.0000	2,923.7076	2,923.7076	2.4463	0.0000	2,984.8645
Waste						0.0000	0.0000		0.0000	0.0000	4,720.0677	0.0000	4,720.0677	278.9480	0.0000	11,693.7679
Water						0.0000	0.0000		0.0000	0.0000	1,292.9512	5,053.8437	6,346.7948	4.8121	2.8866	7,327.3091
Total	**200.5209**	**46.0750**	**216.8959**	**0.2001**	**0.8337**	**2.9317**	**3.7654**	**0.2230**	**2.9250**	**3.1480**	**6,013.0188**	**107,756.4776**	**113,769.4965**	**291.8355**	**4.4753**	**122,399.0263**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	35.3884	15.6704	86.2006	0.0174	0.8337	0.1059	0.9397	0.2230	0.0993	0.3222	0.0000	2,923.7076	2,923.7076	2.4463	0.0000	2,984.8645
Unmitigated	35.3884	15.6704	86.2006	0.0174	0.8337	0.1059	0.9397	0.2230	0.0993	0.3222	0.0000	2,923.7076	2,923.7076	2.4463	0.0000	2,984.8645

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments High Rise	14,072.80	16,657.60	12206.00	515,984	515,984
General Office Building	36,494.00	8,094.00	3408.00	1,008,654	1,008,654
Hotel	6,840.00	6,876.00	5004.00	239,616	239,616
Strip Mall	14,448.00	13,706.00	6664.00	481,572	481,572
Total	71,854.80	45,333.60	27,282.00	2,245,826	2,245,826

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments High Rise	0.10	0.10	0.10	31.00	15.00	54.00	100	0	0
General Office Building	0.10	0.10	0.10	33.00	48.00	19.00	100	0	0
Hotel	0.10	0.10	0.10	19.40	61.60	19.00	100	0	0
Strip Mall	0.10	0.10	0.10	16.60	64.40	19.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments High Rise	0.581773	0.048561	0.192724	0.109822	0.019605	0.004507	0.012829	0.019722	0.001651	0.001330	0.005701	0.000864	0.000909
General Office Building	0.581773	0.048561	0.192724	0.109822	0.019605	0.004507	0.012829	0.019722	0.001651	0.001330	0.005701	0.000864	0.000909
Hotel	0.581773	0.048561	0.192724	0.109822	0.019605	0.004507	0.012829	0.019722	0.001651	0.001330	0.005701	0.000864	0.000909
Strip Mall	0.581773	0.048561	0.192724	0.109822	0.019605	0.004507	0.012829	0.019722	0.001651	0.001330	0.005701	0.000864	0.000909

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	67,468.6354	67,468.6354	4.8311	0.9995	67,887.2741
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	67,468.6354	67,468.6354	4.8311	0.9995	67,887.2741
NaturalGas Mitigated	3.1892	28.6278	21.6780	0.1740		2.2035	2.2035		2.2035	2.2035	0.0000	31,562.1169	31,562.1169	0.6049	0.5786	31,749.6748
NaturalGas Unmitigated	3.1892	28.6278	21.6780	0.1740		2.2035	2.2035		2.2035	2.2035	0.0000	31,562.1169	31,562.1169	0.6049	0.5786	31,749.6748

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments High Rise	1.24063e+008	0.6690	5.7166	2.4326	0.0365		0.4622	0.4622		0.4622	0.4622	0.0000	6,620.4476	6,620.4476	0.1269	0.1214	6,659.7896
General Office Building	2.32454e+008	1.2534	11.3948	9.5716	0.0684		0.8660	0.8660		0.8660	0.8660	0.0000	12,404.6307	12,404.6307	0.2378	0.2274	12,478.3452
Hotel	2.31617e+008	1.2489	11.3538	9.5372	0.0681		0.8629	0.8629		0.8629	0.8629	0.0000	12,359.9776	12,359.9776	0.2369	0.2266	12,433.4267
Strip Mall	3.318e+006	0.0179	0.1627	0.1366	9.8000e-004		0.0124	0.0124		0.0124	0.0124	0.0000	177.0611	177.0611	3.3900e-003	3.2500e-003	178.1133
Total		**3.1892**	**28.6279**	**21.6780**	**0.1740**		**2.2035**	**2.2035**		**2.2035**	**2.2035**	**0.0000**	**31,562.1169**	**31,562.1169**	**0.6049**	**0.5786**	**31,749.6748**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments High Rise	1.24063e+008	0.6690	5.7166	2.4326	0.0365		0.4622	0.4622		0.4622	0.4622	0.0000	6,620.4476	6,620.4476	0.1269	0.1214	6,659.7896
General Office Building	2.32454e+008	1.2534	11.3948	9.5716	0.0684		0.8660	0.8660		0.8660	0.8660	0.0000	12,404.6307	12,404.6307	0.2378	0.2274	12,478.3452
Hotel	2.31617e+008	1.2489	11.3538	9.5372	0.0681		0.8629	0.8629		0.8629	0.8629	0.0000	12,359.9776	12,359.9776	0.2369	0.2266	12,433.4267
Strip Mall	3.318e+006	0.0179	0.1627	0.1366	9.8000e-004		0.0124	0.0124		0.0124	0.0124	0.0000	177.0611	177.0611	3.3900e-003	3.2500e-003	178.1133
Total		**3.1892**	**28.6279**	**21.6780**	**0.1740**		**2.2035**	**2.2035**		**2.2035**	**2.2035**	**0.0000**	**31,562.1169**	**31,562.1169**	**0.6049**	**0.5786**	**31,749.6748**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments High Rise	5.92831e+007	10,890.5976	0.7798	0.1613	10,958.1731
General Office Building	2.53186e+008	46,511.5113	3.3305	0.6891	46,800.1124
Hotel	3.98313e+007	7,317.1988	0.5240	0.1084	7,362.6015
Strip Mall	1.4966e+007	2,749.3277	0.1969	0.0407	2,766.3871
Total		**67,468.6354**	**4.8311**	**0.9995**	**67,887.2741**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments High Rise	5.92831e+007	10,890.5976	0.7798	0.1613	10,958.1731
General Office Building	2.53186e+008	46,511.5113	3.3305	0.6891	46,800.1124
Hotel	3.98313e+007	7,317.1988	0.5240	0.1084	7,362.6015
Strip Mall	1.4966e+007	2,749.3277	0.1969	0.0407	2,766.3871
Total		**67,468.6354**	**4.8311**	**0.9995**	**67,887.2741**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	161.9434	1.7768	109.0173	8.8100e-003		0.6223	0.6223		0.6223	0.6223	0.0000	748.1741	748.1741	0.1931	0.0105	756.1359
Unmitigated	161.9434	1.7768	109.0173	8.8100e-003		0.6223	0.6223		0.6223	0.6223	0.0000	748.1741	748.1741	0.1931	0.0105	756.1359

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	20.9687					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	137.4236					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0580	0.4953	0.2108	3.1600e-003		0.0401	0.0401		0.0401	0.0401	0.0000	573.6615	573.6615	0.0110	0.0105	577.0705
Landscaping	3.4931	1.2814	108.8065	5.6400e-003		0.5823	0.5823		0.5823	0.5823	0.0000	174.5126	174.5126	0.1821	0.0000	179.0654
Total	**161.9434**	**1.7768**	**109.0173**	**8.8000e-003**		**0.6223**	**0.6223**		**0.6223**	**0.6223**	**0.0000**	**748.1741**	**748.1741**	**0.1931**	**0.0105**	**756.1359**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	20.9687					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	137.4236					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0580	0.4953	0.2108	3.1600e-003		0.0401	0.0401		0.0401	0.0401	0.0000	573.6615	573.6615	0.0110	0.0105	577.0705
Landscaping	3.4931	1.2814	108.8065	5.6400e-003		0.5823	0.5823		0.5823	0.5823	0.0000	174.5126	174.5126	0.1821	0.0000	179.0654
Total	**161.9434**	**1.7768**	**109.0173**	**8.8000e-003**		**0.6223**	**0.6223**		**0.6223**	**0.6223**	**0.0000**	**748.1741**	**748.1741**	**0.1931**	**0.0105**	**756.1359**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	6,346.7948	4.8121	2.8866	7,327.3091
Unmitigated	6,346.7948	4.8121	2.8866	7,327.3091

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments High Rise	935.612 / 589.842	1,640.2938	1.2331	0.7393	1,891.4202
General Office Building	2523.82 / 1546.86	4,396.2546	3.3242	1.9937	5,073.4933
Hotel	91.3204 / 10.1467	129.6082	0.1182	0.0717	153.9302
Strip Mall	103.702 / 63.559	180.6383	0.1366	0.0819	208.4654
Total		**6,346.7948**	**4.8121**	**2.8866**	**7,327.3091**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments High Rise	935.612 / 589.842	1,640.2938	1.2331	0.7393	1,891.4202
General Office Building	2523.82 / 1546.86	4,396.2546	3.3242	1.9937	5,073.4933
Hotel	91.3204 / 10.1467	129.6082	0.1182	0.0717	153.9302
Strip Mall	103.702 / 63.559	180.6383	0.1366	0.0819	208.4654
Total		**6,346.7948**	**4.8121**	**2.8866**	**7,327.3091**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	4,720.0677	278.9480	0.0000	11,693.7679
Unmitigated	4,720.0677	278.9480	0.0000	11,693.7679

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments High Rise	6605.6	1,340.8771	79.2436	0.0000	3,321.9663
General Office Building	13206	2,680.6987	158.4248	0.0000	6,641.3175
Hotel	1971	400.0952	23.6450	0.0000	991.2189
Strip Mall	1470	298.3967	17.6347	0.0000	739.2652
Total		**4,720.0677**	**278.9480**	**0.0000**	**11,693.7678**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments High Rise	6605.6	1,340.8771	79.2436	0.0000	3,321.9663
General Office Building	13206	2,680.6987	158.4248	0.0000	6,641.3175
Hotel	1971	400.0952	23.6450	0.0000	991.2189
Strip Mall	1470	298.3967	17.6347	0.0000	739.2652
Total		**4,720.0677**	**278.9480**	**0.0000**	**11,693.7678**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

2040 DTS AQ-GHG Model - Santa Clara County, Annual

2040 DTS AQ-GHG Model

Santa Clara County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	14,200.00	1000sqft	325.99	14,200,000.00	0
Hotel	3,600.00	Room	120.00	5,227,200.00	0
Apartments High Rise	14,360.00	Dwelling Unit	231.61	14,360,000.00	41070
Strip Mall	1,400.00	1000sqft	32.14	1,400,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	58
Climate Zone	4			**Operational Year**	2040
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	210	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - PG&E provider to City of San Jose. Using intensity factors for the latest published year 2017.
http://www.pgecorp.com/corp_responsibility/reports/2019/en02_climate_change.html

Land Use - Original DTS: Office = 14,200,000 SF, Retail = 1,400,000 SF, Residential = 14,360 High-Rise Units, Hotel = 3,600 Rooms

Construction Phase - No construction

Vehicle Trips - Idle/Start Emissions: 0.1 mile trip length Trip Generation Rates altered using the VMT data from Hexagon and CalEEMod default VMT data. 100% pass-by, using altered trip gen and VMT

Vehicle Emission Factors - 2040 Santa Clara County - EMFAC2017 Emission Factors

Vehicle Emission Factors -

Vehicle Emission Factors -

Woodstoves - No wood applications but assuing natural gas fireplaces. Total number of gas fireplaces = 4595.2

Energy Use -

Water And Wastewater - Assuming all water treated in a wastewater treatment plant

Energy Mitigation - SJCE will provide 100% carbon free energy from 2021 and on

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	480.00	0.00
tblFireplaces	FireplaceWoodMass	228.80	0.00
tblFireplaces	NumberGas	2,154.00	4,595.20
tblFireplaces	NumberWood	2,441.20	0.00
tblFleetMix	HHD	0.02	0.02
tblFleetMix	HHD	0.02	0.02
tblFleetMix	HHD	0.02	0.02
tblFleetMix	HHD	0.02	0.02
tblFleetMix	LDA	0.62	0.59
tblFleetMix	LDA	0.62	0.59
tblFleetMix	LDA	0.62	0.59
tblFleetMix	LDA	0.62	0.59
tblFleetMix	LDT1	0.03	0.05
tblFleetMix	LDT1	0.03	0.05
tblFleetMix	LDT1	0.03	0.05
tblFleetMix	LDT1	0.03	0.05
tblFleetMix	LDT2	0.18	0.17
tblFleetMix	LDT2	0.18	0.17
tblFleetMix	LDT2	0.18	0.17

tblFleetMix	LDT2	0.18	0.17
tblFleetMix	LHD1	0.01	0.02
tblFleetMix	LHD1	0.01	0.02
tblFleetMix	LHD1	0.01	0.02
tblFleetMix	LHD1	0.01	0.02
tblFleetMix	LHD2	5.1260e-003	5.8390e-003
tblFleetMix	LHD2	5.1260e-003	5.8390e-003
tblFleetMix	LHD2	5.1260e-003	5.8390e-003
tblFleetMix	LHD2	5.1260e-003	5.8390e-003
tblFleetMix	MCY	5.0770e-003	4.3550e-003
tblFleetMix	MCY	5.0770e-003	4.3550e-003
tblFleetMix	MCY	5.0770e-003	4.3550e-003
tblFleetMix	MCY	5.0770e-003	4.3550e-003
tblFleetMix	MDV	0.10	0.11
tblFleetMix	MDV	0.10	0.11
tblFleetMix	MDV	0.10	0.11
tblFleetMix	MDV	0.10	0.11
tblFleetMix	MH	6.4200e-004	7.3300e-004
tblFleetMix	MH	6.4200e-004	7.3300e-004
tblFleetMix	MH	6.4200e-004	7.3300e-004
tblFleetMix	MH	6.4200e-004	7.3300e-004
tblFleetMix	MHD	0.01	0.01
tblFleetMix	MHD	0.01	0.01
tblFleetMix	MHD	0.01	0.01
tblFleetMix	MHD	0.01	0.01
tblFleetMix	OBUS	2.2990e-003	1.3930e-003
tblFleetMix	OBUS	2.2990e-003	1.3930e-003
tblFleetMix	OBUS	2.2990e-003	1.3930e-003
tblFleetMix	OBUS	2.2990e-003	1.3930e-003
tblFleetMix	SBUS	6.5300e-004	8.4100e-004

tblFleetMix	SBUS	6.5300e-004	8.4100e-004
tblFleetMix	SBUS	6.5300e-004	8.4100e-004
tblFleetMix	SBUS	6.5300e-004	8.4100e-004
tblFleetMix	UBUS	1.4220e-003	1.0760e-003
tblFleetMix	UBUS	1.4220e-003	1.0760e-003
tblFleetMix	UBUS	1.4220e-003	1.0760e-003
tblFleetMix	UBUS	1.4220e-003	1.0760e-003
tblProjectCharacteristics	CO2IntensityFactor	641.35	210
tblVehicleEF	HHD	0.24	0.02
tblVehicleEF	HHD	0.06	0.04
tblVehicleEF	HHD	0.05	0.00
tblVehicleEF	HHD	1.39	6.54
tblVehicleEF	HHD	0.94	0.40
tblVehicleEF	HHD	4.45	8.5380e-003
tblVehicleEF	HHD	4,055.87	851.66
tblVehicleEF	HHD	1,476.74	1,063.61
tblVehicleEF	HHD	13.13	0.06
tblVehicleEF	HHD	11.61	5.29
tblVehicleEF	HHD	1.40	2.44
tblVehicleEF	HHD	19.05	2.29
tblVehicleEF	HHD	1.6880e-003	1.9740e-003
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	5.3590e-003	0.02
tblVehicleEF	HHD	1.6200e-004	1.0000e-006
tblVehicleEF	HHD	1.6150e-003	1.8880e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8700e-003	8.9240e-003
tblVehicleEF	HHD	5.1270e-003	0.02
tblVehicleEF	HHD	1.4900e-004	1.0000e-006

tblVehicleEF	HHD	1.1900e-004	2.0000e-006
tblVehicleEF	HHD	5.2120e-003	8.2000e-005
tblVehicleEF	HHD	0.36	0.44
tblVehicleEF	HHD	7.7000e-005	1.0000e-006
tblVehicleEF	HHD	0.08	0.02
tblVehicleEF	HHD	4.8400e-004	4.1500e-004
tblVehicleEF	HHD	0.08	2.0000e-006
tblVehicleEF	HHD	0.04	7.9330e-003
tblVehicleEF	HHD	0.01	9.7550e-003
tblVehicleEF	HHD	2.0300e-004	1.0000e-006
tblVehicleEF	HHD	1.1900e-004	2.0000e-006
tblVehicleEF	HHD	5.2120e-003	8.2000e-005
tblVehicleEF	HHD	0.42	0.50
tblVehicleEF	HHD	7.7000e-005	1.0000e-006
tblVehicleEF	HHD	0.15	0.06
tblVehicleEF	HHD	4.8400e-004	4.1500e-004
tblVehicleEF	HHD	0.08	3.0000e-006
tblVehicleEF	LDA	1.1910e-003	5.8600e-004
tblVehicleEF	LDA	7.0000e-004	0.02
tblVehicleEF	LDA	0.24	0.36
tblVehicleEF	LDA	0.36	1.44
tblVehicleEF	LDA	158.69	199.89
tblVehicleEF	LDA	35.57	41.13
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.01	0.11
tblVehicleEF	LDA	6.3000e-004	5.4000e-004
tblVehicleEF	LDA	1.0050e-003	7.3900e-004
tblVehicleEF	LDA	5.8000e-004	4.9700e-004
tblVehicleEF	LDA	9.2400e-004	6.8000e-004
tblVehicleEF	LDA	9.0280e-003	0.01

tblVehicleEF	LDA	0.03	0.04
tblVehicleEF	LDA	8.5250e-003	0.01
tblVehicleEF	LDA	2.9880e-003	1.7310e-003
tblVehicleEF	LDA	0.03	0.15
tblVehicleEF	LDA	9.4370e-003	0.07
tblVehicleEF	LDA	1.5870e-003	8.4000e-005
tblVehicleEF	LDA	3.6100e-004	0.00
tblVehicleEF	LDA	9.0280e-003	0.01
tblVehicleEF	LDA	0.03	0.04
tblVehicleEF	LDA	8.5250e-003	0.01
tblVehicleEF	LDA	4.3460e-003	2.5100e-003
tblVehicleEF	LDA	0.03	0.15
tblVehicleEF	LDA	0.01	0.08
tblVehicleEF	LDT1	1.6740e-003	6.9500e-004
tblVehicleEF	LDT1	1.1120e-003	0.02
tblVehicleEF	LDT1	0.31	0.38
tblVehicleEF	LDT1	0.48	1.54
tblVehicleEF	LDT1	201.86	239.08
tblVehicleEF	LDT1	45.83	49.94
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	0.02	0.13
tblVehicleEF	LDT1	7.8800e-004	6.0500e-004
tblVehicleEF	LDT1	1.2490e-003	8.4200e-004
tblVehicleEF	LDT1	7.2400e-004	5.5600e-004
tblVehicleEF	LDT1	1.1490e-003	7.7400e-004
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	0.05	0.05
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	4.1500e-003	2.1240e-003
tblVehicleEF	LDT1	0.04	0.21

tblVehicleEF	LDT1	0.01	0.08
tblVehicleEF	LDT1	2.0200e-003	2.4290e-003
tblVehicleEF	LDT1	4.6600e-004	0.00
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	0.05	0.05
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	6.0530e-003	3.0990e-003
tblVehicleEF	LDT1	0.04	0.21
tblVehicleEF	LDT1	0.02	0.09
tblVehicleEF	LDT2	1.8650e-003	9.2200e-004
tblVehicleEF	LDT2	1.3110e-003	0.03
tblVehicleEF	LDT2	0.37	0.45
tblVehicleEF	LDT2	0.54	1.96
tblVehicleEF	LDT2	232.94	240.16
tblVehicleEF	LDT2	52.57	50.31
tblVehicleEF	LDT2	0.03	0.02
tblVehicleEF	LDT2	0.02	0.13
tblVehicleEF	LDT2	7.5600e-004	6.2000e-004
tblVehicleEF	LDT2	1.1740e-003	7.8800e-004
tblVehicleEF	LDT2	6.9600e-004	5.7200e-004
tblVehicleEF	LDT2	1.0790e-003	7.2500e-004
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	0.04	0.05
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	4.6400e-003	3.0660e-003
tblVehicleEF	LDT2	0.04	0.21
tblVehicleEF	LDT2	0.02	0.11
tblVehicleEF	LDT2	2.3310e-003	8.6920e-003
tblVehicleEF	LDT2	5.3400e-004	8.7000e-005
tblVehicleEF	LDT2	0.02	0.03

tblVehicleEF	LDT2	0.04	0.05
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	6.7620e-003	4.4330e-003
tblVehicleEF	LDT2	0.04	0.21
tblVehicleEF	LDT2	0.02	0.12
tblVehicleEF	LHD1	2.9240e-003	3.4210e-003
tblVehicleEF	LHD1	4.9730e-003	3.9080e-003
tblVehicleEF	LHD1	4.9640e-003	5.9710e-003
tblVehicleEF	LHD1	0.13	0.17
tblVehicleEF	LHD1	0.45	0.36
tblVehicleEF	LHD1	1.04	0.77
tblVehicleEF	LHD1	8.82	7.58
tblVehicleEF	LHD1	612.09	637.02
tblVehicleEF	LHD1	22.60	8.76
tblVehicleEF	LHD1	0.05	0.03
tblVehicleEF	LHD1	0.18	0.09
tblVehicleEF	LHD1	0.37	0.17
tblVehicleEF	LHD1	6.5200e-004	9.8200e-004
tblVehicleEF	LHD1	0.01	9.9810e-003
tblVehicleEF	LHD1	6.6710e-003	5.1070e-003
tblVehicleEF	LHD1	4.7600e-004	1.8200e-004
tblVehicleEF	LHD1	6.2400e-004	9.4000e-004
tblVehicleEF	LHD1	2.6490e-003	2.4950e-003
tblVehicleEF	LHD1	6.3540e-003	4.8440e-003
tblVehicleEF	LHD1	4.3700e-004	1.6700e-004
tblVehicleEF	LHD1	0.04	0.03
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	6.1900e-004	6.1300e-004
tblVehicleEF	LHD1	0.09	0.07
tblVehicleEF	LHD1	0.09	0.17

tblVehicleEF	LHD1	0.07	0.03
tblVehicleEF	LHD1	8.7000e-005	7.3000e-005
tblVehicleEF	LHD1	5.9650e-003	6.2070e-003
tblVehicleEF	LHD1	2.4400e-004	8.7000e-005
tblVehicleEF	LHD1	0.04	0.03
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	6.1900e-004	6.1300e-004
tblVehicleEF	LHD1	0.10	0.08
tblVehicleEF	LHD1	0.09	0.17
tblVehicleEF	LHD1	0.07	0.03
tblVehicleEF	LHD2	2.1510e-003	2.0850e-003
tblVehicleEF	LHD2	4.7820e-003	4.8230e-003
tblVehicleEF	LHD2	2.0180e-003	3.0030e-003
tblVehicleEF	LHD2	0.12	0.13
tblVehicleEF	LHD2	0.44	0.47
tblVehicleEF	LHD2	0.82	0.43
tblVehicleEF	LHD2	13.32	12.02
tblVehicleEF	LHD2	662.85	624.36
tblVehicleEF	LHD2	20.99	5.60
tblVehicleEF	LHD2	0.05	0.05
tblVehicleEF	LHD2	0.08	0.16
tblVehicleEF	LHD2	0.18	0.09
tblVehicleEF	LHD2	8.6800e-004	1.5090e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	7.2620e-003	0.01
tblVehicleEF	LHD2	3.8300e-004	1.0000e-004
tblVehicleEF	LHD2	8.3000e-004	1.4430e-003
tblVehicleEF	LHD2	2.7110e-003	2.7210e-003
tblVehicleEF	LHD2	6.9240e-003	0.01
tblVehicleEF	LHD2	3.5200e-004	9.2000e-005

tblVehicleEF	LHD2	4.4200e-004	4.8400e-004
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	2.8000e-004	3.1000e-004
tblVehicleEF	LHD2	0.09	0.09
tblVehicleEF	LHD2	0.03	0.08
tblVehicleEF	LHD2	0.03	0.01
tblVehicleEF	LHD2	1.3000e-004	1.1500e-004
tblVehicleEF	LHD2	6.4390e-003	6.0190e-003
tblVehicleEF	LHD2	2.2300e-004	5.5000e-005
tblVehicleEF	LHD2	4.4200e-004	4.8400e-004
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	2.8000e-004	3.1000e-004
tblVehicleEF	LHD2	0.10	0.11
tblVehicleEF	LHD2	0.03	0.08
tblVehicleEF	LHD2	0.03	0.01
tblVehicleEF	MCY	0.46	0.32
tblVehicleEF	MCY	0.15	0.24
tblVehicleEF	MCY	17.05	17.07
tblVehicleEF	MCY	10.45	9.32
tblVehicleEF	MCY	172.03	209.59
tblVehicleEF	MCY	41.48	58.06
tblVehicleEF	MCY	1.13	1.13
tblVehicleEF	MCY	0.32	0.27
tblVehicleEF	MCY	2.2420e-003	2.2350e-003
tblVehicleEF	MCY	3.3930e-003	2.9700e-003
tblVehicleEF	MCY	2.0900e-003	2.0830e-003
tblVehicleEF	MCY	3.1660e-003	2.7710e-003
tblVehicleEF	MCY	0.88	1.82

tblVehicleEF	MCY	0.59	0.63
tblVehicleEF	MCY	0.46	0.96
tblVehicleEF	MCY	2.10	2.10
tblVehicleEF	MCY	0.40	1.25
tblVehicleEF	MCY	2.07	1.84
tblVehicleEF	MCY	2.0620e-003	2.0740e-003
tblVehicleEF	MCY	6.4600e-004	5.7500e-004
tblVehicleEF	MCY	0.88	1.82
tblVehicleEF	MCY	0.59	0.63
tblVehicleEF	MCY	0.46	0.96
tblVehicleEF	MCY	2.64	2.64
tblVehicleEF	MCY	0.40	1.25
tblVehicleEF	MCY	2.26	2.01
tblVehicleEF	MDV	2.8050e-003	9.3100e-004
tblVehicleEF	MDV	3.1350e-003	0.03
tblVehicleEF	MDV	0.47	0.44
tblVehicleEF	MDV	0.84	1.96
tblVehicleEF	MDV	311.48	290.09
tblVehicleEF	MDV	69.40	59.43
tblVehicleEF	MDV	0.04	0.02
tblVehicleEF	MDV	0.05	0.13
tblVehicleEF	MDV	8.4400e-004	6.1500e-004
tblVehicleEF	MDV	1.3060e-003	8.0000e-004
tblVehicleEF	MDV	7.7700e-004	5.6700e-004
tblVehicleEF	MDV	1.2010e-003	7.3500e-004
tblVehicleEF	MDV	0.04	0.05
tblVehicleEF	MDV	0.09	0.07
tblVehicleEF	MDV	0.04	0.05
tblVehicleEF	MDV	7.0530e-003	3.1500e-003
tblVehicleEF	MDV	0.06	0.22

tblVehicleEF	MDV	0.04	0.11
tblVehicleEF	MDV	3.1130e-003	2.5670e-003
tblVehicleEF	MDV	7.0700e-004	5.2700e-004
tblVehicleEF	MDV	0.04	0.05
tblVehicleEF	MDV	0.09	0.07
tblVehicleEF	MDV	0.04	0.05
tblVehicleEF	MDV	0.01	4.5460e-003
tblVehicleEF	MDV	0.06	0.22
tblVehicleEF	MDV	0.05	0.12
tblVehicleEF	MH	4.4300e-003	3.8070e-003
tblVehicleEF	MH	0.01	0.02
tblVehicleEF	MH	0.20	0.19
tblVehicleEF	MH	3.12	1.47
tblVehicleEF	MH	1,168.01	1,245.00
tblVehicleEF	MH	55.70	13.78
tblVehicleEF	MH	0.65	0.87
tblVehicleEF	MH	0.53	0.22
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	6.0330e-003	9.1090e-003
tblVehicleEF	MH	8.8400e-004	2.1200e-004
tblVehicleEF	MH	3.2200e-003	3.3040e-003
tblVehicleEF	MH	5.7310e-003	8.6790e-003
tblVehicleEF	MH	8.1300e-004	1.9500e-004
tblVehicleEF	MH	0.28	0.22
tblVehicleEF	MH	0.02	0.01
tblVehicleEF	MH	0.13	0.10
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	2.8740e-003	0.17
tblVehicleEF	MH	0.19	0.07
tblVehicleEF	MH	0.01	0.01

tblVehicleEF	MH	6.1100e-004	1.3600e-004
tblVehicleEF	MH	0.28	0.22
tblVehicleEF	MH	0.02	0.01
tblVehicleEF	MH	0.13	0.10
tblVehicleEF	MH	0.03	0.04
tblVehicleEF	MH	2.8740e-003	0.17
tblVehicleEF	MH	0.21	0.07
tblVehicleEF	MHD	0.02	4.2930e-003
tblVehicleEF	MHD	2.3220e-003	8.5200e-004
tblVehicleEF	MHD	0.03	9.1640e-003
tblVehicleEF	MHD	0.39	0.43
tblVehicleEF	MHD	0.22	0.13
tblVehicleEF	MHD	3.10	0.86
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tblVehicleEF	MHD	1,155.14	910.34
tblVehicleEF	MHD	61.47	8.81
tblVehicleEF	MHD	0.31	0.29
tblVehicleEF	MHD	0.94	1.37
tblVehicleEF	MHD	9.35	1.64
tblVehicleEF	MHD	2.7000e-005	8.3000e-005
tblVehicleEF	MHD	2.8210e-003	6.6880e-003
tblVehicleEF	MHD	8.8400e-004	1.2700e-004
tblVehicleEF	MHD	2.6000e-005	7.9000e-005
tblVehicleEF	MHD	2.6920e-003	6.3910e-003
tblVehicleEF	MHD	8.1300e-004	1.1700e-004
tblVehicleEF	MHD	6.2900e-004	3.0500e-004
tblVehicleEF	MHD	0.03	0.01
tblVehicleEF	MHD	0.03	0.02
tblVehicleEF	MHD	4.0300e-004	1.9400e-004
tblVehicleEF	MHD	0.04	0.01

tblVehicleEF	MHD	0.01	0.07
tblVehicleEF	MHD	0.21	0.04
tblVehicleEF	MHD	1.1950e-003	5.4300e-004
tblVehicleEF	MHD	0.01	8.6920e-003
tblVehicleEF	MHD	6.6900e-004	8.7000e-005
tblVehicleEF	MHD	6.2900e-004	3.0500e-004
tblVehicleEF	MHD	0.03	0.01
tblVehicleEF	MHD	0.04	0.03
tblVehicleEF	MHD	4.0300e-004	1.9400e-004
tblVehicleEF	MHD	0.04	0.01
tblVehicleEF	MHD	0.01	0.07
tblVehicleEF	MHD	0.23	0.05
tblVehicleEF	OBUS	0.01	7.2220e-003
tblVehicleEF	OBUS	3.5120e-003	1.6630e-003
tblVehicleEF	OBUS	0.02	0.01
tblVehicleEF	OBUS	0.24	0.63
tblVehicleEF	OBUS	0.26	0.20
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tblVehicleEF	OBUS	1,257.82	1,120.11
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tblVehicleEF	OBUS	0.21	0.42
tblVehicleEF	OBUS	0.77	1.41
tblVehicleEF	OBUS	2.59	1.09
tblVehicleEF	OBUS	1.9000e-005	1.3700e-004
tblVehicleEF	OBUS	2.7190e-003	7.7800e-003
tblVehicleEF	OBUS	1.0200e-003	1.7400e-004
tblVehicleEF	OBUS	1.9000e-005	1.3200e-004
tblVehicleEF	OBUS	2.5780e-003	7.4270e-003
tblVehicleEF	OBUS	9.3800e-004	1.6000e-004

tblVehicleEF	OBUS	1.2260e-003	1.1050e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.03	0.05
tblVehicleEF	OBUS	5.7500e-004	5.2800e-004
tblVehicleEF	OBUS	0.04	0.01
tblVehicleEF	OBUS	0.04	0.18
tblVehicleEF	OBUS	0.25	0.07
tblVehicleEF	OBUS	9.3700e-004	8.1700e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	7.1200e-004	1.2600e-004
tblVehicleEF	OBUS	1.2260e-003	1.1050e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.05	0.06
tblVehicleEF	OBUS	5.7500e-004	5.2800e-004
tblVehicleEF	OBUS	0.04	0.02
tblVehicleEF	OBUS	0.04	0.18
tblVehicleEF	OBUS	0.27	0.08
tblVehicleEF	SBUS	0.84	0.10
tblVehicleEF	SBUS	3.6500e-003	1.6600e-003
tblVehicleEF	SBUS	0.05	8.7250e-003
tblVehicleEF	SBUS	9.39	4.08
tblVehicleEF	SBUS	0.26	0.16
tblVehicleEF	SBUS	7.00	1.12
tblVehicleEF	SBUS	954.95	307.32
tblVehicleEF	SBUS	967.85	834.52
tblVehicleEF	SBUS	64.75	6.63
tblVehicleEF	SBUS	1.88	1.30
tblVehicleEF	SBUS	0.80	1.09
tblVehicleEF	SBUS	9.99	1.78
tblVehicleEF	SBUS	1.4100e-004	3.6400e-004

tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	2.5290e-003	6.8240e-003
tblVehicleEF	SBUS	1.3950e-003	1.0700e-004
tblVehicleEF	SBUS	1.3500e-004	3.4800e-004
tblVehicleEF	SBUS	2.5530e-003	2.5930e-003
tblVehicleEF	SBUS	2.3940e-003	6.5060e-003
tblVehicleEF	SBUS	1.2830e-003	9.8000e-005
tblVehicleEF	SBUS	4.4100e-003	1.5920e-003
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tblVehicleEF	SBUS	1.14	0.45
tblVehicleEF	SBUS	2.1060e-003	7.7100e-004
tblVehicleEF	SBUS	0.04	0.02
tblVehicleEF	SBUS	0.02	0.10
tblVehicleEF	SBUS	0.39	0.05
tblVehicleEF	SBUS	9.4450e-003	2.9440e-003
tblVehicleEF	SBUS	9.3600e-003	8.0200e-003
tblVehicleEF	SBUS	7.6900e-004	6.6000e-005
tblVehicleEF	SBUS	4.4100e-003	1.5920e-003
tblVehicleEF	SBUS	0.04	0.01
tblVehicleEF	SBUS	1.66	0.64
tblVehicleEF	SBUS	2.1060e-003	7.7100e-004
tblVehicleEF	SBUS	0.04	0.02
tblVehicleEF	SBUS	0.02	0.10
tblVehicleEF	SBUS	0.42	0.05
tblVehicleEF	UBUS	0.24	1.86
tblVehicleEF	UBUS	0.06	1.6730e-003
tblVehicleEF	UBUS	2.18	14.11
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tblVehicleEF	UBUS	143.02	1.26

tblVehicleEF	UBUS	1.57	0.70
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tblVehicleEF	UBUS	0.01	0.03
tblVehicleEF	UBUS	0.02	5.1160e-003
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tblVehicleEF	UBUS	0.21	0.03
tblVehicleEF	UBUS	3.0000e-003	8.3320e-003
tblVehicleEF	UBUS	0.02	4.8930e-003
tblVehicleEF	UBUS	1.5410e-003	1.4000e-005
tblVehicleEF	UBUS	3.4210e-003	2.4000e-005
tblVehicleEF	UBUS	0.05	2.0700e-004
tblVehicleEF	UBUS	2.0600e-003	1.1000e-005
tblVehicleEF	UBUS	0.06	0.03
tblVehicleEF	UBUS	0.01	1.1550e-003
tblVehicleEF	UBUS	0.75	6.9960e-003
tblVehicleEF	UBUS	0.02	0.01
tblVehicleEF	UBUS	1.5810e-003	1.3000e-005
tblVehicleEF	UBUS	3.4210e-003	2.4000e-005
tblVehicleEF	UBUS	0.05	2.0700e-004
tblVehicleEF	UBUS	2.0600e-003	1.1000e-005
tblVehicleEF	UBUS	0.30	1.90
tblVehicleEF	UBUS	0.01	1.1550e-003
tblVehicleEF	UBUS	0.82	7.6590e-003
tblVehicleTrips	CC_TL	7.30	0.10
tblVehicleTrips	CC_TL	7.30	0.10
tblVehicleTrips	CC_TL	7.30	0.10
tblVehicleTrips	CNW_TL	7.30	0.10
tblVehicleTrips	CNW_TL	7.30	0.10
tblVehicleTrips	CNW_TL	7.30	0.10

tblVehicleTrips	CW_TL	9.50	0.10
tblVehicleTrips	CW_TL	9.50	0.10
tblVehicleTrips	CW_TL	9.50	0.10
tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	DV_TP	38.00	0.00
tblVehicleTrips	DV_TP	40.00	0.00
tblVehicleTrips	HO_TL	5.70	0.10
tblVehicleTrips	HS_TL	4.80	0.10
tblVehicleTrips	HW_TL	10.80	0.10
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	15.00	0.00
tblVehicleTrips	PR_TP	86.00	100.00
tblVehicleTrips	PR_TP	77.00	100.00
tblVehicleTrips	PR_TP	58.00	100.00
tblVehicleTrips	PR_TP	45.00	100.00
tblVehicleTrips	ST_TR	4.98	2.85
tblVehicleTrips	ST_TR	2.46	1.41
tblVehicleTrips	ST_TR	8.19	4.69
tblVehicleTrips	ST_TR	42.04	24.07
tblVehicleTrips	SU_TR	3.65	2.09
tblVehicleTrips	SU_TR	1.05	0.60
tblVehicleTrips	SU_TR	5.95	3.41
tblVehicleTrips	SU_TR	20.43	11.70
tblVehicleTrips	WD_TR	4.20	2.41
tblVehicleTrips	WD_TR	11.03	6.32
tblVehicleTrips	WD_TR	8.17	4.68
tblVehicleTrips	WD_TR	44.32	25.38

tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWoodstoves	NumberCatalytic	287.20	0.00
tblWoodstoves	NumberNoncatalytic	287.20	0.00
tblWoodstoves	WoodstoveDayYear	14.12	0.00
tblWoodstoves	WoodstoveWoodMass	582.40	0.00

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	161.6413	1.7222	106.5423	8.8100e-003		0.6320	0.6320		0.6320	0.6320	0.0000	748.1741	748.1741	0.1777	0.0105	755.7497
Energy	3.1892	28.6278	21.6780	0.1740		2.2035	2.2035		2.2035	2.2035	0.0000	66,545.8538	66,545.8538	5.4360	1.5782	67,152.0504
Mobile	22.3488	20.7667	108.0861	0.0325	2.0538	0.0574	2.1112	0.5495	0.0532	0.6027	0.0000	5,041.5063	5,041.5063	1.2416	0.0000	5,072.5456
Waste						0.0000	0.0000		0.0000	0.0000	4,720.0677	0.0000	4,720.0677	278.9480	0.0000	11,693.7679

Water						0.0000	0.0000		0.0000	0.0000	1,292.9512	2,620.5115	3,913.4627	4.8121	2.8866	4,893.9770
Total	**187.1793**	**51.1168**	**236.3065**	**0.2153**	**2.0538**	**2.8928**	**4.9466**	**0.5495**	**2.8886**	**3.4382**	**6,013.0188**	**74,956.0457**	**80,969.0645**	**290.6154**	**4.4753**	**89,568.0905**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	161.6413	1.7222	106.5423	8.81E-03		0.632	0.632		0.632	0.632	0	748.1741	748.1741	0.1777	0.0105	755.7497
Energy	3.1892	28.6278	21.678	0.174		2.2035	2.2035		2.2035	2.2035	0	31,562.12	31,562.12	0.6049	0.5786	31,749.67
Mobile	22.3488	20.7667	108.0861	0.0325	2.0538	0.0574	2.1112	0.5495	0.0532	0.6027	0	5,041.51	5,041.51	1.2416	0	5,072.55
Waste						0	0		0	0	4,720.07	0	4,720.07	278.948	0	11,693.77
Water						0	0		0	0	1,292.95	2,620.51	3,913.46	4.8121	2.8866	4,893.98
Total	**187.1793**	**51.1168**	**236.3065**	**0.2153**	**2.0538**	**2.8928**	**4.9466**	**0.5495**	**2.8886**	**3.4382**	**6,013.02**	**39,972.31**	**45,985.33**	**285.7843**	**3.4758**	**54,165.71**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**46.67**	**43.21**	**1.66**	**22.33**	**39.53**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	22.3488	20.7667	108.0861	0.0325	2.0538	0.0574	2.1112	0.5495	0.0532	0.6027	0.0000	5,041.5063	5,041.5063	1.2416	0.0000	5,072.5456
Unmitigated	22.3488	20.7667	108.0861	0.0325	2.0538	0.0574	2.1112	0.5495	0.0532	0.6027	0.0000	5,041.5063	5,041.5063	1.2416	0.0000	5,072.5456

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments High Rise	34,607.60	40,926.00	30012.40	1,268,677	1,268,677
General Office Building	89,744.00	20,022.00	8520.00	2,481,762	2,481,762
Hotel	16,848.00	16,884.00	12276.00	589,680	589,680
Strip Mall	35,532.00	33,698.00	16380.00	1,184,238	1,184,238
Total	176,731.60	111,530.00	67,188.40	5,524,357	5,524,357

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments High Rise	0.10	0.10	0.10	31.00	15.00	54.00	100	0	0
General Office Building	0.10	0.10	0.10	33.00	48.00	19.00	100	0	0
Hotel	0.10	0.10	0.10	19.40	61.60	19.00	100	0	0
Strip Mall	0.10	0.10	0.10	16.60	64.40	19.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments High Rise	0.594826	0.054698	0.168757	0.107811	0.021621	0.005839	0.013745	0.024305	0.001393	0.001076	0.004355	0.000841	0.000733
General Office Building	0.594826	0.054698	0.168757	0.107811	0.021621	0.005839	0.013745	0.024305	0.001393	0.001076	0.004355	0.000841	0.000733
Hotel	0.594826	0.054698	0.168757	0.107811	0.021621	0.005839	0.013745	0.024305	0.001393	0.001076	0.004355	0.000841	0.000733
Strip Mall	0.594826	0.054698	0.168757	0.107811	0.021621	0.005839	0.013745	0.024305	0.001393	0.001076	0.004355	0.000841	0.000733

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Percent of Electricity Use Generated with Renewable Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	34,983.7369	34,983.7369	4.8311	0.9995	35,402.3756
NaturalGas Mitigated	3.1892	28.6278	21.6780	0.1740		2.2035	2.2035		2.2035	2.2035	0.0000	31,562.1169	31,562.1169	0.6049	0.5786	31,749.6748
NaturalGas Unmitigated	3.1892	28.6278	21.6780	0.1740		2.2035	2.2035		2.2035	2.2035	0.0000	31,562.1169	31,562.1169	0.6049	0.5786	31,749.6748

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments High Rise	1.24063e+008	0.6690	5.7166	2.4326	0.0365		0.4622	0.4622		0.4622	0.4622	0.0000	6,620.4476	6,620.4476	0.1269	0.1214	6,659.7896
General Office Building	2.32454e+008	1.2534	11.3948	9.5716	0.0684		0.8660	0.8660		0.8660	0.8660	0.0000	12,404.6307	12,404.6307	0.2378	0.2274	12,478.3452
Hotel	2.31617e+008	1.2489	11.3538	9.5372	0.0681		0.8629	0.8629		0.8629	0.8629	0.0000	12,359.9776	12,359.9776	0.2369	0.2266	12,433.4267
Strip Mall	3.318e+006	0.0179	0.1627	0.1366	9.8000e-004		0.0124	0.0124		0.0124	0.0124	0.0000	177.0611	177.0611	3.3900e-003	3.2500e-003	178.1133

Total		**3.1892**	**28.6279**	**21.6780**	**0.1740**		**2.2035**	**2.2035**		**2.2035**	**2.2035**	**0.0000**	**31,562.1169**	**31,562.1169**	**0.6049**	**0.5786**	**31,749.6748**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments High Rise	1.24063e+008	0.6690	5.7166	2.4326	0.0365		0.4622	0.4622		0.4622	0.4622	0.0000	6,620.4476	6,620.4476	0.1269	0.1214	6,659.7896
General Office Building	2.32454e+008	1.2534	11.3948	9.5716	0.0684		0.8660	0.8660		0.8660	0.8660	0.0000	12,404.6307	12,404.6307	0.2378	0.2274	12,478.3452
Hotel	2.31617e+008	1.2489	11.3538	9.5372	0.0681		0.8629	0.8629		0.8629	0.8629	0.0000	12,359.9776	12,359.9776	0.2369	0.2266	12,433.4267
Strip Mall	3.318e+006	0.0179	0.1627	0.1366	9.8000e-004		0.0124	0.0124		0.0124	0.0124	0.0000	177.0611	177.0611	3.3900e-003	3.2500e-003	178.1133
Total		**3.1892**	**28.6279**	**21.6780**	**0.1740**		**2.2035**	**2.2035**		**2.2035**	**2.2035**	**0.0000**	**31,562.1169**	**31,562.1169**	**0.6049**	**0.5786**	**31,749.6748**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments High Rise	5.92831e+007	5,646.9766	0.7798	0.1613	5,714.5520
General Office Building	2.53186e+008	24,117.0799	3.3305	0.6891	24,405.6810
Hotel	3.98313e+007	3,794.1031	0.5240	0.1084	3,839.5058
Strip Mall	1.4966e+007	1,425.5773	0.1969	0.0407	1,442.6367
Total		**34,983.7369**	**4.8311**	**0.9995**	**35,402.3756**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments High Rise	0	0.0000	0.0000	0.0000	0.0000
General Office Building	0	0.0000	0.0000	0.0000	0.0000
Hotel	0	0.0000	0.0000	0.0000	0.0000
Strip Mall	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	161.6413	1.7222	106.5423	8.8100e-003		0.6320	0.6320		0.6320	0.6320	0.0000	748.1741	748.1741	0.1777	0.0105	755.7497
Unmitigated	161.6413	1.7222	106.5423	8.8100e-003		0.6320	0.6320		0.6320	0.6320	0.0000	748.1741	748.1741	0.1777	0.0105	755.7497

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	20.9687					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	137.4236					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0580	0.4953	0.2108	3.1600e-003		0.0401	0.0401		0.0401	0.0401	0.0000	573.6615	573.6615	0.0110	0.0105	577.0705
Landscaping	3.1911	1.2269	106.3315	5.6400e-003		0.5919	0.5919		0.5919	0.5919	0.0000	174.5126	174.5126	0.1667	0.0000	178.6792
Total	**161.6413**	**1.7222**	**106.5423**	**8.8000e-003**		**0.6320**	**0.6320**		**0.6320**	**0.6320**	**0.0000**	**748.1741**	**748.1741**	**0.1777**	**0.0105**	**755.7497**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	20.9687					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	137.4236					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0580	0.4953	0.2108	3.1600e-003		0.0401	0.0401		0.0401	0.0401	0.0000	573.6615	573.6615	0.0110	0.0105	577.0705
Landscaping	3.1911	1.2269	106.3315	5.6400e-003		0.5919	0.5919		0.5919	0.5919	0.0000	174.5126	174.5126	0.1667	0.0000	178.6792
Total	**161.6413**	**1.7222**	**106.5423**	**8.8000e-003**		**0.6320**	**0.6320**		**0.6320**	**0.6320**	**0.0000**	**748.1741**	**748.1741**	**0.1777**	**0.0105**	**755.7497**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	3,913.4627	4.8121	2.8866	4,893.9770
Unmitigated	3,913.4627	4.8121	2.8866	4,893.9770

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments High Rise	935.612 / 589.842	1,009.9031	1.2331	0.7393	1,261.0296
General Office Building	2523.82 / 1546.86	2,709.4692	3.3242	1.9937	3,386.7080
Hotel	91.3204 / 10.1467	82.7606	0.1182	0.0717	107.0826
Strip Mall	103.702 / 63.559	111.3297	0.1366	0.0819	139.1569
Total		**3,913.4627**	**4.8121**	**2.8866**	**4,893.9770**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments High Rise	935.612 / 589.842	1,009.9031	1.2331	0.7393	1,261.0296
General Office Building	2523.82 / 1546.86	2,709.4692	3.3242	1.9937	3,386.7080
Hotel	91.3204 / 10.1467	82.7606	0.1182	0.0717	107.0826
Strip Mall	103.702 / 63.559	111.3297	0.1366	0.0819	139.1569
Total		**3,913.4627**	**4.8121**	**2.8866**	**4,893.9770**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	4,720.0677	278.9480	0.0000	11,693.7679
Unmitigated	4,720.0677	278.9480	0.0000	11,693.7679

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments High Rise	6605.6	1,340.8771	79.2436	0.0000	3,321.9663
General Office Building	13206	2,680.6987	158.4248	0.0000	6,641.3175
Hotel	1971	400.0952	23.6450	0.0000	991.2189
Strip Mall	1470	298.3967	17.6347	0.0000	739.2652
Total		**4,720.0677**	**278.9480**	**0.0000**	**11,693.7678**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments High Rise	6605.6	1,340.8771	79.2436	0.0000	3,321.9663
General Office Building	13206	2,680.6987	158.4248	0.0000	6,641.3175
Hotel	1971	400.0952	23.6450	0.0000	991.2189
Strip Mall	1470	298.3967	17.6347	0.0000	739.2652
Total		**4,720.0677**	**278.9480**	**0.0000**	**11,693.7678**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

2040 DTS + DSAP AQ-GHG Model - Santa Clara County, Annual

2040 DTS + DSAP Amendment AQ-GHG Model

Santa Clara County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	22,013.83	1000sqft	505.37	22,013,834.00	0
Hotel	3,600.00	Room	120.00	5,227,200.00	0
Apartments High Rise	18,733.00	Dwelling Unit	302.15	18,733,000.00	53576
Strip Mall	1,400.00	1000sqft	32.14	1,400,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	58
Climate Zone	4			**Operational Year**	2040
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	210	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - PG&E provider to City of San Jose. Using intensity factors for the latest published year 2017.
http://www.pgecorp.com/corp_responsibility/reports/2019/en02_climate_change.html

Land Use - DTS + DSAP 2040: Office = 22,013,834 SF, Retail = 1,400,000 SF, Residential = 18,733 High-Rise Units, Hotel = 3,600 Rooms

Construction Phase - No construction

Vehicle Trips - Idle/Start Emissions: 0.1 mil trip length. Trip Generation Rates altered using the VMT data from Hexagon and CalEEMod default VMT data. 100% pass-by, using altered trip gen and VMT

Vehicle Emission Factors - 2040 Santa Clara County - EMFAC2017 Emission Factors

Vehicle Emission Factors -

Vehicle Emission Factors -

Woodstoves - No wood applications but assuing natural gas fireplaces. Total number of gas fireplaces = 5994.56

Energy Use -

Water And Wastewater - Assuming all water treated in a wastewater treatment plant

Energy Mitigation - SJCE will provide 100% carbon free energy from 2021 and on

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	600.00	0.00
tblFireplaces	FireplaceWoodMass	228.80	0.00
tblFireplaces	NumberGas	2,809.95	5,994.56
tblFireplaces	NumberWood	3,184.61	0.00
tblFleetMix	HHD	0.02	0.02
tblFleetMix	HHD	0.02	0.02
tblFleetMix	HHD	0.02	0.02
tblFleetMix	HHD	0.02	0.02
tblFleetMix	LDA	0.62	0.59
tblFleetMix	LDA	0.62	0.59
tblFleetMix	LDA	0.62	0.59
tblFleetMix	LDA	0.62	0.59
tblFleetMix	LDT1	0.03	0.05
tblFleetMix	LDT1	0.03	0.05
tblFleetMix	LDT1	0.03	0.05
tblFleetMix	LDT1	0.03	0.05
tblFleetMix	LDT2	0.18	0.17
tblFleetMix	LDT2	0.18	0.17
tblFleetMix	LDT2	0.18	0.17

tblFleetMix	LDT2	0.18	0.17
tblFleetMix	LHD1	0.01	0.02
tblFleetMix	LHD1	0.01	0.02
tblFleetMix	LHD1	0.01	0.02
tblFleetMix	LHD1	0.01	0.02
tblFleetMix	LHD2	5.1260e-003	5.8390e-003
tblFleetMix	LHD2	5.1260e-003	5.8390e-003
tblFleetMix	LHD2	5.1260e-003	5.8390e-003
tblFleetMix	LHD2	5.1260e-003	5.8390e-003
tblFleetMix	MCY	5.0770e-003	4.3550e-003
tblFleetMix	MCY	5.0770e-003	4.3550e-003
tblFleetMix	MCY	5.0770e-003	4.3550e-003
tblFleetMix	MCY	5.0770e-003	4.3550e-003
tblFleetMix	MDV	0.10	0.11
tblFleetMix	MDV	0.10	0.11
tblFleetMix	MDV	0.10	0.11
tblFleetMix	MDV	0.10	0.11
tblFleetMix	MH	6.4200e-004	7.3300e-004
tblFleetMix	MH	6.4200e-004	7.3300e-004
tblFleetMix	MH	6.4200e-004	7.3300e-004
tblFleetMix	MH	6.4200e-004	7.3300e-004
tblFleetMix	MHD	0.01	0.01
tblFleetMix	MHD	0.01	0.01
tblFleetMix	MHD	0.01	0.01
tblFleetMix	MHD	0.01	0.01
tblFleetMix	OBUS	2.2990e-003	1.3930e-003
tblFleetMix	OBUS	2.2990e-003	1.3930e-003
tblFleetMix	OBUS	2.2990e-003	1.3930e-003
tblFleetMix	OBUS	2.2990e-003	1.3930e-003
tblFleetMix	SBUS	6.5300e-004	8.4100e-004

tblFleetMix	SBUS	6.5300e-004	8.4100e-004
tblFleetMix	SBUS	6.5300e-004	8.4100e-004
tblFleetMix	SBUS	6.5300e-004	8.4100e-004
tblFleetMix	UBUS	1.4220e-003	1.0760e-003
tblFleetMix	UBUS	1.4220e-003	1.0760e-003
tblFleetMix	UBUS	1.4220e-003	1.0760e-003
tblFleetMix	UBUS	1.4220e-003	1.0760e-003
tblLandUse	LandUseSquareFeet	22,013,800.00	22,013,834.00
tblProjectCharacteristics	CO2IntensityFactor	641.35	210
tblVehicleEF	HHD	0.24	0.02
tblVehicleEF	HHD	0.06	0.04
tblVehicleEF	HHD	0.05	0.00
tblVehicleEF	HHD	1.39	6.54
tblVehicleEF	HHD	0.94	0.40
tblVehicleEF	HHD	4.45	8.5380e-003
tblVehicleEF	HHD	4,055.87	851.66
tblVehicleEF	HHD	1,476.74	1,063.61
tblVehicleEF	HHD	13.13	0.06
tblVehicleEF	HHD	11.61	5.29
tblVehicleEF	HHD	1.40	2.44
tblVehicleEF	HHD	19.05	2.29
tblVehicleEF	HHD	1.6880e-003	1.9740e-003
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	5.3590e-003	0.02
tblVehicleEF	HHD	1.6200e-004	1.0000e-006
tblVehicleEF	HHD	1.6150e-003	1.8880e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8700e-003	8.9240e-003
tblVehicleEF	HHD	5.1270e-003	0.02

tblVehicleEF	HHD	1.4900e-004	1.0000e-006
tblVehicleEF	HHD	1.1900e-004	2.0000e-006
tblVehicleEF	HHD	5.2120e-003	8.2000e-005
tblVehicleEF	HHD	0.36	0.44
tblVehicleEF	HHD	7.7000e-005	1.0000e-006
tblVehicleEF	HHD	0.08	0.02
tblVehicleEF	HHD	4.8400e-004	4.1500e-004
tblVehicleEF	HHD	0.08	2.0000e-006
tblVehicleEF	HHD	0.04	7.9330e-003
tblVehicleEF	HHD	0.01	9.7550e-003
tblVehicleEF	HHD	2.0300e-004	1.0000e-006
tblVehicleEF	HHD	1.1900e-004	2.0000e-006
tblVehicleEF	HHD	5.2120e-003	8.2000e-005
tblVehicleEF	HHD	0.42	0.50
tblVehicleEF	HHD	7.7000e-005	1.0000e-006
tblVehicleEF	HHD	0.15	0.06
tblVehicleEF	HHD	4.8400e-004	4.1500e-004
tblVehicleEF	HHD	0.08	3.0000e-006
tblVehicleEF	LDA	1.1910e-003	5.8600e-004
tblVehicleEF	LDA	7.0000e-004	0.02
tblVehicleEF	LDA	0.24	0.36
tblVehicleEF	LDA	0.36	1.44
tblVehicleEF	LDA	158.69	199.89
tblVehicleEF	LDA	35.57	41.13
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.01	0.11
tblVehicleEF	LDA	6.3000e-004	5.4000e-004
tblVehicleEF	LDA	1.0050e-003	7.3900e-004
tblVehicleEF	LDA	5.8000e-004	4.9700e-004
tblVehicleEF	LDA	9.2400e-004	6.8000e-004

tblVehicleEF	LDA	9.0280e-003	0.01
tblVehicleEF	LDA	0.03	0.04
tblVehicleEF	LDA	8.5250e-003	0.01
tblVehicleEF	LDA	2.9880e-003	1.7310e-003
tblVehicleEF	LDA	0.03	0.15
tblVehicleEF	LDA	9.4370e-003	0.07
tblVehicleEF	LDA	1.5870e-003	8.4000e-005
tblVehicleEF	LDA	3.6100e-004	0.00
tblVehicleEF	LDA	9.0280e-003	0.01
tblVehicleEF	LDA	0.03	0.04
tblVehicleEF	LDA	8.5250e-003	0.01
tblVehicleEF	LDA	4.3460e-003	2.5100e-003
tblVehicleEF	LDA	0.03	0.15
tblVehicleEF	LDA	0.01	0.08
tblVehicleEF	LDT1	1.6740e-003	6.9500e-004
tblVehicleEF	LDT1	1.1120e-003	0.02
tblVehicleEF	LDT1	0.31	0.38
tblVehicleEF	LDT1	0.48	1.54
tblVehicleEF	LDT1	201.86	239.08
tblVehicleEF	LDT1	45.83	49.94
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	0.02	0.13
tblVehicleEF	LDT1	7.8800e-004	6.0500e-004
tblVehicleEF	LDT1	1.2490e-003	8.4200e-004
tblVehicleEF	LDT1	7.2400e-004	5.5600e-004
tblVehicleEF	LDT1	1.1490e-003	7.7400e-004
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	0.05	0.05
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	4.1500e-003	2.1240e-003

tblVehicleEF	LDT1	0.04	0.21
tblVehicleEF	LDT1	0.01	0.08
tblVehicleEF	LDT1	2.0200e-003	2.4290e-003
tblVehicleEF	LDT1	4.6600e-004	0.00
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	0.05	0.05
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	6.0530e-003	3.0990e-003
tblVehicleEF	LDT1	0.04	0.21
tblVehicleEF	LDT1	0.02	0.09
tblVehicleEF	LDT2	1.8650e-003	9.2200e-004
tblVehicleEF	LDT2	1.3110e-003	0.03
tblVehicleEF	LDT2	0.37	0.45
tblVehicleEF	LDT2	0.54	1.96
tblVehicleEF	LDT2	232.94	240.16
tblVehicleEF	LDT2	52.57	50.31
tblVehicleEF	LDT2	0.03	0.02
tblVehicleEF	LDT2	0.02	0.13
tblVehicleEF	LDT2	7.5600e-004	6.2000e-004
tblVehicleEF	LDT2	1.1740e-003	7.8800e-004
tblVehicleEF	LDT2	6.9600e-004	5.7200e-004
tblVehicleEF	LDT2	1.0790e-003	7.2500e-004
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	0.04	0.05
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	4.6400e-003	3.0660e-003
tblVehicleEF	LDT2	0.04	0.21
tblVehicleEF	LDT2	0.02	0.11
tblVehicleEF	LDT2	2.3310e-003	8.6920e-003
tblVehicleEF	LDT2	5.3400e-004	8.7000e-005

tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	0.04	0.05
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	6.7620e-003	4.4330e-003
tblVehicleEF	LDT2	0.04	0.21
tblVehicleEF	LDT2	0.02	0.12
tblVehicleEF	LHD1	2.9240e-003	3.4210e-003
tblVehicleEF	LHD1	4.9730e-003	3.9080e-003
tblVehicleEF	LHD1	4.9640e-003	5.9710e-003
tblVehicleEF	LHD1	0.13	0.17
tblVehicleEF	LHD1	0.45	0.36
tblVehicleEF	LHD1	1.04	0.77
tblVehicleEF	LHD1	8.82	7.58
tblVehicleEF	LHD1	612.09	637.02
tblVehicleEF	LHD1	22.60	8.76
tblVehicleEF	LHD1	0.05	0.03
tblVehicleEF	LHD1	0.18	0.09
tblVehicleEF	LHD1	0.37	0.17
tblVehicleEF	LHD1	6.5200e-004	9.8200e-004
tblVehicleEF	LHD1	0.01	9.9810e-003
tblVehicleEF	LHD1	6.6710e-003	5.1070e-003
tblVehicleEF	LHD1	4.7600e-004	1.8200e-004
tblVehicleEF	LHD1	6.2400e-004	9.4000e-004
tblVehicleEF	LHD1	2.6490e-003	2.4950e-003
tblVehicleEF	LHD1	6.3540e-003	4.8440e-003
tblVehicleEF	LHD1	4.3700e-004	1.6700e-004
tblVehicleEF	LHD1	0.04	0.03
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	6.1900e-004	6.1300e-004
tblVehicleEF	LHD1	0.09	0.07

tblVehicleEF	LHD1	0.09	0.17
tblVehicleEF	LHD1	0.07	0.03
tblVehicleEF	LHD1	8.7000e-005	7.3000e-005
tblVehicleEF	LHD1	5.9650e-003	6.2070e-003
tblVehicleEF	LHD1	2.4400e-004	8.7000e-005
tblVehicleEF	LHD1	0.04	0.03
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	6.1900e-004	6.1300e-004
tblVehicleEF	LHD1	0.10	0.08
tblVehicleEF	LHD1	0.09	0.17
tblVehicleEF	LHD1	0.07	0.03
tblVehicleEF	LHD2	2.1510e-003	2.0850e-003
tblVehicleEF	LHD2	4.7820e-003	4.8230e-003
tblVehicleEF	LHD2	2.0180e-003	3.0030e-003
tblVehicleEF	LHD2	0.12	0.13
tblVehicleEF	LHD2	0.44	0.47
tblVehicleEF	LHD2	0.82	0.43
tblVehicleEF	LHD2	13.32	12.02
tblVehicleEF	LHD2	662.85	624.36
tblVehicleEF	LHD2	20.99	5.60
tblVehicleEF	LHD2	0.05	0.05
tblVehicleEF	LHD2	0.08	0.16
tblVehicleEF	LHD2	0.18	0.09
tblVehicleEF	LHD2	8.6800e-004	1.5090e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	7.2620e-003	0.01
tblVehicleEF	LHD2	3.8300e-004	1.0000e-004
tblVehicleEF	LHD2	8.3000e-004	1.4430e-003
tblVehicleEF	LHD2	2.7110e-003	2.7210e-003
tblVehicleEF	LHD2	6.9240e-003	0.01

tblVehicleEF	LHD2	3.5200e-004	9.2000e-005
tblVehicleEF	LHD2	4.4200e-004	4.8400e-004
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	2.8000e-004	3.1000e-004
tblVehicleEF	LHD2	0.09	0.09
tblVehicleEF	LHD2	0.03	0.08
tblVehicleEF	LHD2	0.03	0.01
tblVehicleEF	LHD2	1.3000e-004	1.1500e-004
tblVehicleEF	LHD2	6.4390e-003	6.0190e-003
tblVehicleEF	LHD2	2.2300e-004	5.5000e-005
tblVehicleEF	LHD2	4.4200e-004	4.8400e-004
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	2.8000e-004	3.1000e-004
tblVehicleEF	LHD2	0.10	0.11
tblVehicleEF	LHD2	0.03	0.08
tblVehicleEF	LHD2	0.03	0.01
tblVehicleEF	MCY	0.46	0.32
tblVehicleEF	MCY	0.15	0.24
tblVehicleEF	MCY	17.05	17.07
tblVehicleEF	MCY	10.45	9.32
tblVehicleEF	MCY	172.03	209.59
tblVehicleEF	MCY	41.48	58.06
tblVehicleEF	MCY	1.13	1.13
tblVehicleEF	MCY	0.32	0.27
tblVehicleEF	MCY	2.2420e-003	2.2350e-003
tblVehicleEF	MCY	3.3930e-003	2.9700e-003
tblVehicleEF	MCY	2.0900e-003	2.0830e-003
tblVehicleEF	MCY	3.1660e-003	2.7710e-003

tblVehicleEF	MCY	0.88	1.82
tblVehicleEF	MCY	0.59	0.63
tblVehicleEF	MCY	0.46	0.96
tblVehicleEF	MCY	2.10	2.10
tblVehicleEF	MCY	0.40	1.25
tblVehicleEF	MCY	2.07	1.84
tblVehicleEF	MCY	2.0620e-003	2.0740e-003
tblVehicleEF	MCY	6.4600e-004	5.7500e-004
tblVehicleEF	MCY	0.88	1.82
tblVehicleEF	MCY	0.59	0.63
tblVehicleEF	MCY	0.46	0.96
tblVehicleEF	MCY	2.64	2.64
tblVehicleEF	MCY	0.40	1.25
tblVehicleEF	MCY	2.26	2.01
tblVehicleEF	MDV	2.8050e-003	9.3100e-004
tblVehicleEF	MDV	3.1350e-003	0.03
tblVehicleEF	MDV	0.47	0.44
tblVehicleEF	MDV	0.84	1.96
tblVehicleEF	MDV	311.48	290.09
tblVehicleEF	MDV	69.40	59.43
tblVehicleEF	MDV	0.04	0.02
tblVehicleEF	MDV	0.05	0.13
tblVehicleEF	MDV	8.4400e-004	6.1500e-004
tblVehicleEF	MDV	1.3060e-003	8.0000e-004
tblVehicleEF	MDV	7.7700e-004	5.6700e-004
tblVehicleEF	MDV	1.2010e-003	7.3500e-004
tblVehicleEF	MDV	0.04	0.05
tblVehicleEF	MDV	0.09	0.07
tblVehicleEF	MDV	0.04	0.05
tblVehicleEF	MDV	7.0530e-003	3.1500e-003

tblVehicleEF	MDV	0.06	0.22
tblVehicleEF	MDV	0.04	0.11
tblVehicleEF	MDV	3.1130e-003	2.5670e-003
tblVehicleEF	MDV	7.0700e-004	5.2700e-004
tblVehicleEF	MDV	0.04	0.05
tblVehicleEF	MDV	0.09	0.07
tblVehicleEF	MDV	0.04	0.05
tblVehicleEF	MDV	0.01	4.5460e-003
tblVehicleEF	MDV	0.06	0.22
tblVehicleEF	MDV	0.05	0.12
tblVehicleEF	MH	4.4300e-003	3.8070e-003
tblVehicleEF	MH	0.01	0.02
tblVehicleEF	MH	0.20	0.19
tblVehicleEF	MH	3.12	1.47
tblVehicleEF	MH	1,168.01	1,245.00
tblVehicleEF	MH	55.70	13.78
tblVehicleEF	MH	0.65	0.87
tblVehicleEF	MH	0.53	0.22
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	6.0330e-003	9.1090e-003
tblVehicleEF	MH	8.8400e-004	2.1200e-004
tblVehicleEF	MH	3.2200e-003	3.3040e-003
tblVehicleEF	MH	5.7310e-003	8.6790e-003
tblVehicleEF	MH	8.1300e-004	1.9500e-004
tblVehicleEF	MH	0.28	0.22
tblVehicleEF	MH	0.02	0.01
tblVehicleEF	MH	0.13	0.10
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	2.8740e-003	0.17
tblVehicleEF	MH	0.19	0.07

tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	6.1100e-004	1.3600e-004
tblVehicleEF	MH	0.28	0.22
tblVehicleEF	MH	0.02	0.01
tblVehicleEF	MH	0.13	0.10
tblVehicleEF	MH	0.03	0.04
tblVehicleEF	MH	2.8740e-003	0.17
tblVehicleEF	MH	0.21	0.07
tblVehicleEF	MHD	0.02	4.2930e-003
tblVehicleEF	MHD	2.3220e-003	8.5200e-004
tblVehicleEF	MHD	0.03	9.1640e-003
tblVehicleEF	MHD	0.39	0.43
tblVehicleEF	MHD	0.22	0.13
tblVehicleEF	MHD	3.10	0.86
tblVehicleEF	MHD	123.89	57.14
tblVehicleEF	MHD	1,155.14	910.34
tblVehicleEF	MHD	61.47	8.81
tblVehicleEF	MHD	0.31	0.29
tblVehicleEF	MHD	0.94	1.37
tblVehicleEF	MHD	9.35	1.64
tblVehicleEF	MHD	2.7000e-005	8.3000e-005
tblVehicleEF	MHD	2.8210e-003	6.6880e-003
tblVehicleEF	MHD	8.8400e-004	1.2700e-004
tblVehicleEF	MHD	2.6000e-005	7.9000e-005
tblVehicleEF	MHD	2.6920e-003	6.3910e-003
tblVehicleEF	MHD	8.1300e-004	1.1700e-004
tblVehicleEF	MHD	6.2900e-004	3.0500e-004
tblVehicleEF	MHD	0.03	0.01
tblVehicleEF	MHD	0.03	0.02
tblVehicleEF	MHD	4.0300e-004	1.9400e-004

tblVehicleEF	MHD	0.04	0.01
tblVehicleEF	MHD	0.01	0.07
tblVehicleEF	MHD	0.21	0.04
tblVehicleEF	MHD	1.1950e-003	5.4300e-004
tblVehicleEF	MHD	0.01	8.6920e-003
tblVehicleEF	MHD	6.6900e-004	8.7000e-005
tblVehicleEF	MHD	6.2900e-004	3.0500e-004
tblVehicleEF	MHD	0.03	0.01
tblVehicleEF	MHD	0.04	0.03
tblVehicleEF	MHD	4.0300e-004	1.9400e-004
tblVehicleEF	MHD	0.04	0.01
tblVehicleEF	MHD	0.01	0.07
tblVehicleEF	MHD	0.23	0.05
tblVehicleEF	OBUS	0.01	7.2220e-003
tblVehicleEF	OBUS	3.5120e-003	1.6630e-003
tblVehicleEF	OBUS	0.02	0.01
tblVehicleEF	OBUS	0.24	0.63
tblVehicleEF	OBUS	0.26	0.20
tblVehicleEF	OBUS	3.77	1.48
tblVehicleEF	OBUS	96.99	86.02
tblVehicleEF	OBUS	1,257.82	1,120.11
tblVehicleEF	OBUS	64.57	12.75
tblVehicleEF	OBUS	0.21	0.42
tblVehicleEF	OBUS	0.77	1.41
tblVehicleEF	OBUS	2.59	1.09
tblVehicleEF	OBUS	1.9000e-005	1.3700e-004
tblVehicleEF	OBUS	2.7190e-003	7.7800e-003
tblVehicleEF	OBUS	1.0200e-003	1.7400e-004
tblVehicleEF	OBUS	1.9000e-005	1.3200e-004
tblVehicleEF	OBUS	2.5780e-003	7.4270e-003

tblVehicleEF	OBUS	9.3800e-004	1.6000e-004
tblVehicleEF	OBUS	1.2260e-003	1.1050e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.03	0.05
tblVehicleEF	OBUS	5.7500e-004	5.2800e-004
tblVehicleEF	OBUS	0.04	0.01
tblVehicleEF	OBUS	0.04	0.18
tblVehicleEF	OBUS	0.25	0.07
tblVehicleEF	OBUS	9.3700e-004	8.1700e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	7.1200e-004	1.2600e-004
tblVehicleEF	OBUS	1.2260e-003	1.1050e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.05	0.06
tblVehicleEF	OBUS	5.7500e-004	5.2800e-004
tblVehicleEF	OBUS	0.04	0.02
tblVehicleEF	OBUS	0.04	0.18
tblVehicleEF	OBUS	0.27	0.08
tblVehicleEF	SBUS	0.84	0.10
tblVehicleEF	SBUS	3.6500e-003	1.6600e-003
tblVehicleEF	SBUS	0.05	8.7250e-003
tblVehicleEF	SBUS	9.39	4.08
tblVehicleEF	SBUS	0.26	0.16
tblVehicleEF	SBUS	7.00	1.12
tblVehicleEF	SBUS	954.95	307.32
tblVehicleEF	SBUS	967.85	834.52
tblVehicleEF	SBUS	64.75	6.63
tblVehicleEF	SBUS	1.88	1.30
tblVehicleEF	SBUS	0.80	1.09
tblVehicleEF	SBUS	9.99	1.78

tblVehicleEF	SBUS	1.4100e-004	3.6400e-004
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	2.5290e-003	6.8240e-003
tblVehicleEF	SBUS	1.3950e-003	1.0700e-004
tblVehicleEF	SBUS	1.3500e-004	3.4800e-004
tblVehicleEF	SBUS	2.5530e-003	2.5930e-003
tblVehicleEF	SBUS	2.3940e-003	6.5060e-003
tblVehicleEF	SBUS	1.2830e-003	9.8000e-005
tblVehicleEF	SBUS	4.4100e-003	1.5920e-003
tblVehicleEF	SBUS	0.04	0.01
tblVehicleEF	SBUS	1.14	0.45
tblVehicleEF	SBUS	2.1060e-003	7.7100e-004
tblVehicleEF	SBUS	0.04	0.02
tblVehicleEF	SBUS	0.02	0.10
tblVehicleEF	SBUS	0.39	0.05
tblVehicleEF	SBUS	9.4450e-003	2.9440e-003
tblVehicleEF	SBUS	9.3600e-003	8.0200e-003
tblVehicleEF	SBUS	7.6900e-004	6.6000e-005
tblVehicleEF	SBUS	4.4100e-003	1.5920e-003
tblVehicleEF	SBUS	0.04	0.01
tblVehicleEF	SBUS	1.66	0.64
tblVehicleEF	SBUS	2.1060e-003	7.7100e-004
tblVehicleEF	SBUS	0.04	0.02
tblVehicleEF	SBUS	0.02	0.10
tblVehicleEF	SBUS	0.42	0.05
tblVehicleEF	UBUS	0.24	1.86
tblVehicleEF	UBUS	0.06	1.6730e-003
tblVehicleEF	UBUS	2.18	14.11
tblVehicleEF	UBUS	8.20	0.14
tblVehicleEF	UBUS	1,839.71	1,664.74

tblVehicleEF	UBUS	143.02	1.26
tblVehicleEF	UBUS	1.57	0.70
tblVehicleEF	UBUS	11.95	0.01
tblVehicleEF	UBUS	0.49	0.07
tblVehicleEF	UBUS	0.01	0.03
tblVehicleEF	UBUS	0.02	5.1160e-003
tblVehicleEF	UBUS	1.6760e-003	1.5000e-005
tblVehicleEF	UBUS	0.21	0.03
tblVehicleEF	UBUS	3.0000e-003	8.3320e-003
tblVehicleEF	UBUS	0.02	4.8930e-003
tblVehicleEF	UBUS	1.5410e-003	1.4000e-005
tblVehicleEF	UBUS	3.4210e-003	2.4000e-005
tblVehicleEF	UBUS	0.05	2.0700e-004
tblVehicleEF	UBUS	2.0600e-003	1.1000e-005
tblVehicleEF	UBUS	0.06	0.03
tblVehicleEF	UBUS	0.01	1.1550e-003
tblVehicleEF	UBUS	0.75	6.9960e-003
tblVehicleEF	UBUS	0.02	0.01
tblVehicleEF	UBUS	1.5810e-003	1.3000e-005
tblVehicleEF	UBUS	3.4210e-003	2.4000e-005
tblVehicleEF	UBUS	0.05	2.0700e-004
tblVehicleEF	UBUS	2.0600e-003	1.1000e-005
tblVehicleEF	UBUS	0.30	1.90
tblVehicleEF	UBUS	0.01	1.1550e-003
tblVehicleEF	UBUS	0.82	7.6590e-003
tblVehicleTrips	CC_TL	7.30	0.10
tblVehicleTrips	CC_TL	7.30	0.10
tblVehicleTrips	CC_TL	7.30	0.10
tblVehicleTrips	CNW_TL	7.30	0.10
tblVehicleTrips	CNW_TL	7.30	0.10

tblVehicleTrips	CNW_TL	7.30	0.10
tblVehicleTrips	CW_TL	9.50	0.10
tblVehicleTrips	CW_TL	9.50	0.10
tblVehicleTrips	CW_TL	9.50	0.10
tblVehicleTrips	HO_TL	5.70	0.10
tblVehicleTrips	HS_TL	4.80	0.10
tblVehicleTrips	HW_TL	10.80	0.10
tblVehicleTrips	ST_TR	4.98	2.80
tblVehicleTrips	ST_TR	2.46	2.05
tblVehicleTrips	ST_TR	8.19	4.61
tblVehicleTrips	ST_TR	42.04	23.66
tblVehicleTrips	SU_TR	3.65	2.05
tblVehicleTrips	SU_TR	1.05	0.59
tblVehicleTrips	SU_TR	5.95	3.35
tblVehicleTrips	SU_TR	20.43	11.50
tblVehicleTrips	WD_TR	4.20	2.36
tblVehicleTrips	WD_TR	11.03	6.21
tblVehicleTrips	WD_TR	8.17	4.60
tblVehicleTrips	WD_TR	44.32	24.94
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00

tblWater	SepticTankPercent	10.33	0.00
tblWoodstoves	NumberCatalytic	374.66	0.00
tblWoodstoves	NumberNoncatalytic	374.66	0.00
tblWoodstoves	WoodstoveDayYear	14.12	0.00
tblWoodstoves	WoodstoveWoodMass	582.40	0.00

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	217.3808	2.2469	139.0052	0.0115		0.8245	0.8245		0.8245	0.8245	0.0000	976.0480	976.0480	0.2319	0.0137	985.9329
Energy	4.0826	36.6389	27.6858	0.2227		2.8207	2.8207		2.8207	2.8207	0.0000	90,378.4108	90,378.4108	7.6756	2.1686	91,216.5380
Mobile	29.1975	27.0068	140.6785	0.0392	2.2396	0.0732	2.3128	0.5993	0.0678	0.6671	0.0000	6,273.0641	6,273.0641	1.6170	0.0000	6,313.4882
Waste						0.0000	0.0000		0.0000	0.0000	6,603.5010	0.0000	6,603.5010	390.2557	0.0000	16,359.8943
Water						0.0000	0.0000		0.0000	0.0000	1,885.1069	3,826.8312	5,711.9381	7.0168	4.2088	7,141.5895
Total	**250.6610**	**65.8926**	**307.3696**	**0.2734**	**2.2396**	**3.7184**	**5.9580**	**0.5993**	**3.7130**	**4.3123**	**8,488.6080**	**101,454.3540**	**109,942.9620**	**406.7970**	**6.3911**	**122,017.4429**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					

Area	217.3808	2.2469	139.0052	0.0115		0.8245	0.8245		0.8245	0.8245	0	976.048	976.048	0.2319	0.0137	985.9329
Energy	4.0826	36.6389	27.6858	0.2227		2.8207	2.8207		2.8207	2.8207	0	40,404.11	40,404.11	0.7744	0.7407	40,644.22
Mobile	29.1975	27.0068	140.6785	0.0392	2.2396	0.0732	2.3128	0.5993	0.0678	0.6671	0	6,273.06	6,273.06	1.617	0	6,313.49
Waste						0	0		0	0	6,603.50	0	6,603.50	390.2557	0	16,359.89
Water						0	0		0	0	1,885.11	3,826.83	5,711.94	7.0168	4.2088	7,141.59
Total	**250.661**	**65.8926**	**307.3696**	**0.2734**	**2.2396**	**3.7184**	**5.958**	**0.5993**	**3.713**	**4.3123**	**8,488.61**	**51,480.06**	**59,968.67**	**399.8958**	**4.9633**	**71,445.12**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**49.26**	**45.45**	**1.70**	**22.34**	**41.45**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	29.1975	27.0068	140.6785	0.0392	2.2396	0.0732	2.3128	0.5993	0.0678	0.6671	0.0000	6,273.0641	6,273.0641	1.6170	0.0000	6,313.4882
Unmitigated	29.1975	27.0068	140.6785	0.0392	2.2396	0.0732	2.3128	0.5993	0.0678	0.6671	0.0000	6,273.0641	6,273.0641	1.6170	0.0000	6,313.4882

4.2 Trip Summary Information

	Average Daily Trip Rate	Unmitigated	Mitigated

Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments High Rise	44,209.88	52,452.40	38402.65	1,488,096	1,488,096
General Office Building	136,705.88	45,128.35	12988.16	3,306,999	3,306,999
Hotel	16,560.00	16,596.00	12060.00	414,393	414,393
Strip Mall	34,916.00	33,124.00	16100.00	814,647	814,647
Total	232,391.76	147,300.75	79,550.81	6,024,135	6,024,135

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-...	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments High Rise	0.10	0.10	0.10	31.00	15.00	54.00	86	11	3
General Office Building	0.10	0.10	0.10	33.00	48.00	19.00	77	19	4
Hotel	0.10	0.10	0.10	19.40	61.60	19.00	58	38	4
Strip Mall	0.10	0.10	0.10	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments High Rise	0.594826	0.054698	0.168757	0.107811	0.021621	0.005839	0.013745	0.024305	0.001393	0.001076	0.004355	0.000841	0.000733
General Office Building	0.594826	0.054698	0.168757	0.107811	0.021621	0.005839	0.013745	0.024305	0.001393	0.001076	0.004355	0.000841	0.000733
Hotel	0.594826	0.054698	0.168757	0.107811	0.021621	0.005839	0.013745	0.024305	0.001393	0.001076	0.004355	0.000841	0.000733
Strip Mall	0.594826	0.054698	0.168757	0.107811	0.021621	0.005839	0.013745	0.024305	0.001393	0.001076	0.004355	0.000841	0.000733

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Percent of Electricity Use Generated with Renewable Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e

Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	49,974.2962	49,974.2962	6.9012	1.4278	50,572.3220
NaturalGas Mitigated	4.0826	36.6389	27.6858	0.2227		2.8207	2.8207		2.8207	2.8207	0.0000	40,404.1145	40,404.1145	0.7744	0.7407	40,644.2160
NaturalGas Unmitigated	4.0826	36.6389	27.6858	0.2227		2.8207	2.8207		2.8207	2.8207	0.0000	40,404.1145	40,404.1145	0.7744	0.7407	40,644.2160

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments High Rise	1.61843e+008	0.8727	7.4575	3.1734	0.0476		0.6029	0.6029		0.6029	0.6029	0.0000	8,636.5490	8,636.5490	0.1655	0.1583	8,687.8717
General Office Building	3.60366e+008	1.9432	17.6650	14.8386	0.1060		1.3425	1.3425		1.3425	1.3425	0.0000	19,230.5268	19,230.5268	0.3686	0.3526	19,344.8042
Hotel	2.31617e+008	1.2489	11.3538	9.5372	0.0681		0.8629	0.8629		0.8629	0.8629	0.0000	12,359.9776	12,359.9776	0.2369	0.2266	12,433.4267
Strip Mall	3.318e+006	0.0179	0.1627	0.1366	9.8000e-004		0.0124	0.0124		0.0124	0.0124	0.0000	177.0611	177.0611	3.3900e-003	3.2500e-003	178.1133
Total		**4.0826**	**36.6389**	**27.6858**	**0.2227**		**2.8207**	**2.8207**		**2.8207**	**2.8207**	**0.0000**	**40,404.1145**	**40,404.1145**	**0.7744**	**0.7408**	**40,644.2160**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments High Rise	1.61843e+008	0.8727	7.4575	3.1734	0.0476		0.6029	0.6029		0.6029	0.6029	0.0000	8,636.5490	8,636.5490	0.1655	0.1583	8,687.8717

General Office Building	3.60366e+008	1.9432	17.6650	14.8386	0.1060		1.3425	1.3425		1.3425	1.3425	0.0000	19,230.5268	19,230.5268	0.3686	0.3526	19,344.8042
Hotel	2.31617e+008	1.2489	11.3538	9.5372	0.0681		0.8629	0.8629		0.8629	0.8629	0.0000	12,359.9776	12,359.9776	0.2369	0.2266	12,433.4267
Strip Mall	3.318e+006	0.0179	0.1627	0.1366	9.8000e-004		0.0124	0.0124		0.0124	0.0124	0.0000	177.0611	177.0611	3.3900e-003	3.2500e-003	178.1133
Total		**4.0826**	**36.6389**	**27.6858**	**0.2227**		**2.8207**	**2.8207**		**2.8207**	**2.8207**	**0.0000**	**40,404.1145**	**40,404.1145**	**0.7744**	**0.7408**	**40,644.2160**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments High Rise	7.73364e+007	7,366.6304	1.0173	0.2105	7,454.7844
General Office Building	3.92507e+008	37,387.9855	5.1631	1.0682	37,835.3951
Hotel	3.98313e+007	3,794.1031	0.5240	0.1084	3,839.5058
Strip Mall	1.4966e+007	1,425.5773	0.1969	0.0407	1,442.6367
Total		**49,974.2962**	**6.9012**	**1.4278**	**50,572.3220**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments High Rise	0	0.0000	0.0000	0.0000	0.0000
General Office Building	0	0.0000	0.0000	0.0000	0.0000

Hotel	0	0.0000	0.0000	0.0000	0.0000
Strip Mall	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	217.3808	2.2469	139.0052	0.0115		0.8245	0.8245		0.8245	0.8245	0.0000	976.0480	976.0480	0.2319	0.0137	985.9329
Unmitigated	217.3808	2.2469	139.0052	0.0115		0.8245	0.8245		0.8245	0.8245	0.0000	976.0480	976.0480	0.2319	0.0137	985.9329

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	28.1214					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	185.0193					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Hearth	0.0756	0.6462	0.2750	4.1200e-003		0.0523	0.0523		0.0523	0.0523	0.0000	748.3566	748.3566	0.0143	0.0137	752.8037
Landscaping	4.1645	1.6007	138.7303	7.3600e-003		0.7722	0.7722		0.7722	0.7722	0.0000	227.6914	227.6914	0.2175	0.0000	233.1291
Total	**217.3808**	**2.2469**	**139.0052**	**0.0115**		**0.8245**	**0.8245**		**0.8245**	**0.8245**	**0.0000**	**976.0480**	**976.0480**	**0.2319**	**0.0137**	**985.9329**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	28.1214					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	185.0193					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0756	0.6462	0.2750	4.1200e-003		0.0523	0.0523		0.0523	0.0523	0.0000	748.3566	748.3566	0.0143	0.0137	752.8037
Landscaping	4.1645	1.6007	138.7303	7.3600e-003		0.7722	0.7722		0.7722	0.7722	0.0000	227.6914	227.6914	0.2175	0.0000	233.1291
Total	**217.3808**	**2.2469**	**139.0052**	**0.0115**		**0.8245**	**0.8245**		**0.8245**	**0.8245**	**0.0000**	**976.0480**	**976.0480**	**0.2319**	**0.0137**	**985.9329**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	5,711.9381	7.0168	4.2088	7,141.5895

Unmitigated	5,711.9381	7.0168	4.2088	7,141.5895

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments High Rise	1220.53 / 769.465	1,317.4454	1.6086	0.9644	1,645.0464
General Office Building	3912.6 / 2398.04	4,200.4024	5.1535	3.0908	5,250.3036
Hotel	91.3204 / 10.1467	82.7606	0.1182	0.0717	107.0826
Strip Mall	103.702 / 63.559	111.3297	0.1366	0.0819	139.1569
Total		**5,711.9381**	**7.0168**	**4.2088**	**7,141.5895**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments High Rise	1220.53 / 769.465	1,317.4454	1.6086	0.9644	1,645.0464
General Office Building	3912.6 / 2398.04	4,200.4024	5.1535	3.0908	5,250.3036
Hotel	91.3204 / 10.1467	82.7606	0.1182	0.0717	107.0826
Strip Mall	103.702 / 63.559	111.3297	0.1366	0.0819	139.1569

Total		**5,711.9381**	**7.0168**	**4.2088**	**7,141.5895**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	6,603.5010	390.2557	0.0000	16,359.8943
Unmitigated	6,603.5010	390.2557	0.0000	16,359.8943

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments High Rise	8617.18	1,749.2097	103.3753	0.0000	4,333.5929
General Office Building	20472.8	4,155.7995	245.6007	0.0000	10,295.8173
Hotel	1971	400.0952	23.6450	0.0000	991.2189
Strip Mall	1470	298.3967	17.6347	0.0000	739.2652

Total		**6,603.5011**	**390.2557**	**0.0000**	**16,359.8943**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments High Rise	8617.18	1,749.2097	103.3753	0.0000	4,333.5929
General Office Building	20472.8	4,155.7995	245.6007	0.0000	10,295.8173
Hotel	1971	400.0952	23.6450	0.0000	991.2189
Strip Mall	1470	298.3967	17.6347	0.0000	739.2652
Total		**6,603.5011**	**390.2557**	**0.0000**	**16,359.8943**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

2040 DTS + DSAP + Downtown West AQ-GHG Model - Santa Clara County, Annual

2040 DTS + DSAP Amendment + Downtown West AQ-GHG Model

Santa Clara County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	28,319.83	1000sqft	650.13	28,319,834.00	0
Hotel	3,600.00	Room	120.00	5,227,200.00	0
Apartments High Rise	24,308.00	Dwelling Unit	392.06	24,308,000.00	69521
Strip Mall	1,400.00	1000sqft	32.14	1,400,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	58
Climate Zone	4			**Operational Year**	2040
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	210	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - PG&E provider to City of San Jose. Using intensity factors for the latest published year 2017.
http://www.pgecorp.com/corp_responsibility/reports/2019/en02_climate_change.html

Land Use - DTS + DSAP + Downtown West 2040: Office = 22,013,834 SF, Retail = 1,400,000 SF, Residential = 24308, High-Rise Units, Hotel = 3,600 Rooms

Construction Phase - No construction

Vehicle Trips - Idle/Start Emissions: 0.1 mile trip length. Trip Generation Rates altered using the VMT data from Hexagon and CalEEMod default VMT data. 100% pass-by, using altered trip gen and VMT

Vehicle Emission Factors - 2040 Santa Clara County - EMFAC2017 Emission Factors

Vehicle Emission Factors -

Vehicle Emission Factors -

Woodstoves - No wood applications but assuing natural gas fireplaces. Total number of gas fireplaces = 7778.56

Energy Use -

Water And Wastewater - Assuming all water treated in a wastewater treatment plant

Energy Mitigation - SJCE will provide 100% carbon free energy from 2021 and on

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	6,000.00	0.00
tblFireplaces	FireplaceWoodMass	228.80	0.00
tblFireplaces	NumberGas	3,646.20	7,778.56
tblFireplaces	NumberWood	4,132.36	0.00
tblFleetMix	HHD	0.02	0.02
tblFleetMix	HHD	0.02	0.02
tblFleetMix	HHD	0.02	0.02
tblFleetMix	HHD	0.02	0.02
tblFleetMix	LDA	0.62	0.59
tblFleetMix	LDA	0.62	0.59
tblFleetMix	LDA	0.62	0.59
tblFleetMix	LDA	0.62	0.59
tblFleetMix	LDT1	0.03	0.05
tblFleetMix	LDT1	0.03	0.05
tblFleetMix	LDT1	0.03	0.05
tblFleetMix	LDT1	0.03	0.05
tblFleetMix	LDT2	0.18	0.17
tblFleetMix	LDT2	0.18	0.17
tblFleetMix	LDT2	0.18	0.17

tblFleetMix	LDT2	0.18	0.17
tblFleetMix	LHD1	0.01	0.02
tblFleetMix	LHD1	0.01	0.02
tblFleetMix	LHD1	0.01	0.02
tblFleetMix	LHD1	0.01	0.02
tblFleetMix	LHD2	5.1260e-003	5.8390e-003
tblFleetMix	LHD2	5.1260e-003	5.8390e-003
tblFleetMix	LHD2	5.1260e-003	5.8390e-003
tblFleetMix	LHD2	5.1260e-003	5.8390e-003
tblFleetMix	MCY	5.0770e-003	4.3550e-003
tblFleetMix	MCY	5.0770e-003	4.3550e-003
tblFleetMix	MCY	5.0770e-003	4.3550e-003
tblFleetMix	MCY	5.0770e-003	4.3550e-003
tblFleetMix	MDV	0.10	0.11
tblFleetMix	MDV	0.10	0.11
tblFleetMix	MDV	0.10	0.11
tblFleetMix	MDV	0.10	0.11
tblFleetMix	MH	6.4200e-004	7.3300e-004
tblFleetMix	MH	6.4200e-004	7.3300e-004
tblFleetMix	MH	6.4200e-004	7.3300e-004
tblFleetMix	MH	6.4200e-004	7.3300e-004
tblFleetMix	MHD	0.01	0.01
tblFleetMix	MHD	0.01	0.01
tblFleetMix	MHD	0.01	0.01
tblFleetMix	MHD	0.01	0.01
tblFleetMix	OBUS	2.2990e-003	1.3930e-003
tblFleetMix	OBUS	2.2990e-003	1.3930e-003
tblFleetMix	OBUS	2.2990e-003	1.3930e-003
tblFleetMix	OBUS	2.2990e-003	1.3930e-003
tblFleetMix	SBUS	6.5300e-004	8.4100e-004

tblFleetMix	SBUS	6.5300e-004	8.4100e-004
tblFleetMix	SBUS	6.5300e-004	8.4100e-004
tblFleetMix	SBUS	6.5300e-004	8.4100e-004
tblFleetMix	UBUS	1.4220e-003	1.0760e-003
tblFleetMix	UBUS	1.4220e-003	1.0760e-003
tblFleetMix	UBUS	1.4220e-003	1.0760e-003
tblFleetMix	UBUS	1.4220e-003	1.0760e-003
tblLandUse	LandUseSquareFeet	28,319,800.00	28,319,834.00
tblProjectCharacteristics	CO2IntensityFactor	641.35	210
tblVehicleEF	HHD	0.24	0.02
tblVehicleEF	HHD	0.06	0.04
tblVehicleEF	HHD	0.05	0.00
tblVehicleEF	HHD	1.39	6.54
tblVehicleEF	HHD	0.94	0.40
tblVehicleEF	HHD	4.45	8.5380e-003
tblVehicleEF	HHD	4,055.87	851.66
tblVehicleEF	HHD	1,476.74	1,063.61
tblVehicleEF	HHD	13.13	0.06
tblVehicleEF	HHD	11.61	5.29
tblVehicleEF	HHD	1.40	2.44
tblVehicleEF	HHD	19.05	2.29
tblVehicleEF	HHD	1.6880e-003	1.9740e-003
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	5.3590e-003	0.02
tblVehicleEF	HHD	1.6200e-004	1.0000e-006
tblVehicleEF	HHD	1.6150e-003	1.8880e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8700e-003	8.9240e-003
tblVehicleEF	HHD	5.1270e-003	0.02

tblVehicleEF	HHD	1.4900e-004	1.0000e-006
tblVehicleEF	HHD	1.1900e-004	2.0000e-006
tblVehicleEF	HHD	5.2120e-003	8.2000e-005
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tblVehicleEF	HHD	7.7000e-005	1.0000e-006
tblVehicleEF	HHD	0.08	0.02
tblVehicleEF	HHD	4.8400e-004	4.1500e-004
tblVehicleEF	HHD	0.08	2.0000e-006
tblVehicleEF	HHD	0.04	7.9330e-003
tblVehicleEF	HHD	0.01	9.7550e-003
tblVehicleEF	HHD	2.0300e-004	1.0000e-006
tblVehicleEF	HHD	1.1900e-004	2.0000e-006
tblVehicleEF	HHD	5.2120e-003	8.2000e-005
tblVehicleEF	HHD	0.42	0.50
tblVehicleEF	HHD	7.7000e-005	1.0000e-006
tblVehicleEF	HHD	0.15	0.06
tblVehicleEF	HHD	4.8400e-004	4.1500e-004
tblVehicleEF	HHD	0.08	3.0000e-006
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tblVehicleEF	LDA	158.69	199.89
tblVehicleEF	LDA	35.57	41.13
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.01	0.11
tblVehicleEF	LDA	6.3000e-004	5.4000e-004
tblVehicleEF	LDA	1.0050e-003	7.3900e-004
tblVehicleEF	LDA	5.8000e-004	4.9700e-004
tblVehicleEF	LDA	9.2400e-004	6.8000e-004

tblVehicleEF	LDA	9.0280e-003	0.01
tblVehicleEF	LDA	0.03	0.04
tblVehicleEF	LDA	8.5250e-003	0.01
tblVehicleEF	LDA	2.9880e-003	1.7310e-003
tblVehicleEF	LDA	0.03	0.15
tblVehicleEF	LDA	9.4370e-003	0.07
tblVehicleEF	LDA	1.5870e-003	8.4000e-005
tblVehicleEF	LDA	3.6100e-004	0.00
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tblVehicleEF	LDA	0.03	0.04
tblVehicleEF	LDA	8.5250e-003	0.01
tblVehicleEF	LDA	4.3460e-003	2.5100e-003
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tblVehicleEF	LDA	0.01	0.08
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tblVehicleEF	LDT1	0.05	0.05
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	4.1500e-003	2.1240e-003

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tblVehicleEF	LDT1	0.05	0.05
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	6.0530e-003	3.0990e-003
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tblVehicleEF	LDT1	0.02	0.09
tblVehicleEF	LDT2	1.8650e-003	9.2200e-004
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tblVehicleEF	LDT2	0.54	1.96
tblVehicleEF	LDT2	232.94	240.16
tblVehicleEF	LDT2	52.57	50.31
tblVehicleEF	LDT2	0.03	0.02
tblVehicleEF	LDT2	0.02	0.13
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tblVehicleEF	LDT2	0.04	0.05
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tblVehicleEF	LDT2	4.6400e-003	3.0660e-003
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tblVehicleEF	LDT2	0.02	0.11
tblVehicleEF	LDT2	2.3310e-003	8.6920e-003
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tblVehicleEF	LHD1	8.82	7.58
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tblVehicleEF	LHD1	0.18	0.09
tblVehicleEF	LHD1	0.37	0.17
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tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	6.1900e-004	6.1300e-004
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tblVehicleEF	LHD1	0.09	0.17
tblVehicleEF	LHD1	0.07	0.03
tblVehicleEF	LHD1	8.7000e-005	7.3000e-005
tblVehicleEF	LHD1	5.9650e-003	6.2070e-003
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tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	6.1900e-004	6.1300e-004
tblVehicleEF	LHD1	0.10	0.08
tblVehicleEF	LHD1	0.09	0.17
tblVehicleEF	LHD1	0.07	0.03
tblVehicleEF	LHD2	2.1510e-003	2.0850e-003
tblVehicleEF	LHD2	4.7820e-003	4.8230e-003
tblVehicleEF	LHD2	2.0180e-003	3.0030e-003
tblVehicleEF	LHD2	0.12	0.13
tblVehicleEF	LHD2	0.44	0.47
tblVehicleEF	LHD2	0.82	0.43
tblVehicleEF	LHD2	13.32	12.02
tblVehicleEF	LHD2	662.85	624.36
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tblVehicleEF	LHD2	0.05	0.05
tblVehicleEF	LHD2	0.08	0.16
tblVehicleEF	LHD2	0.18	0.09
tblVehicleEF	LHD2	8.6800e-004	1.5090e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	7.2620e-003	0.01
tblVehicleEF	LHD2	3.8300e-004	1.0000e-004
tblVehicleEF	LHD2	8.3000e-004	1.4430e-003
tblVehicleEF	LHD2	2.7110e-003	2.7210e-003
tblVehicleEF	LHD2	6.9240e-003	0.01

tblVehicleEF	LHD2	3.5200e-004	9.2000e-005
tblVehicleEF	LHD2	4.4200e-004	4.8400e-004
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	2.8000e-004	3.1000e-004
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tblVehicleEF	LHD2	0.03	0.08
tblVehicleEF	LHD2	0.03	0.01
tblVehicleEF	LHD2	1.3000e-004	1.1500e-004
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tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	2.8000e-004	3.1000e-004
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tblVehicleEF	LHD2	0.03	0.08
tblVehicleEF	LHD2	0.03	0.01
tblVehicleEF	MCY	0.46	0.32
tblVehicleEF	MCY	0.15	0.24
tblVehicleEF	MCY	17.05	17.07
tblVehicleEF	MCY	10.45	9.32
tblVehicleEF	MCY	172.03	209.59
tblVehicleEF	MCY	41.48	58.06
tblVehicleEF	MCY	1.13	1.13
tblVehicleEF	MCY	0.32	0.27
tblVehicleEF	MCY	2.2420e-003	2.2350e-003
tblVehicleEF	MCY	3.3930e-003	2.9700e-003
tblVehicleEF	MCY	2.0900e-003	2.0830e-003
tblVehicleEF	MCY	3.1660e-003	2.7710e-003

tblVehicleEF	MCY	0.88	1.82
tblVehicleEF	MCY	0.59	0.63
tblVehicleEF	MCY	0.46	0.96
tblVehicleEF	MCY	2.10	2.10
tblVehicleEF	MCY	0.40	1.25
tblVehicleEF	MCY	2.07	1.84
tblVehicleEF	MCY	2.0620e-003	2.0740e-003
tblVehicleEF	MCY	6.4600e-004	5.7500e-004
tblVehicleEF	MCY	0.88	1.82
tblVehicleEF	MCY	0.59	0.63
tblVehicleEF	MCY	0.46	0.96
tblVehicleEF	MCY	2.64	2.64
tblVehicleEF	MCY	0.40	1.25
tblVehicleEF	MCY	2.26	2.01
tblVehicleEF	MDV	2.8050e-003	9.3100e-004
tblVehicleEF	MDV	3.1350e-003	0.03
tblVehicleEF	MDV	0.47	0.44
tblVehicleEF	MDV	0.84	1.96
tblVehicleEF	MDV	311.48	290.09
tblVehicleEF	MDV	69.40	59.43
tblVehicleEF	MDV	0.04	0.02
tblVehicleEF	MDV	0.05	0.13
tblVehicleEF	MDV	8.4400e-004	6.1500e-004
tblVehicleEF	MDV	1.3060e-003	8.0000e-004
tblVehicleEF	MDV	7.7700e-004	5.6700e-004
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tblVehicleEF	MDV	0.04	0.05
tblVehicleEF	MDV	0.09	0.07
tblVehicleEF	MDV	0.04	0.05
tblVehicleEF	MDV	7.0530e-003	3.1500e-003

tblVehicleEF	MDV	0.06	0.22
tblVehicleEF	MDV	0.04	0.11
tblVehicleEF	MDV	3.1130e-003	2.5670e-003
tblVehicleEF	MDV	7.0700e-004	5.2700e-004
tblVehicleEF	MDV	0.04	0.05
tblVehicleEF	MDV	0.09	0.07
tblVehicleEF	MDV	0.04	0.05
tblVehicleEF	MDV	0.01	4.5460e-003
tblVehicleEF	MDV	0.06	0.22
tblVehicleEF	MDV	0.05	0.12
tblVehicleEF	MH	4.4300e-003	3.8070e-003
tblVehicleEF	MH	0.01	0.02
tblVehicleEF	MH	0.20	0.19
tblVehicleEF	MH	3.12	1.47
tblVehicleEF	MH	1,168.01	1,245.00
tblVehicleEF	MH	55.70	13.78
tblVehicleEF	MH	0.65	0.87
tblVehicleEF	MH	0.53	0.22
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	6.0330e-003	9.1090e-003
tblVehicleEF	MH	8.8400e-004	2.1200e-004
tblVehicleEF	MH	3.2200e-003	3.3040e-003
tblVehicleEF	MH	5.7310e-003	8.6790e-003
tblVehicleEF	MH	8.1300e-004	1.9500e-004
tblVehicleEF	MH	0.28	0.22
tblVehicleEF	MH	0.02	0.01
tblVehicleEF	MH	0.13	0.10
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	2.8740e-003	0.17
tblVehicleEF	MH	0.19	0.07

tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	6.1100e-004	1.3600e-004
tblVehicleEF	MH	0.28	0.22
tblVehicleEF	MH	0.02	0.01
tblVehicleEF	MH	0.13	0.10
tblVehicleEF	MH	0.03	0.04
tblVehicleEF	MH	2.8740e-003	0.17
tblVehicleEF	MH	0.21	0.07
tblVehicleEF	MHD	0.02	4.2930e-003
tblVehicleEF	MHD	2.3220e-003	8.5200e-004
tblVehicleEF	MHD	0.03	9.1640e-003
tblVehicleEF	MHD	0.39	0.43
tblVehicleEF	MHD	0.22	0.13
tblVehicleEF	MHD	3.10	0.86
tblVehicleEF	MHD	123.89	57.14
tblVehicleEF	MHD	1,155.14	910.34
tblVehicleEF	MHD	61.47	8.81
tblVehicleEF	MHD	0.31	0.29
tblVehicleEF	MHD	0.94	1.37
tblVehicleEF	MHD	9.35	1.64
tblVehicleEF	MHD	2.7000e-005	8.3000e-005
tblVehicleEF	MHD	2.8210e-003	6.6880e-003
tblVehicleEF	MHD	8.8400e-004	1.2700e-004
tblVehicleEF	MHD	2.6000e-005	7.9000e-005
tblVehicleEF	MHD	2.6920e-003	6.3910e-003
tblVehicleEF	MHD	8.1300e-004	1.1700e-004
tblVehicleEF	MHD	6.2900e-004	3.0500e-004
tblVehicleEF	MHD	0.03	0.01
tblVehicleEF	MHD	0.03	0.02
tblVehicleEF	MHD	4.0300e-004	1.9400e-004

tblVehicleEF	MHD	0.04	0.01
tblVehicleEF	MHD	0.01	0.07
tblVehicleEF	MHD	0.21	0.04
tblVehicleEF	MHD	1.1950e-003	5.4300e-004
tblVehicleEF	MHD	0.01	8.6920e-003
tblVehicleEF	MHD	6.6900e-004	8.7000e-005
tblVehicleEF	MHD	6.2900e-004	3.0500e-004
tblVehicleEF	MHD	0.03	0.01
tblVehicleEF	MHD	0.04	0.03
tblVehicleEF	MHD	4.0300e-004	1.9400e-004
tblVehicleEF	MHD	0.04	0.01
tblVehicleEF	MHD	0.01	0.07
tblVehicleEF	MHD	0.23	0.05
tblVehicleEF	OBUS	0.01	7.2220e-003
tblVehicleEF	OBUS	3.5120e-003	1.6630e-003
tblVehicleEF	OBUS	0.02	0.01
tblVehicleEF	OBUS	0.24	0.63
tblVehicleEF	OBUS	0.26	0.20
tblVehicleEF	OBUS	3.77	1.48
tblVehicleEF	OBUS	96.99	86.02
tblVehicleEF	OBUS	1,257.82	1,120.11
tblVehicleEF	OBUS	64.57	12.75
tblVehicleEF	OBUS	0.21	0.42
tblVehicleEF	OBUS	0.77	1.41
tblVehicleEF	OBUS	2.59	1.09
tblVehicleEF	OBUS	1.9000e-005	1.3700e-004
tblVehicleEF	OBUS	2.7190e-003	7.7800e-003
tblVehicleEF	OBUS	1.0200e-003	1.7400e-004
tblVehicleEF	OBUS	1.9000e-005	1.3200e-004
tblVehicleEF	OBUS	2.5780e-003	7.4270e-003

tblVehicleEF	OBUS	9.3800e-004	1.6000e-004
tblVehicleEF	OBUS	1.2260e-003	1.1050e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.03	0.05
tblVehicleEF	OBUS	5.7500e-004	5.2800e-004
tblVehicleEF	OBUS	0.04	0.01
tblVehicleEF	OBUS	0.04	0.18
tblVehicleEF	OBUS	0.25	0.07
tblVehicleEF	OBUS	9.3700e-004	8.1700e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	7.1200e-004	1.2600e-004
tblVehicleEF	OBUS	1.2260e-003	1.1050e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.05	0.06
tblVehicleEF	OBUS	5.7500e-004	5.2800e-004
tblVehicleEF	OBUS	0.04	0.02
tblVehicleEF	OBUS	0.04	0.18
tblVehicleEF	OBUS	0.27	0.08
tblVehicleEF	SBUS	0.84	0.10
tblVehicleEF	SBUS	3.6500e-003	1.6600e-003
tblVehicleEF	SBUS	0.05	8.7250e-003
tblVehicleEF	SBUS	9.39	4.08
tblVehicleEF	SBUS	0.26	0.16
tblVehicleEF	SBUS	7.00	1.12
tblVehicleEF	SBUS	954.95	307.32
tblVehicleEF	SBUS	967.85	834.52
tblVehicleEF	SBUS	64.75	6.63
tblVehicleEF	SBUS	1.88	1.30
tblVehicleEF	SBUS	0.80	1.09
tblVehicleEF	SBUS	9.99	1.78

tblVehicleEF	SBUS	1.4100e-004	3.6400e-004
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	2.5290e-003	6.8240e-003
tblVehicleEF	SBUS	1.3950e-003	1.0700e-004
tblVehicleEF	SBUS	1.3500e-004	3.4800e-004
tblVehicleEF	SBUS	2.5530e-003	2.5930e-003
tblVehicleEF	SBUS	2.3940e-003	6.5060e-003
tblVehicleEF	SBUS	1.2830e-003	9.8000e-005
tblVehicleEF	SBUS	4.4100e-003	1.5920e-003
tblVehicleEF	SBUS	0.04	0.01
tblVehicleEF	SBUS	1.14	0.45
tblVehicleEF	SBUS	2.1060e-003	7.7100e-004
tblVehicleEF	SBUS	0.04	0.02
tblVehicleEF	SBUS	0.02	0.10
tblVehicleEF	SBUS	0.39	0.05
tblVehicleEF	SBUS	9.4450e-003	2.9440e-003
tblVehicleEF	SBUS	9.3600e-003	8.0200e-003
tblVehicleEF	SBUS	7.6900e-004	6.6000e-005
tblVehicleEF	SBUS	4.4100e-003	1.5920e-003
tblVehicleEF	SBUS	0.04	0.01
tblVehicleEF	SBUS	1.66	0.64
tblVehicleEF	SBUS	2.1060e-003	7.7100e-004
tblVehicleEF	SBUS	0.04	0.02
tblVehicleEF	SBUS	0.02	0.10
tblVehicleEF	SBUS	0.42	0.05
tblVehicleEF	UBUS	0.24	1.86
tblVehicleEF	UBUS	0.06	1.6730e-003
tblVehicleEF	UBUS	2.18	14.11
tblVehicleEF	UBUS	8.20	0.14
tblVehicleEF	UBUS	1,839.71	1,664.74

tblVehicleEF	UBUS	143.02	1.26
tblVehicleEF	UBUS	1.57	0.70
tblVehicleEF	UBUS	11.95	0.01
tblVehicleEF	UBUS	0.49	0.07
tblVehicleEF	UBUS	0.01	0.03
tblVehicleEF	UBUS	0.02	5.1160e-003
tblVehicleEF	UBUS	1.6760e-003	1.5000e-005
tblVehicleEF	UBUS	0.21	0.03
tblVehicleEF	UBUS	3.0000e-003	8.3320e-003
tblVehicleEF	UBUS	0.02	4.8930e-003
tblVehicleEF	UBUS	1.5410e-003	1.4000e-005
tblVehicleEF	UBUS	3.4210e-003	2.4000e-005
tblVehicleEF	UBUS	0.05	2.0700e-004
tblVehicleEF	UBUS	2.0600e-003	1.1000e-005
tblVehicleEF	UBUS	0.06	0.03
tblVehicleEF	UBUS	0.01	1.1550e-003
tblVehicleEF	UBUS	0.75	6.9960e-003
tblVehicleEF	UBUS	0.02	0.01
tblVehicleEF	UBUS	1.5810e-003	1.3000e-005
tblVehicleEF	UBUS	3.4210e-003	2.4000e-005
tblVehicleEF	UBUS	0.05	2.0700e-004
tblVehicleEF	UBUS	2.0600e-003	1.1000e-005
tblVehicleEF	UBUS	0.30	1.90
tblVehicleEF	UBUS	0.01	1.1550e-003
tblVehicleEF	UBUS	0.82	7.6590e-003
tblVehicleTrips	CC_TL	7.30	0.10
tblVehicleTrips	CC_TL	7.30	0.10
tblVehicleTrips	CC_TL	7.30	0.10
tblVehicleTrips	CNW_TL	7.30	0.10
tblVehicleTrips	CNW_TL	7.30	0.10

tblVehicleTrips	CNW_TL	7.30	0.10
tblVehicleTrips	CW_TL	9.50	0.10
tblVehicleTrips	CW_TL	9.50	0.10
tblVehicleTrips	CW_TL	9.50	0.10
tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	DV_TP	38.00	0.00
tblVehicleTrips	DV_TP	40.00	0.00
tblVehicleTrips	HO_TL	5.70	0.10
tblVehicleTrips	HS_TL	4.80	0.10
tblVehicleTrips	HW_TL	10.80	0.10
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	15.00	0.00
tblVehicleTrips	PR_TP	86.00	100.00
tblVehicleTrips	PR_TP	77.00	100.00
tblVehicleTrips	PR_TP	58.00	100.00
tblVehicleTrips	PR_TP	45.00	100.00
tblVehicleTrips	ST_TR	4.98	2.70
tblVehicleTrips	ST_TR	2.46	1.33
tblVehicleTrips	ST_TR	8.19	4.44
tblVehicleTrips	ST_TR	42.04	22.78
tblVehicleTrips	SU_TR	3.65	1.98
tblVehicleTrips	SU_TR	1.05	0.57
tblVehicleTrips	SU_TR	5.95	3.22
tblVehicleTrips	SU_TR	20.43	11.07
tblVehicleTrips	WD_TR	4.20	2.28
tblVehicleTrips	WD_TR	11.03	5.98
tblVehicleTrips	WD_TR	8.17	4.43

tblVehicleTrips	WD_TR	44.32	24.02
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWoodstoves	NumberCatalytic	486.16	0.00
tblWoodstoves	NumberNoncatalytic	486.16	0.00
tblWoodstoves	WoodstoveWoodMass	582.40	0.00

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	272.2551	2.9154	180.3578	0.0149		1.0698	1.0698		1.0698	1.0698	0.0000	1,266.4920	1,266.4920	0.3008	0.0178	1,279.3166
Energy	4.8990	43.9185	32.8808	0.2672		3.3848	3.3848		3.3848	3.3848	0.0000	111,359.7334	111,359.7334	9.6122	2.6853	112,400.2680

Mobile	33.9592	31.5551	164.2376	0.0494	3.1208	0.0873	3.2080	0.8350	0.0809	0.9159	0.0000	7,660.6082	7,660.6082	1.8866	0.0000	7,707.7726
Waste						0.0000	0.0000		0.0000	0.0000	8,314.5281	0.0000	8,314.5281	491.3745	0.0000	20,598.8915
Water						0.0000	0.0000		0.0000	0.0000	2,410.1565	4,897.0908	7,307.2473	8.9718	5.3812	9,135.1451
Total	**311.1133**	**78.3891**	**377.4763**	**0.3315**	**3.1208**	**4.5418**	**7.6625**	**0.8350**	**4.5354**	**5.3704**	**10,724.6846**	**125,183.9244**	**135,908.6090**	**512.1459**	**8.0844**	**151,121.3938**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	272.2551	2.9154	180.3578	0.0149		1.0698	1.0698		1.0698	1.0698	0	1,266.49	1,266.49	0.3008	0.0178	1,279.32
Energy	4.899	43.9185	32.8808	0.2672		3.3848	3.3848		3.3848	3.3848	0	48,483.08	48,483.08	0.9293	0.8889	48,771.19
Mobile	33.9592	31.5551	164.2376	0.0494	3.1208	0.0873	3.208	0.835	0.0809	0.9159	0	7,660.61	7,660.61	1.8866	0	7,707.77
Waste						0	0		0	0	8,314.53	0	8,314.53	491.3745	0	20,598.89
Water						0	0		0	0	2,410.16	4,897.09	7,307.25	8.9718	5.3812	9,135.15
Total	**311.1133**	**78.3891**	**377.4763**	**0.3315**	**3.1208**	**4.5418**	**7.6625**	**0.835**	**4.5354**	**5.3704**	**10,724.68**	**62,307.27**	**73,031.96**	**503.4629**	**6.2879**	**87,492.32**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**50.23**	**46.26**	**1.70**	**22.22**	**42.10**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	33.9592	31.5551	164.2376	0.0494	3.1208	0.0873	3.2080	0.8350	0.0809	0.9159	0.0000	7,660.6082	7,660.6082	1.8866	0.0000	7,707.7726
Unmitigated	33.9592	31.5551	164.2376	0.0494	3.1208	0.0873	3.2080	0.8350	0.0809	0.9159	0.0000	7,660.6082	7,660.6082	1.8866	0.0000	7,707.7726

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments High Rise	55,422.24	65,631.60	48129.84	2,032,538	2,032,538
General Office Building	169,352.58	37,665.37	16142.30	4,682,967	4,682,967
Hotel	15,948.00	15,984.00	11592.00	558,043	558,043
Strip Mall	33,628.00	31,892.00	15498.00	1,120,756	1,120,756
Total	274,350.82	151,172.97	91,362.14	8,394,304	8,394,304

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments High Rise	0.10	0.10	0.10	31.00	15.00	54.00	100	0	0
General Office Building	0.10	0.10	0.10	33.00	48.00	19.00	100	0	0
Hotel	0.10	0.10	0.10	19.40	61.60	19.00	100	0	0
Strip Mall	0.10	0.10	0.10	16.60	64.40	19.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments High Rise	0.594826	0.054698	0.168757	0.107811	0.021621	0.005839	0.013745	0.024305	0.001393	0.001076	0.004355	0.000841	0.000733

General Office Building	0.594826	0.054698	0.168757	0.107811	0.021621	0.005839	0.013745	0.024305	0.001393	0.001076	0.004355	0.000841	0.000733
Hotel	0.594826	0.054698	0.168757	0.107811	0.021621	0.005839	0.013745	0.024305	0.001393	0.001076	0.004355	0.000841	0.000733
Strip Mall	0.594826	0.054698	0.168757	0.107811	0.021621	0.005839	0.013745	0.024305	0.001393	0.001076	0.004355	0.000841	0.000733

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Percent of Electricity Use Generated with Renewable Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	62,876.6503	62,876.6503	8.6830	1.7965	63,629.0742
NaturalGas Mitigated	4.8990	43.9185	32.8808	0.2672		3.3848	3.3848		3.3848	3.3848	0.0000	48,483.0831	48,483.0831	0.9293	0.8889	48,771.1938
NaturalGas Unmitigated	4.8990	43.9185	32.8808	0.2672		3.3848	3.3848		3.3848	3.3848	0.0000	48,483.0831	48,483.0831	0.9293	0.8889	48,771.1938

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					

Apartments High Rise	2.10008e+008	1.1324	9.6768	4.1178	0.0618		0.7824	0.7824		0.7824	0.7824	0.0000	11,206.8133	11,206.8133	0.2148	0.2055	11,273.4098
General Office Building	4.63596e+008	2.4998	22.7253	19.0892	0.1364		1.7271	1.7271		1.7271	1.7271	0.0000	24,739.2311	24,739.2311	0.4742	0.4536	24,886.2440
Hotel	2.31617e+008	1.2489	11.3538	9.5372	0.0681		0.8629	0.8629		0.8629	0.8629	0.0000	12,359.9776	12,359.9776	0.2369	0.2266	12,433.4267
Strip Mall	3.318e+006	0.0179	0.1627	0.1366	9.8000e-004		0.0124	0.0124		0.0124	0.0124	0.0000	177.0611	177.0611	3.3900e-003	3.2500e-003	178.1133
Total		**4.8990**	**43.9186**	**32.8808**	**0.2672**		**3.3848**	**3.3848**		**3.3848**	**3.3848**	**0.0000**	**48,483.0831**	**48,483.0831**	**0.9293**	**0.8889**	**48,771.1938**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments High Rise	2.10008e+008	1.1324	9.6768	4.1178	0.0618		0.7824	0.7824		0.7824	0.7824	0.0000	11,206.8133	11,206.8133	0.2148	0.2055	11,273.4098
General Office Building	4.63596e+008	2.4998	22.7253	19.0892	0.1364		1.7271	1.7271		1.7271	1.7271	0.0000	24,739.2311	24,739.2311	0.4742	0.4536	24,886.2440
Hotel	2.31617e+008	1.2489	11.3538	9.5372	0.0681		0.8629	0.8629		0.8629	0.8629	0.0000	12,359.9776	12,359.9776	0.2369	0.2266	12,433.4267
Strip Mall	3.318e+006	0.0179	0.1627	0.1366	9.8000e-004		0.0124	0.0124		0.0124	0.0124	0.0000	177.0611	177.0611	3.3900e-003	3.2500e-003	178.1133
Total		**4.8990**	**43.9186**	**32.8808**	**0.2672**		**3.3848**	**3.3848**		**3.3848**	**3.3848**	**0.0000**	**48,483.0831**	**48,483.0831**	**0.9293**	**0.8889**	**48,771.1938**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments High Rise	1.00352e+008	9,558.9628	1.3201	0.2731	9,673.3517

General Office Building	5.04943e+008	48,098.0071	6.6421	1.3742	48,673.5799
Hotel	3.98313e+007	3,794.1031	0.5240	0.1084	3,839.5058
Strip Mall	1.4966e+007	1,425.5773	0.1969	0.0407	1,442.6367
Total		**62,876.6503**	**8.6830**	**1.7965**	**63,629.0742**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments High Rise	0	0.0000	0.0000	0.0000	0.0000
General Office Building	0	0.0000	0.0000	0.0000	0.0000
Hotel	0	0.0000	0.0000	0.0000	0.0000
Strip Mall	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e

Category	tons/yr										MT/yr					
Mitigated	272.2551	2.9154	180.3578	0.0149		1.0698	1.0698		1.0698	1.0698	0.0000	1,266.4920	1,266.4920	0.3008	0.0178	1,279.3166
Unmitigated	272.2551	2.9154	180.3578	0.0149		1.0698	1.0698		1.0698	1.0698	0.0000	1,266.4920	1,266.4920	0.3008	0.0178	1,279.3166

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	35.3341					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	231.4205					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0981	0.8385	0.3568	5.3500e-003		0.0678	0.0678		0.0678	0.0678	0.0000	971.0699	971.0699	0.0186	0.0178	976.8405
Landscaping	5.4024	2.0769	180.0010	9.5500e-003		1.0020	1.0020		1.0020	1.0020	0.0000	295.4221	295.4221	0.2822	0.0000	302.4761
Total	**272.2552**	**2.9154**	**180.3578**	**0.0149**		**1.0698**	**1.0698**		**1.0698**	**1.0698**	**0.0000**	**1,266.4920**	**1,266.4920**	**0.3008**	**0.0178**	**1,279.3166**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	35.3341					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	231.4205					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Hearth	0.0981	0.8385	0.3568	5.3500e-003		0.0678	0.0678		0.0678	0.0678	0.0000	971.0699	971.0699	0.0186	0.0178	976.8405
Landscaping	5.4024	2.0769	180.0010	9.5500e-003		1.0020	1.0020		1.0020	1.0020	0.0000	295.4221	295.4221	0.2822	0.0000	302.4761
Total	**272.2552**	**2.9154**	**180.3578**	**0.0149**		**1.0698**	**1.0698**		**1.0698**	**1.0698**	**0.0000**	**1,266.4920**	**1,266.4920**	**0.3008**	**0.0178**	**1,279.3166**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	7,307.2473	8.9718	5.3812	9,135.1451
Unmitigated	7,307.2473	8.9718	5.3812	9,135.1451

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments High Rise	1583.76 / 998.46	1,709.5213	2.0873	1.2514	2,134.6175
General Office Building	5033.38 / 3084.98	5,403.6357	6.6297	3.9762	6,754.2882
Hotel	91.3204 / 10.1467	82.7606	0.1182	0.0717	107.0826

Strip Mall	103.702 / 63.559	111.3297	0.1366	0.0819	139.1569
Total		**7,307.2473**	**8.9718**	**5.3812**	**9,135.1451**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments High Rise	1583.76 / 998.46	1,709.5213	2.0873	1.2514	2,134.6175
General Office Building	5033.38 / 3084.98	5,403.6357	6.6297	3.9762	6,754.2882
Hotel	91.3204 / 10.1467	82.7606	0.1182	0.0717	107.0826
Strip Mall	103.702 / 63.559	111.3297	0.1366	0.0819	139.1569
Total		**7,307.2473**	**8.9718**	**5.3812**	**9,135.1451**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	8,314.5281	491.3745	0.0000	20,598.8915

Unmitigated	8,314.5281	491.3745	0.0000	20,598.8915

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments High Rise	11181.7	2,269.7800	134.1402	0.0000	5,623.2839
General Office Building	26337.4	5,346.2562	315.9547	0.0000	13,245.1235
Hotel	1971	400.0952	23.6450	0.0000	991.2189
Strip Mall	1470	298.3967	17.6347	0.0000	739.2652
Total		**8,314.5281**	**491.3745**	**0.0000**	**20,598.8915**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments High Rise	11181.7	2,269.7800	134.1402	0.0000	5,623.2839
General Office Building	26337.4	5,346.2562	315.9547	0.0000	13,245.1235
Hotel	1971	400.0952	23.6450	0.0000	991.2189
Strip Mall	1470	298.3967	17.6347	0.0000	739.2652

Total		**8,314.5281 491.3745**	**0.0000**	**20,598.8915**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Project	DSAP Amendment			CalEEMod EMFAC2017 Emission Factors Input								YEAR	2015
Season	EmissionType	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
A	CH4_IDLEX	0	0	0	0	0.006009	0.004005	0.003361	0.026103772	0.009257	0	0	0.038652	0
A	CH4_RUNEX	0.007905	0.017058	0.009114	0.01196	0.022196	0.013795	0.036763	0.065925914	0.024278	0.188467	0.353783	0.012607	0.046461
A	CH4_STREX	0.101162	0.14079	0.116829	0.148865	0.028559	0.015701	0.014584	0	0.024376	0.002164	0.270748	0.00429	0.040971
A	CO_IDLEX	0	0	0	0	0.198101	0.151732	0.381207	3.630632449	0.590688	0	0	1.679678	0
A	CO_RUNEX	1.494722	2.95663	1.772769	2.09426	2.337955	1.271018	2.469209	1.701311711	2.098307	1.514963	23.38348	1.098127	7.489116
A	CO_STREX	2.911109	3.38075	3.781393	4.724834	1.551214	1.013452	1.533427	0.006103603	2.454339	0.139137	8.771283	0.700803	3.079003
A	CO2_NBIO_IDLEX	0	0	0	0	9.26067	14.30306	80.12243	915.4635452	98.3814	0	0	348.164	0
A	CO2_NBIO_RUNEX	301.3383	354.1139	399.2522	478.0753	902.5327	876.7598	1265.94	1746.114841	1548.726	1928.348	211.5755	1129.608	1698.121
A	CO2_NBIO_STREX	64.55379	77.29527	86.5419	103.2731	14.65248	10.10525	10.70482	0.310153149	18.9974	1.639982	64.56308	3.368742	26.69196
A	NOX_IDLEX	0	0	0	0	0.06173	0.115191	1.028552	6.258770595	0.946537	0	0	4.265874	0
A	NOX_RUNEX	0.131091	0.302531	0.213126	0.274789	1.923534	2.359923	6.81159	8.206061587	3.689619	13.79543	1.190277	6.799145	2.170383
A	NOX_STREX	0.342451	0.474328	0.559214	0.682126	0.420201	0.260435	0.474398	0.845284754	0.613497	0.015009	0.268645	0.394136	0.25545
A	PM10_IDLEX	0	0	0	0	0.000701	0.001298	0.007504	0.042617246	0.008806	0	0	0.010349	0
A	PM10_PMBW	0.03675	0.03675	0.03675	0.03675	0.07644	0.08918	0.13034	0.060792893	0.13034	0.069383	0.01176	0.7448	0.13034
A	PM10_PMTW	0.008	0.008	0.008	0.008	0.00939	0.010486	0.012	0.035437592	0.012	0.033326	0.004	0.011066	0.012905
A	PM10_RUNEX	0.001748	0.003371	0.001626	0.001892	0.017931	0.024595	0.275313	0.219658746	0.125804	0.019654	0.001669	0.062992	0.037754
A	PM10_STREX	0.002315	0.003973	0.002102	0.002554	0.000567	0.000234	0.000334	2.21387E-05	0.000241	9.83E-07	0.004276	3.43E-05	0.000995
A	PM25_IDLEX	0	0	0	0	0.00067	0.001242	0.007179	0.040773642	0.008425	0	0	0.009902	0
A	PM25_PMBW	0.01575	0.01575	0.01575	0.01575	0.03276	0.03822	0.05586	0.026054097	0.05586	0.029736	0.00504	0.3192	0.05586
A	PM25_PMTW	0.002	0.002	0.002	0.002	0.002347	0.002621	0.003	0.008859398	0.003	0.008332	0.001	0.002766	0.003226
A	PM25_RUNEX	0.001615	0.003113	0.0015	0.001748	0.017083	0.023491	0.263395	0.210156343	0.120348	0.018804	0.001577	0.060252	0.036039
A	PM25_STREX	0.002134	0.003665	0.001937	0.002354	0.000527	0.000215	0.000313	2.10328E-05	0.000225	9.04E-07	0.004063	3.15E-05	0.000933
A	ROG_DIURN	0.087693	0.18703	0.082255	0.09279	0.003323	0.001878	0.000975	3.30835E-05	0.001202	5.65E-05	1.85481	0.000584	1.482947
A	ROG_HTSK	0.180186	0.337392	0.170042	0.189112	0.126866	0.067625	0.04821	0.002655925	0.018142	0.000733	0.81533	0.0047	0.124952
A	ROG_IDLEX	0	0	0	0	0.025439	0.019215	0.033771	0.478184741	0.086057	0	0	0.19862	0
A	ROG_RESTL	0.065066	0.127344	0.066346	0.077205	0.00147	0.000803	0.000428	1.5084E-05	0.000466	3.26E-05	1.028654	0.000181	0.468625
A	ROG_RUNEX	0.037159	0.089891	0.04388	0.05914	0.184017	0.161617	0.675411	0.51281301	0.335396	0.021097	2.504032	0.159255	0.306898
A	ROG_RUNLS	0.366313	1.269975	0.570194	0.620699	0.830404	0.513891	0.225514	0.01046245	0.171484	0.004324	2.95557	0.041299	2.50701
A	ROG_STREX	0.523895	0.782256	0.60156	0.803034	0.157359	0.081483	0.10064	0	0.13685	0.009164	2.084268	0.025154	0.242095
A	SO2_IDLEX	0	0	0	0	9.02E-05	0.000137	0.00076	0.008535312	0.000935	0	0	0.003308	0
A	SO2_RUNEX	6.22E-05	0.002291	0.012045	0.004728	0.008839	0.008492	0.012045	0.016186004	0.014995	0.018074	0.002094	0.010767	0.016697
A	SO2_STREX	0	0	0.000106	0.001022	0.000145	1E-04	0.000106	3.06922E-06	0.000188	1.62E-05	0.000639	3.33E-05	0.000264
A	TOG_DIURN	0.087693	0.18703	0.082255	0.09279	0.003323	0.001878	0.000975	3.30835E-05	0.001202	5.65E-05	1.85481	0.000584	1.482947
A	TOG_HTSK	0.180186	0.337392	0.170042	0.189112	0.126866	0.067625	0.04821	0.002655925	0.018142	0.000733	0.81533	0.0047	0.124952
A	TOG_IDLEX	0	0	0	0	0.036151	0.026494	0.041532	0.54829923	0.105621	0	0	0.277944	0
A	TOG_RESTL	0.065066	0.127344	0.066346	0.077205	0.00147	0.000803	0.000428	1.5084E-05	0.000466	3.26E-05	1.028654	0.000181	0.468625
A	TOG_RUNEX	0.052232	0.122096	0.060906	0.081514	0.232646	0.196784	0.779031	0.626297557	0.398039	0.213323	2.984862	0.192586	0.389434
A	TOG_RUNLS	0.366313	1.269975	0.570194	0.620699	0.830404	0.513891	0.225514	0.01046245	0.171484	0.004324	2.95557	0.041299	2.50701
A	TOG_STREX	0.573458	0.856191	0.658533	0.879034	0.17204	0.089214	0.109815	0	0.149609	0.010034	2.265516	0.02754	0.263934

PROJECT	**DSAP Amendment**				**CalEEMod EMFAC2017 Fleet Mix Input**							**YEAR**	**2015**
FleetMixLandUseSubType	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
	0.581773	0.048561	0.192724	0.109822	0.019605	0.004507	0.012829	0.019722	0.001651	0.00133	0.005701	0.000864	0.000909

Adjustment Factors for EMFAC2017 Gasoline Light Duty Vehicles						
Year	NOx Exhaust	TOG Evaporative	TOG Exhaust	PM Exhaust	CO Exhaust	CO2 Exhaust
NA	1	1	1	1	1	1
2021	1.0002	1.0001	1.0002	1.0009	1.0005	1.0023
2022	1.0004	1.0003	1.0004	1.0018	1.0014	1.0065
2023	1.0007	1.0006	1.0007	1.0032	1.0027	1.0126
2024	1.0012	1.0010	1.0011	1.0051	1.0044	1.0207
2025	1.0018	1.0016	1.0016	1.0074	1.0065	1.0309
2026	1.0023	1.0022	1.0020	1.0091	1.0083	1.0394
2027	1.0028	1.0028	1.0024	1.0105	1.0102	1.0475
2028	1.0034	1.0035	1.0028	1.0117	1.0120	1.0554
2029	1.0040	1.0042	1.0032	1.0129	1.0138	1.0629
2030	1.0047	1.0051	1.0037	1.0142	1.0156	1.0702
2031	1.0054	1.0061	1.0042	1.0155	1.0173	1.0770
2032	1.0061	1.0072	1.0047	1.0169	1.0189	1.0834
2033	1.0068	1.0083	1.0052	1.0182	1.0204	1.0893
2034	1.0075	1.0095	1.0058	1.0196	1.0218	1.0947
2035	1.0081	1.0108	1.0063	1.0210	1.0232	1.0997
2036	1.0088	1.0121	1.0069	1.0223	1.0244	1.1041
2037	1.0094	1.0134	1.0074	1.0236	1.0255	1.1080
2038	1.0099	1.0148	1.0079	1.0248	1.0265	1.1114
2039	1.0104	1.0161	1.0085	1.0259	1.0274	1.1143
2040	1.0109	1.0174	1.0090	1.0270	1.0281	1.1168
2041	1.0113	1.0186	1.0095	1.0279	1.0288	1.1189
2042	1.0116	1.0198	1.0099	1.0286	1.0294	1.1207
2043	1.0119	1.0207	1.0103	1.0293	1.0299	1.1221
2044	1.0122	1.0216	1.0106	1.0299	1.0303	1.1233
2045	1.0124	1.0225	1.0109	1.0303	1.0306	1.1243
2046	1.0125	1.0233	1.0111	1.0308	1.0309	1.1251
2047	1.0127	1.0240	1.0113	1.0311	1.0311	1.1258
2048	1.0128	1.0246	1.0115	1.0314	1.0313	1.1263
2049	1.0128	1.0252	1.0116	1.0316	1.0315	1.1268
2050	1.0129	1.0257	1.0117	1.0318	1.0316	1.1272
Enter Year: **NA**	**1**	**1**	**1**	**1**	**1**	**1**

*PM Exhaust off model factor is only applied to the PM Exhaust emissions not start/idle

The off-model adjustment factors need to be applied only to emissions from gasoline light duty vehicles (LDA, LDT1, LDT2 and MDV). Please note that the adjustment factors are by calendar year and includes all model years.

Enter NA in the date field if adjustments do not apply

Adjustment Factors

Vehicle Category	Fuel	Population	Pop Fract	VMT (miles/day)	VMT Fract	Trips/day	Trip Fract
HHDT	GAS	12.6200547	0.000165495	535.4997618	0.000635	252.5020547	0.003311
HHDT	DSL	7582.17182	0.099430002	834615.2654	0.9896646	75180.14902	0.985887
HHDT	NG	211.212129	0.002769763	8180.633541	0.0097004	823.7273031	0.010802
		7806.004		843331.3987		76256.37838	
LDA	GAS	636085.252	0.208766982	24246214.82	0.9746207	2962279.735	0.972238
LDA	DSL	4655.11751	0.001527837	189075.5848	0.0076002	21899.27793	0.007187
LDA	ELEC	12243.1357	0.00401827	442301.2491	0.0177791	62688.10445	0.020575
		652983.506		24877591.65		3046867.117	
LDT1	GAS	60813.5196	0.220443887	2065834.144	0.9948348	274256.7109	0.994157
LDT1	DSL	70.6723064	0.000256181	1436.651067	0.0006918	246.3369813	0.000893
LDT1	ELEC	273.434519	0.000991177	9289.190685	0.0044734	1365.430134	0.00495
		61157.6265		2076559.986		275868.478	
LDT2	GAS	226640.197	0.213353547	8203458.517	0.9954214	1057939.578	0.995918
LDT2	DSL	747.107239	0.000703309	34062.5501	0.0041332	3737.513202	0.003518
LDT2	ELEC	131.248569	0.000123554	3670.328105	0.0004454	598.1793362	0.000563
		227518.553		8241191.395		1062275.271	
LHDT1	GAS	16130.1126	0.047694506	547087.5515	0.6525787	240314.6438	0.710577
LHDT1	DSL	7781.52574	0.023008893	291259.7022	0.3474213	97881.80459	0.289423
		23911.6383	0.070703399	838347.2537		338196.4484	
LHDT2	GAS	2057.91025	0.030068398	72975.1179	0.3786133	30659.79651	0.447974
LHDT2	DSL	3003.57302	0.043885602	119768.0314	0.6213867	37781.17011	0.552026
		5061.48328	0.073954	192743.1493		68440.96663	
MCY	GAS	28252.0958	1	243796.974	1	68862.74135	1
MDV	GAS	133730.513	0.213884677	4622313.342	0.9842742	616610.9268	0.98619
MDV	DSL	1707.91407	0.002731588	73111.39476	0.0155683	8492.305919	0.013582
MDV	ELEC	31.9708053	5.11332E-05	739.3866774	0.0001574	142.6477849	0.000228
		135470.398		4696164.123		625245.8805	
MH	GAS	3549.60072	8.095266493	30087.77692	0.7737767	355.1020562	0.80985
MH	DSL	833.764948	1.9014954	8796.540009	0.2262233	83.37649479	0.19015
		4383.36567		38884.31693		438.478551	
MHDT	GAS	1289.76959	0.010526741	55633.26299	0.1014078	25805.70999	0.210619
MHDT	DSL	9747.14784	0.079553512	492976.0873	0.8985922	96717.45176	0.789381
		11036.9174		548609.3502		122523.1617	
OBUS	GAS	522.470265	0.032469766	30613.28824	0.4335889	10453.58506	0.649655
OBUS	DSL	605.28	0.037616112	39991.12013	0.5664111	5637.392	0.350345
		1127.75027		70604.40837		16090.97706	
SBUS	GAS	169.817525	0.015405388	8629.787141	0.2335219	679.2701009	0.061622
SBUS	DSL	896.37	0.081316267	28325.14879	0.7664781	10343.98552	0.938378
		1066.18753		36954.93593		11023.25562	
UBUS	GAS	8	0.003929273	1007.054926	0.0177031	32	0.015717
UBUS	DSL	490	0.240667976	55296.61728	0.9720651	1960	0.962672
UBUS	NG	11	0.00540275	582.0394639	0.0102317	44	0.021611
		509		56885.71167		2036	

Source: EMFAC2017 (v1.0.3) Emission Rates
Region Type: County
Region: Santa Clara
Calendar Year: 2015
Season: Annual
Vehicle Classification: EMFAC2007 Categories
Units: miles/day for VMT, trips/day for Trips, g/mile for RUNEX, PMBW and PMTW, g/trip for STREX, HOTSOAK and RUNLOSS, g/vehicle/day for IDLEX, RESTLOSS and DIURN

Region	Calendar Y	Vehicle Ca	Model Yea	Speed	Fuel	Population	VMT	Trips	NOx_RUNE	NOx_IDLEX	NOx_STRE	PM2.5_RU	PM2.5_IDL	PM2.5_STF	PM2.5_PM	PM2.5_PM	PM10_RUN	PM10_IDLI	PM10_STR	PM10_PM	PM10_PMI	CO2_RUNE	CO2_IDLEX	CO2_STRE	CH4_RUNE	CH4_IDLEX	CH4_STRE	N2O_RUNI	N2O_IDLE	N2O_STRE	ROG_RUNI	ROG_IDLE	ROG_STRE	ROG_HOTS	ROG_RUNI	ROG_REST	ROG_DIUR	TOG_RUNI	TOG_IDLE	TOG_STRE	TOG_HOTS	TOG_RUNI	TOG_REST	TOG_DIUR	CO_RUNEX	CO_IDLEX	CO_STREX	SOx_RUNE	SOx_IDLEX	SOx_STREX
Santa Clara	2015	HHDT	Aggregate	Aggregate	Gasoline	12.62005	535.4998	252.5021	10.15028	0	0.427965	0.006821	0	0.006352	0.005	0.02646	0.007233	0	0.006686	0.02	0.06174	2406.306	0	93.66718	0.40675	0	0	0.278446	0	0.016773	2.938298	0	0	0.802097	3.159691	0.091144	0.199906	3.68646	0	0	0.802097	3.159691	0.091144	0.199906	99.28626	0	1.843306	0.023812	0	0.000927
Santa Clara	2015	HHDT	Aggregate	Aggregate	Diesel	7582.172	834615.3	75180.15	8.243531	62.21772	0.855948	0.212258	0.408005	0	0.00886	0.02605	0.221856	0.426453	0	0.035442	0.060783	1729.532	9086.254	0	0.023816	0.223257	0	0.271858	1.428233	0	0.512746	4.806671	0	0	0	0	0	0.583722	5.472029	0	0	0	0	0	1.558777	35.92599	0	0.01634	0.085842	0
Santa Clara	2015	HHDT	Aggregate	Aggregate	Natural Ga	211.2121	8180.634	823.7273	4.256066	26.16208	0	0.009003	0.074266	0	0.009	0.02646	0.00941	0.077624	0	0.036	0.06174	3394.736	4338.745	0	4.339838	1.409972	0	0.692039	0.884482	0	0.360904	0.092952	0	0	0	0	0	4.76968	1.521933	0	0	0	0	0	9.85528	21.12503	0	0	0	0
Santa Clara	2015	LDA	Aggregate	Aggregate	Gasoline	636085.3	24246215	2962280	0.132464	0	0.35223	0.001506	0	0.002195	0.002	0.01575	0.001636	0	0.002381	0.008	0.03675	307.3558	0	66.39711	0.008099	0	0.10405	0.010366	0	0.035668	0.037878	0	0.538855	0.185228	0.376773	0.311578	0.419715	0.053309	0	0.589833	0.185228	0.376773	0.311578	0.419715	1.531204	0	2.994235	0.003042	0	0.000657
Santa Clara	2015	LDA	Aggregate	Aggregate	Diesel	4655.118	189075.6	21899.28	0.261656	0	0	0.019286	0	0	0.002	0.01575	0.020158	0	0	0.008	0.03675	234.5938	0	0	0.001481	0	0	0.036875	0	0	0.031878	0	0	0	0	0	0	0.036291	0	0	0	0	0	0	0.313015	0	0	0.002218	0	0
Santa Clara	2015	LDA	Aggregate	Aggregate	Electricity	12243.14	442301.2	62688.1	0	0	0	0	0	0	0.002	0.01575	0	0	0	0.008	0.03675	0	0	0	0	0	0	0	0	0	0	0	0	0.004888	0	0.00456	0.017501	0	0	0	0.004888	0	0.00456	0.017501	0	0	0	0	0	0
Santa Clara	2015	LDT1	Aggregate	Aggregate	Gasoline	60813.52	2065834	274256.7	0.303001	0	0.477115	0.002988	0	0.003686	0.002	0.01575	0.00324	0	0.003997	0.008	0.03675	355.6513	0	77.74952	0.017138	0	0.141618	0.018613	0	0.039721	0.090172	0	0.786853	0.339351	1.277439	0.577651	0.848344	0.122519	0	0.861223	0.339351	1.277439	0.577651	0.848344	2.970916	0	3.400618	0.003519	0	0.000769
Santa Clara	2015	LDT1	Aggregate	Aggregate	Diesel	70.67231	1436.651	246.337	1.583346	0	0	0.203861	0	0	0.002	0.01575	0.213078	0	0	0.008	0.03675	432.9423	0	0	0.012346	0	0	0.068052	0	0	0.265811	0	0	0	0	0	0	0.302609	0	0	0	0	0	0	1.53061	0	0	0.004093	0	0
Santa Clara	2015	LDT1	Aggregate	Aggregate	Electricity	273.4345	9289.191	1365.43	0	0	0	0	0	0	0.002	0.01575	0	0	0	0.008	0.03675	0	0	0	0	0	0	0	0	0	0	0	0	0.004888	0	0.00456	0.017501	0	0	0	0.004888	0	0.00456	0.017501	0	0	0	0	0	0
Santa Clara	2015	LDT2	Aggregate	Aggregate	Gasoline	226640.2	8203459	1057940	0.21371	0	0.561506	0.001462	0	0.001945	0.002	0.01575	0.001587	0	0.002111	0.008	0.03675	399.7552	0	86.89657	0.009151	0	0.117308	0.014141	0	0.047621	0.04399	0	0.604025	0.170736	0.572531	0.310964	0.385526	0.061082	0	0.661232	0.170736	0.572531	0.310964	0.385526	1.780335	0	3.79689	0.003956	0	0.00086
Santa Clara	2015	LDT2	Aggregate	Aggregate	Diesel	747.1072	34062.55	3737.513	0.095447	0	0	0.010654	0	0	0.002	0.01575	0.011135	0	0	0.008	0.03675	321.1352	0	0	0.00103	0	0	0.050478	0	0	0.022186	0	0	0	0	0	0	0.025257	0	0	0	0	0	0	0.141447	0	0	0.003036	0	0
Santa Clara	2015	LDT2	Aggregate	Aggregate	Electricity	131.2486	3670.328	598.1793	0	0	0	0	0	0	0.002	0.01575	0	0	0	0.008	0.03675	0	0	0	0	0	0	0	0	0	0	0	0	0.004888	0	0.00456	0.017501	0	0	0	0.004888	0	0.00456	0.017501	0	0	0	0	0	0
Santa Clara	2015	LHDT1	Aggregate	Aggregate	Gasoline	16130.11	547087.6	240314.6	0.528506	0.041862	0.591351	0.00307	0	0.000742	0.002	0.03276	0.003324	0	0.000798	0.008	0.07644	1063.949	125.2534	20.62054	0.028501	0.123538	0.040192	0.029401	0.002955	0.04244	0.163324	0.480419	0.221452	0.17854	1.168633	0.030829	0.069677	0.221415	0.69768	0.242113	0.17854	1.168633	0.030829	0.069677	3.043592	3.714649	2.183034	0.010529	0.001239	0.000204
Santa Clara	2015	LHDT1	Aggregate	Aggregate	Diesel	7781.526	291259.7	97881.8	4.543884	2.596094	0	0.043405	0.02913	0	0.003	0.03276	0.045368	0.030447	0	0.012	0.07644	599.3362	142.848	0	0.010353	0.005098	0	0.094207	0.022454	0	0.222886	0.10976	0	0	0	0	0	0.253741	0.124954	0	0	0	0	0	1.012521	0.909745	0	0.005666	0.00135	0
Santa Clara	2015	LHDT2	Aggregate	Aggregate	Gasoline	2057.91	72975.12	30659.8	0.510721	0.041901	0.581361	0.002601	0	0.000481	0.002	0.03822	0.002828	0	0.000523	0.008	0.08918	1214.635	144.3317	22.55766	0.021501	0.125755	0.035049	0.028902	0.002998	0.041966	0.105347	0.478852	0.181892	0.150958	1.147144	0.026715	0.06247	0.153722	0.698739	0.199149	0.150958	1.147144	0.026715	0.06247	1.961577	3.718435	2.262299	0.01202	0.001428	0.000223
Santa Clara	2015	LHDT2	Aggregate	Aggregate	Diesel	3003.573	119768	37781.17	3.486649	2.596094	0	0.03622	0.028308	0	0.003	0.03822	0.037858	0.029587	0	0.012	0.08918	670.8915	227.0274	0	0.009099	0.005098	0	0.105455	0.035686	0	0.195902	0.10976	0	0	0	0	0	0.223021	0.124954	0	0	0	0	0	0.850258	0.909745	0	0.006342	0.002146	0
Santa Clara	2015	MCY	Aggregate	Aggregate	Gasoline	28252.1	228287.8	56504.19	1.190277	0	0.268645	0.001577	0	0.004063	0.001	0.00504	0.001669	0	0.004276	0.004	0.01176	211.5755	0	64.56308	0.353783	0	0.270748	0.067961	0	0.015173	2.504032	0	2.084268	0.81533	2.95557	1.028654	1.85481	2.984862	0	2.265516	0.81533	2.95557	1.028654	1.85481	23.38348	0	8.771283	0.002094	0	0.000639
Santa Clara	2015	MDV	Aggregate	Aggregate	Gasoline	133730.5	4622313	616610.9	0.277738	0	0.691679	0.001655	0	0.002387	0.002	0.01575	0.001796	0	0.00259	0.008	0.03675	479.0237	0	104.7193	0.01214	0	0.15095	0.017973	0	0.053176	0.059843	0	0.814279	0.191759	0.629391	0.360962	0.433828	0.082541	0	0.891344	0.191759	0.629391	0.360962	0.433828	2.124558	0	4.791	0.00474	0	0.001036
Santa Clara	2015	MDV	Aggregate	Aggregate	Diesel	1707.914	73111.39	8492.306	0.091101	0	0	0.007648	0	0	0.002	0.01575	0.007994	0	0	0.008	0.03675	422.9485	0	0	0.00071	0	0	0.066482	0	0	0.015282	0	0	0	0	0	0	0.017397	0	0	0	0	0	0	0.199898	0	0	0.003998	0	0
Santa Clara	2015	MDV	Aggregate	Aggregate	Electricity	31.97081	739.3867	142.6478	0	0	0	0	0	0	0.002	0.01575	0	0	0	0.008	0.03675	0	0	0	0	0	0	0	0	0	0	0	0	0.004888	0	0.00456	0.017501	0	0	0	0.004888	0	0.00456	0.017501	0	0	0	0	0	0
Santa Clara	2015	MH	Aggregate	Aggregate	Gasoline	3549.601	30087.78	355.1021	1.06823	0	0.315428	0.003516	0	0.001152	0.003	0.05586	0.003785	0	0.001228	0.012	0.13034	1881.438	0	32.95913	0.05818	0	0.050591	0.051432	0	0.026545	0.356493	0	0.298938	0.154291	3.095646	0.057889	0.183187	0.457603	0	0.325905	0.154291	3.095646	0.057889	0.183187	9.526191	0	3.80194	0.018618	0	0.000326
Santa Clara	2015	MH	Aggregate	Aggregate	Diesel	833.7649	8796.54	83.37649	5.940199	0	0	0.147281	0	0	0.004	0.05586	0.15394	0	0	0.016	0.13034	1071.105	0	0	0.006376	0	0	0.168363	0	0	0.137265	0	0	0	0	0	0	0.156267	0	0	0	0	0	0	0.521483	0	0	0.010126	0	0
Santa Clara	2015	MHDT	Aggregate	Aggregate	Gasoline	1289.77	55633.26	25805.71	1.986855	0.085777	0.456166	0.002558	0	0.001486	0.003	0.05586	0.002764	0	0.001586	0.012	0.13034	1880.127	562.1977	50.82553	0.071881	0.216118	0.069244	0.081435	0.004971	0.024519	0.402927	0.98783	0.477829	0.228895	1.070719	0.040682	0.092613	0.558565	1.417758	0.521392	0.228895	1.070719	0.040682	0.092613	9.589994	14.64586	7.280571	0.018605	0.005563	0.000503
Santa Clara	2015	MHDT	Aggregate	Aggregate	Diesel	9747.148	492976.1	96717.45	7.35607	12.9177	0.479262	0.29283	0.090242	0	0.003	0.05586	0.306071	0.094322	0	0.012	0.13034	1196.628	932.7599	0	0.032799	0.013646	0	0.188093	0.146617	0	0.706161	0.293791	0	0	0	0	0	0.803911	0.334459	0	0	0	0	0	1.665615	2.853848	0	0.011305	0.008812	0
Santa Clara	2015	OBUS	Aggregate	Aggregate	Gasoline	522.4703	30613.29	10453.59	0.842139	0.064866	0.352186	0.000799	0	0.000347	0.003	0.05586	0.000866	0	0.000371	0.012	0.13034	1868.644	391.2842	29.24229	0.026125	0.196634	0.037522	0.039177	0.005244	0.026669	0.130476	0.745724	0.21065	0.027925	0.263962	0.014362	0.037005	0.185937	1.084604	0.23029	0.027925	0.263962	0.014362	0.037005	3.121709	5.75707	3.777911	0.018492	0.003872	0.000289
Santa Clara	2015	OBUS	Aggregate	Aggregate	Diesel	605.28	39991.12	5637.392	5.869371	25.10708	1.098055	0.211864	0.223984	0	0.003	0.05586	0.221443	0.234112	0	0.012	0.13034	1303.828	2277.654	0	0.022864	0.076363	0	0.204944	0.358016	0	0.492262	1.644079	0	0	0	0	0	0.560403	1.871659	0	0	0	0	0	1.314891	10.73362	0	0.012318	0.021518	0
Santa Clara	2015	SBUS	Aggregate	Aggregate	Gasoline	169.8175	8629.787	679.2701	0.798109	0.916148	0.51287	0.001548	0	0.000511	0.002	0.3192	0.001683	0	0.000556	0.008	0.7448	904.6408	2679.256	54.66825	0.029309	2.39728	0.069617	0.038477	0.084427	0.04669	0.150672	10.48837	0.408196	0.076273	0.670203	0.011734	0.037935	0.21986	15.3046	0.446924	0.076273	0.670203	0.011734	0.037935	3.402566	81.314	11.37269	0.008952	0.026513	0.000541
Santa Clara	2015	SBUS	Aggregate	Aggregate	Diesel	896.37	28325.15	10343.99	8.627473	52.28671	0.386339	0.078138	0.121766	0	0.003	0.3192	0.081671	0.127272	0	0.012	0.7448	1198.148	3774.018	0	0.007518	0.021159	0	0.188332	0.593223	0	0.16187	0.455544	0	0	0	0	0	0.184277	0.518602	0	0	0	0	0	0.396037	5.251155	0	0.01132	0.035655	0
Santa Clara	2015	UBUS	Aggregate	Aggregate	Gasoline	8	1007.055	32	0.331352	0	0.954961	0.000234	0	5.75E-05	0.003	0.05586	0.000254	0	6.26E-05	0.012	0.13034	2361.433	0	104.3439	0.006896	0	0.1377	0.027589	0	0.079511	0.022728	0	0.583069	0.04662	0.275125	0.008286	0.014378	0.033164	0	0.638387	0.04662	0.275125	0.008286	0.014378	0.400896	0	8.852622	0.023368	0	0.001033
Santa Clara	2015	UBUS	Aggregate	Aggregate	Diesel	490	55296.62	1960	14.18135	0	0	0.01931	0	0	0.008446	0.029175	0.020183	0	0	0.033783	0.068076	1921.829	0	0	0.137299	0	0	0.302085	0	0	0.020483	0	0	0	0	0	0	0.16123	0	0	0	0	0	0	1.121621	0	0	0.018168	0	0
Santa Clara	2015	UBUS	Aggregate	Aggregate	Natural Ga	11	582.0395	44	0.426975	0	0	0.002811	0	0	0.006694	0.03776	0.002938	0	0	0.026775	0.088107	1798.302	0	0	5.363802	0	0	0.366596	0	0	0.076638	0	0	0	0	0	0	5.474153	0	0	0	0	0	0	40.81201	0	0	0	0	0

Project	DSAP Amendment			CalEEMod EMFAC2017 Emission Factors Input								YEAR	2040
Season	EmissionType	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
A	CH4_IDLEX	0	0	0	0	0.003421	0.002085	0.004293	0.024690526	0.007222	0	0	0.098021	0
A	CH4_RUNEX	0.000586	0.000695	0.000922	0.000931	0.003908	0.004823	0.000852	0.039165045	0.001663	1.859486	0.31544	0.00166	0.003807
A	CH4_STREX	0.018847	0.020973	0.02654	0.027283	0.005971	0.003003	0.009164	4.79968E-07	0.01491	0.001673	0.243272	0.008725	0.018419
A	CO_IDLEX	0	0	0	0	0.172392	0.128617	0.430088	6.54070415	0.633342	0	0	4.07826	0
A	CO_RUNEX	0.359142	0.384214	0.446086	0.439145	0.363353	0.466468	0.128724	0.39740408	0.197349	14.10899	17.07223	0.159611	0.19029
A	CO_STREX	1.437891	1.542988	1.955348	1.955446	0.767157	0.429997	0.85982	0.008538106	1.477588	0.139137	9.323329	1.122727	1.467829
A	CO2_NBIO_IDLEX	0	0	0	0	7.583856	12.02461	57.13522	851.6620926	86.02341	0	0	307.3216	0
A	CO2_NBIO_RUNEX	199.8866	239.0781	240.1644	290.0932	637.0195	624.3579	910.3429	1063.611191	1120.111	1664.735	209.5903	834.5234	1245.001
A	CO2_NBIO_STREX	41.13227	49.93739	50.30593	59.42628	8.763887	5.595004	8.814171	0.063325884	12.74905	1.263595	58.06019	6.627497	13.77574
A	NOX_IDLEX	0	0	0	0	0.034709	0.054785	0.293937	5.293308001	0.416575	0	0	1.301433	0
A	NOX_RUNEX	0.016384	0.018737	0.019908	0.020992	0.094084	0.157308	1.373142	2.441438377	1.406211	0.704226	1.132995	1.085421	0.866318
A	NOX_STREX	0.111177	0.125441	0.12537	0.133718	0.166313	0.089519	1.63868	2.293250547	1.09067	0.01172	0.270119	1.781412	0.218778
A	PM10_IDLEX	0	0	0	0	0.000982	0.001509	8.25E-05	0.001973761	0.000137	0	0	0.000364	0
A	PM10_PMBW	0.03675	0.03675	0.03675	0.03675	0.07644	0.08918	0.13034	0.061237867	0.13034	0.069383	0.01176	0.7448	0.13034
A	PM10_PMTW	0.008	0.008	0.008	0.008	0.009981	0.010883	0.012	0.03569492	0.012	0.033326	0.004	0.010371	0.013215
A	PM10_RUNEX	0.00054	0.000605	0.00062	0.000615	0.005107	0.01296	0.006688	0.022943533	0.00778	0.005116	0.002235	0.006824	0.009109
A	PM10_STREX	0.000739	0.000842	0.000788	0.0008	0.000182	1E-04	0.000127	7.7147E-07	0.000174	1.52E-05	0.00297	0.000107	0.000212
A	PM25_IDLEX	0	0	0	0	0.00094	0.001443	7.9E-05	0.001888377	0.000132	0	0	0.000348	0
A	PM25_PMBW	0.01575	0.01575	0.01575	0.01575	0.03276	0.03822	0.05586	0.0262448	0.05586	0.029736	0.00504	0.3192	0.05586
A	PM25_PMTW	0.002	0.002	0.002	0.002	0.002495	0.002721	0.003	0.00892373	0.003	0.008332	0.001	0.002593	0.003304
A	PM25_RUNEX	0.000497	0.000556	0.000572	0.000567	0.004844	0.012377	0.006391	0.021950972	0.007427	0.004893	0.002083	0.006506	0.008679
A	PM25_STREX	0.00068	0.000774	0.000725	0.000735	0.000167	9.19E-05	0.000117	7.09338E-07	0.00016	1.4E-05	0.002771	9.81E-05	0.000195
A	ROG_DIURN	0.01419	0.023362	0.031878	0.04534	0.000971	0.000484	0.000305	1.90344E-06	0.001105	2.39E-05	1.818396	0.001592	0.218083
A	ROG_HTSK	0.037121	0.050404	0.053195	0.070173	0.033769	0.01538	0.013424	8.22113E-05	0.016044	0.000207	0.626404	0.01419	0.014263
A	ROG_IDLEX	0	0	0	0	0.014591	0.011901	0.020015	0.437924432	0.049927	0	0	0.445571	0
A	ROG_RESTL	0.013905	0.023767	0.032571	0.046016	0.000613	0.00031	0.000194	1.21825E-06	0.000528	1.09E-05	0.956119	0.000771	0.102934
A	ROG_RUNEX	0.001731	0.002124	0.003066	0.00315	0.065499	0.093719	0.010366	0.022914479	0.013953	0.026969	2.100058	0.017016	0.030962
A	ROG_RUNLS	0.149462	0.20858	0.212999	0.217972	0.172383	0.079846	0.066813	0.000415281	0.18278	0.001155	1.250346	0.09555	0.169975
A	ROG_STREX	0.070278	0.079943	0.105591	0.111814	0.026687	0.012885	0.044106	2.48143E-06	0.074002	0.006996	1.843003	0.049156	0.066831
A	SO2_IDLEX	0	0	0	0	7.33E-05	0.000115	0.000543	0.007933494	0.000817	0	0	0.002944	0
A	SO2_RUNEX	8.37E-05	0.002429	0.008692	0.002567	0.006207	0.006019	0.008692	0.00975453	0.010774	0.010378	0.002074	0.00802	0.012207
A	SO2_STREX	0	0	8.72E-05	0.000527	8.67E-05	5.54E-05	8.72E-05	6.26661E-07	0.000126	1.25E-05	0.000575	6.56E-05	0.000136
A	TOG_DIURN	0.01419	0.023362	0.031878	0.04534	0.000971	0.000484	0.000305	1.90344E-06	0.001105	2.39E-05	1.818396	0.001592	0.218083
A	TOG_HTSK	0.037121	0.050404	0.053195	0.070173	0.033769	0.01538	0.013424	8.22113E-05	0.016044	0.000207	0.626404	0.01419	0.014263
A	TOG_IDLEX	0	0	0	0	0.020036	0.015435	0.027636	0.50291624	0.063919	0	0	0.643817	0
A	TOG_RESTL	0.013905	0.023767	0.032571	0.046016	0.000613	0.00031	0.000194	1.21825E-06	0.000528	1.09E-05	0.956119	0.000771	0.102934
A	TOG_RUNEX	0.00251	0.003099	0.004433	0.004546	0.075624	0.10726	0.012335	0.064422374	0.017499	1.898202	2.636637	0.020907	0.037739
A	TOG_RUNLS	0.149462	0.20858	0.212999	0.217972	0.172383	0.079846	0.066813	0.000415281	0.18278	0.001155	1.250346	0.09555	0.169975
A	TOG_STREX	0.076946	0.087527	0.115609	0.122422	0.029219	0.014107	0.04829	2.71685E-06	0.081023	0.007659	2.007868	0.053819	0.073172

PROJECT	DSAP Amendment				CalEEMod EMFAC2017 Fleet Mix Input							YEAR	2040
FleetMixLandUseSubType	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
	0.594826	0.054698	0.168757	0.107811	0.021621	0.005839	0.013745	0.024305	0.001393	0.001076	0.004355	0.000841	0.000733

Adjustment Factors for EMFAC2017 Gasoline Light Duty Vehicles						
Year	NOx Exhaust	TOG Evaporative	TOG Exhaust	PM Exhaust	CO Exhaust	CO2 Exhaust
NA	1	1	1	1	1	1
2021	1.0002	1.0001	1.0002	1.0009	1.0005	1.0023
2022	1.0004	1.0003	1.0004	1.0018	1.0014	1.0065
2023	1.0007	1.0006	1.0007	1.0032	1.0027	1.0126
2024	1.0012	1.0010	1.0011	1.0051	1.0044	1.0207
2025	1.0018	1.0016	1.0016	1.0074	1.0065	1.0309
2026	1.0023	1.0022	1.0020	1.0091	1.0083	1.0394
2027	1.0028	1.0028	1.0024	1.0105	1.0102	1.0475
2028	1.0034	1.0035	1.0028	1.0117	1.0120	1.0554
2029	1.0040	1.0042	1.0032	1.0129	1.0138	1.0629
2030	1.0047	1.0051	1.0037	1.0142	1.0156	1.0702
2031	1.0054	1.0061	1.0042	1.0155	1.0173	1.0770
2032	1.0061	1.0072	1.0047	1.0169	1.0189	1.0834
2033	1.0068	1.0083	1.0052	1.0182	1.0204	1.0893
2034	1.0075	1.0095	1.0058	1.0196	1.0218	1.0947
2035	1.0081	1.0108	1.0063	1.0210	1.0232	1.0997
2036	1.0088	1.0121	1.0069	1.0223	1.0244	1.1041
2037	1.0094	1.0134	1.0074	1.0236	1.0255	1.1080
2038	1.0099	1.0148	1.0079	1.0248	1.0265	1.1114
2039	1.0104	1.0161	1.0085	1.0259	1.0274	1.1143
2040	1.0109	1.0174	1.0090	1.0270	1.0281	1.1168
2041	1.0113	1.0186	1.0095	1.0279	1.0288	1.1189
2042	1.0116	1.0198	1.0099	1.0286	1.0294	1.1207
2043	1.0119	1.0207	1.0103	1.0293	1.0299	1.1221
2044	1.0122	1.0216	1.0106	1.0299	1.0303	1.1233
2045	1.0124	1.0225	1.0109	1.0303	1.0306	1.1243
2046	1.0125	1.0233	1.0111	1.0308	1.0309	1.1251
2047	1.0127	1.0240	1.0113	1.0311	1.0311	1.1258
2048	1.0128	1.0246	1.0115	1.0314	1.0313	1.1263
2049	1.0128	1.0252	1.0116	1.0316	1.0315	1.1268
2050	1.0129	1.0257	1.0117	1.0318	1.0316	1.1272
Enter Year: **2040**	**1.0109**	**1.0174**	**1.009**	**1.027**	**1.0281**	**1.1168**

*PM Exhaust off model factor is only applied to the PM Exhaust emissions not start/idle

The off-model adjustment factors need to be applied only to emissions from gasoline light duty vehicles (LDA, LDT1, LDT2 and MDV). Please note that the adjustment factors are by calendar year and includes all model years.

Enter NA in the date field if adjustments do not apply

Adjustment Factors

Vehicle Category	Fuel	Population	Pop Fract	VMT (miles/day)	VMT Fract	Trips/day	Trip Fract
HHDT	GAS	9.68727848	8.82913E-05	1045.227816	0.0007682	193.8230678	0.001767
HHDT	DSL	9911.74784	0.090337105	1343064.536	0.9870489	107940.1792	0.983782
HHDT	NG	406.554384	0.003705396	16577.18377	0.012183	1585.562098	0.014451
		10327.9895		1360686.948		109719.5644	
LDA	GAS	1010875.05	0.198123646	30858595.1	0.9266814	4738709.719	0.92875
LDA	DSL	12418.7717	0.002433983	383066.3745	0.0115035	58471.24776	0.01146
LDA	ELEC	64423.62	0.012626528	2058450.672	0.0618151	305062.3629	0.05979
		1087717.44		33300112.14		5102243.33	
LDT1	GAS	105153.141	0.208729481	2939628.424	0.9599832	485577.8011	0.963874
LDT1	DSL	14.078246	2.79454E-05	401.4599005	0.0001311	65.64592695	0.00013
LDT1	ELEC	3832.40903	0.00760735	122136.6604	0.0398857	18133.69249	0.035995
		108999.628		3062166.545		503777.1395	
LDT2	GAS	320570.591	0.204871598	9049580.37	0.9578791	1484347.358	0.948623
LDT2	DSL	3224.344	0.002060627	92696.82114	0.0098118	15095.83856	0.009648
LDT2	ELEC	13777.6636	0.008805087	305240.7258	0.0323091	65295.85743	0.04173
		337572.598		9447517.917		1564739.054	
LHDT1	GAS	19977.0941	0.037008989	611040.9759	0.5048306	297628.9362	0.551379
LHDT1	DSL	19251.638	0.03566503	599347.1945	0.4951694	242161.3879	0.448621
		39228.7321	0.072674019	1210388.17		539790.3241	
LHDT2	GAS	2997.06315	0.020819218	91303.04955	0.2792977	44651.77531	0.310175
LHDT2	DSL	7894.65199	0.054840513	235599.1664	0.7207023	99304.79058	0.689825
		10891.7151	0.075659732	326902.216		143956.5659	
MCY	GAS	46402.9052	1	243796.974	1	68862.74135	1
MDV	GAS	203926.485	0.199914285	5612685.024	0.9299348	939451.1816	0.920968
MDV	DSL	7205.03059	0.007063274	202382.0285	0.0335316	33568.91188	0.032908
MDV	ELEC	9911.54752	0.00971654	220501.3257	0.0365336	47049.50662	0.046124
		221043.063		6035568.378		1020069.6	
MH	GAS	3187.00451	6.715521835	28578.08418	0.6963412	318.8279311	0.671821
MH	DSL	1557.44945	3.281791956	12462.2617	0.3036588	155.7449446	0.328179
		4744.45396		41040.34588		474.5728758	
MHDT	GAS	2497.49635	0.01470281	112515.171	0.1462161	49969.90689	0.294174
MHDT	DSL	12146.0374	0.071503958	656997.6583	0.8537839	119895.3381	0.705826
		14643.5337		769512.8293		169865.245	
OBUS	GAS	586.662872	0.029429924	23563.70686	0.3022108	11737.95074	0.588834
OBUS	DSL	880.009021	0.044145624	54407.37492	0.6977892	8196.279345	0.411166
		1466.67189		77971.08178		19934.23008	
SBUS	GAS	484.696197	0.040007878	19178.26199	0.4073141	1938.784786	0.160032
SBUS	DSL	881.833307	0.072788438	27906.44026	0.5926859	10176.2341	0.839968
		1366.5295		47084.70226		12115.01888	
UBUS	GAS	8.46914416	0.003929273	1066.111669	0.0177031	33.87657664	0.015717
UBUS	DSL	377.747757	0.175256681	42131.81085	0.6996122	1510.991027	0.701027
UBUS	NG	152.632396	0.070814046	17023.73907	0.2826846	610.5295848	0.283256
		538.849297		60221.66159		2155.397189	

Source: EMFAC2017 (v1.0.3) Emission Rates
Region Type: County
Region: Santa Clara
Calendar Year: 2040
Season: Annual
Vehicle Classification: EMFAC2007 Categories
Units: miles/day for VMT, trips/day for Trips, g/mile for RUNEX, PMBW and PMTW, g/trip for STREX, HOTSOAK and RUNLOSS, g/vehicle/day for IDLEX, RESTLOSS and DIURN

Region	Calendar Y	Vehicle Ca	Model Yea	Speed	Fuel	Population	VMT	Trips	NOx_RUNE	NOx_IDLEX	NOx_STREX	PM2.5_RU	PM2.5_IDL	PM2.5_STF	PM2.5_PM	PM2.5_PM	PM10_RUN	PM10_IDLI	PM10_STR	PM10_PM	PM10_PMI	CO2_RUNE	CO2_IDLEX	CO2_STREX	CH4_RUNE	CH4_IDLEX	CH4_STREX	N2O_RUNI	N2O_IDLE)	N2O_STRE	ROG_RUNI	ROG_IDLE)	ROG_STRE	ROG_HOTS	ROG_RUNI	ROG_REST	ROG_DIUR	TOG_RUNI	TOG_IDLE)	TOG_STRE	TOG_HOTS	TOG_RUNI	TOG_REST	TOG_DIUR	CO_RUNEX	CO_IDLEX	CO_STREX	SOx_RUNE	SOx_IDLEX	SOx_STREX
Santa Clara	2040	HHDT	Aggregate	Aggregate	Gasoline	9.687278	1045.228	193.8231	3.0815	0	0.236293	0.001083	0	0.000402	0.005	0.02646	0.001178	0	0.000437	0.02	0.06174	1538.541	0	35.84758	0.071261	0	0.000272	0.133059	0	0.010776	0.315253	0	0.001405	0.046538	0.235083	0.013798	0.021559	0.460016	0	0.001538	0.046538	0.235083	0.013798	0.021559	29.68291	0	4.83326	0.015225	0	0.000355
Santa Clara	2040	HHDT	Aggregate	Aggregate	Diesel	9911.748	1343065	107940.2	2.463983	57.84287	2.33063	0.022201	0.020463	0	0.008926	0.026242	0.023204	0.021389	0	0.035703	0.061231	1044.791	9295.681	0	0.00103	0.22512	0	0.164227	1.461152	0	0.022168	4.846772	0	0	0	0	0	0.025237	5.517681	0	0	0	0	0	0.242198	71.49836	0	0.009871	0.087821	0
Santa Clara	2040	HHDT	Aggregate	Aggregate	Natural Ga	406.5544	16577.18	1585.562	0.574516	18.3382	0	0.003049	0.010737	0	0.009	0.02646	0.003187	0.011223	0	0.036	0.06174	2558.43	3216.165	0	3.126827	1.174999	0	0.521553	0.655636	0	0.064931	0.02189	0	0	0	0	0	3.214234	1.204985	0	0	0	0	0	11.12555	22.06223	0	0	0	0
Santa Clara	2040	LDA	Aggregate	Aggregate	Gasoline	1010875	30858595	4738710	0.017381	0	0.118416	0.000512	0	0.000732	0.002	0.01575	0.000557	0	0.000796	0.008	0.03675	191.2559	0	39.65594	0.00063	0	0.020293	0.002891	0	0.019059	0.0018	0	0.074995	0.03897	0.158175	0.068691	0.069282	0.002627	0	0.08211	0.03897	0.158175	0.068691	0.069282	0.375337	0	1.505885	0.001893	0	0.000392
Santa Clara	2040	LDA	Aggregate	Aggregate	Diesel	12418.77	383066.4	58471.25	0.008759	0	0	0.000792	0	0	0.002	0.01575	0.000828	0	0	0.008	0.03675	151.981	0	0	0.000189	0	0	0.023889	0	0	0.004073	0	0	0	0	0	0	0.004637	0	0	0	0	0	0.131109	0	0	0.001437	0	0
Santa Clara	2040	LDA	Aggregate	Aggregate	Electricity	64423.62	2058451	305062.4	0	0	0	0	0	0	0.002	0.01575	0	0	0	0.008	0.03675	0	0	0	0	0	0	0	0	0	0	0	0.004888	0	0.00456	0.017501	0	0	0	0.004888	0	0.00456	0.017501	0	0	0	0	0	0
Santa Clara	2040	LDT1	Aggregate	Aggregate	Gasoline	105153.1	2939628	485577.8	0.019302	0	0.128739	0.000563	0	0.000803	0.002	0.01575	0.000613	0	0.000874	0.008	0.03675	222.9584	0	46.39061	0.000724	0	0.021759	0.003028	0	0.02003	0.002191	0	0.082199	0.051217	0.212696	0.111751	0.109371	0.003198	0	0.089998	0.051217	0.212696	0.111751	0.109371	0.389272	0	1.557066	0.002206	0	0.000459
Santa Clara	2040	LDT1	Aggregate	Aggregate	Diesel	14.07825	401.4599	65.64593	0.036501	0	0	0.004226	0	0	0.002	0.01575	0.004417	0	0	0.008	0.03675	288.8787	0	0	0.000615	0	0	0.045408	0	0	0.013232	0	0	0	0	0	0	0.015064	0	0	0	0	0	0.138369	0	0	0.002731	0	0
Santa Clara	2040	LDT1	Aggregate	Aggregate	Electricity	3832.409	122136.7	18133.69	0	0	0	0	0	0	0.002	0.01575	0	0	0	0.008	0.03675	0	0	0	0	0	0	0	0	0	0	0	0.004888	0	0.00456	0.017501	0	0	0	0.004888	0	0.00456	0.017501	0	0	0	0	0	0
Santa Clara	2040	LDT2	Aggregate	Aggregate	Gasoline	320570.6	9049580	1484347	0.020269	0	0.130735	0.00054	0	0.000764	0.002	0.01575	0.000588	0	0.000831	0.008	0.03675	222.4241	0	47.48431	0.000957	0	0.027978	0.003003	0	0.020139	0.00304	0	0.110317	0.054902	0.220695	0.156068	0.152187	0.004437	0	0.120783	0.054902	0.220695	0.156068	0.152187	0.451604	0	2.004911	0.002201	0	0.00047
Santa Clara	2040	LDT2	Aggregate	Aggregate	Diesel	3224.344	92696.82	15095.84	0.028359	0	0	0.003998	0	0	0.002	0.01575	0.004179	0	0	0.008	0.03675	202.976	0	0	0.000598	0	0	0.031905	0	0	0.012877	0	0	0	0	0	0	0.01466	0	0	0	0	0	0.133707	0	0	0.001919	0	0
Santa Clara	2040	LDT2	Aggregate	Aggregate	Electricity	13777.66	305240.7	65295.86	0	0	0	0	0	0	0.002	0.01575	0	0	0	0.008	0.03675	0	0	0	0	0	0	0	0	0	0	0	0.004888	0	0.00456	0.017501	0	0	0	0.004888	0	0.00456	0.017501	0	0	0	0	0	0
Santa Clara	2040	LHDT1	Aggregate	Aggregate	Gasoline	19977.09	611041	297628.9	0.04131	0.025118	0.301631	0.002036	0	0.000303	0.002	0.03276	0.002214	0	0.00033	0.008	0.07644	827.1557	101.0868	15.89449	0.002018	0.087517	0.010829	0.003952	0.0025	0.029143	0.006536	0.288484	0.0484	0.061245	0.31264	0.016553	0.026243	0.009537	0.420955	0.052992	0.061245	0.31264	0.016553	0.026243	0.155484	3.781397	1.391343	0.008185	0.001	0.000157
Santa Clara	2040	LHDT1	Aggregate	Aggregate	Diesel	19251.64	599347.2	242161.4	0.147886	0.947118	0	0.007707	0.026354	0	0.003	0.03276	0.008055	0.027546	0	0.012	0.07644	443.1736	107.7452	0	0.005834	0.005098	0	0.069661	0.016936	0	0.125612	0.10976	0	0	0	0	0	0.143001	0.124954	0	0	0	0	0	0.575277	0.909745	0	0.00419	0.001019	0
Santa Clara	2040	LHDT2	Aggregate	Aggregate	Gasoline	2997.063	91303.05	44651.78	0.043581	0.024598	0.288609	0.002024	0	0.000296	0.002	0.03822	0.002202	0	0.000322	0.008	0.08918	945.8048	115.6663	18.0382	0.001978	0.086715	0.009682	0.004327	0.002465	0.028391	0.006337	0.282517	0.041541	0.049585	0.257421	0.014887	0.023259	0.009247	0.412249	0.045482	0.049585	0.257421	0.014887	0.023259	0.152062	3.781397	1.386304	0.00936	0.001145	0.000179
Santa Clara	2040	LHDT2	Aggregate	Aggregate	Diesel	7894.652	235599.2	99304.79	0.201381	0.989648	0	0.016388	0.02632	0	0.003	0.03822	0.017129	0.02751	0	0.012	0.08918	499.7858	175.3545	0	0.005926	0.005098	0	0.078559	0.027563	0	0.127582	0.10976	0	0	0	0	0	0.145244	0.124954	0	0	0	0	0	0.588312	0.909745	0	0.004725	0.001658	0
Santa Clara	2040	MCY	Aggregate	Aggregate	Gasoline	46402.91	277006	92805.81	1.132995	0	0.270119	0.002083	0	0.002771	0.001	0.00504	0.002235	0	0.00297	0.004	0.01176	209.5903	0	58.06019	0.31544	0	0.243272	0.065269	0	0.015334	2.100058	0	1.843003	0.626404	1.250346	0.956119	1.818396	2.636637	0	2.007868	0.626404	1.250346	0.956119	1.818396	17.07223	0	9.323329	0.002074	0	0.000575
Santa Clara	2040	MDV	Aggregate	Aggregate	Gasoline	203926.5	5612685	939451.2	0.021974	0	0.143628	0.000558	0	0.000799	0.002	0.01575	0.000607	0	0.000868	0.008	0.03675	269.8031	0	57.7775	0.000993	0	0.029625	0.003126	0	0.021105	0.003189	0	0.120326	0.074646	0.232629	0.226018	0.222067	0.004653	0	0.131742	0.074646	0.232629	0.226018	0.222067	0.45405	0	2.065218	0.00267	0	0.000572
Santa Clara	2040	MDV	Aggregate	Aggregate	Diesel	7205.031	202382	33568.91	0.009863	0	0	0.000985	0	0	0.002	0.01575	0.001029	0	0	0.008	0.03675	264.0674	0	0	0.000216	0	0	0.041508	0	0	0.004658	0	0	0	0	0	0	0.005303	0	0	0	0	0	0.146283	0	0	0.002496	0	0
Santa Clara	2040	MDV	Aggregate	Aggregate	Electricity	9911.548	220501.3	47049.51	0	0	0	0	0	0	0.002	0.01575	0	0	0	0.008	0.03675	0	0	0	0	0	0	0	0	0	0	0	0.004888	0	0.00456	0.017501	0	0	0	0.004888	0	0.00456	0.017501	0	0	0	0	0	0
Santa Clara	2040	MH	Aggregate	Aggregate	Gasoline	3187.005	28578.08	318.8279	0.105084	0	0.325649	0.001282	0	0.00029	0.003	0.05586	0.001394	0	0.000315	0.012	0.13034	1419.003	0	20.50508	0.00392	0	0.027417	0.012443	0	0.038392	0.01115	0	0.099478	0.021231	0.253007	0.015328	0.032475	0.01627	0	0.108916	0.021231	0.253007	0.015328	0.032475	0.174091	0	2.184852	0.014042	0	0.000203
Santa Clara	2040	MH	Aggregate	Aggregate	Diesel	1557.449	12462.26	155.7449	2.611955	0	0	0.025642	0	0	0.004	0.05586	0.026801	0	0	0.016	0.13034	845.9843	0	0	0.003548	0	0	0.132977	0	0	0.076395	0	0	0	0	0	0	0.08697	0	0	0	0	0	0.227437	0	0	0.007998	0	0
Santa Clara	2040	MHDT	Aggregate	Aggregate	Gasoline	2497.496	112515.2	49969.91	0.091606	0.089551	0.335311	0.001294	0	0.000398	0.003	0.05586	0.001408	0	0.000433	0.012	0.13034	1403.349	438.7683	29.96246	0.00306	0.2765	0.031153	0.008475	0.008342	0.031087	0.011373	1.028508	0.149931	0.045633	0.227121	0.01322	0.020757	0.016596	1.500796	0.164156	0.045633	0.227121	0.01322	0.020757	0.200618	15.30009	2.922831	0.013887	0.004342	0.000297
Santa Clara	2040	MHDT	Aggregate	Aggregate	Diesel	12146.04	656997.7	119895.3	1.592614	4.092369	2.181898	0.007264	0.001104	0	0.003	0.05586	0.007592	0.001154	0	0.012	0.13034	825.9124	708.8292	0	0.000473	0.003178	0	0.129822	0.111418	0	0.010194	0.068429	0	0	0	0	0	0.011605	0.077901	0	0	0	0	0	0.116411	2.868839	0	0.007803	0.006697	0
Santa Clara	2040	OBUS	Aggregate	Aggregate	Gasoline	586.6629	23563.71	11737.95	0.131455	0.065317	0.299829	0.001277	0	0.000272	0.003	0.05586	0.001389	0	0.000296	0.012	0.13034	1417.563	317.1467	21.65136	0.004133	0.201439	0.025321	0.010325	0.005841	0.026026	0.016654	0.7501	0.125676	0.027247	0.31041	0.017935	0.037555	0.024302	1.094545	0.137599	0.027247	0.31041	0.017935	0.037555	0.316799	5.797689	2.509346	0.014028	0.003138	0.000214
Santa Clara	2040	OBUS	Aggregate	Aggregate	Diesel	880.009	54407.37	8196.279	1.958304	9.392846	2.223239	0.010091	0.002979	0	0.003	0.05586	0.010547	0.003114	0	0.012	0.13034	991.2852	1737.201	0	0.000594	0.029304	0	0.155816	0.273064	0	0.012783	0.630897	0	0	0	0	0	0.014553	0.718228	0	0	0	0	0	0.145615	10.48159	0	0.009365	0.016412	0
Santa Clara	2040	SBUS	Aggregate	Aggregate	Gasoline	484.6962	19178.26	1938.785	0.139428	0.92653	0.609014	0.001353	0	0.000613	0.002	0.3192	0.001472	0	0.000667	0.008	0.7448	745.889	2254.586	41.4137	0.00268	2.427037	0.054522	0.013066	0.09235	0.056895	0.01175	10.64152	0.307163	0.08867	0.597069	0.019274	0.039802	0.017145	15.52808	0.336305	0.08867	0.597069	0.019274	0.039802	0.211077	82.24088	7.015662	0.007381	0.022311	0.00041
Santa Clara	2040	SBUS	Aggregate	Aggregate	Diesel	881.8333	27906.44	10176.23	1.73554	17.3704	2.004778	0.010047	0.004788	0	0.003	0.3192	0.010501	0.005004	0	0.012	0.7448	895.436	2982.898	0	0.000958	0.012652	0	0.14075	0.46887	0	0.020635	0.272387	0	0	0	0	0	0.023492	0.310092	0	0	0	0	0	0.124242	10.82558	0	0.00846	0.028181	0
Santa Clara	2040	UBUS	Aggregate	Aggregate	Gasoline	8.469144	1066.112	33.87658	0.212039	0	0.745679	0.002214	0	0.00089	0.003	0.05586	0.002407	0	0.000968	0.012	0.13034	1733.814	0	80.39625	0.006987	0	0.106475	0.020061	0	0.070703	0.022728	0	0.445097	0.013198	0.073472	0.002774	0.006093	0.033164	0	0.487325	0.013198	0.073472	0.002774	0.006093	0.306549	0	8.852622	0.017157	0	0.000796
Santa Clara	2040	UBUS	Aggregate	Aggregate	Diesel	377.7478	42131.81	1510.991	0.804174	0	0	0.005656	0	0	0.008428	0.029265	0.005912	0	0	0.033371	0.068284	1523.264	0	0	0.077448	0	0	0.239436	0	0	0.001107	0	0	0	0	0	0	0.079041	0	0	0	0	0	0.131472	0	0	0.0144	0	0
Santa Clara	2040	UBUS	Aggregate	Aggregate	Natural Ga	152.6324	17023.74	610.5296	0.487691	0	0	0.003174	0	0	0.008428	0.029265	0.003317	0	0	0.033371	0.068284	2010.534	0	0	6.385838	0	0	0.40986	0	0	0.091241	0	0	0	0	0	0	6.517216	0	0	0	0	0	49.56612	0	0	0	0	0

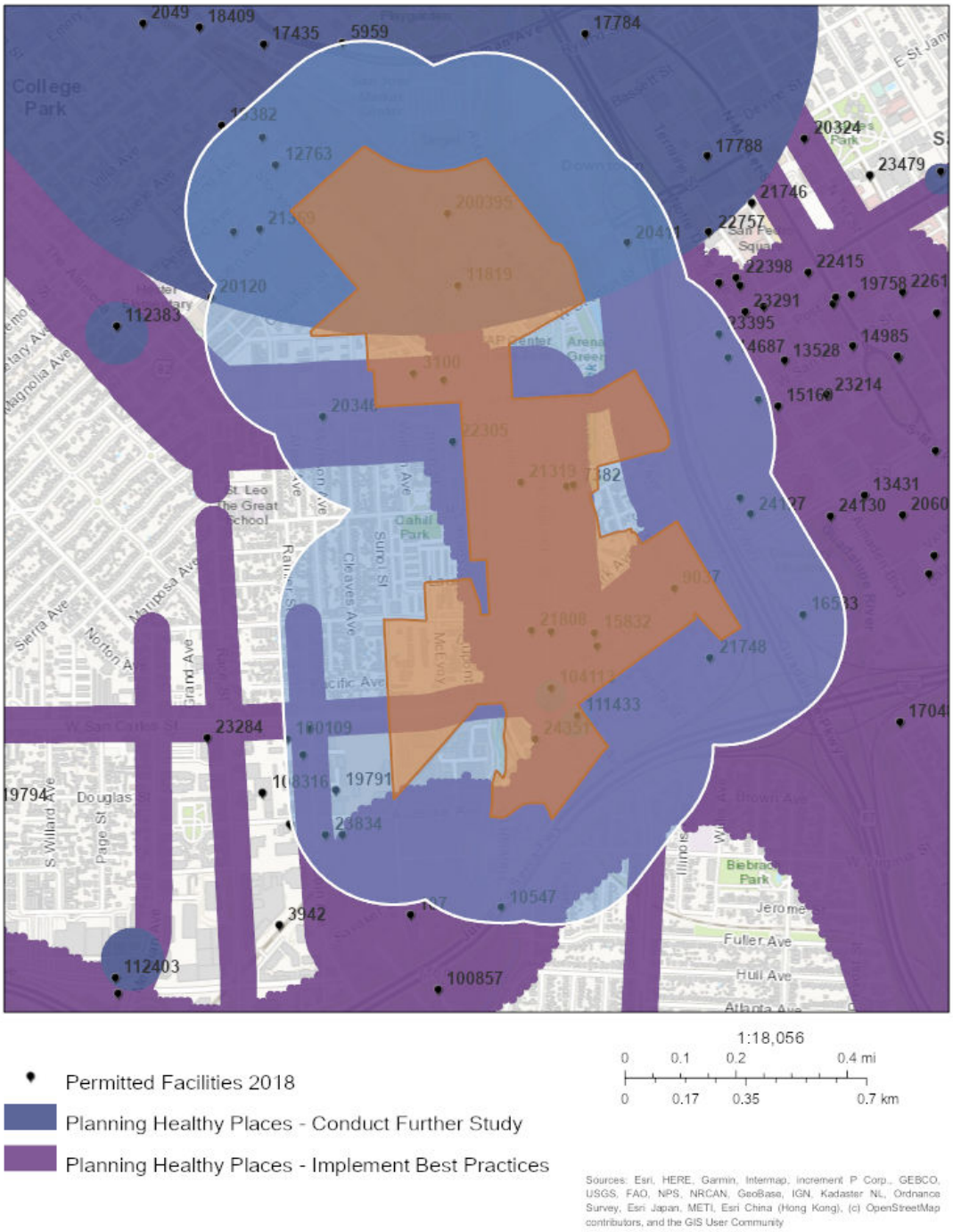
Attachment 2: Community Risk Assessment Information

Stationary Source Risk & Hazards Screening Report

Area of Interest (AOI) Information

Area : 35,667,932.75 ft²

Sep 1 2020 9:00:55 Pacific Daylight Time



Summary

Name	Count	Area(ft²)	Length(ft)
Permitted Facilities 2018	39	N/A	N/A

Permitted Facilities 2018

#	FACID	Name	Address	City	St
1	3100	Pacific Gas and Electric Company	308 Stockton Street	San Jose	CA
2	4109	Kearney Pattern Works and Foundry, Inc	40 So Montgomery St	San Jose	CA
3	5959	Hardcastle Autothon	590 Coleman Ave	San Jose	CA
4	7193	Michael & Co Inc	351 Lincoln Ave	San Jose	CA
5	7382	Ed's Scientific Auto Body	80 S Autumn St	San Jose	CA
6	8417	Century Collision & Repair	60 Stockton Ave	San Jose	CA
7	9037	Minh's Auto Body & Paint	452 W San Carlos St	San Jose	CA
8	10547	American Custom Marble, Inc	806 W Home Street	San Jose	CA
9	11380	KS California Auto Body Shop	575 W San Carlos St	San Jose	CA
10	11819	Fleet Body Worx Inc	345 N Montgomery St	San Jose	CA
11	12763	Verizon Business	500 Stockton Avenue	San Jose	CA
12	14177	Pacific Gas and Electric	111 Almaden Boulevard	San Jose	CA
13	14687	CenturyLink Communications, LLC	55 Almaden Boulevard	San Jose	CA
14	15832	Finish Line Collision LLC	525 W San Carlos St	San Jose	CA
15	16533	Children's Discovery Museum	180 Woz Way	San Jose	CA
16	19382	MAACO	600 Stockton Ave	San Jose	CA
17	19791	Michael & Company Inc	380 Lincoln Ave	San Jose	CA
18	20120	County of Santa Clara - FAF	976 Lenzen Avenue	San Jose	CA
19	20165	Spartan Auto Body	344 Lincoln Avenue	San Jose	CA
20	20346	Crema Coffee Company	950 The Alameda	San Jose	CA
21	20411	County of Santa Clara	333rd & 373 West Julian St	San Jose	CA
22	21319	Peninsula Corridor Joint Powers Board	65 Cahill Road	San Jose	CA
23	21369	TransitAmerica Services, Inc	585 Lenzen Avenue	San Jose	CA
24	21676	Evocative Data Centers	534 Stockton Avenue	San Jose	CA
25	21748	San Jose Fire Dept	454 Auzerais Ave, Station 30	San Jose	CA
26	21808	San Jose Fire Dept / Accts Payable	255 So Montgomery St	San Jose	CA
27	22167	A-ROD Auto Collision	345 LINCOLN AVE	SAN JOSE	CA
28	22305	Unison Energy, LLC	155 Stockton Avenue	San Jose	CA
29	22372	Riverpark Tower II Owner LLC	300 Park Avenue	San Jose	CA
30	23395	KBSIII Almaden Financial Plaza, LLC	1 Almaden Boulevard	San Jose	CA
31	23416	SJUSD District Office Bldg	855 Lenzen Avenue	San Jose	CA
32	23834	Chromatic Coffee Inc	460 Lincoln Ave, Ste 10	San Jose	CA

33	24127	Riverpark Tower I, Owner LLC	333 W San Carlos St	San Jose	CA
34	24351	TC Agoge Associates LLC	377 Royal Avenue	San Jose	CA
35	100109	O C McDonald	1150 W San Carlos St	San Jose	CA
36	104113	San Carlos 76	602 W San Carlos St	San Jose	CA
37	107956	City of San Jose Fire Training Center	245 S Montgomery St	San Jose	CA
38	111433	Bird Ave Chevron Inc	395 Bird Ave	San Jose	CA
39	200395	S & S Toy Shop	350B N MONTGOMERY ST	SAN JOSE	CA

FID	OBJECTID	FACID	Name	Address	City	St	Zip	County	Cancer	Hazard	PM_25	Type	Latitude	Longitude	UTM (Easting)	UTM (Northing)
							BAAQMD Threshold		*10*	*0.1*	*0.3*					
343	343	3100	Pacific Gas	308 Stockt	San Jose	CA	95126	Santa Clara	0.24	0	0	Contact BA	37.332	-121.905	597005.103	4132264.383
479	479	4109	Kearney Pa	40 So Mon	San Jose	CA	95110	Santa Clara	0	0	0	Contact BA	37.329	-121.9	597451.9386	4131936.694
643	643	5959	Hardcastle	590 Colem	San Jose	CA	95110	Santa Clara	0	0	0	Contact BA	37.341	-121.908	596727.7837	4133259.811
736	736	7193	Michael &	351 Lincolr	San Jose	CA	95126	Santa Clara	0	0	0	Contact BA	37.323	-121.909	596662.2654	4131261.78
752	752	7382	Ed's Scient	80 S Autun	San Jose	CA	95110	Santa Clara	0	0	0	Contact BA	37.33	-121.9	597450.6469	4132047.639
875	875	8417	Century Co	60 Stockto	San Jose	CA	95126	Santa Clara	0	0	0	Contact BA	37.332	-121.904	597093.695	4132265.41
943	943	9037	Minh's Aut	452 W San	San Jose	CA	95110	Santa Clara	0	0	0	Contact BA	37.327	-121.897	597720.3159	4131717.904
1089	1,089	10547	American (	806 W Hor	San Jose	CA	95126	Santa Clara	0	0.03	0	Contact BA	37.319	-121.902	597287.6402	4130825.186
1193	1,193	11380	KS Californ	575 W San	San Jose	CA	95126	Santa Clara	0	0	0	Contact BA	37.325	-121.899	597545.7057	4131493.947
1247	1,247	11819	Fleet Body	345 N Mor	San Jose	CA	95110	Santa Clara	0	0	0	Contact BA	37.335	-121.904	597089.8334	4132598.245
1372	1,372	12763	Verizon Bu	500 Stockt	San Jose	CA	95126	Santa Clara	70.31	0.11	0.04	Generators	37.338	-121.91	596554.4619	4132924.929
1941	1,941	14177	Pacific Gas	111 Almad	San Jose	CA	95113	Santa Clara	1.81	0	0	Generators	37.332	-121.894	597979.6157	4132275.735
2159	2,159	14687	CenturyLin	55 Almade	San Jose	CA	95113	Santa Clara	1.44	0	0	Generators	37.333	-121.895	597889.7258	4132385.644
2590	2,590	15832	Finish Line	525 W San	San Jose	CA	95126	Santa Clara	0	0	0	Contact BA	37.326	-121.899	597544.4129	4131604.892
2890	2,890	16533	Children's I	180 Woz W	San Jose	CA	95112	Santa Clara	0.24	0	0	Generators	37.326	-121.893	598076.0077	4131611.104
4146	4,146	19382	MAACO	600 Stockt	San Jose	CA	95126	Santa Clara	0	0	0	Contact BA	37.339	-121.912	596376.0141	4133033.832
4337	4,337	19791	Michael &	380 Lincolr	San Jose	CA	95126	Santa Clara	0	0	0	Contact BA	37.322	-121.908	596752.1501	4131151.859
4501	4,501	20120	County of S	976 Lenzer	San Jose	CA	95131	Santa Clara	2.36	0	0	Generators	37.334	-121.912	596382.4035	4132479.107
4519	4,519	20165	Spartan Au	344 Lincolr	San Jose	CA	95126	Santa Clara	0	0	0	Contact BA	37.32	-121.908	596754.7144	4130929.97
4606	4,606	20346	Crema Cofl	950 The Al	San Jose	CA	95126	Santa Clara	0	0	0.01	Contact BA	37.331	-121.908	596740.6095	4132150.362
4639	4,639	20411	County of S	333rd & 37	San Jose	CA	95110	Santa Clara	2.59	0	0	Generators	37.336	-121.898	597620.0703	4132715.374
5103	5,103	21319	Peninsula (	65 Cahill R	San Jose	CA	95126	Santa Clara	1.47	0	0	Generators	37.33	-121.902	597273.4581	4132045.578
5136	5,136	21369	TransitAme	585 Lenzer	San Jose	CA	95110	Santa Clara	1.99	0	0	Generators	37.336	-121.91	596557.0224	4132703.04
5296	5,296	21676	Evocative I	534 Stockt	San Jose	CA	95126	Santa Clara	70.67	0.02	0.09	Generators	37.339	-121.91	596553.1816	4133035.874
5334	5,334	21748	San Jose Fi	454 Auzera	San Jose	CA	95126	Santa Clara	0.08	0	0	Generators	37.325	-121.896	597811.5066	4131497.049
5368	5,368	21808	San Jose Fi	255 So Mo	San Jose	CA	95110	Santa Clara	3.14	0	0	Generators	37.326	-121.901	597367.2147	4131602.829
5542	5,542	22167	A-ROD Aut	345 LINCOI	SAN JOSE	CA	95126	Santa Clara	0	0	0	Contact BA	37.323	-121.909	596662.2654	4131261.78
5615	5,615	22305	Unison Ene	155 Stockt	San Jose	CA	95126	Santa Clara	0.75	0	0.29	Generators	37.331	-121.904	597094.9822	4132154.465
5649	5,649	22372	Riverpark 1	300 Park A	San Jose	CA	95110	Santa Clara	3.69	0	0	Generators	37.329	-121.895	597894.9166	4131941.864
6218	6,218	23395	KBSIII Alma	1 Almaden	San Jose	CA	95113	Santa Clara	9.33	0.01	0.01	Generators	37.333	-121.895	597889.7258	4132385.644
6229	6,229	23416	SJUSD Dist	855 Lenzer	San Jose	CA	95126	Santa Clara	0	0	0	Contact BA	37.336	-121.911	596468.4351	4132702.018
6445	6,445	23834	Chromatic	460 Lincolr	San Jose	CA	95126	Santa Clara	0.03	0	8.04	Contact BA	37.32	-121.908	596754.7144	4130929.97
6575	6,575	24127	Riverpark 1	333 W San	San Jose	CA	95110	Santa Clara	9.24	0.01	0.01	Generators	37.329	-121.894	597983.5123	4131942.901
6639	6,639	24351	TC Agoge A	377 Royal /	San Jose	CA	95126	Santa Clara	0.32	0	0	Generators	37.323	-121.901	597371.0861	4131269.995
6691	6,691	100109	O C McDor	1150 W Sa	San Jose	CA	95126	Santa Clara	2.73	0.01	0	Gas Dispen	37.323	-121.909	596662.2654	4131261.78
6958	6,958	104113	San Carlos	602 W San	San Jose	CA	95126	Santa Clara	15.38	0.07	0	Gas Dispen	37.324	-121.901	597369.7956	4131380.939
7215	7,215	107956	City of San	245 S Mon	San Jose	CA	95110	Santa Clara	7.34	0.03	0	Gas Dispen	37.326	-121.901	597367.2147	4131602.829
8080	8,080	111433	Bird Ave Cl	395 Bird Av	San Jose	CA	95126	Santa Clara	38.64	0.17	0	Gas Dispen	37.324	-121.9	597458.3971	4131381.97
8975	8,975	200395	S & S Toy S	350B N MC	SAN JOSE	CA	95110	Santa Clara	0	0	0	Contact BA	37.337	-121.904	597087.2589	4132820.135

#	Zip	County	Cancer	Hazard	PM_25	Type	Count
1	95126	Santa Clara	0.240	0.000	0.000	Contact BAAQMD	1
2	95110	Santa Clara	0.000	0.000	0.000	Contact BAAQMD	1
3	95110	Santa Clara	0.000	0.000	0.000	Contact BAAQMD	1
4	95126	Santa Clara	0.000	0.000	0.000	Contact BAAQMD	1
5	95110	Santa Clara	0.000	0.000	0.000	Contact BAAQMD	1
6	95126	Santa Clara	0.000	0.000	0.000	Contact BAAQMD	1
7	95110	Santa Clara	0.000	0.000	0.000	Contact BAAQMD	1
8	95126	Santa Clara	0.000	0.030	0.000	Contact BAAQMD	1
9	95126	Santa Clara	0.000	0.000	0.000	Contact BAAQMD	1
10	95110	Santa Clara	0.000	0.000	0.000	Contact BAAQMD	1
11	95126	Santa Clara	70.310	0.110	0.040	Generators	1
12	95113	Santa Clara	1.810	0.000	0.000	Generators	1
13	95113	Santa Clara	1.440	0.000	0.000	Generators	1
14	95126	Santa Clara	0.000	0.000	0.000	Contact BAAQMD	1
15	95112	Santa Clara	0.240	0.000	0.000	Generators	1
16	95126	Santa Clara	0.000	0.000	0.000	Contact BAAQMD	1
17	95126	Santa Clara	0.000	0.000	0.000	Contact BAAQMD	1
18	95131	Santa Clara	2.360	0.000	0.000	Generators	1
19	95126	Santa Clara	0.000	0.000	0.000	Contact BAAQMD	1
20	95126	Santa Clara	0.000	0.000	0.010	Contact BAAQMD	1
21	95110	Santa Clara	2.590	0.000	0.000	Generators	1
22	95126	Santa Clara	1.470	0.000	0.000	Generators	1
23	95110	Santa Clara	1.990	0.000	0.000	Generators	1
24	95126	Santa Clara	70.670	0.020	0.090	Generators	1
25	95126	Santa Clara	0.080	0.000	0.000	Generators	1
26	95110	Santa Clara	3.140	0.000	0.000	Generators	1
27	95126	Santa Clara	0.000	0.000	0.000	Contact BAAQMD	1
28	95126	Santa Clara	0.750	0.000	0.290	Generators	1
29	95110	Santa Clara	3.690	0.000	0.000	Generators	1
30	95113	Santa Clara	9.330	0.010	0.010	Generators	1
31	95126	Santa Clara	0.000	0.000	0.000	Contact BAAQMD	1
32	95126	Santa Clara	0.030	0.000	8.040	Contact BAAQMD	1

33	95110	Santa Clara	9.240	0.010	0.010	Generators	1
34	95126	Santa Clara	0.320	0.000	0.000	Generators	1
35	95126	Santa Clara	2.730	0.010	0.000	Gas Dispensing Facility	1
36	95126	Santa Clara	15.380	0.070	0.000	Gas Dispensing Facility	1
37	95110	Santa Clara	7.340	0.030	0.000	Gas Dispensing Facility	1
38	95126	Santa Clara	38.640	0.170	0.000	Gas Dispensing Facility	1
39	95110	Santa Clara	0.000	0.000	0.000	Contact BAAQMD	1

Note: The estimated risk and hazard impacts from these sources would be expected to be substantially lower when site specific Health Risk Screening Assessments are conducted.

The screening level map is not recommended for evaluating sensitive land uses such as schools, senior centers, day cares, and health facilities.

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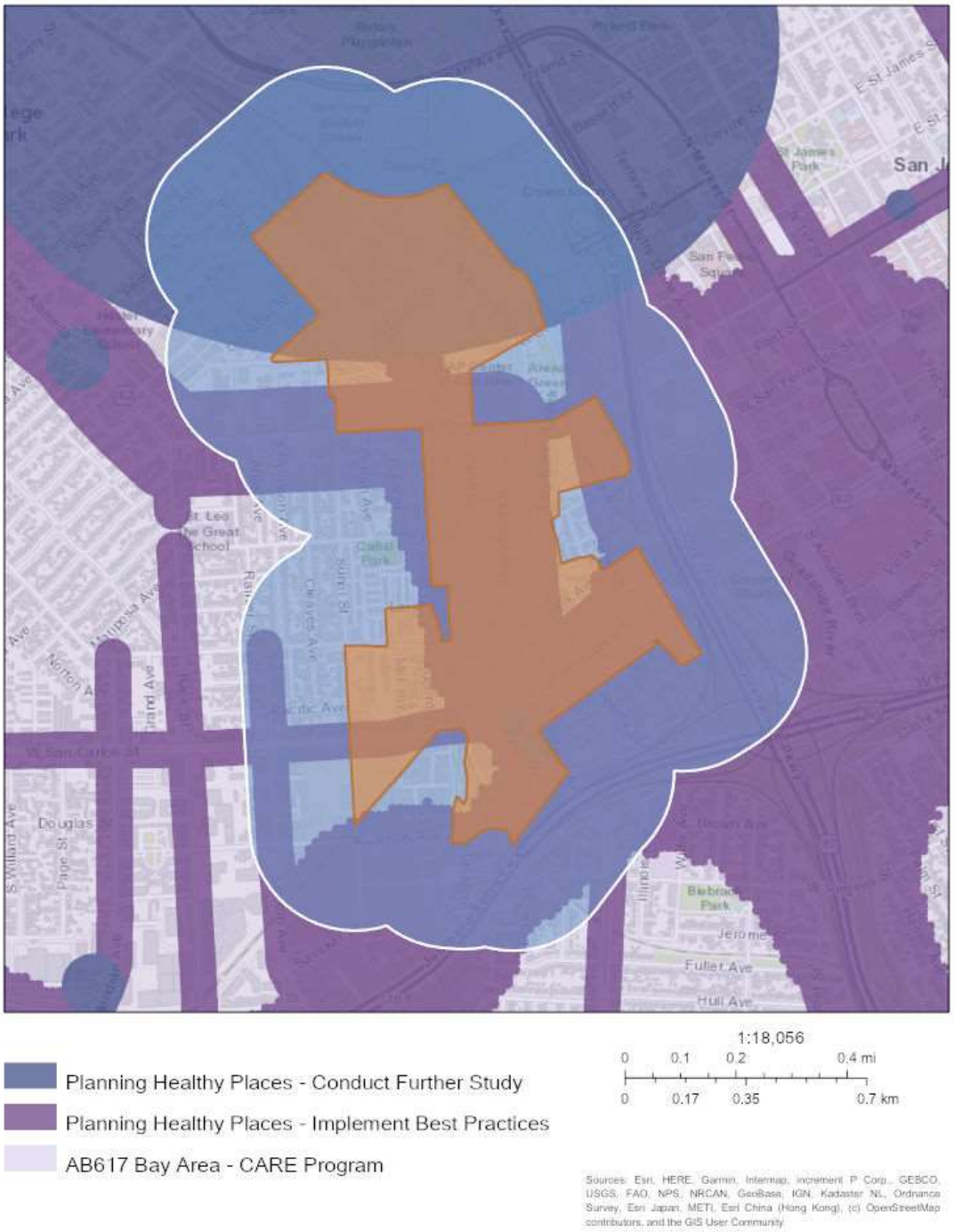
Stationary Source Risk & Hazards Screening Report

Area of Interest (AOI) Information

Area : 35,667,932.75 ft²

Sep 8 2020 11:59:16 Pacific Daylight Time



road or receiver name	segment	2015 am	2015 pm	2040 nobuild am	2040 nobuild pm	2040 build am	2040 build pm	ADT
stockton	lenzen to julian	350	390	660	890	790	1020	9050
	julian to santa clara	580	820	1020	1200	1640	2190	19150
delmas	santa clara to san fernando	1170	970	1250	1390	880	1060	9700
	park to auzerais	230	960	790	1680	1120	1840	14800
park	sunol to autumn/montgomery	760	780	1410	1650	1570	1840	17050
	autumn/montgomery to delmas	720	730	1190	1390	1330	1740	15350
royal ave	west san carlos to auzerais	200	80	360	440	520	620	5700
auzerais ave	hannah to bird	140	180	660	900	780	1240	10100
josefa st	park to columbia	210	180	790	1020	940	1270	11050
n montgomery st	cinnabar to st john	10	0	380	380	500	660	5800
w san fernando st	cahill to autumn	210	410	880	1160	1080	1350	12150
I280 Off-ramp		1060	760	1340	1300	1380	1360	13700
R2-Autumn St, north of St John	N of St John	130	70	380	400	370	350	3600
	St John to Santa Clara	310	500	1480	1890	1690	2010	18500
R3-Montgomery St, Santa Clara to Park		160	1060	220	400	330	280	3050
R4-Autumn Street, Santa Clara to San Fernando	SC to SF	280	60	970	1750	1310	1900	16050
	SF to Park	1010	440	2340	3000	2920	3570	32450
R5-Bird /Montgomery, Park to San Carlos	Park to San Carlos	2180	2640	2760	3330	2990	3720	33550
R6-Bird Ave, San Carlos to I-280 ramps		2480	3060	3850	4390	4120	4690	44050
Santa Clara	SR87 to Autumn	1490	1780	2450	3390	1420	1770	15950
	Autumn to Montgomery	1470	2200	2780	3510	1780	2160	19700
	West of Montgomery	1360	1820	2640	3400	2110	2570	23400
R13-San Carlos St, Bird to Almaden	Bird to Almaden	300	720	1820	2890	2590	3580	30850
	West of Bird	1060	1350	2680	3330	3060	3620	33400
R17-I-280 on ramp at Bird Ave		680	1270	890	1640	940	1680	13100
R24-Julian St, west of SR 87 SB		690	880	1210	1480	1360	1580	14700

Appendix B - Built Resources Historic Status Memo

circlepoint®

To: David Keyon
Principal Planner, Environmental Review
City of San José
200 E Santa Clara Street
San José, CA 95113

From: Andrew Metzger
Project Manager
Circlepoint
46 S First Street
San José, CA 95113

Subject: DSAP Amendment: Built Resources Historic Status Database

Date: February 23, 2021

This memorandum was prepared by Circlepoint to provide an overview and describe the purpose and structure of the Built Resources Historic Status Database (**Exhibit C**) prepared by JRP Historical Consulting LLC (JRP) in support of environmental clearance for the DSAP Amendment.

Overview of the Database

The Built Resources Historic Status Database is a parcel-specific identification of properties that have been determined to be historical resources under the California Environmental Quality Act (CEQA), properties that have been previously evaluated and determined not to be historical resources under CEQA, properties that need to be studied and have not been previously evaluated, and properties that are not eligible to qualify as a historical resource at this time under CEQA due to age (less than 45 years).

Parcel-specific information included in the database was primarily pulled from three sources:

1. The City's Historic Resources Inventory (HRI), which includes updates made by the Historic Landmarks Commission from 2016 to the present;
2. Santa Clara County Assessor's Office data; and
3. Office of Historic Preservation's California Historical Resources Information System data.

JRP also consulted existing city historic context information and recent historic resources studies conducted within and near the DSAP area, such as the 2020 Downtown West Mixed-Use Plan Environmental Impact Report, to record the most current parcel data. All sources consulted for built resources are listed in **Exhibit B**.

Given the programmatic nature of the DSAP Amendment environmental document, no reconnaissance or intensive level historic resource surveys or project-level analysis was conducted. Such analysis will be undertaken during project-level environmental review.

In total, the Built Resources Historic Status Database contains data on 2,103 parcels within a 200-foot buffer around the DSAP area. Of these parcels, 57 (or approximately 3 percent) are contained within an

established historic district. There are four historic districts identified in the study area, however, only the Southern Pacific Depot is contained with the DSAP area itself. A total of 103 parcels (approximately 5 percent) within the study area are listed in the City's HRI. Six parcels have been previously studied by the City during the environmental review process for separate projects and 681 parcels have been previously studied by JRP (approximately 32 percent). A total of 113 parcels (approximately 5 percent) have been previously studied by another historic resources consultant. Roughly half of the parcels within the study area have yet to be studied.

Purpose of the Database

JRP prepared the Built Resources Historic Status Database in April 2020 to identify the location of known historical resources under CEQA and the location of properties that will require historic resources evaluations to determine their eligibility status. The database information has been mapped and color-coded for ease of use by the City, property owners, developers, and the community. These maps are included as **Exhibit A**. The database is intended to provide as much information as possible about the presence of existing and potential historical resources so they may be appropriately considered in the formation of project-specific proposals, and to identify areas where there may be redevelopment opportunity on properties that were evaluated and determined not to be an eligible historical resource under CEQA or are not age-eligible resources. JRP also provides an estimated level of effort that will likely be needed for project-level environmental clearance with regard to historical resources in the "Anticipated Study Level of Effort" column of **Exhibit C**. Because new historic resources studies are constantly being prepared, future users will need to reference **Exhibit C** in conjunction with other historic resources studies published after April 2020.

Structure of the Database

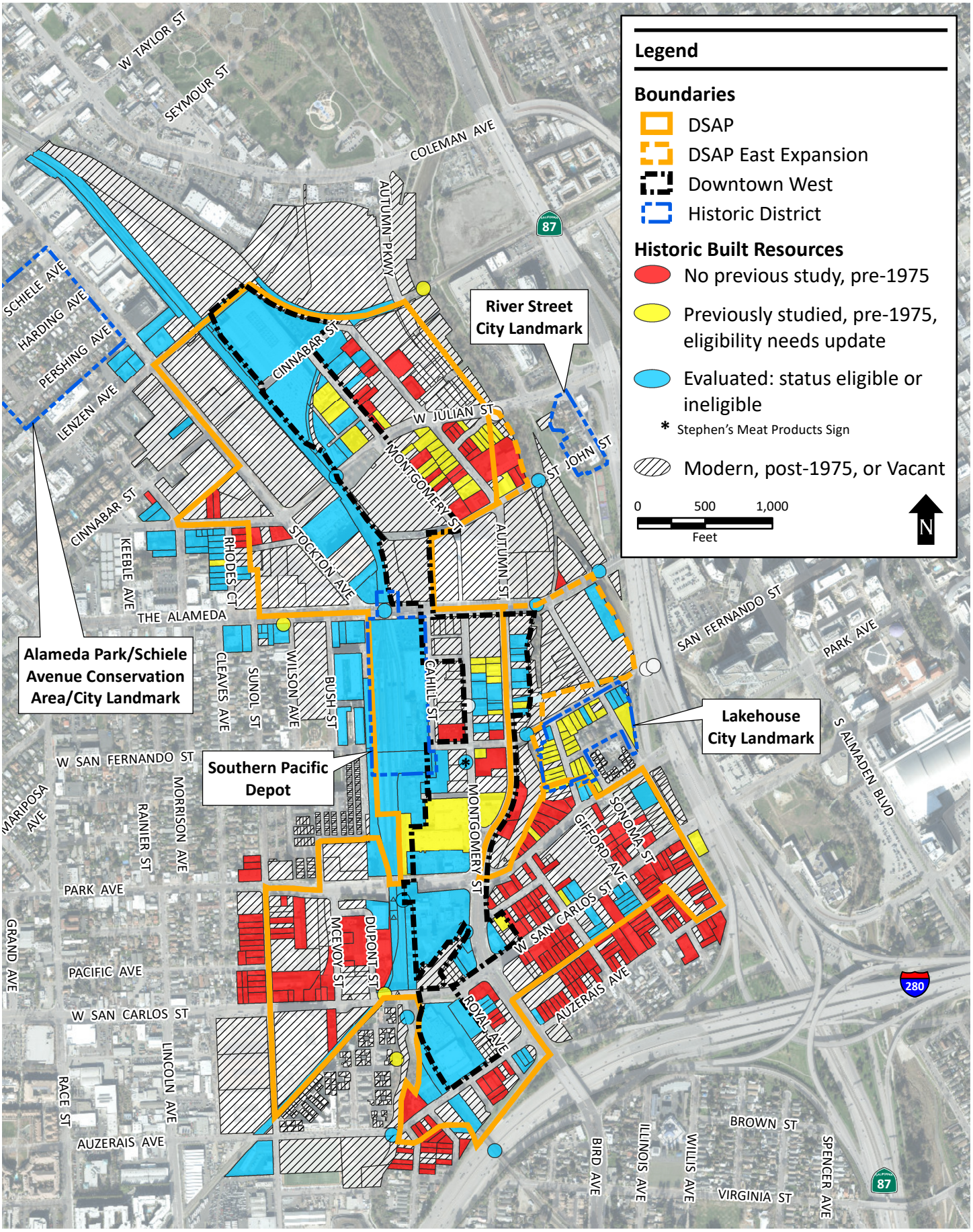
Exhibit C shows the Built Resources Historic Status Database in table form, organized by County Assessor's parcel number (APN). **Table 1** below explains the information provided in each column of **Exhibit C.**

Table 1—Built Resources Historic Status Database Guide

Column Heading	Description
APN	Santa Clara County Assessor's Parcel Number
Res Name	Resource Name, if any.
Built	Year existing building(s) was(were) estimated to be constructed.
City Previous Study?	This column indicates whether the parcel has been included in a previous historic resources analysis conducted by or for the City of San José. "FALSE" indicates that no previous study has been recorded and "TRUE" indicates that the parcel was previously studied.
City Notes from Previous Study	Notes provided by the City regarding previous studies covering a particular parcel.
Conclusions of Previous City Study	Where a previous study was conducted, this column indicates the conclusion of the study's evaluation of built resources on the parcel.
JRP Previous Study?	Indicates whether JRP has previously studied any structures on a given parcel. "FALSE" indicates no previous JRP study and "TRUE" indicates that a previous study was performed.
Other Previous Study?	Indicates whether another team besides JRP has studied a particular parcel.
Notes from Other Previous Study	Any relevant notes compiled by preparers of previous study.
Conclusion of Other Previous Study	Where a previous study was conducted other preparers, this column indicates the conclusion of the study's evaluation of built resources on the parcel.
BERD	"Built Environment Resources Directory." This column indicates whether any non-archaeological resources listed in the Office of Historic Preservation's (OHP) inventory are present on a particular parcel.
Historic District?	Indicates whether a given parcel is within a previously identified historic district on the City's HRI.
Historic District Name	Name of Historic District, if any.
Survey Status	If the parcel is not part of a historic district, this column indicates whether previous surveys determined the parcel to be modern (Mod), or vacant (Vac), or if the survey status is unknown (blank cell).
Source	Data source for entire record.
Notes	General notes from JRP
Primary Number	Primary Numbers are assigned to cultural resources records submitted to the California Information Center.
OHP Status Code	California Office of Historic Preservation evaluation status, if any. A list of codes and definitions is available at: https://ohp.parks.ca.gov/?page_id=1069
Anticipated Study Level of Effort	JRP's estimate for level of effort that will likely be needed during project-level environmental clearance.
SJ HRI	If listed in the City's Historic Resources Inventory (HRI), this column indicates the type of listing.
Historic Eligibility	Indicates whether buildings on a given parcel are eligible for listing as historic resources.

Exhibit A: Built Resources Historic Status Mapping
Exhibit B: Sources Consulted for Built Resources Previous Studies in the DSAP Plan Area
Exhibit C: Built Resources Historic Status Database

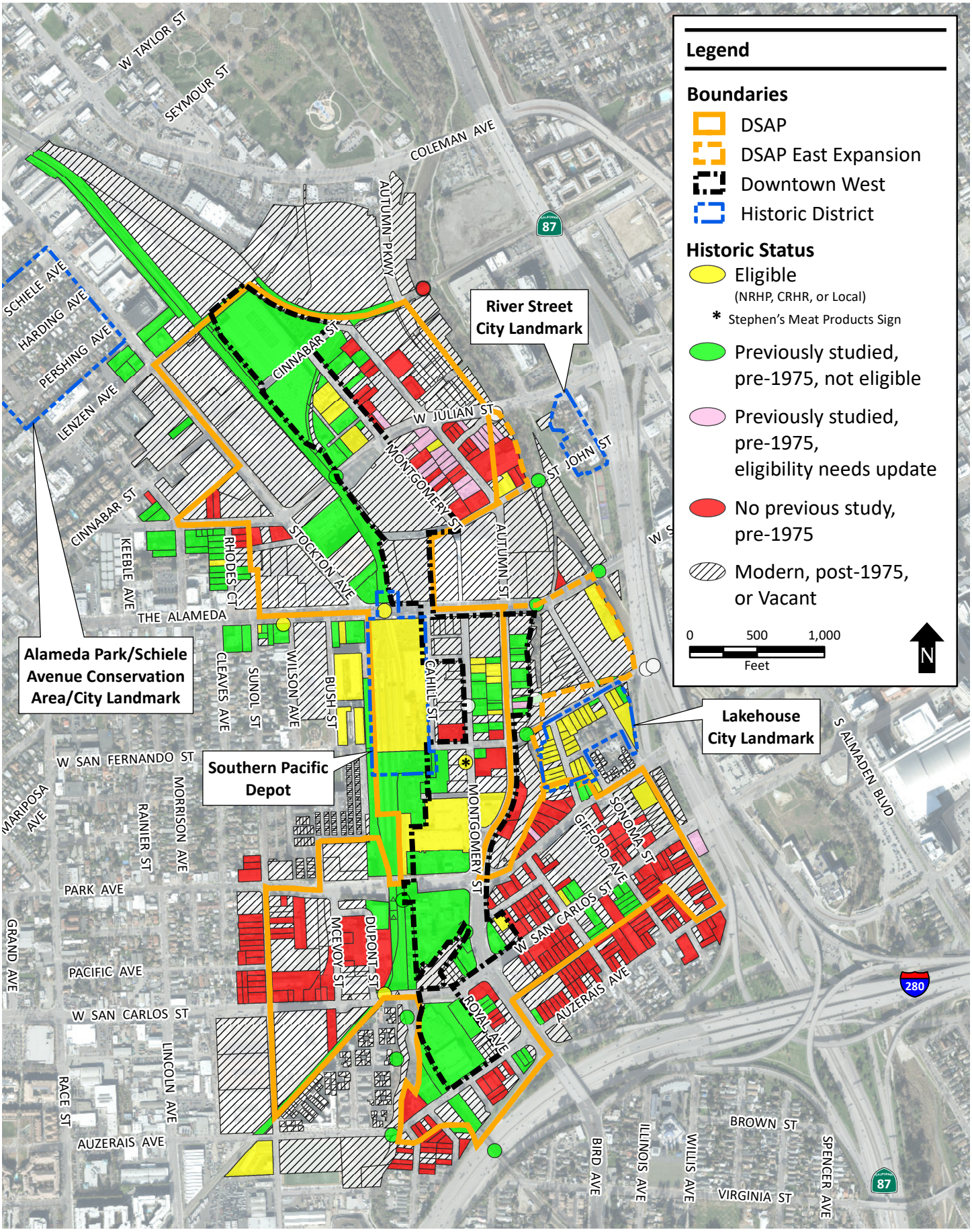
Exhibit C: Built Historic Resources Mapping



Built Resources: Previously Studied

Figure 1

Source: County of Santa Clara; The Sanborn Co., 2020; Santa Clara County GIS, 2020; Caltrans, 2020; JRP, 2020.



Built Resources: Eligibility Status

Figure **2**

Source: County of Santa Clara; The Sanborn Co., 2020; Santa Clara County GIS, 2020; Caltrans, 2020; JRP, 2020.

Exhibit B: Sources Consulted for Built Resources Previous Studies in the DSAP Plan Area

City of San José. *Addendum to the Envision San José 2040 General Plan Final EIR*. 2016.

City of San José. *Envision San José 2040 General Plan Final EIR*. 2011.

City of San José, Historic Landmarks Commission, Minutes. January 2017-May 2020.

City of San José. *Historic Resources Inventory*. February 8, 2016.

City of San José, "The San Jose Sign Project," brochure, n.d.

California Department of Parks and Recreation. Northwestern Information Center. "Historic Properties Data File," "Built Environment Resources Directory," and records search results. 2012-2020.

California Department of Transportation. *Historic Bridge Log*. 2020.

California High Speed Rail Authority. San Jose to Merced Project Section. *Historic Architectural Survey Report*, by JRP Historical Consulting, LLC. 2019.

David J. Powers & Assoc. *Envision San Jose 2040 General Plan, Santa Clara County, California*. "Appendix J: Cultural Resources." 2009.

Dobkin, Marjorie, Ph.D. and Basin Research Associates. West San Carlos Street Historic Context. April 2011.

ESA. *Downtown West Mixed-Use Plan Environmental Impact Report (EIR),* "Historical Resources Technical Report." 2020.

Santa Clara Valley Transportation Authority. *VTA's BART Silicon Valley-Phase II Extension Project, Supplemental Built Environment Survey Report.* 2016.

TreanorHL. "321, 323, 327, and 329 Gifford Avenue and 462, 466, and 470 W. San Carlos Street San José Historic Resources Evaluation." November 4, 2020.

TreanorHL. "491 W. San Carlos Street, 493-495 and 495 ½ W. San Carlos Street, 497-499 W. San Carlos Street Historic Resources Assessment." September 14, 2020.

TreanorHL. "The Madera Project, San Jose, California, 486-498 W. San Carlos & 332-346 Josefa Streets Historic Resources Assessment." November 30, 2020.

Exhibit C: Built Resources Historic Status Database

APN	Resource Name	Built	City Previous Study?	City Notes from Previous Study	Conclusion of Previous City Study	JRP Previous Study?	Other Previous Study?	Notes from Other Previous Study	Conclusion of Other Previous Study	BERD	Historic District?	Historic District Name	Survey Status	Source	Notes	Primary Number	OHP Status Code	Anticipated Study Level of Effort	SJ HRI	Historic Eligibility
259-10-002		1953	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data			6Z	Low		Not Eligible
259-10-003		2001; 1951	FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; 13062 database; SCCounty.zip						Modern/Vacant
259-10-004	Gandolf Industries	1940	FALSE			TRUE	FALSE				FALSE			San Jose Historic Resources Inventory			6Z	Low	Structure of Merit; State of California Department of Parks and Recreation (DPR) Form	Not Eligible
259-10-022		2007	FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; 13062 database; 17039 database						Modern/Vacant
259-10-023		1954 ca.	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database; 17039 database			6Z	Low		Not Eligible
259-23-024			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-24-035		1999; 1993-2000 ca.	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
259-24-042		1993-2000 ca.	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-25-002			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-25-004		1979	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
259-25-005		1979	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
259-25-007			FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data	Demo'd; new construction					Modern/Vacant
259-25-015		1941	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 17039 database; SCCounty.zip			6Z	Low		Not Eligible
259-25-016		1946	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 17039 database; SCCounty.zip				High		-N/A-
259-25-020		1959	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
259-25-021		1947	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
259-25-022			FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-25-028		1910	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data				High		-N/A-
259-25-030		1956	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 17039 database			6Z	Low		Not Eligible
259-25-031		1943 ca.	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 17039 database			6Z	Low		Not Eligible
259-25-032		1996	FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
259-25-033			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-25-034		1915-1948	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 17039 database			6Z	Low		Not Eligible
259-25-035		1953	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
259-25-037		1885	FALSE			FALSE	TRUE				FALSE			San Jose Historic Resources Inventory; SCCounty.zip				Medium	Identified Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Status Unknown
259-25-038		1947	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
259-25-039		1975	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
259-25-040		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
259-25-041		1940 ca.	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data				High		-N/A-
259-25-042		1959	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
259-25-051			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-25-052			FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data	Guadalupe River					Modern/Vacant
259-25-054			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-25-056			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-25-057			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data	Guadalupe River Trail					Modern/Vacant
259-25-059			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-25-061			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-25-063			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data	demo'd					Modern/Vacant
259-25-064			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-25-065			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data	Guadalupe River					Modern/Vacant
259-25-066			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-25-067			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data	likely associated with 259-25-063					Modern/Vacant
259-25-068			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant

259-25-069			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-25-070			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-25-071			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-25-072			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-25-073			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-25-074			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-25-075			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-26-006			FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data	railroad			Low		Not Eligible
259-26-007			FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data	railroad			Low		Not Eligible
259-26-015			FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data	railroad			Low		Not Eligible
259-26-016			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-26-017		1948, 1976	FALSE			TRUE	TRUE	Downtown West Mixed-Use Plan Historical Resources Technical Report (2020)	6Z		FALSE			Santa Clara County GIS parcel data; SCCounty.zip			6Z	Low		Not Eligible
259-26-019		1980-1987	FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; 13062 database						Modern/Vacant
259-26-020		1981-1993	FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; 13062 database						Modern/Vacant
259-26-021			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-26-022			FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data	railroad & roadway (Lenzen			Low		Not Eligible
259-26-023			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data	likely associated with 259-26-019					Modern/Vacant
259-26-024			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-26-025			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data	likely associated with 259-26-019, 259-26-020 & 259-27-027					Modern/Vacant
259-27-003	Puccio Machine & Welding Works	1941 ca., 1945	FALSE			TRUE	TRUE	Downtown West Mixed-Use Plan Historical Resources Technical Report (2020)	6Z, 6L - eligible as Structure of Merit		FALSE			Santa Clara County GIS parcel data; 17039 database			6Z; 6Z, 6L - eligible as Structure of Merit	Low		Not Eligible
259-27-007		1895; 1910 ca.	FALSE			TRUE	TRUE	Downtown West Mixed-Use Plan Historical Resources Technical Report (2020)	6Z		FALSE			Santa Clara County GIS parcel data; 17039 database			6Z; 6Z	Low		Not Eligible
259-27-008			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-27-009		1891 ca., 1883 ca., 1892 ca., 1894 ca.	FALSE			TRUE	TRUE	43-003707 - 563 W Julian, 43-003708 - 567 W Julian, San Francisco to San Jose High-Speed Train, PBS&J, Feb 2011; Downtown West Mixed-Use Plan Historical Resources Technical Report (2020)	6Z (563 W Julian); 6Z (567 W Julian); 5S3 (eligible as SJ Landmark as group - 559, 563, 567 W. Julian)		FALSE			Santa Clara County GIS parcel data; NWIC - Architecture		P-43-003707; P-43-003708;	6Z; 6Z (563 W Julian); 6Z (567 W Julian); 5S3 (eligible as SJ Landmark as group - 559, 563, 567 W. Julian)	Medium		Eligible
259-27-010		1939, 1953	FALSE			TRUE	TRUE	Downtown West Mixed-Use Plan Historical Resources Technical Report (2020) - includes parcel -011 as part of property, date=1953	6Z		FALSE			Santa Clara County GIS parcel data; 17039 database; From ARG.zip	2020 survey combines this parcel with -011		6Z; 6Z	Low		Not Eligible

259-27-011		1953	FALSE			TRUE	TRUE	Downtown West Mixed-Use Plan Historical Resources Technical Report (2020) - includes parcel -010 as part of property, date=1953	6Z		FALSE			Santa Clara County GIS parcel data; From ARG.zip	2020 survey combines this parcel with -010 !!		6Z	Low		Not Eligible
259-27-014		1941, 1945, 1944	FALSE			TRUE	TRUE	Downtown West Mixed-Use Plan Historical Resources Technical Report (2020), date (345)=1944	5S3 (343 & 345) eligible as SJ Landmark, 6Z (341)		FALSE			Santa Clara County GIS parcel data; 17039 database			6Z; 5S3 (343 & 345) eligible as SJ Landmark, 6Z (341)	Medium		Eligible
259-27-015		1941, 1945, 1944	FALSE			TRUE	TRUE	Downtown West Mixed-Use Plan Historical Resources Technical Report (2020), date (345)=1944	5S3 (343 & 345) eligible as SJ Landmark, 6Z (341)		FALSE			Santa Clara County GIS parcel data; 17039 database			6Z; 5S3 (343 & 345) eligible as SJ Landmark, 6Z (341)	Medium		Eligible
259-27-016		1963	FALSE			TRUE	TRUE	Downtown West Mixed-Use Plan Historical Resources Technical Report (2020)	6Z		FALSE			Santa Clara County GIS parcel data; 17039 database			6Z; 6Z	Low		Not Eligible
259-27-017		1966	FALSE			TRUE	TRUE	Downtown West Mixed-Use Plan Historical Resources Technical Report (2020) - 566-670 Cinnabar	6Z		FALSE			Santa Clara County GIS parcel data; SCCounty.zip			6Z	Low		Not Eligible
259-27-018			FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data	railroad			Low		Not Eligible
259-27-019			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-27-020			FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data	railroad			Low		Not Eligible
259-27-021			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data	likely associated with 259-27-011					Modern/Vacant
259-27-022			FALSE			TRUE	FALSE				FALSE		Rail	Santa Clara County GIS parcel data	railroad			Low		Not Eligible
259-27-026			FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data	railroad			Low		Not Eligible
259-27-027		1980-1987	FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; 13062 database						Modern/Vacant
259-28-001		1954 ca.	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data			6Z	Low		Not Eligible
259-28-002		1920 ca.; 1930	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 17039 database; SCCounty.zip			6Z	Low		Not Eligible
259-28-003	Smith Manufacturing	1917	FALSE			TRUE	FALSE				FALSE			San Jose Historic Resources Inventory	APN changed to 259-28-046		6Z	Low	Structure of Merit; State of California Department of Parks and Recreation (DPR) Form	Not Eligible
259-28-004	Western Elevator Manufacturing	1930 ca.	FALSE			TRUE	FALSE				FALSE			San Jose Historic Resources Inventory	APN to 259-28-046		6Z	Low	Structure of Merit; State of California Department of Parks and Recreation (DPR) Form	Not Eligible
259-28-024		1948 ca.; 1999	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 17039 database; SCCounty.zip			6Z	Low		Not Eligible

259-28-028			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data; 17039 NWIC		P-43-001269				Modern/Vacant
259-28-031			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-28-038			FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data	railroad			Low		Not Eligible
259-28-041			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-28-043		1990s	FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; 13062 database						Modern/Vacant
259-28-044			FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-28-045			FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data	railroad	P-43-000928	6Z	Low		Not Eligible
259-28-046		2018	FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; 17039 NWIC; SCCounty.zip		P-43-001243; P-43-001246				Modern/Vacant
259-29-001		1940	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
259-29-002			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-29-003			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data; 17039 NWIC		P-43-000743				Modern/Vacant
259-29-004		1980	FALSE			FALSE	FALSE				FALSE		Mod	San Jose Historic Resources Inventory; 17039 NWIC; SCCounty.zip		P-43-000744			Identified Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Modern/Vacant
259-29-005		1962	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
259-29-006		1926	FALSE			FALSE	TRUE				FALSE			Santa Clara County GIS parcel data; 17039 NWIC; SCCounty.zip		P-43-000746		Medium		Status Unknown
259-29-007		1968	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
259-29-008		1895	FALSE			FALSE	TRUE				FALSE			San Jose Historic Resources Inventory; 17039 NWIC; SCCounty.zip	included in NWIC search for HST JM, but the parcel was not in the APE, and JRP does not have a prev form for this property	P-43-000748		Medium	Identified Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Status Unknown
259-29-009		1928	FALSE			FALSE	TRUE				FALSE			Santa Clara County GIS parcel data; 17039 NWIC; SCCounty.zip	included in NWIC search for HST JM, but the parcel was not in the APE, and JRP does not have a prev form for this property	P-43-000749		Medium		Status Unknown
259-29-012			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-29-013		1905	FALSE			FALSE	TRUE				FALSE			San Jose Historic Resources Inventory; 17039 NWIC; SCCounty.zip	included in NWIC search for HST JM, but the parcel was not in the APE, and JRP does not have a prev form for this property	P-43-000751		Medium	Identified Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Status Unknown
259-29-020	Holeman's Auto Repair	1946	FALSE			FALSE	TRUE				FALSE			San Jose Historic Resources Inventory; SCCounty.zip				Medium	Structure of Merit; State of California Department of Parks and Recreation (DPR) Form	Status Unknown

259-29-021	Dennis Residence	1870; 1900	TRUE	Envision San José 2040 General Plan (2009); San Jose Designated Historic City Landmarks (2016) - SJ Landmark	SJ Landmark	FALSE	TRUE	Archives & Architecture (2005) - DPR	3S		FALSE			San Jose Historic Resources Inventory; 17039 NWIC; Envision San José 2040 General Plan (2009); SCCounty.zip		P-43-001705	SJ Landmark; 3S	Medium	Eligible for National Register (individually); Eligible for Calif. Register (individually); City Landmark Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Eligible
259-29-022		1905	FALSE			FALSE	TRUE				FALSE			San Jose Historic Resources Inventory; SCCounty.zip				Medium	Identified Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Status Unknown
259-29-023		1898	FALSE			FALSE	TRUE				FALSE			San Jose Historic Resources Inventory; SCCounty.zip				Medium	Identified Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Status Unknown
259-29-024		1900	FALSE			FALSE	TRUE				FALSE			San Jose Historic Resources Inventory; SCCounty.zip				Medium	Identified Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Status Unknown
259-29-025		1910	FALSE			FALSE	TRUE				FALSE			San Jose Historic Resources Inventory; SCCounty.zip				Medium	Identified Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Status Unknown
259-29-026		1930	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
259-29-027		1910	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
259-29-028		1905	FALSE			FALSE	TRUE				FALSE			San Jose Historic Resources Inventory; 17039 NWIC; SCCounty.zip	included in NWIC search for HST JM, but the parcel was not in the APE, and JRP does not have a prev form for this property	P-43-000752		Medium	Identified Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Status Unknown
259-29-029		1895	FALSE			FALSE	TRUE				FALSE			San Jose Historic Resources Inventory; 17039 NWIC; SCCounty.zip	included in NWIC search for HST JM, but the parcel was not in the APE, and JRP does not have a prev form for this property	P-43-000753		Medium	Identified Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Status Unknown
259-29-032	Forman's Arena	1926; 1940	FALSE			FALSE	TRUE				FALSE			San Jose Historic Resources Inventory; SCCounty.zip				Medium	Eligible for National Register (individually); Eligible for Calif. Register (individually); Candidate City Landmark; State of California Department of Parks and Recreation (DPR) Form	Eligible

259-29-033			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-29-036		1915	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
259-29-037		1925	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
259-29-038		1925	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
259-29-039		1925	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
259-29-040		1924; 1925	FALSE			FALSE	TRUE				FALSE			San Jose Historic Resources Inventory; 17039 NWIC		P-43-002646		Medium	Structure of Merit; State of California Department of Parks and Recreation (DPR) Form	Status Unknown
259-29-041		1924; 1923	FALSE			FALSE	TRUE				FALSE			San Jose Historic Resources Inventory; 17039 NWIC		P-43-002647		Medium	Structure of Merit; State of California Department of Parks and Recreation (DPR) Form	Status Unknown
259-29-042		1925; 1921	FALSE			FALSE	TRUE				FALSE			San Jose Historic Resources Inventory; 17039 NWIC		P-43-002648		Medium	Structure of Merit; State of California Department of Parks and Recreation (DPR) Form	Status Unknown
259-29-043		1925	FALSE			FALSE	TRUE				FALSE			San Jose Historic Resources Inventory; 17039 NWIC		P-43-002649		Medium	Structure of Merit; State of California Department of Parks and Recreation (DPR) Form	Status Unknown
259-29-044		1925	FALSE			FALSE	TRUE				FALSE			Santa Clara County GIS parcel data; 17039 NWIC; SCCounty.zip		P-43-002650		Medium		Status Unknown
259-29-055		1925	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
259-29-056		1925	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
259-29-057		1925	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
259-29-067			FALSE			FALSE	FALSE				FALSE		Vac	San Jose Historic Resources Inventory; SCCounty.zip	vacant roadway; historic buildings demo'd				Structure of Merit; State of California Department of Parks and Recreation (DPR) Form	Modern/Vacant
259-29-071		1920	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
259-29-072		1900	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
259-29-081		1924; 1999	FALSE			FALSE	TRUE				FALSE			San Jose Historic Resources Inventory; 17039 NWIC; SCCounty.zip		P-43-002769		Medium	Structure of Merit; State of California Department of Parks and Recreation (DPR) Form	Status Unknown
259-29-085		1925 ca.	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data				High		-N/A-
259-29-087		1920	FALSE			FALSE	TRUE				FALSE			San Jose Historic Resources Inventory; SCCounty.zip				Medium	Identified Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Status Unknown
259-29-091		1939	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
259-29-092			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-29-093			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-29-095			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-29-097		1988	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
259-29-098			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-29-099			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-29-100			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-29-101			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-29-102		1959	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
259-29-103		1948	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
259-29-104		1990 ca.	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-29-105			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant

259-30-033			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data	Guadalupe River Trail					Modern/Vacant
259-30-034			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data	Guadalupe River Trail					Modern/Vacant
259-30-044	John S. Cano Residence	1885 ca.; 1900	FALSE			FALSE	FALSE			2D2	TRUE	River Street City Landmark District?		San Jose Historic Resources Inventory; SCCounty.zip	formerly 143 Pleasant St		2D2	Low	City Landmark District; Contributing Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Eligible
259-30-045	Sandino Selva Residence	1885 ca.; 1900	FALSE			FALSE	FALSE			2D2	TRUE	River Street City Landmark District?		San Jose Historic Resources Inventory; SCCounty.zip	formerly 141 Pleasant St		2D2	Low	City Landmark District; Contributing Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Eligible
259-30-046	Torino Hotel	1900 ca.	FALSE			FALSE	FALSE			2D2	TRUE	River Street City Landmark District?		San Jose Historic Resources Inventory	Henry's Hi-Life		2D2	Low	City Landmark District; Contributing Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Eligible
259-30-047	Lencio Beltramo Residence	1910 ca., 1950 ca.; 1905	FALSE			FALSE	FALSE			2D2 (323), 6Y (317)	TRUE	River Street City Landmark District?		San Jose Historic Resources Inventory; SCCounty.zip	includes 2 bldgs - 317 W St John (6Y) & 323 W St John (2D2); should these be separated in dbase?		2D2 (323), 6Y (317)	Low	City Landmark District; Candidate City Landmark; State of California Department of Parks and Recreation (DPR) Form	Eligible
259-30-048	Frank Simondi Residence	1910 ca.; 1900	FALSE			FALSE	FALSE			2D2	TRUE	River Street City Landmark District?		San Jose Historic Resources Inventory; SCCounty.zip			2D2	Low	City Landmark District; Contributing Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Eligible
259-30-049	Margaret Simondi Residence	1910 ca.; 1920	FALSE			FALSE	FALSE			2D2	TRUE	River Street City Landmark District?		San Jose Historic Resources Inventory; SCCounty.zip			2D2	Low	City Landmark District; Contributing Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Eligible
259-30-094			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-30-103	Prindiville Store	1871 ca.	FALSE			FALSE	FALSE			2D2	TRUE	River Street City Landmark District?		San Jose Historic Resources Inventory	Former address: 350 W. St. John Street; Appears to be part of River Street City Landmark Historic District aka River Street Historic District (7W)		2D2	Low	Moved; City Landmark District; Contributing Site/Structure	Eligible
259-30-104	Manuel Cano House	1890	FALSE			FALSE	FALSE			2D2, 7R	TRUE	River Street City Landmark District?	Vac	Santa Clara County GIS parcel data	historic building demo'd or moved; confirmed vacant on Google Earth (2020)		2D2, 7R			Modern/Vacant
259-30-105			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-30-106			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-30-107	Bartolomeo Vanessa House	1921	FALSE			FALSE	FALSE			7J	TRUE	River Street City Landmark District?	Vac	Santa Clara County GIS parcel data	historic building demo'd or moved; confirmed vacant on Google Earth (2020)		7J			Modern/Vacant

259-36-036	Charles Hill Residence	1872-1884; 1900	FALSE			FALSE	FALSE			2D2	TRUE	River Street City Landmark District?		San Jose Historic Resources Inventory; SCCounty.zip			2D2	Low	City Landmark District; Contributing Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Eligible
259-36-037	J. L. Moranto Residence	1880 ca.; 1920	FALSE			FALSE	FALSE			2D2	TRUE	River Street City Landmark District?		San Jose Historic Resources Inventory; SCCounty.zip			2D2	Low	City Landmark District; Contributing Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Eligible
259-36-038	Michael Zoppi Residence	1885 ca.; 1915	FALSE			FALSE	FALSE			2D2	TRUE	River Street City Landmark District?		San Jose Historic Resources Inventory; SCCounty.zip			2D2	Low	City Landmark District; Contributing Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Eligible
259-36-039	The Alameda French Bakery	1925 ca.; 1926	FALSE			FALSE	FALSE			2D2	TRUE	River Street City Landmark District?		San Jose Historic Resources Inventory; SCCounty.zip	Former address 99 W Pleasant; Additional Address: 320 W St John St		2D2	Low	City Landmark District; Candidate City Landmark; State of California Department of Parks and Recreation (DPR) Form	Eligible
259-36-067	Alice McNally Residence	1885 ca.	FALSE			FALSE	FALSE			2D2	TRUE	River Street City Landmark District?		San Jose Historic Resources Inventory	formerly 83 Pleasant St; DEMO'd		2D2	Low	City Landmark District; Candidate City Landmark; State of California Department of Parks and Recreation (DPR) Form	Eligible
259-36-069			FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data	tennis court					Modern/Vacant
259-36-081			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-36-082		1990s	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data	tennis court					Modern/Vacant
259-36-083	Hanna Prindiville		FALSE			FALSE	FALSE			2D2, 7J	TRUE	River Street City Landmark District?	Vac	Santa Clara County GIS parcel data	historic building demo'd or moved; confirmed vacant on Google Earth (2020)		2D2, 7J			Modern/Vacant
259-36-084	Hanna Prindiville House		FALSE			FALSE	FALSE			2D2, 7J	TRUE	River Street City Landmark District?	Vac	Santa Clara County GIS parcel data	historic building demo'd or moved		2D2, 7J			Modern/Vacant
259-37-004		1949	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
259-37-041			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data	Los Gatos Creek					Modern/Vacant
259-37-042			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data	Los Gatos Creek					Modern/Vacant
259-37-043			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data	Los Gatos Creek & park					Modern/Vacant
259-37-044			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data	park					Modern/Vacant
259-37-057			FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data	modern culvert					Modern/Vacant
259-37-058			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data; 17039 NWIC	Arena Green	P-43-000625				Modern/Vacant
259-37-059			FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data	Guadalupe River Park & Gardens - modern					Modern/Vacant
259-37-060		1990s	FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; 13062 database						Modern/Vacant

259-38-009		1880 ca.; 1885	FALSE			TRUE	TRUE	Downtown West Mixed-Use Plan Historical Resources Technical Report (2020)	6L - eligible as SJ Structure of Merit		FALSE			Santa Clara County GIS parcel data; 13062 database; SCCounty.zip			6; 6L - eligible as SJ Structure of Merit	Medium		Not Eligible
259-38-010	Kearney Pattern Works & Foundry	1956-1968	FALSE			TRUE	TRUE	40 S Montgomery, SCVTA Vasona Light Rail Corridor - Basin Research Assoc., Archives & Architecture & W. Hill, Feb 1999; Downtown West Mixed-Use Plan Historical Resources Technical Report (2020) - combines APN with -011, -028, -029 (40 S Montgomery, & 43 & 55 S Autumn, date ca. 1922, 1950s, ca.	Not Eligible - no code provided; 3S, eligible as SJ Landmark		FALSE			Santa Clara County GIS parcel data; 13062 database; NWIC - Architecture	2020 survey multiple APN property (incl =-011, -028 & -029); built date 1922, ca. 1950s & ca. 1993, eligibility conflicts with previous surveys	P-43-001329	6; Not Eligible - no code provided; 3S, eligible as SJ Landmark	Medium		Eligible
259-38-011		1968	FALSE			FALSE	TRUE	Downtown West Mixed-Use Plan Historical Resources Technical Report (2020) - combines APN with -010, -028, -029 (40 S Montgomery, & 43 & 55 S Autumn, date ca. 1922, 1950s, ca. 1993	3S, eligible as SJ Landmark		FALSE			Santa Clara County GIS parcel data; SCCounty.zip	2020 survey multiple APN property (incl -010, -028 & -029); built date 1922, ca. 1950s & ca. 1993, eligibility conflicts with previous surveys		3S, eligible as SJ Landmark	Medium		Eligible
259-38-014			FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data	railroad			Low		Not Eligible
259-38-015		1910	FALSE			TRUE	TRUE	Downtown West Mixed-Use Plan Historical Resources Technical Report (2020)	6Z		FALSE			San Jose Historic Resources Inventory; 17039 NWIC; SCCounty.zip		P-43-001342	5S1; 6Z	Medium	Identified Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Eligible
259-38-018		1900	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
259-38-019			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-38-027		1947	FALSE			TRUE	TRUE	Downtown West Mixed-Use Plan Historical Resources Technical Report (2020)	6Z		FALSE			Santa Clara County GIS parcel data; 17039 NWIC; SCCounty.zip		P-43-001327	6Z	Low		Not Eligible

259-38-028	Kearney Pattern Works & Foundry	1900	FALSE			TRUE	TRUE	40 S Montgomery, SCVTA Vasona Light Rail Corridor - Basin Research Assoc., Archives & Architecture & W. Hill, Feb 1999; Downtown West Mixed-Use Plan Historical Resources Technical Report (2020) - combines APN with -010, -011, -029 (40 S Montgomery, & 43 & 55 S Autumn, date ca. 1922, 1950s, ca.	Not Eligible - no code provided; 3S, eligible as SJ Landmark		FALSE			Santa Clara County GIS parcel data; 13062 database; 17039 NWIC; NWIC - Architecture	2020 survey multiple APN property (incl =-011, -011 & -029); built date 1922, ca. 1950s & ca. 1993, eligibility conflicts with previous surveys	P-43-001328; P-43-001329	6; Not Eligible - no code provided; 3S, eligible as SJ Landmark	Medium		Eligible
259-38-029	Kearney Pattern Works & Foundry	1922; 1956-1966	FALSE			TRUE	TRUE	40 S Montgomery, SCVTA Vasona Light Rail Corridor - Basin Research Assoc., Archives & Architecture & W. Hill, Feb 1999; Downtown West Mixed-Use Plan Historical Resources Technical Report (2020) - combines APN with -010, -011, -028 (40 S Montgomery, & 43 & 55 S Autumn, date ca. 1922, 1950s, ca.	Not Eligible - no code provided; 3S, eligible as SJ Landmark		FALSE			Santa Clara County GIS parcel data; 13062 database; NWIC - Architecture	2020 survey multiple APN property (incl -010, -011, & -028); built date 1922, ca. 1950s & ca. 1993, eligibility conflicts with previous surveys	P-43-001329	6; Not Eligible - no code provided; 3S, eligible as SJ Landmark	Medium		Eligible
259-38-036			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-38-039			FALSE			TRUE	TRUE	See Notes; HER San Jose Water Works Delmas Avenue Project (Feb 1999)	Not eligible NRHP; Identified Structure in SJHRI & Structure of Merit		FALSE		Vac	Santa Clara County GIS parcel data; 17039 NWIC; Delmas Mixed Use EIR	Delmas Mixed Use EIR: found ineligible NRHP/CRHR but on SJHRI qualified as Structure of Merit; DEMO'd c2005	P-43-001346; P-43-1593	Not eligible NRHP; Identified Structure in SJHRI & Structure of Merit			Modern/Vacant
259-38-040			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-38-041			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-38-042			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant

259-38-085		1935 ca; 1948-1956	FALSE			TRUE	TRUE	Downtown West Mixed-Use Plan Historical Resources Technical Report (2020)	6Z		FALSE			Santa Clara County GIS parcel data			6Z; 6Z	Low		Not Eligible
259-38-087		1978	FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
259-38-088	Victor Buron Residence	1910 ca.	FALSE			FALSE	TRUE	Downtown West Mixed-Use Plan Historical Resources Technical Report (2020) - Moved in the 1950s	6L (eligible SJ Structure of Merit)		FALSE			San Jose Historic Resources Inventory; 17039 NWIC; SCCounty.zip		P-43-001343	6L (eligible SJ Structure of Merit)	Low	Identified Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Not Eligible
259-38-089		1953 ca.	FALSE			FALSE	TRUE	Downtown West Mixed-Use Plan Historical Resources Technical Report (2020)	6Z		FALSE			Santa Clara County GIS parcel data			6Z	Low		Not Eligible
259-38-090			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-38-100			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-38-101		1983	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
259-38-109			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-38-110			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-38-113		1960	FALSE			FALSE	TRUE	Downtown West Mixed-Use Plan Historical Resources Technical Report (2020)	6Z		FALSE			Santa Clara County GIS parcel data; SCCounty.zip			6Z	Low		Not Eligible
259-38-114		1900	FALSE			FALSE	TRUE				FALSE			Santa Clara County GIS parcel data; 17039 NWIC; SCCounty.zip	included in NWIC search for HST JM, but the parcel was not in the APE, and JRP does not have a prev form for this property	P-43-001344		Medium		Status Unknown
259-38-116			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-38-117		1931 ca.	FALSE			FALSE	TRUE	Downtown West Mixed-Use Plan Historical Resources Technical Report (2020)	6Z		FALSE			Santa Clara County GIS parcel data; 17039 NWIC; SCCounty.zip		P-43-001349	6Z	Low		Not Eligible
259-38-119		1960; 1962	FALSE			TRUE	TRUE	Downtown West Mixed-Use Plan Historical Resources Technical Report (2020)	6Z		FALSE			Santa Clara County GIS parcel data; 13062 database; SCCounty.zip			6Z; 6Z	Low		Not Eligible
259-38-121		1950, 1948	FALSE			TRUE	TRUE	Downtown West Mixed-Use Plan Historical Resources Technical Report (2020)	6Z		FALSE			Santa Clara County GIS parcel data; 13062 database			Not Eligible; 6Z	Low		Not Eligible
259-38-122			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant

259-38-123		1932 ca.; 1905	FALSE			TRUE	TRUE	Downtown West Mixed-Use Plan Historical Resources Technical Report (2020)	6Z		FALSE			Santa Clara County GIS parcel data; 13062 database; SCCounty.zip			6; 6Z	Low		Not Eligible
259-38-124		1969 ca.	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database			6Z	Low		Not Eligible
259-38-128	San Jose Water Works	1913; 1934-1940; 1920-1940 ca.; 1984-1985	TRUE	Envision San José 2040 General Plan (2009); San Jose Designated Historic City Landmarks (2016) - SJ Landmark		TRUE	TRUE	Downtown West Mixed-Use Plan Historical Resources Technical Report (2020); NRHP form (Sept 1989)	3S (Main bldg & transformer house); Eligible for NRHP/CRHP (Main bldg & transformer house) & City Landmark in SJHRI	2D2	FALSE			San Jose Historic Resources Inventory; 13062 database; Delmas Mixed Use & SJWC	Delmas Mixed Use & SJWC: multiple buildings with differed dates; Designated SJ Landmark (12/3/1991) building & entire site		3S (Main bldg & transformer house); Eligible for NRHP/CRHP (Main bldg & transformer house) & City Landmark in SJHRI; 2D2	Low	Eligible for National Register (individually); Eligible for Calif. Register (individually); City Landmark Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Eligible
259-38-129			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-38-130			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data; 17039 NWIC		P-43-001329				Modern/Vacant
259-38-132		1999	FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; 13062 database						Modern/Vacant
259-38-133			FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 17039 NWIC	railroad & parking lot	P-43-001326		Low		Not Eligible
259-38-134			FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data	railroad			Low		Not Eligible
259-38-135			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-38-136			FALSE			TRUE	FALSE				FALSE		Rail	Santa Clara County GIS parcel data	bridge; see entry for Bridge, Railroad over Los Gatos Creek2			Low		Not Eligible
259-38-137			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data	Los Gatos Creek					Modern/Vacant
259-38-138			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data	Los Gatos Creek					Modern/Vacant
259-38-139			FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data	railroad			Low		Not Eligible
259-38-141		1959 ca.	FALSE			TRUE	TRUE	Downtown West Mixed-Use Plan Historical Resources Technical Report (2020) - 57 S Autumn	6Z		FALSE			Santa Clara County GIS parcel data			6Z	Low		Not Eligible
259-38-142			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-38-144			FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data	modern lightrail San Fernando Station; historic-era buildings demo'd					Modern/Vacant
259-38-145			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-38-146			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-38-147			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-38-148			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-38-149		2004 ca.	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; 17039 NWIC	Historic-era property demo'd for San Fernando Station - lightrail tracks	P-43-001315				Modern/Vacant
259-38-150			FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data	railroad			Low		Not Eligible
259-38-151			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-39-094		1990s	FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data	modern park/parkway					Modern/Vacant
259-39-111		2017	FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
259-39-112		1980	FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; 13062 database						Modern/Vacant
259-39-116			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-39-118			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-39-119			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data	Arena Parking					Modern/Vacant

259-39-123			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-43-070		1980s	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data	couryard/hardscape					Modern/Vacant
259-43-072		1990	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
259-43-074		2009	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
259-44-082		2000 ca.	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data	outdoor amphitheater					Modern/Vacant
259-44-084		2000 ca.	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data	outdoor amphitheater					Modern/Vacant
259-44-086			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data	Guadalupe River Trail					Modern/Vacant
259-45-010			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data	Guadalupe River					Modern/Vacant
259-45-012			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data	Guadalupe River					Modern/Vacant
259-45-029	Owen Residence	1888; 1891	FALSE			FALSE	TRUE	Historic District Study Lake House Neighborhood (2006); HPSR SVTA Vasona Light Rail Corridor (1999)	Contributor; NRHP eligible	2S2, 5D2	TRUE	Lakehouse City Landmark District		San Jose Historic Resources Inventory; 17039 NWIC; Historic Districts.zip; SCCounty.zip		P-43-001874	Contributor; NRHP eligible; 2S2, 5D2	Low	City Landmark District; Contributing Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Eligible
259-45-030	Chiappe Residence	1891; 1900	FALSE			FALSE	TRUE	Historic District Study Lake House Neighborhood (2006); HPSR SVTA Vasona Light Rail Corridor (1999)	Contributor; NRHP eligible; 5S	2S2, 5D2	TRUE	Lakehouse City Landmark District		San Jose Historic Resources Inventory; 17039 NWIC; Historic Districts.zip; SCCounty.zip		P-43-001873; P-43-001317	Contributor; NRHP eligible; 2S2, 5D2; 5S	Low	Eligible for National Register (individually); Eligible for Calif. Register (individually); City Landmark District; Contributing Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Eligible
259-45-031	Frolich/Maynard Residence	1889; 1895	FALSE			FALSE	TRUE	Historic District Study Lake House Neighborhood (2006); Historic Properties Survey Report - SCVTA (1999)	Contributor; Not Individually Eligible	5D2, 6Y	TRUE	Lakehouse City Landmark District		San Jose Historic Resources Inventory; 17039 NWIC; Historic Districts.zip; SCCounty.zip		P-43-001872; P-43-001318	Contributor; Not Individually Eligible; 5D2, 6Y	Low	City Landmark District; Contributing Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Not Eligible
259-45-043	Rogers Rental Residence	1875; 1989	FALSE			FALSE	TRUE	Historic District Study Lake House Neighborhood (2006)	Contributor	5D2	TRUE	Lakehouse City Landmark District		San Jose Historic Resources Inventory; 17039 NWIC; Historic Districts.zip; SCCounty.zip		P-43-001890	Contributor; 5D2	Medium	City Landmark District; Contributing Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Eligible
259-45-044	Laverne Residence	1898; 1900	FALSE			FALSE	TRUE	Historic District Study Lake House Neighborhood (2006)	Contributor	5D2	TRUE	Lakehouse City Landmark District		San Jose Historic Resources Inventory; 17039 NWIC; Historic Districts.zip; SCCounty.zip		P-43-001891	Contributor; 5D2	Medium	City Landmark District; Contributing Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Eligible
259-45-045	Williams/Yarnell Residence	1895; 1900	FALSE			FALSE	TRUE	Historic District Study Lake House Neighborhood (2006)	Contributor	5D2	TRUE	Lakehouse City Landmark District		San Jose Historic Resources Inventory; 17039 NWIC; Historic Districts.zip; SCCounty.zip		P-43-001892	Contributor; 5D2	Medium	City Landmark District; Contributing Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Eligible

259-45-046	Haynes Residence	1892; 1900	FALSE			FALSE	TRUE	Historic District Study Lake House Neighborhood (2006)	Contributor; Identified Structure	5D2	TRUE	Lakehouse City Landmark District		San Jose Historic Resources Inventory; 17039 NWIC; Historic Districts.zip; SCCounty.zip		P-43-001893	Contributor; Identified Structure; 5D2	Medium	City Landmark District; Contributing Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Eligible
259-45-047	Smith Residence	1892-1893 ca.; 1900	FALSE			FALSE	TRUE	Historic District Study Lake House Neighborhood (2006)	Contributor	5D2	TRUE	Lakehouse City Landmark District		San Jose Historic Resources Inventory; 17039 NWIC; Historic Districts.zip; SCCounty.zip		P-43-001900	Contributor; 5D2	Medium	City Landmark District; Contributing Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Eligible
259-45-048	Jordon Residence	1893; 1890	FALSE			FALSE	TRUE	Historic District Study Lake House Neighborhood (2006)	Contributor	5D2	TRUE	Lakehouse City Landmark District		San Jose Historic Resources Inventory; 17039 NWIC; Historic Districts.zip; SCCounty.zip		P-43-001899	Contributor; 5D2	Medium	City Landmark District; Contributing Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Eligible
259-45-049	Dellwig Residence	1892 ca.; 1990	FALSE			FALSE	TRUE	Historic District Study Lake House Neighborhood (2006)	Contributor	5D2	TRUE	Lakehouse City Landmark District		San Jose Historic Resources Inventory; 17039 NWIC; Historic Districts.zip; SCCounty.zip	5D2, 04/22/2008, 5101-1417-0010	P-43-001898	Contributor; 5D2	Medium	City Landmark District; Contributing Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Eligible
259-45-050	Ferrell Residence #2	1892-1893 ca.; 1900	FALSE			FALSE	TRUE	Historic District Study Lake House Neighborhood (2006)	Contributor	5D2	TRUE	Lakehouse City Landmark District		San Jose Historic Resources Inventory; 17039 NWIC; Historic Districts.zip; SCCounty.zip	5D2, 04/22/2008, 5101-1417-0009	P-43-001897	Contributor; 5D2	Medium	City Landmark District; Contributing Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Eligible
259-45-051	Ferrell Residence #1	1892; 1900	FALSE			FALSE	TRUE	Historic District Study Lake House Neighborhood (2006)	Contributor	5D2	TRUE	Lakehouse City Landmark District		San Jose Historic Resources Inventory; 17039 NWIC; Historic Districts.zip; SCCounty.zip		P-43-001880	Contributor; 5D2	Medium	City Landmark District; Contributing Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Eligible
259-45-052	Dufie/Aguirre Residence	1885; 1898	FALSE			FALSE	TRUE	Historic District Study Lake House Neighborhood (2006)	Contributor	5D2	TRUE	Lakehouse City Landmark District		San Jose Historic Resources Inventory; 17039 NWIC; Historic Districts.zip; SCCounty.zip		P-43-001879	Contributor; 5D2	Medium	City Landmark District; Contributing Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Eligible

259-45-053	New Lake Residence	1895; 1904	FALSE			FALSE	TRUE	Historic District Study Lake House Neighborhood (2006)	Contributor	5D2	TRUE	Lakehouse City Landmark District		San Jose Historic Resources Inventory; 17039 NWIC; Historic Districts.zip; SCCounty.zip		P-43-001878	Contributor; 5D2	Medium	City Landmark District; Contributing Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Eligible
259-45-054	New Lake Cottage Residence	1924; 1925	FALSE			FALSE	TRUE	Historic District Study Lake House Neighborhood (2006)	Contributor	5D2	TRUE	Lakehouse City Landmark District		San Jose Historic Resources Inventory; 17039 NWIC; Historic Districts.zip; SCCounty.zip		P-43-001877	Contributor; 5D2	Medium	City Landmark District; Contributing Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Eligible
259-45-055	Parks/Rea Residence	1899; 1900	FALSE			FALSE	TRUE	Historic District Study Lake House Neighborhood (2006)	Contributor; Identified Structure	2S2, 5D2	TRUE	Lakehouse City Landmark District		San Jose Historic Resources Inventory; 17039 NWIC; Historic Districts.zip; SCCounty.zip	Yr blt - 1900 (SCCounty.zip)	P-43-001876; P-43-001313	Contributor; Identified Structure; 2S2, 5D2	Low	City Landmark District; Contributing Site/Structure; Identified Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Eligible
259-45-056	Graham Residence	1901; 1904	FALSE			FALSE	TRUE	Historic District Study Lake House Neighborhood (2006)	Contributor	5D2	TRUE	Lakehouse City Landmark District		San Jose Historic Resources Inventory; 17039 NWIC; Historic Districts.zip; SCCounty.zip		P-43-001875	Contributor; 5D2	Medium	City Landmark District; Contributing Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Eligible
259-45-057	MANDALA'S RED & WHITE MARKET/Delmas Market	1940; 1939	FALSE			FALSE	TRUE	Historic District Study Lake House Neighborhood (2006)	NC	6L	TRUE	Lakehouse City Landmark District		San Jose Historic Resources Inventory; 17039 NWIC; Historic Districts.zip; SCCounty.zip		P-43-001883	NC; 6L	Medium	City Landmark District; Noncontributing Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Not Eligible
259-45-058	Delmas Market Parking		FALSE			FALSE	TRUE	Historic District Study Lake House Neighborhood (2006)	NC		TRUE	Lakehouse City Landmark District	Vac	San Jose Historic Resources Inventory; Historic Districts.zip			NC		City Landmark District; Noncontributing Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Modern/Vacant
259-45-059	Gagliardo Residence	1900; 1906	FALSE			FALSE	TRUE	Historic District Study Lake House Neighborhood (2006)	Contributor	5D2	TRUE	Lakehouse City Landmark District		San Jose Historic Resources Inventory; 17039 NWIC; Historic Districts.zip; SCCounty.zip		P-43-001885	Contributor; 5D2	Medium	City Landmark District; Contributing Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Eligible

259-45-060	Chase Residence	1892 ca.; 1900	FALSE			FALSE	TRUE	Historic District Study Lake House Neighborhood (2006)	Contributor; Identified Structure	3D, 5D2	TRUE	Lakehouse City Landmark District		San Jose Historic Resources Inventory; 17039 NWIC; Historic Districts.zip; SCCounty.zip		P-43-001886	Contributor; Identified Structure; 3D, 5D2	Medium	City Landmark District; Contributing Site/Structure; Identified Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Eligible
259-45-061	Cicoletti Residence	1892 ca., 1898; 1990	FALSE			FALSE	TRUE	Historic District Study Lake House Neighborhood (2006)	Contributor; Identified Structure	3D, 5D2	TRUE	Lakehouse City Landmark District		San Jose Historic Resources Inventory; 17039 NWIC; Historic Districts.zip; SCCounty.zip		P-43-001887	Contributor; Identified Structure; 3D, 5D2	Medium	City Landmark District; Contributing Site/Structure; Identified Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Eligible
259-45-062	Rogers Residence	1892-1893; 1916	FALSE			FALSE	TRUE	Historic District Study Lake House Neighborhood (2006)	Contributor; NRHP eligible; Contributing Structure	2S2, 3D, 5D2	TRUE	Lakehouse City Landmark District		San Jose Historic Resources Inventory; 17039 NWIC; Historic Districts.zip; SCCounty.zip		P-43-001888	Contributor; NRHP eligible; Contributing Structure; 2S2, 3D, 5D2	Medium	Eligible for National Register (individually); Eligible for Calif. Register (individually); City Landmark District; Contributing Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Eligible
259-45-070	Knoth Bungalow Residence	1911; 1910	FALSE			FALSE	TRUE	Historic District Study Lake House Neighborhood (2006)	Contributor	5D2	TRUE	Lakehouse City Landmark District		San Jose Historic Resources Inventory; 17039 NWIC; Historic Districts.zip; SCCounty.zip		P-43-001910	Contributor; 5D2	Medium	City Landmark District; Contributing Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Eligible
259-45-071	Martin House	1898; 1870	FALSE			FALSE	FALSE			5D2	FALSE			Santa Clara County GIS parcel data; 17039 NWIC; SCCounty.zip		P-43-001912	5D2	Medium		Eligible
259-45-072	Gorin Office Building	1949	FALSE			FALSE	TRUE			6L	FALSE			San Jose Historic Resources Inventory			6L	Medium	Structure of Merit; State of California Department of Parks and Recreation (DPR) Form	Not Eligible
259-45-074	Younk Linoleum Co. Building	1953, 1952	FALSE			FALSE	FALSE			6Z	FALSE			San Jose Historic Resources Inventory			6Z	Low	Structure of Merit; State of California Department of Parks and Recreation (DPR) Form	Not Eligible
259-45-075	Foss Residence	1895; 1898	FALSE			FALSE	TRUE	Historic District Study Lake House Neighborhood (2006)	Contributor	5D2	TRUE	Lakehouse City Landmark District		San Jose Historic Resources Inventory; 17039 NWIC; Historic Districts.zip; SCCounty.zip		P-43-001896	Contributor; 5D2	Medium	City Landmark District; Contributing Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Eligible

259-45-076	Thurston/Cocking Residence	1895; 1900	FALSE			FALSE	TRUE	Historic District Study Lake House Neighborhood (2006)	Contributor	5D2	TRUE	Lakehouse City Landmark District		San Jose Historic Resources Inventory; 17039 NWIC; Historic Districts.zip; SCCounty.zip		P-43-001895	Contributor; 5D2	Medium	City Landmark District; Contributing Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Eligible
259-45-077	Williams Residence	1909; 1912	FALSE			FALSE	TRUE	Historic District Study Lake House Neighborhood (2006)	Contributor	5D2	TRUE	Lakehouse City Landmark District		San Jose Historic Resources Inventory; 17039 NWIC; Historic Districts.zip; SCCounty.zip	Yr blt - 1912 (SCCounty.zip)	P-43-001894	Contributor; 5D2	Medium	City Landmark District; Contributing Site/Structure; Identified Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Eligible
259-45-080	Offices	1964, 1963	FALSE			FALSE	FALSE			6Z	FALSE			San Jose Historic Resources Inventory			6Z	Low	Structure of Merit; State of California Department of Parks and Recreation (DPR) Form	Not Eligible
259-45-086			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-45-094			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data	Guadalupe River Trail					Modern/Vacant
259-45-095	Brohaska/Dalis Residence	1911	FALSE			FALSE	TRUE	Historic District Study Lake House Neighborhood (2006)	Contributor; City Landmark Structure	5D2, 5S2, 6Y	TRUE	Lakehouse City Landmark District		San Jose Historic Resources Inventory; 17039 NWIC; Historic Districts.zip		P-43-001889	Contributor; City Landmark Structure; 5D2, 5S2, 6Y	Medium	City Landmark District; City Landmark Site/Structure; Contributing Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Eligible
259-45-096		2004 ca.	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data	lightrail tracks					Modern/Vacant
259-45-097			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-46-040			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data; 17039 NWIC		P-43-001334				Modern/Vacant
259-46-044			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-46-045			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-46-046			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-46-047			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-46-048		1955	FALSE			FALSE	TRUE				FALSE		Vac	Santa Clara County GIS parcel data; 17039 NWIC; SCCounty.zip	included in NWIC search for HST JM, but the parcel was not in the APE, and JRP does not have a prev form for this property. Confirmed VACANT	P-43-001307				Modern/Vacant
259-46-055		1990	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
259-46-056			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-46-057			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-46-058			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-46-066		1960	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; 2020_DelmasSrLiving_ApndxBHistoricResources				High		-N/A-
259-46-067		1960 ca.	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; 2020_DelmasSrLiving_ApndxBHistoricResources				High		-N/A-
259-46-068		1970s	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; 2020_DelmasSrLiving_ApndxBHistoricResources	shack/outbuilding associated with -069			High		-N/A-
259-46-069		1970s	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data	shed associated with -068			High		-N/A-
259-46-076		1937	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
259-46-082		1965 ca.	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data				High		-N/A-
259-46-085		1980 ca.	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data	lean-to and modern sheds assocated w/25946092					Modern/Vacant
259-46-086		1955 ca.	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data				High		-N/A-
259-46-087		1990	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
259-46-088		1980s	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant

259-46-089		1960 ca.	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data				High		-N/A-
259-46-090			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-46-091		1977	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
259-46-092		1961	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
259-46-093		1971	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
259-46-094		1900	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
259-46-095		1984	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; 2020_DelmasSrLiving_ApndxBHistoricResources						Modern/Vacant
259-46-096		1956	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
259-46-097			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-46-107		1970 ca.	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data				High		-N/A-
259-46-108		1977	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
259-46-109	Evangelical Lutheran Bethel Church/Primera Baptist Church	1903	FALSE			FALSE	FALSE			2S2	FALSE			Santa Clara County GIS parcel data; 17039 NWIC	Demo'd ca. 2009-10	P-43-001330; P-43-001331	2S2	Low		Eligible
259-46-118		2004 ca.	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; 17039 NWIC	lightrail	P-43-001324				Modern/Vacant
259-46-119		2004 ca.	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data	lightrail					Modern/Vacant
259-46-120		2004 ca.	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; 17039 NWIC	lightrail	P-43-001333				Modern/Vacant
259-46-121		2004 ca.	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; 17039 NWIC	lightrail	P-43-001332				Modern/Vacant
259-46-122		2004 ca.	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data	lightrail & roadway (Delmas					Modern/Vacant
259-47-013		1981	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip; 2020_SanCarlos (491-499) Final HRE 2020-09-14; 2020_SanCarlos_ApdxB_HistoricResEval; 2020_DelmasSrLiving_ApndxBHistoricResources	evaluated for exceptional significance on DPR form in San Carlos survey		6Z	Low		Not Eligible
259-47-014		1923 ca.	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip; 2020_SanCarlos (491-499) Final HRE 2020-09-14; 2020_SanCarlos_ApdxB_HistoricResEval	San Carlos survey has no status code on DPR-not eligible NR, CR or as local landmark		6Z	Low		Not Eligible
259-47-015		1905 ca.	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; 2020_SanCarlos (491-499) Final HRE 2020-09-14; 2020_SanCarlos_ApdxB_HistoricResEval	San Carlos survey has no status code on DPR-not eligible NR, CR BUT eligible as local landmark		5S2; 6Z	Medium		Eligible
259-47-016		1900	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
259-47-020		1905	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip; 2020_SanCarlos (491-499) Final HRE 2020-09-14				High		-N/A-
259-47-030		1919	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip; 2020_SanCarlos_ApdxB_HistoricResEval; 2020_SanCarlos (491-499) Final HRE 2020-09-14				High		-N/A-
259-47-031			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data; 2020_SanCarlos_ApdxB_HistoricResEval; 2020_SanCarlos (491-499) Final HRE 2020-09-14						Modern/Vacant
259-47-032		1950 ca.	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; 2020_SanCarlos_ApdxB_HistoricResEval; 2020_SanCarlos (491-499) Final HRE 2020-09-14				High		-N/A-
259-47-033		1935 ca.	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; 2020_SanCarlos_ApdxB_HistoricResEval; 2020_SanCarlos (491-499) Final HRE 2020-09-14				High		-N/A-
259-47-034		1935 ca.	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data				High		-N/A-
259-47-035		2010 ca.	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-47-036		1935 ca.	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data				High		-N/A-
259-47-037		1935 ca.	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
259-47-038			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-47-040	Democracy Hall	1961	FALSE			FALSE	TRUE	Historic District Study Lake House Neighborhood (2006)	3S, eligible as SJ Landmark		FALSE			Santa Clara County GIS parcel data			3S, eligible as SJ Landmark	Medium		Eligible
259-47-041			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-47-042		1920	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
259-47-043		1924	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
259-47-044		1915 ca., 1952	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip; 2020_SanCarlos (491-499) Final HRE 2020-09-14				High		-N/A-
259-47-045		1940	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip; 2020_SanCarlos (491-499) Final HRE 2020-09-14				High		-N/A-
259-47-046		1914	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip; 2020_SanCarlos (491-499) Final HRE 2020-09-14				High		-N/A-
259-47-047		1938	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip; 2020_SanCarlos (491-499) Final HRE 2020-09-14				High		-N/A-

259-47-048		1938	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip; 2020_SanCarlos (491-499) Final HRE 2020-09-14					High		-N/A-
259-47-049			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data; 2020_SanCarlos (491-499) Final HRE 2020-09-14							Modern/Vacant
259-47-050		1926	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip					High		-N/A-
259-47-051		1956	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip; 2020_SanCarlos (491-499) Final HRE 2020-09-14					High		-N/A-
259-47-054		1925	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip					High		-N/A-
259-47-059			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data							Modern/Vacant
259-47-065		1957	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip; 2020_SanCarlos (491-499) Final HRE 2020-09-14					High		-N/A-
259-47-067		1962	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip					High		-N/A-
259-47-068		1918	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip					High		-N/A-
259-47-069		1914	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip					High		-N/A-
259-47-070			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data							Modern/Vacant
259-47-074			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data; 2020_SanCarlos (491-499) Final HRE 2020-09-14							Modern/Vacant
259-47-075			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data; 2020_SanCarlos (491-499) Final HRE 2020-09-14							Modern/Vacant
259-47-077			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data							Modern/Vacant
259-47-079			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data							Modern/Vacant
259-47-080		1944	FALSE			FALSE	TRUE	Downtown West Mixed-Use Plan Historical Resources Technical Report (2020)	6Z		FALSE			Santa Clara County GIS parcel data			6Z	Low			Not Eligible
259-47-081			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data; 2020_SanCarlos (491-499) Final HRE 2020-09-14							Modern/Vacant
259-47-083		2002	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip; 2020_SanCarlos_ApdxB_HistoricResEval; 2020_SanCarlos (491-499) Final HRE 2020-09-14; 2020_DelmasSrLiving_ApndxBHistoricResources							Modern/Vacant
259-48-011		1943	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip					High		-N/A-
259-48-012	Patty's Inn	1890's ca.	FALSE			FALSE	TRUE	Downtown West Mixed-Use Plan Historical Resources Technical Report (2020)	6L - eligible as SJ Structure of Merit		FALSE			San Jose Historic Resources Inventory; SCCounty.zip			6L - eligible as SJ Structure of Merit	Medium	Structure of Merit; State of California Department of Parks and Recreation (DPR) Form		Not Eligible
259-48-013			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data							Modern/Vacant
259-48-018			FALSE			FALSE	TRUE	Historic District Study Lake House Neighborhood (2006)	NC		TRUE	Lakehouse City Landmark District	Vac	Santa Clara County GIS parcel data; Historic Districts.zip; SCCounty.zip	historic-era building demo'd		NC				Modern/Vacant
259-48-019	Arata Residence	1911; 1900	FALSE			FALSE	TRUE	Historic District Study Lake House Neighborhood (2006)	Contributor; NRHP eligible	2S2, 5D2	TRUE	Lakehouse City Landmark District		San Jose Historic Resources Inventory; 17039 NWIC; Historic Districts.zip; SCCounty.zip		P-43-001881	Contributor; NRHP eligible; 2S2, 5D2	Low	Eligible for National Register (individually); Eligible for Calif. Register (individually); City Landmark District; Contributing Site/Structure; State of California Department of Parks and Recreation (DPR) Form		Eligible

259-48-023	Currlin Residence	1892; 1990	FALSE			FALSE	TRUE	Historic District Study Lake House Neighborhood (2006)	Contributor	5D2	TRUE	Lakehouse City Landmark District		San Jose Historic Resources Inventory; 17039 NWIC; Historic Districts.zip; SCCounty.zip		P-43-001903	Contributor; 5D2	Medium	City Landmark District; Contributing Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Eligible
259-48-024	Stojanovich Residence	1893; 1900	FALSE			FALSE	TRUE	Historic District Study Lake House Neighborhood (2006)	Contributor	5D2	TRUE	Lakehouse City Landmark District		San Jose Historic Resources Inventory; 17039 NWIC; Historic Districts.zip; SCCounty.zip		P-43-001904	Contributor; 5D2	Medium	City Landmark District; Contributing Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Eligible
259-48-025			FALSE			FALSE	TRUE	Historic District Study Lake House Neighborhood (2006)	NC		TRUE	Lakehouse City Landmark District	Vac	San Jose Historic Resources Inventory; 17039 NWIC; Historic Districts.zip		P-43-001905	NC		City Landmark District; Noncontributing Site/Structure; State of California Department of Parks and Recreation (DPR) Form	
259-48-026	Gunn Residence	1892; 1900	FALSE			FALSE	TRUE	Historic District Study Lake House Neighborhood (2006)	Contributor	5D2	TRUE	Lakehouse City Landmark District		San Jose Historic Resources Inventory; 17039 NWIC; Historic Districts.zip; SCCounty.zip		P-43-001906	Contributor; 5D2	Medium	City Landmark District; Contributing Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Eligible
259-48-027	Lewis Residence	1892; 1900	FALSE			FALSE	TRUE	Historic District Study Lake House Neighborhood (2006)	Contributor	5D2	TRUE	Lakehouse City Landmark District		San Jose Historic Resources Inventory; 17039 NWIC; Historic Districts.zip; SCCounty.zip		P-43-001907	Contributor; 5D2	Medium	City Landmark District; Contributing Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Eligible
259-48-028	Wilson Residence	1898	FALSE			FALSE	TRUE	Historic District Study Lake House Neighborhood (2006)	Contributor	5D2	TRUE	Lakehouse City Landmark District		San Jose Historic Resources Inventory; 17039 NWIC; Historic Districts.zip		P-43-001908	Contributor; 5D2	Medium	City Landmark District; Contributing Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Eligible
259-48-029	Hartung Residence	1896; 1900	FALSE			FALSE	TRUE	Historic District Study Lake House Neighborhood (2006)	Contributor	5D2	TRUE	Lakehouse City Landmark District		San Jose Historic Resources Inventory; 17039 NWIC; Historic Districts.zip; SCCounty.zip		P-43-001909	Contributor; 5D2	Medium	City Landmark District; Contributing Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Eligible
259-48-030		1980s	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-48-031			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-48-033		1947	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
259-48-034		1970	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
259-48-035		1950	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
259-48-036		1918	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
259-48-037		1916	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-

259-48-038		1916	FALSE			FALSE	TRUE				FALSE			San Jose Historic Resources Inventory; SCCounty.zip				Medium	Identified Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Status Unknown
259-48-045		1912	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
259-48-046			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-48-048	Carto Court	1925	FALSE			FALSE	TRUE	Historic District Study Lake House Neighborhood (2006)	Contributor	5D2	TRUE	Lakehouse City Landmark District		San Jose Historic Resources Inventory; 17039 NWIC; Historic Districts.zip	5D2, 04/22/2008, 5101-1417-0008	P-43-001901	Contributor; 5D2	Medium	City Landmark District; Contributing Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Eligible
259-48-049	Lutzen/Carto Residence	1892 ca.; 1898	FALSE			FALSE	TRUE	Historic District Study Lake House Neighborhood (2006)	Contributor	5D2	TRUE	Lakehouse City Landmark District		San Jose Historic Resources Inventory; 17039 NWIC; Historic Districts.zip; SCCounty.zip	5D2, 04/22/2008, 5101-1417-0011	P-43-001902	Contributor; 5D2	Medium	City Landmark District; Contributing Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Eligible
259-48-050		1940 ca.	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data				High		-N/A-
259-48-052		1977	FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
259-48-053	Harold Hellwig Ironworks	1935 ca.	FALSE			TRUE	TRUE	Downtown West Mixed-Use Plan Historical Resources Technical Report (2020)	5S3, eligible as SJ Landmark		FALSE			San Jose Historic Resources Inventory			5S1; 5S3, eligible as SJ Landmark	Medium	Structure of Merit; State of California Department of Parks and Recreation (DPR) Form	Eligible
259-48-055		1925	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
259-48-057		1983	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
259-48-060		1970s	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data				High		-N/A-
259-48-063			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-48-065		1924	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
259-48-066		1909	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
259-48-067		1930s	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data				High		-N/A-
259-48-071		1973	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
259-48-073			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data	Los Gatos Creek					Modern/Vacant
259-48-074			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-48-076			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data	Los Gatos Creek					Modern/Vacant
259-50-005		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-006		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-007		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-008		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-009		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-010		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-011		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-012		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-013		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-014		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-015		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-016		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-017		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-018		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-019		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-020		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-021		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-022		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-023		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-024		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-025		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant

259-50-026		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-027		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-028		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-029		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-030		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-031		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-032		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-033		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-034		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-035		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-036		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-037		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-038		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-039		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-040		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-041		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-042		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-043		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-044		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-045		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-046		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-047		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-048		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-049		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-050		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-051		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-052		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-053		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-054		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-055		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-056		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-057		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-058		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-059		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-060		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-061		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-062		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-063		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-064		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-065		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-066		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-067		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-068		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-069		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-070		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-071		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-072		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-073		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-074		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-075		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-076		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-077		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-078		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-079		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-080		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-081		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-082		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-083		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-084		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-085		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-086		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-087		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-088		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-089		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-090		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-091		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-092		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-093		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-094		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-095		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant

259-50-096		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-097		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-098		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-099		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-100		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-101		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-102		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-103		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-104		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-105		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-106		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-107		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-108		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-109		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-110		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-111		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-112		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-113		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-114		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-115		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-116		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-117		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-118		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-119		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-50-120		1987	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-54-001			FALSE			TRUE	FALSE				FALSE		Rail	Santa Clara County GIS parcel data	Caltrain Central Control			Low		Not Eligible
259-54-003			FALSE			TRUE	FALSE				FALSE		Rail	Santa Clara County GIS parcel data				Low		Not Eligible
259-54-009			FALSE			TRUE	TRUE	Demo'd			FALSE		Mod	Santa Clara County GIS parcel data	Caltrain Central Control & Centralized Equipment Maintenance & Operations Facility; Prev APNs 259-14-015; Prev address 575 Lenzen Ave; Historic buildings previously on this property - SP Roundhouse, shack & SP Water Tower- now demolished	P-43-003891; P-43-003892; P-43-003893				Modern/Vacant
259-54-010			FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data	Centralized Equipment Maintenance & Operations Facility					Modern/Vacant
259-54-023		2005	FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
259-54-024			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data	Guadalupe River & Guadalupe River Trail					Modern/Vacant
259-54-025			FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data	railroad			Low		Not Eligible
259-54-026			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-54-027		2005	FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
259-54-028		2006	FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
259-54-029		2005	FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
259-54-030		2005	FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
259-54-031		2005	FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
259-54-042			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
261-01-006			FALSE			TRUE	FALSE				FALSE		Mod	San Jose Historic Resources Inventory	old APN; New APN 261-01-112				Contributing Site/Structure	Modern/Vacant
261-01-007		1992	FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-01-013		1921	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database; SCCounty.zip			6Z	Low		Not Eligible
261-01-014		1920	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database; SCCounty.zip			6Z	Low		Not Eligible
261-01-018		1920	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-01-019		1925	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-01-020		1920	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-01-021		1941	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-01-023		1972	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-01-026			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
261-01-030			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
261-01-037		1964	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-01-038		1928	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-01-044		1924	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database			6	Low		Not Eligible
261-01-045		1929; 1935	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database; SCCounty.zip			6	Low		Not Eligible
261-01-046		1900	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip			6	Low		Not Eligible
261-01-047		1900; 1892 ca.	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database; SCCounty.zip			6Z	Low		Not Eligible
261-01-058		1924	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database; SCCounty.zip			6Z	Low		Not Eligible

261-01-059		1920	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database; SCCounty.zip			6Z	Low		Not Eligible
261-01-060		1916	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database; SCCounty.zip			6Z	Low		Not Eligible
261-01-061		1920	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database; SCCounty.zip			6Z	Low		Not Eligible
261-01-062		1963	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database; SCCounty.zip			6Z	Low		Not Eligible
261-01-063		1948	FALSE			TRUE	FALSE			2S2	FALSE			Santa Clara County GIS parcel data; 13062 database; SCCounty.zip			3S; 2S2	Medium		Eligible
261-01-064		1922	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip			6	Low		Not Eligible
261-01-068		1929	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database			Presumed eligible for NRHP/CRHR (2017); Not eligible for NRHP/CRHR (2003)	Medium		Eligible
261-01-074		1898	FALSE			TRUE	FALSE			2S2, 5S2	FALSE			San Jose Historic Resources Inventory; 13062 database	address in BERT (south morrison) is incorrect		2S2, CEQA; 2S2, 5S2	Medium	Contributing Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Eligible
261-01-075		1904	FALSE			TRUE	FALSE				FALSE			San Jose Historic Resources Inventory; 13062 database	is this 204 S Morrison in BERT (5S2, 1910)?		6	Low	Identified Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Not Eligible
261-01-076	Jacob's Center	1910 ca.	FALSE			TRUE	FALSE			6Y	FALSE			Santa Clara County GIS parcel data; 13062 database			6; 6Y	Low		Not Eligible
261-01-079		1930	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database; SCCounty.zip			6Z	Low		Not Eligible
261-01-080		1930	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database; SCCounty.zip			6Z	Low		Not Eligible
261-01-081		1920; 1930 ca.	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database; SCCounty.zip			6Z	Low		Not Eligible
261-01-089		1980 ca.	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
261-01-090		1995; 1915 (effective yr blt)	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-01-091			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
261-01-093		1963	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database; SCCounty.zip			6Z	Low		Not Eligible
261-01-094			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
261-01-095		2000	FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; 13062 database						Modern/Vacant
261-01-096		2000	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-01-097		2000	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-01-098		2014	FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-01-100		1951	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database			6	Low		Not Eligible
261-01-106		2006	FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-01-107		1920; 1927	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip			6	Low		Not Eligible
261-01-108		1948	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip			6	Low		Not Eligible
261-01-109		1920; 1924	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip			6	Low		Not Eligible
261-01-111		2014	FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-01-112		2018	FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-02-005		1900	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-02-006		1900	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-02-007		1900	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-02-008		1955	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-02-009		1910; 1924	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip			6	Low		Not Eligible
261-02-011		1941 ca.; 1940	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database; SCCounty.zip			6	Low		Not Eligible
261-02-012		1915; 1925	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database; SCCounty.zip			6	Low		Not Eligible
261-02-017		1947	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-02-046		1959	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-02-049		1960	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-02-052		1962	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-02-053		1966 ca.	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database			6Z	Low		Not Eligible
261-02-055		1967	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-02-058			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
261-02-060		1955	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database			6Z	Low		Not Eligible
261-02-062		1973	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database			6Z	Low		Not Eligible

261-02-063	Leib Carriage House/Gardens	1870s ca.; 1899; 1898	FALSE			FALSE	FALSE			1S	FALSE			San Jose Historic Resources Inventory; 13062 database			1S	Low	National Register Site/Structure; National Register of Historic Places Inventory Form; State of California Department of Parks and Recreation (DPR) Form	Eligible
261-02-064		2007	FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
261-03-002		1900	FALSE			FALSE	TRUE				FALSE			Santa Clara County GIS parcel data; 13062 database; 17039 NWIC	included in NWIC search for HST JM, but the parcel was not in the APE, and JRP does not have a prev form for this property	P-43-001251		Medium		Status Unknown
261-03-003		1918	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-03-004		1905	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-03-005		1915	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-03-012		1900	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-03-013		1920	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-03-014		1925	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-03-015		1900	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-03-037		1886 ca.; 1928 ca.	FALSE			TRUE	FALSE				FALSE			San Jose Historic Resources Inventory; 13062 database; 17039 NWIC		P-43-001242	6	Low	Identified Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Not Eligible
261-03-052		1999	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-03-054		2001; 2002	FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; 13062 database; 17039 NWIC; SCCounty.zip		P-43-001532				Modern/Vacant
261-03-055			FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data	modern					Modern/Vacant
261-03-056			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data; 17039 NWIC	Theodore Lenzen Park	P-43-001244				Modern/Vacant
261-03-057		2005	FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; 13062 database; 17039 NWIC		P-43-001245				Modern/Vacant
261-04-001		1915 ca.; 1905	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database; SCCounty.zip			6; 6Z	Low		Not Eligible
261-04-004		1930; 1932 ca.	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database; 17039 database			6	Low		Not Eligible
261-04-005		1946	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database			6Z	Low		Not Eligible
261-04-007			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
261-04-031		1923	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-04-032		1922	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-04-033		1923	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-04-034		1922	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-04-035		1922	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-04-036		1925	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-04-037		1925	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-04-038		1950	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database; 17039 database			6	Low		Not Eligible
261-04-039		1963	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database; 17039 database			6Z	Low		Not Eligible
261-04-041	Henry Kirk Rogers Home	1900 ca.; 1885	FALSE			FALSE	FALSE				FALSE			San Jose Historic Resources Inventory; SCCounty.zip				High	Identified Site/Structure	Status Unknown
261-04-042		1988	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-04-043		1988	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-04-044		1988	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-04-045		1988	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-04-046		1988	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-04-047		1988	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-04-048	San Jose Unified School	1949	FALSE			FALSE	FALSE			6Y	FALSE			Santa Clara County GIS parcel data			6Y	Low		Not Eligible
261-05-001		1930 ca.; 1924	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database; SCCounty.zip			6; 6Z	Low		Not Eligible
261-05-002		1924	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-05-003		1926	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-05-004		1924	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-31-052		1947	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-31-053		1948	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-31-054		1948	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-31-055		1951	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-

261-31-056		1942	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-31-057		1948	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-31-058		1950	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-31-059		1953	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-31-061		1942	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-31-062		1942	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-32-018		1900	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-32-019		1920	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-32-023		1915	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-32-024		1923	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-32-025		1915	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-32-026		1912	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-32-050		1915	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-32-051		1915	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-32-052		1968	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-32-053		1920	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-32-054		1915	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-32-058		1947	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database			6	Low		Not Eligible
261-32-059		1912	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database			6Z	Low		Not Eligible
261-32-060		1920	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-32-061		1900	FALSE			FALSE	TRUE				FALSE			San Jose Historic Resources Inventory; SCCounty.zip				Medium	Identified Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Status Unknown
261-32-072		1920s ca.; 1948	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database; SCCounty.zip			6	Low		Not Eligible
261-32-073		1950	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-32-074		1910-1979	FALSE			FALSE	FALSE			6Y	FALSE			Santa Clara County GIS parcel data; 17039 NWIC; BERD	6Y 05/04/2000, DOE-43-00-0003-0000/HUD000403F; previous APN 261-32-020	P-43-001230	6Y	Low		Not Eligible
261-33-011		1915	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-33-012		1922	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-33-013		1961	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-33-014		1887 ca.; 1900	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database; SCCounty.zip		P-43-001300; P-43-001319; P-43-001345	6Z; 6Z	Low		Not Eligible
261-33-015		1915	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database		P-43-001300; P-43-001319; P-43-001345	6Z; 6Z	Low		Not Eligible
261-33-016		1915	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database		P-43-001300; P-43-001319; P-43-001345	6; 6Z	Low		Not Eligible
261-33-017		1925 ca.; 1920	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database; SCCounty.zip		P-43-001300; P-43-001319; P-43-001345	6; 6Z	Low		Not Eligible
261-33-018			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data		P-43-001300; P-43-001319; P-43-001345	6Z (district)			Modern/Vacant

261-33-019		1907 ca.	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database		P-43-001300; P-43-001319; P-43-001345	6; 6Z	Low		Not Eligible
261-33-020	Schurra's Candies	1884 ca.; 1900	TRUE	San Jose Designated Historic City Landmarks (2016) - SJ Landmark		TRUE	FALSE				FALSE			San Jose Historic Resources Inventory; 13062 database; SCCounty.zip		P-43-001300; P-43-001319; P-43-001345	2S, CEQA; 6Z (district form)	Low	Eligible for National Register (individually); Eligible for Calif. Register (individually); City Landmark Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Eligible
261-33-021		1928 ca.; 1936	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip		P-43-001300; P-43-001319; P-43-001345	6; 6Z	Low		Not Eligible
261-33-022		1937	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data		P-43-001300; P-43-001319; P-43-001345	6; 6Z	Low		Not Eligible
261-33-025		1890 ca.; 1900	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database; SCCounty.zip		P-43-001300; P-43-001319; P-43-001345	6Z; 6Z	Low		Not Eligible
261-33-026		1884-1890 ca.; 1900	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database; SCCounty.zip		P-43-001300; P-43-001319; P-43-001345	6Z; 6Z	Low		Not Eligible
261-33-027		2019	FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-33-028		2015	FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-33-039		1965; 1966	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database; SCCounty.zip			6Z	Low		Not Eligible
261-33-047	Cal Pak District Manager's Office	1930	TRUE	San Jose Designated Historic City Landmarks (2016) - SJ Landmark		TRUE	FALSE				FALSE			San Jose Historic Resources Inventory; 13062 database; 17039 NWIC		P-43-001308	Eligible for NRHP/CRHR	Low	Eligible for National Register (individually); Eligible for Calif. Register (individually); City Landmark Site/Structure	Eligible
261-33-048	Del Monte Plant #51 (51 Condos)	1915-1930; 2008	FALSE			TRUE	FALSE			2S2	FALSE			San Jose Historic Resources Inventory	2S2, 06/09/2003, FTA030325A | 2S2, 10/26/1999, DOE-43-99-0001-0000 | 2S2, 10/26/1999, FTA981001A; APN changed to 261-62-001 thru 261-63-150		Eligible for NRHP/CRHR; 6Z; 2S2	Low	Eligible for National Register (individually); Eligible for Calif. Register (individually); State of California Department of Parks and Recreation (DPR) Form	Eligible
261-33-049		2002	FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; 17039 NWIC; SCCounty.zip		P-43-003050; P-43-003051				Modern/Vacant

261-33-050			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data	Cahill Park					Modern/Vacant
261-33-051			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data; 17039 NWIC		P-43-003052				Modern/Vacant
261-33-052	Babe's Muffler Service	1920s-1930 ca.; 1954; 1899	TRUE			TRUE	FALSE				FALSE			San Jose Historic Resources Inventory; 13062 database; SCCounty.zip	Babe sign is a City Landmark. See entry for sign		6Y	Low	State of California Department of Parks and Recreation (DPR) Form	Not Eligible
261-33-053		1946	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data			6	Low		Not Eligible
261-33-054		1963; 1964	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database; SCCounty.zip			6Z	Low		Not Eligible
261-34-002			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
261-34-003			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
261-34-004			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
261-34-005			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
261-34-006			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
261-34-011			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
261-34-012			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
261-34-013			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
261-34-014			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
261-34-016			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
261-34-017		1959	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-34-018			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
261-34-019			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
261-34-020	Southern Pacific Depot; Cahill Station & Santa Clara/Alameda Underpass	1935	FALSE			TRUE	TRUE	NRHP nomination form			FALSE			San Jose Historic Resources Inventory; 13062		P-43-002272	1D, CEQA; 1D/5S1	Low	National Register District; Eligible for National Register (individually); Eligible for Calif. Register (individually); City Landmark Site/Structure; National Register of Historic Places Inventory Form	Eligible
261-34-021			FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data	railroad at Diridon &			Low		Not Eligible
261-34-022			FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data	railroad at Diridon			Low		Not Eligible
261-34-023			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
261-35-002	PG&E Substation	1889 ca., rebuilt; 1956-1960	FALSE			TRUE	TRUE	Downtown West Mixed-Use Plan Historical Resources Technical Report (2020) - add 598 Otterson	6Z		FALSE			Santa Clara County GIS parcel data; 17039 database			6Z; 6Z	Low		Not Eligible
261-35-003	associated with Stephen's Meat Products Sign		FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data; Commercial Signs.zip; From ARG.zip	Historic building demo'd; see entry for Stephen's Meat Products sign.					Modern/Vacant
261-35-006			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
261-35-007	former Sunlite Baking Bread Depot	1950-1962	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data		P-43-003924	6Z	Low		Not Eligible
261-35-010			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant

261-35-014	KNTV Broadcast Facility	1955; 1965; 1980	FALSE			TRUE	TRUE	Historic Evaluation Report, New Broadcast Facility for KNTV/Channel 11, 645 Park Ave (Nov 2000)	Not eligible for NRHP/CRHR; Listed as Structure of Merit (2000); 4S1, HL (1992)		FALSE			San Jose Historic Resources Inventory	SJHRI - Eligible for Calif Register, and Candidate for City Landmark		6Z; Not eligible for NRHP/CRHR; Listed as Structure of Merit (2000); 4S1, HL (1992)	Low	Eligible for Calif. Register (individually); Candidate City Landmark; State of California Department of Parks and Recreation (DPR) Form	Not Eligible
261-35-027	Sunlite Bakery Company	1936	FALSE			TRUE	TRUE	Downtown West Mixed-Use Plan Historical Resources Technical Report (2020)	3S, eligible as SJ Landmark		FALSE			San Jose Historic Resources Inventory			2S2/5S1; 3S, eligible as SJ Landmark	Medium	Structure of Merit; State of California Department of Parks and Recreation (DPR) Form	Eligible
261-35-030			FALSE			TRUE	FALSE				FALSE		Rail	Santa Clara County GIS parcel data	Diridon Station area			Low		Not Eligible
261-35-031			FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data	railroad at Diridon			Low		Not Eligible
261-35-033			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
261-35-034			FALSE			TRUE	FALSE				FALSE		Rail	Santa Clara County GIS parcel data	Railroad & bldgs - Need yr blt			Low		Not Eligible
261-36-031	E.L. Bradley Residence	1876 ca.; 1900	FALSE			FALSE	FALSE				FALSE			San Jose Historic Resources Inventory; SCCounty.zip				High	Identified Site/Structure	Status Unknown
261-36-032		1941	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-36-033		1945	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-36-034		1945	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-36-035		1945	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-36-036		1945	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-36-037		1945	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-36-038		1945	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-36-039		1942	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-36-040		1947	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-36-041		1960s	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data				High		-N/A-
261-36-042		1946	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-36-043		1912	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-36-044		1951	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-36-045		1952	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-36-046		1948	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-36-047		1948	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-36-048		1948	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-36-064		1977	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-36-076			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data	Cahill Park					Modern/Vacant
261-36-083			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data	Cahill Park					Modern/Vacant
261-36-094		2019	FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
261-36-095		2018; 2020	FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; 17039 NWIC; SCCounty.zip	former site of SMC (733 Park Ave in BERT, 261-36-071, 6Y) - demo'd	P-43-003047				Modern/Vacant
261-37-009		1948 ca.	FALSE			TRUE	TRUE	Downtown West Mixed-Use Plan Historical Resources Technical Report (2020)- other addresses: 245 S. Montgomery, 600 Park Av	6Z		FALSE			Santa Clara County GIS parcel data			6Z	Low		Not Eligible

261-37-016		1971	FALSE			TRUE	TRUE	Downtown West Mixed-Use Plan Historical Resources Technical Report (2020) - parcel number not listed, but depicted on sketch map - see 261-37-	6Z		FALSE			Santa Clara County GIS parcel data			6Z	Low		Not Eligible
261-37-020		1915	FALSE			TRUE	TRUE	Downtown West Mixed-Use Plan Historical Resources Technical Report (2020)	6Z		FALSE			Santa Clara County GIS parcel data; 17039 database; SCCounty.zip			6Z; 6Z	Low		Not Eligible
261-37-021			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
261-37-023		1999	FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-37-026			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
261-37-027			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data	Los Gatos Creek					Modern/Vacant
261-37-028			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
261-37-029		1971	FALSE			TRUE	TRUE	Downtown West Mixed-Use Plan Historical Resources Technical Report (2020)	6Z		FALSE			Santa Clara County GIS parcel data; SCCounty.zip			6Z	Low		Not Eligible
261-37-030			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
261-37-031		1948 ca.	FALSE			TRUE	TRUE	Downtown West Mixed-Use Plan Historical Resources Technical Report (2020)- other addresses: 245 S. Montgomery, 600 Park Av	6Z		FALSE			Santa Clara County GIS parcel data	!!		6Z	Low		Not Eligible
261-38-001			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data	roadway & bridge (see Bridge 37C0195, San Carlos St Overpass)					Modern/Vacant
261-38-004			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
261-38-005		1950	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-38-018			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
261-38-030			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
261-38-037		1959	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-38-047		1979	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-38-048			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
261-38-049		1980	FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-38-052			FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data	railroad & Park Ave underpass (see Bridge 37C0270, Park Ave Underpass)			Low		Not Eligible
261-38-053			FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data	railroad			Low		Not Eligible
261-38-057		1978	FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-38-058			FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data	railroad & Park Ave underpass (see Bridge 37C0270, Park Ave Underpass)			Low		Not Eligible
261-38-059			FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data	railroad			Low		Not Eligible
261-38-060			FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data	railroad & Park Ave underpass (see Bridge 37C0270, Park Ave Underpass)			Low		Not Eligible

261-38-061			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data	roadway & bridge (see Bridge 37C0195, San Carlos St Overpass)					Modern/Vacant
261-38-062			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data	probably a utility parcel that is separate from roadway & bridge (see Bridge 37C0195, San Carlos St Overpass)					Modern/Vacant
261-38-063			FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data	railroad & Park Ave underpass (see Bridge 37C0270, Park Ave Underpass)			Low		Not Eligible
261-38-064		1947	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 17039 database			6Z	Low		Not Eligible
261-38-065		1968	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-38-066			FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data	railroad			Low		Not Eligible
261-38-067		2009	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data				High		-N/A-
261-39-002		1940	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-39-003		1900	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-39-004		1920	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-39-005		1920	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-39-006		1920	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-39-010		1982 ca.	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
261-39-011		1900	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-39-012		1910	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-39-013		2008 ca.	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data	storage sheds?					Modern/Vacant
261-39-014		1920	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-39-015			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
261-39-016			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
261-39-020			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
261-39-024			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
261-39-025		1953	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-39-026		1948	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-39-027		1977	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-39-028		2000 ca.	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
261-39-029		1930	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-39-035			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
261-39-036			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
261-39-041			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data	storage shed?					Modern/Vacant
261-39-043		1960s	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data	shed			High		-N/A-
261-39-045		1930	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-40-003		1925	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-40-004		1900	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-40-005		1900	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-40-006		1920	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-40-007		1926	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-40-008		1899	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-40-009		1900	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-40-010		1905	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-40-011		1910	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-40-012		1960	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-40-013		1920; 1918	FALSE			FALSE	FALSE			6Y	FALSE			Santa Clara County GIS parcel data; SCCounty.zip			6Y	Low		Not Eligible
261-40-014		1920	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-40-015		1920	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-40-016		1983	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-40-017		1940	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-40-018		1920	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-40-042		1950	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-40-043		1925	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-40-044		1920	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-40-045		1925	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-40-046		1928	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-40-047		1900	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-40-048		1926	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-40-049		1929	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-40-050		1930	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-40-051		1947	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-40-053		1947	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-40-054		1925	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-40-055		1927	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-40-056		1925	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-40-057		1941	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-40-058		1941	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-

261-40-059		1930	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-40-060		1920	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-40-064		1950	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-40-067		1915	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-40-068			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data	freight containers with canvas awnings					Modern/Vacant
261-40-069		1900	FALSE			FALSE	FALSE				FALSE			San Jose Historic Resources Inventory; SCCounty.zip				High	Identified Site/Structure	Status Unknown
261-40-070		1910	FALSE			FALSE	FALSE				FALSE			San Jose Historic Resources Inventory; SCCounty.zip				High	Identified Site/Structure	Status Unknown
261-40-073		1930	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-40-074		1925	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-40-075		1920	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-40-076		1900	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-40-077		1950 ca.	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data				High		-N/A-
261-40-078		1920	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-40-079		1920	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-40-080		1920	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-40-081		1948	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-40-082		1980	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-40-083		1920 ca.	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data				High		-N/A-
261-40-084		1920	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-40-085		1920	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-40-086		1980s	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data				High		-N/A-
261-40-096		1920	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-40-097		1930	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-40-098		1925	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-40-099		1925	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-40-100		1905	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-40-101		1920	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-40-102		1920	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-40-104		1930 ca.	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data				High		-N/A-
261-40-108		1920	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-40-109		1920	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-40-110		1915	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-40-111		1915	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-40-114		1960	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-40-115		1960	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-40-116		1940	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-40-122		1981	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-56-001		2002	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-56-002		2002	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-56-003		2002	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-56-004		2002	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-56-005		2002	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-56-006		2002	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-56-007		2002	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-56-008		2002	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-56-009		2002	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-56-010		2002	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-56-011		2002	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-56-012		2002	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-56-013		2002	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-56-014		2002	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-56-015		2002	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant

261-56-016		2002	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-56-017		2002	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-56-018		2002	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-56-019		2002	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-56-020		2002	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-56-021		2002	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-56-022		2002	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-56-023		2002	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-56-024		2002	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-56-025		2004	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-56-026		2004	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-56-027		2004	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-56-028		2004	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-56-029		2004	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-56-030		2004	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-56-031		2004	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-56-032		2004	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-56-033		2004	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-56-034		2004	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-58-001		2002	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-58-002		2002	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-58-003		2002	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-58-004		2002	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-58-005		2002	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-58-006		2002	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-58-007		2002	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-58-008		2002	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-58-009		2002	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-58-010		2002	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-58-011		2002	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-58-012		2002	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-58-013		2002	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-58-014		2002	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-58-015		2002	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-58-016		2002	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-58-017		2002	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-58-018		2002	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant

261-58-019		2002	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-58-020		2002	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-58-024		2004	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-58-025		2004	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-58-026		2004	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-58-027		2004	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-58-028		2004	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-58-029		2004	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-58-030		2004	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-58-031		2004	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-58-032		2004	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-58-033		2004	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-58-034		2004	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-58-035		2004	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-58-036		2004	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-58-037		2004	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-58-038		2004	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-58-039		2004	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-58-040		2004	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-58-041		2004	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-58-042		2004	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-58-043		2004	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-58-044		2004	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-58-045		2004	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-58-046		2004	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-58-047		2004	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-58-048		2004	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-59-001		2004	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-59-002		2004	FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-59-003		2004	FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-59-004		2004	FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-59-005		2004	FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-59-006		2004	FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-59-007		2004	FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-59-008		2004	FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-59-009		2004	FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-59-010		2004	FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-59-011		2004	FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-59-012		2004	FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-59-013		2004	FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-59-014		2004	FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant

261-59-015		2004	FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-59-016		2004	FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-59-017		2004	FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-59-018		2004	FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-59-019		2004	FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-59-020		2004	FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-59-021		2004	FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-59-022		2004	FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-59-023		2004	FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-59-024		2004	FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-59-025		2004	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-59-026		2004	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-59-027		2004	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-59-028		2004	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-59-029		2004	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-59-030		2004	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-59-031		2004	FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-59-032		2004	FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
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261-59-038		2004	FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-59-039		2004	FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-59-040		2004	FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-59-041		2004	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-59-042		2004	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-59-043		2004	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-59-044		2004	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-59-045		2004	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-59-046		2004	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-59-047		2004	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
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261-59-049		2004	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant

261-59-050		2004	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
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261-59-157		2005	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
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261-61-020		2006	FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
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261-62-017		1915-1930; 2008	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database				Low		Eligible
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261-62-019		1915-1930; 2008	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database				Low		Eligible
261-62-020		1915-1930; 2008	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database				Low		Eligible
261-62-021		1915-1930; 2008	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database				Low		Eligible
261-62-022		1915-1930; 2008	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database				Low		Eligible
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261-63-085		1915-1930; 2008	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database				Low		Eligible
261-63-086		1915-1930; 2008	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database				Low		Eligible
261-63-087		1915-1930; 2008	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database				Low		Eligible
261-63-088		1915-1930; 2008	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database				Low		Eligible
261-63-089		1915-1930; 2008	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database				Low		Eligible
261-63-090		1915-1930; 2008	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database				Low		Eligible
261-63-091		1915-1930; 2008	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database				Low		Eligible
261-63-092		1915-1930; 2008	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database				Low		Eligible
261-63-093		1915-1930; 2008	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database				Low		Eligible
261-63-094		1915-1930; 2008	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database				Low		Eligible
261-63-095		1915-1930; 2008	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database				Low		Eligible
261-63-096		1915-1930; 2008	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database				Low		Eligible
261-63-097		1915-1930; 2008	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database				Low		Eligible
261-63-098		1915-1930; 2008	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database				Low		Eligible
261-63-099		1915-1930; 2008	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database				Low		Eligible
261-63-100		1915-1930; 2008	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database				Low		Eligible
261-63-101		1915-1930; 2008	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database				Low		Eligible
261-63-102		1915-1930; 2008	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database				Low		Eligible
261-63-103		1915-1930; 2008	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database				Low		Eligible
261-63-104		1915-1930; 2008	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database				Low		Eligible
261-63-105		1915-1930; 2008	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database				Low		Eligible
261-63-106		1915-1930; 2008	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database				Low		Eligible
261-63-107		1915-1930; 2008	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database				Low		Eligible
261-63-108		1915-1930; 2008	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database				Low		Eligible
261-63-109		1915-1930; 2008	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database				Low		Eligible
261-63-110		1915-1930; 2008	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database				Low		Eligible
261-63-111		1915-1930; 2008	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database				Low		Eligible
261-63-112		1915-1930; 2008	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database				Low		Eligible
261-63-113		1915-1930; 2008	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database				Low		Eligible
261-63-114		1915-1930; 2008	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database				Low		Eligible
261-63-115		1915-1930; 2008	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database				Low		Eligible
261-63-116		1915-1930; 2008	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database				Low		Eligible
261-63-117		1915-1930; 2008	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database				Low		Eligible
261-63-118		1915-1930; 2008	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database				Low		Eligible
261-63-119		1915-1930; 2008	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database				Low		Eligible
261-63-120		1915-1930; 2008	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database				Low		Eligible
261-63-121		1915-1930; 2008	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database				Low		Eligible
261-63-122		1915-1930; 2008	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database				Low		Eligible
261-63-123		1915-1930; 2008	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database				Low		Eligible
261-63-124		1915-1930; 2008	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database				Low		Eligible
261-63-125		1915-1930; 2008	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database				Low		Eligible
261-63-126		1915-1930; 2008	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database				Low		Eligible
261-63-127		1915-1930; 2008	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database				Low		Eligible
261-63-128		1915-1930; 2008	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database				Low		Eligible
261-63-129		1915-1930; 2008	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database				Low		Eligible
261-63-130		1915-1930; 2008	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database				Low		Eligible
261-63-131		1915-1930; 2008	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database				Low		Eligible
261-63-132		1915-1930; 2008	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database				Low		Eligible
261-63-133		1915-1930; 2008	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database				Low		Eligible
261-63-134		1915-1930; 2008	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database				Low		Eligible
261-63-135		1915-1930; 2008	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database				Low		Eligible
261-63-136		1915-1930; 2008	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database				Low		Eligible
261-63-137		1915-1930; 2008	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database				Low		Eligible

261-63-138		1915-1930; 2008	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database				Low		Eligible
261-63-139		1915-1930; 2008	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database				Low		Eligible
261-63-140		1915-1930; 2008	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database				Low		Eligible
261-63-141		1915-1930; 2008	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database				Low		Eligible
261-63-142		1915-1930; 2008	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database				Low		Eligible
261-63-143		1915-1930; 2008	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database				Low		Eligible
261-63-144		1915-1930; 2008	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database				Low		Eligible
261-63-145		1915-1930; 2008	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database				Low		Eligible
261-63-146		1915-1930; 2008	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database				Low		Eligible
261-63-147		1915-1930; 2008	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database				Low		Eligible
261-63-148		1915-1930; 2008	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database				Low		Eligible
261-63-149		1915-1930; 2008	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database				Low		Eligible
261-63-150		1915-1930; 2008	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database				Low		Eligible
264-11-034			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
264-11-086			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data	Los Gatos Creek					Modern/Vacant
264-11-107			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data	soccer field					Modern/Vacant
264-11-108			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data	soccer field					Modern/Vacant
264-11-109			FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
264-11-112		1925	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-12-025		1971	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-12-026	Standard Oil Company	1880s ca., 1898; 1940	FALSE			FALSE	FALSE			2S2	FALSE			San Jose Historic Resources Inventory; SCCounty.zip			2S2	Low	Eligible for National Register (individually); Eligible for Calif. Register (individually); Structure of Merit; State of California Department of Parks and Recreation (DPR) Form	Eligible
264-12-027			FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data	railroad - Not SPRR mainline			Low		Not Eligible
264-12-035			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data	storage containers					Modern/Vacant
264-12-036		1960 ca.	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data	shed			High		-N/A-
264-14-027			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
264-14-044		1969	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-14-045		1915	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-14-046		1915	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-14-079		1960 ca.	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data				High		-N/A-
264-14-092		1969	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-14-106			FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data	railroad - Not SPRR mainline			Low		Not Eligible
264-14-123		1900	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-14-132			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data	modern trailers					Modern/Vacant
264-14-133		2019 ca.	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
264-14-134		2019 ca.	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
264-15-002			FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
264-15-003		1940	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-15-015			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
264-15-016			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
264-15-017			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data; 17039 NWIC		P-43-001534				Modern/Vacant
264-15-018			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
264-15-019			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
264-15-021		1945	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-15-022			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
264-15-024		1978	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
264-15-029			FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data	railroad - Not SPRR mainline			Low		Not Eligible
264-15-033		1956-1960; 1957	FALSE			TRUE	TRUE	ICF, Caltrain Electrification (2015)	6Z		FALSE			Santa Clara County GIS parcel data			6Z; 6Z	Low		Not Eligible
264-15-034			FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data	railroad			Low		Not Eligible
264-15-035			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
264-15-036			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
264-15-038			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant

264-15-057		2008 ca.	FALSE			TRUE	FALSE				TRUE		Mod	San Jose Historic Resources Inventory; 2020_SanCarlosWest_Historic Context	old APN; see 809 Auzerais; historic-era structures demo'd except for Water Tower that is located with condo complex at 809 Auzerias. Water Tower no longer on a legal parcel so no APN - located just NE of; see entry for California Packing Corp Water Tower				Structure of Merit; State of California Department of Parks and Recreation (DPR) Form	Modern/Vacant
264-15-062		2019	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
264-15-063		1947	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data			6Z	Low		Not Eligible
264-15-064	Orchard Supply Hardware	1947	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data	APN is part of parking lot of Orchard Supply. Combine with 264-15-065, which includes the historic-era Orchard Supply & sign & modern Orchard Supply; new address is Royal (situs was AUZERAIS AVE but no situs #)		6Z	Low		Not Eligible
264-15-065	Orchard Supply; Orchard Supply Sign	1946, 1947	FALSE			TRUE	TRUE	Downtown West Mixed-Use Plan Historical Resources Technical Report (2020)	6Z		FALSE			Santa Clara County GIS parcel data	Includes the Orchard Supply Sign?, which is identified in San Jose Signs Project (see Commercial Signs.zip) - potential resources; Combine with 264-15-064		6Z; 6Z	Low		Not Eligible
264-15-066			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data	Los Gatos Creek & Trail					Modern/Vacant
264-16-013		1900	FALSE			TRUE	FALSE	ICF, Caltrain Electrification (2015)	6Z		FALSE			Santa Clara County GIS parcel data; SCCounty.zip			6Z	Low		Not Eligible
264-16-014		1900	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-16-015		1908	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-16-016		1910	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-16-017		1908	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-16-018		1910	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-16-019		1997	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
264-16-020		1900	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-16-022		1914	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-16-023		1906	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-16-025		1900	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-16-026		1910	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-16-027		1947	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-16-028		1980s	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data	shed			High		-N/A-
264-16-029			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
264-16-030		1916	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-16-034		2008	FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
264-16-037		1956	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-16-038		1915	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-16-039		1982	FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
264-16-040		1986	FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
264-16-041			FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data	railroad			Low		Not Eligible
264-16-042			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
264-16-043		2002	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
264-16-044		2002	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
264-17-001			FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data	railroad			Low		Not Eligible
264-17-002		1936	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-17-011		1900; 1975 (effective yr blt)	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-17-012		1966	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-17-013		1960s	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data				High		-N/A-
264-17-014		1908	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-17-015			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
264-17-016		1908	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-17-042		1963	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data			6Z	Low		Not Eligible
264-17-043		1963	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data			6Z	Low		Not Eligible
264-17-071		1900	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-17-072		1949	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-17-073		1900	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-17-078		1988	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
264-17-079		1900	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-17-090		1900	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-

264-17-096		1984	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
264-17-097		1950	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-17-098			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
264-17-099		1974	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-17-104		1964; 1960-1968	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip			6Z	Low		Not Eligible
264-17-105			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
264-17-106		1890	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-17-107		1950	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-17-108			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
264-19-001		1924	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data			6Z	Low		Not Eligible
264-19-002		1900	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-19-003		1900	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-19-004		1900	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-19-005		1900	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-19-006		1927	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data				High		-N/A-
264-19-007		1924	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data				High		-N/A-
264-19-008		1900	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-19-035		1950	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data				High		-N/A-
264-19-036		1908	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data			6Z	Low		Not Eligible
264-19-037			FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data	shipping container					Modern/Vacant
264-19-038		1900	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data			2S2, CEQA	Low		Eligible
264-19-067			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
264-19-071		1900	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data			6Z	Low		Not Eligible
264-19-078			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
264-20-008		1908	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-20-009		1900	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-20-010		1905	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-20-011		1959 ca.	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data			6Z	Low		Not Eligible
264-20-012		1900; 1893-1894	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data			6Z	Low		Not Eligible
264-20-013		1962	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data			6Z	Low		Not Eligible
264-20-021		1989	FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
264-20-034		1942	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-20-035		1954	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-20-036		1905	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-20-037		1925	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip; 2020_SanCarlos_ApdxB_HistoricResEval				High		-N/A-
264-20-038		1949	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip; 2020_SanCarlos_ApdxB_HistoricResEval				High		-N/A-
264-20-039		1910 ca., 1924	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip; 2020_SanCarlos_ApdxB_HistoricResEval				High		-N/A-
264-20-041		1908	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 2020_SanCarlos_ApdxB_HistoricResEval				High		-N/A-
264-20-042		2006	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
264-20-044		1950	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-20-045		1900	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-20-046		1905	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-20-047			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
264-20-048		1900	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-20-049		1905	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-20-050		1912	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-20-051		1950	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-20-052		1908	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-20-053		1900	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-20-059		1950	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-20-060		1939	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-20-063		1947	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; 2020_SanCarlos_ApdxB_HistoricResEval; 2020_SanCarlos (491-499) Final HRE 2020-09-14				High		-N/A-
264-20-064		1950 ca.	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; 2020_SanCarlos_ApdxB_HistoricResEval; 2020_SanCarlos (491-499) Final HRE 2020-09-14				High		-N/A-
264-20-065			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data; 2020_SanCarlos_ApdxB_HistoricResEval; 2020_SanCarlos (491-499) Final HRE 2020-09-14						Modern/Vacant
264-20-066		1905	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip; 2020_SanCarlos_ApdxB_HistoricResEval				High		-N/A-
264-20-067		1900	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip; 2020_SanCarlos_ApdxB_HistoricResEval				High		-N/A-
264-20-068		1900	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip; 2020_SanCarlos_ApdxB_HistoricResEval				High		-N/A-

264-20-069		1910	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-20-071		1941	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-20-072		1925	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-20-073			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
264-20-074			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
264-20-079		1957	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip; 2020_SanCarlos_ApdxB_HistoricResEval; 2020_SanCarlos (491-499) Final HRE 2020-09-14; 2020_DelmasSrLiving_ApndxBHistoricResources	San Carlos survey has no status code on DPR-not eligible NR, CR or as local landmark		6Z	Low		Not Eligible
264-20-080		2000	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip; 2020_SanCarlos_ApdxB_HistoricResEval; 2020_SanCarlos (491-499) Final HRE 2020-09-14; 2020_DelmasSrLiving_ApndxBHistoricResources						Modern/Vacant
264-20-081		1958	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip; 2020_SanCarlos_ApdxB_HistoricResEval; 2020_SanCarlos (491-499) Final HRE 2020-09-14; 2020_DelmasSrLiving_ApndxBHistoricResources				High		-N/A-
264-20-082			FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; 2020_DelmasSrLiving_ApndxBHistoricResources; 2020_SanCarlos_ApdxB_HistoricResEval; 2020_SanCarlos (491-499) Final HRE 2020-09-14	modern storage shed					Modern/Vacant
264-20-083		1956	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; 2020_DelmasSrLiving_ApndxBHistoricResources; 2020_SanCarlos_ApdxB_HistoricResEval	Delmas survey has no status code on DPR-not eligible NR, CR or as local landmark		6Z	Low		Not Eligible
264-20-084		1948	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; 2020_DelmasSrLiving_ApndxBHistoricResources	Delmas survey has no status code on DPR-not eligible NR, CR or as local landmark		6Z	Low		Not Eligible
264-20-085		1961	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; 2020_DelmasSrLiving_ApndxBHistoricResources; 2020_SanCarlos_ApdxB_HistoricResEval	Delmas survey has no status code on DPR-not eligible NR, CR or as local landmark		6Z	Low		Not Eligible
264-20-086		1905, 1926, 1959	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip; 2020_DelmasSrLiving_ApndxBHistoricResources; 2020_SanCarlos_ApdxB_HistoricResEval	Delmas survey has no status code on DPR-not eligible NR, CR or as local landmark		6Z	Low		Not Eligible
264-20-087	Transitional Housing	1908	FALSE			FALSE	FALSE			6Y	FALSE			Santa Clara County GIS parcel data; SCCounty.zip; 2020_DelmasSrLiving_ApndxBHistoricResources; 2020_SanCarlos_ApdxB_HistoricResEval	Delmas survey has no status code on DPR-not eligible NR, CR or as local landmark; BERT has no date or APN, just address		6Y	Low		Not Eligible
264-20-088	Transitional Housing	1908, 1948, 1960	FALSE			FALSE	FALSE			6Y	FALSE			Santa Clara County GIS parcel data; SCCounty.zip; 2020_DelmasSrLiving_ApndxBHistoricResources; 2020_SanCarlos_ApdxB_HistoricResEval	Delmas survey has no status code on DPR-not eligible NR, CR or as local landmark; BERT has no date or APN, just address		6Y	Low		Not Eligible
264-20-089		1965 ca.	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; 2020_SanCarlos_ApdxB_HistoricResEval; 2020_DelmasSrLiving_ApndxBHistoricResources				High		-N/A-
264-20-090		1964	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; 2020_SanCarlos_ApdxB_HistoricResEval; 2020_DelmasSrLiving_ApndxBHistoricResources				High		-N/A-
264-20-091		1899	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip; 2020_SanCarlos_ApdxB_HistoricResEval; 2020_DelmasSrLiving_ApndxBHistoricResources				High		-N/A-
264-20-092		1907	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip; 2020_SanCarlos_ApdxB_HistoricResEval; 2020_DelmasSrLiving_ApndxBHistoricResources				High		-N/A-
264-20-093		2009	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip; 2020_DelmasSrLiving_ApndxBHistoricResources						Modern/Vacant
264-20-094		1915	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-20-095		1920	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-20-096		1915	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip; 2020_DelmasSrLiving_ApndxBHistoricResources				High		-N/A-
264-20-097		1915	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip; 2020_DelmasSrLiving_ApndxBHistoricResources				High		-N/A-
264-20-098		1951	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip; 2020_SanCarlos_ApdxB_HistoricResEval; 2020_DelmasSrLiving_ApndxBHistoricResources				High		-N/A-
264-20-099		1957	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip; 2020_SanCarlos_ApdxB_HistoricResEval; 2020_DelmasSrLiving_ApndxBHistoricResources				High		-N/A-
264-20-100		1916	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip; 2020_SanCarlos_ApdxB_HistoricResEval				High		-N/A-
264-20-101		2007	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip; 2020_SanCarlos_ApdxB_HistoricResEval	San Carlos survey provided incorrect building date-confirmed through aerials & bldg permits					Modern/Vacant

264-20-102		1914	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip; 2020_SanCarlos_ApdxB_HistoricResEval				High		-N/A-
264-20-103		1916	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip; 2020_SanCarlos_ApdxB_HistoricResEval				High		-N/A-
264-20-104		1916	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip; 2020_SanCarlos_ApdxB_HistoricResEval				High		-N/A-
264-20-105		1910	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip; 2020_SanCarlos_ApdxB_HistoricResEval; 2020_DelmasSrLiving_ApndxBHistoricResources	San Carlos & Delmas surveys provided incorrect building date- confirmed through Sanborns			High		-N/A-
264-20-106			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data; 2020_SanCarlos_ApdxB_HistoricResEval; 2020_DelmasSrLiving_ApndxBHistoricResources						Modern/Vacant
264-20-107		1929	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip; 2020_SanCarlos_ApdxB_HistoricResEval; 2020_DelmasSrLiving_ApndxBHistoricResources				High		-N/A-
264-20-108		1957	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; 2020_SanCarlos_ApdxB_HistoricResEval; 2020_DelmasSrLiving_ApndxBHistoricResources	San Carlos survey has no status code on DPR-not eligible NR, CR or as local landmark		6Z	Low		Not Eligible
264-20-109		1908	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip; 2020_SanCarlos_ApdxB_HistoricResEval; 2020_DelmasSrLiving_ApndxBHistoricResources	San Carlos survey has no status code on DPR-not eligible NR, CR or as local landmark		6Z	Low		Not Eligible
264-20-110			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data; 2020_SanCarlos_ApdxB_HistoricResEval; 2020_SanCarlos (491-499) Final HRE 2020-09-14						Modern/Vacant
264-20-112		1967	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip; 2020_SanCarlos_ApdxB_HistoricResEval				High		-N/A-
264-20-113		1959	FALSE			FALSE	FALSE				FALSE			Santa Clara County; 2020_SanCarlos_ApdxB_HistoricResEval GIS parcel data; SCCounty.zip				High		-N/A-
264-20-114		1908	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data				High		-N/A-
264-20-121		2012	FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
264-20-125		1970	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-20-126		1978	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
264-20-127		1952	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data			6Z	Low		Not Eligible
264-20-128			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data; 2020_SanCarlos_ApdxB_HistoricResEval; 2020_SanCarlos (491-499) Final HRE 2020-09-14						Modern/Vacant
264-20-129		1957	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-20-131		1999	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
264-20-132		2007	FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
264-21-002		1927	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-21-003		1986	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
264-21-005		1950 ca.	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data				High		-N/A-
264-21-006		1906	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-21-007		1908	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-21-026		1916	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-21-027		1906	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-21-028		1900	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-21-029		1910	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-21-030		1920	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-21-031		1910	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-21-032		1908	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-21-033		1908	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-21-034		1908	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-21-035		1908	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-21-036		1962	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-21-037		1908	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-21-067		1908	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-21-068		1950	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-21-069		1910	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-21-072		2009	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
264-21-073		1970s	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data				High		-N/A-
264-25-095		1908	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-25-096		1910	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-25-097		1990	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
264-25-098		1969	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-25-099		1900	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-25-119		1956	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-25-120		1901	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-25-125			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data	roadway (Woz Way)					Modern/Vacant

264-25-128			FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data	SR 87					Modern/Vacant
264-26-001		1967	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-26-002			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
264-26-003		1900	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-26-004		1900	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-26-005		1940	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-26-010		1961	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-26-011		1952	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-26-013		1900	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-26-014		1920	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-26-017		1898	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-26-018		2019 ca.	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
264-26-019		1910	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-26-020		1965	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; 2020_DelmasSrLiving_ApndxBHistoricResources				High		-N/A-
264-26-021		1969	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; 2020_DelmasSrLiving_ApndxBHistoricResources				High		-N/A-
264-26-022			FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; 2020_DelmasSrLiving_ApndxBHistoricResources	modern storage shed					Modern/Vacant
264-26-023		1906	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip; 2020_DelmasSrLiving_ApndxBHistoricResources				High		-N/A-
264-26-024		1908	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip; 2020_DelmasSrLiving_ApndxBHistoricResources				High		-N/A-
264-26-025		1905	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip; 2020_DelmasSrLiving_ApndxBHistoricResources				High		-N/A-
264-26-026		1907	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip; 2020_DelmasSrLiving_ApndxBHistoricResources				High		-N/A-
264-26-027		1905	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip; 2020_DelmasSrLiving_ApndxBHistoricResources				High		-N/A-
264-26-028		1907	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip; 2020_DelmasSrLiving_ApndxBHistoricResources				High		-N/A-
264-26-029		1905	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip; 2020_DelmasSrLiving_ApndxBHistoricResources				High		-N/A-
264-26-030			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data; 2020_DelmasSrLiving_ApndxBHistoricResources						Modern/Vacant
264-26-031		1951	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip; 2020_DelmasSrLiving_ApndxBHistoricResources				High		-N/A-
264-26-034		1951	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-26-035		1909	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data				High		-N/A-
264-26-036		1900	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-26-037		1910 ca.	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data				High		-N/A-
264-26-088			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data	demo'd 2019c					Modern/Vacant
264-26-093		1943	FALSE			FALSE	TRUE				FALSE			Santa Clara County GIS parcel data; 17039 NWIC; SCCounty.zip	included in NWIC search for HST JM, but the parcel was not in the APE, and JRP does not have a prev form for this property	P-43-001322		Medium		Status Unknown
264-26-094		1970s	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; 2020_DelmasSrLiving_ApndxBHistoricResources				High		-N/A-
264-26-099			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data	highway					Modern/Vacant
264-26-100			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
264-26-101			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
264-27-088		1990	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data	Children's Discovery Museum					Modern/Vacant
264-42-001			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data	trellis & Los Gatos Creek					Modern/Vacant
264-42-002		1948	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-42-003		2000	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
264-42-004		1939	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-42-006		1910	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-42-007		1900	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-42-008		1966	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-42-009		1957	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-42-010		1957	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-42-023		2007	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
264-42-090		1930	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-42-091		1900	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-42-092		1962	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-42-096		1989	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
264-42-098		1918	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-42-106		1952	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-42-107		1900	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-

264-42-109		1980 ca.	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
264-42-110		1950	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-42-113		1900	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-42-114		1925	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-42-115		1925	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-42-116		1986	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
264-42-117			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data	Los Gatos Creek					Modern/Vacant
264-43-011		1954	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-43-066		1960	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-43-067		1960	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-43-068		1951	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-43-070		1948	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip			6Z	Low		Not Eligible
264-43-071			FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
264-43-073			FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data	railroad			Low		Not Eligible
264-73-001		2008	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
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264-76-060		2008	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
264-76-061		2008	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
264-76-062		2008	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
Babe's Muffler Service	Babe's Muffler Service	1950 ca. (sign);	TRUE	San Jose Designated Historic City Landmarks (2016) - SJ Landmark		TRUE	FALSE				FALSE			San Jose Historic Resources Inventory; 13062 database; SCCounty.zip	APN 26133052; Babe sign is a City Landmark		5S1, CEQA	Medium	City Landmark Site/Structure	Eligible
Bridge 37 0045, San Jose Underpass		1932	FALSE			TRUE	FALSE				FALSE				The Alameda between Cahill & Bush Streets; Also listed under 37C0725	P-43-002653	1 (NR listed)	Low		Eligible
Bridge 37 0266, Virginia St Underpass		1969; 1970	FALSE			FALSE	TRUE	ICF, Caltrain Electrification (2015); Caltrans Historic Bridge Log	6Z; Category 5		FALSE			Caltrans Historic Bridge Log	Also known as I-280 Underpass, MP 48.10		6Z	Low		Not Eligible
Bridge 37 0267, Bird Ave Overcrossing		1969	FALSE			FALSE	FALSE	Caltrans Historic Bridge Log	Category 5		FALSE			Caltrans Historic Bridge Log	Category 5			Low		Not Eligible
Bridge 37 0274, W San Carlos St Overcrossing		1971	FALSE			FALSE	FALSE	Caltrans Historic Bridge Log	Category 5		FALSE			Caltrans Historic Bridge Log	Category 5			Low		Not Eligible
Bridge 37 0308, Guadalupe River Viaduct		1978	FALSE			FALSE	FALSE				FALSE		Mod							Modern/Vacant
Bridge 37 0310, Park Ave Undercrossing		1978	FALSE			FALSE	FALSE				FALSE		Mod							Modern/Vacant

Bridge 37 0410H, Guadalupe Connector Viaduct		1988	FALSE			FALSE	FALSE				FALSE		Mod							Modern/Vacant
Bridge 37 0427S, Auzerais Avenue Undercrossing		1988	FALSE			FALSE	FALSE				FALSE		Mod							Modern/Vacant
Bridge 37C0082, W Julian St over Guadalupe River		1976	FALSE			FALSE	FALSE				FALSE		Mod							Modern/Vacant
Bridge 37C0195, San Carlos St Overpass		1932; 1934	FALSE			TRUE	FALSE				FALSE					P-43-002878	5S1; 5S1	Medium		Eligible
Bridge 37C0203L, SR 87 over Guadalupe River		1988	FALSE			FALSE	FALSE				FALSE		Mod							Modern/Vacant
Bridge 37C0203R, SR 87 over Guadalupe River		1988	FALSE			FALSE	FALSE				FALSE		Mod							Modern/Vacant
Bridge 37C0207, Julian St Underpass		1935; 1934	FALSE			TRUE	FALSE	Caltrans Historic Bridge Log	Category 4		FALSE			17039 databaseCaltrans Historic Bridge Log			6Z; 6	Low		Not Eligible
Bridge 37C0267, W San Fernando St over Los Gatos Creek		1920	FALSE			FALSE	FALSE	Caltrans Historic Bridge Log	Category 5		FALSE			17039 database; Caltrans Historic Bridge Log	Category 5			Low		Not Eligible
Bridge 37C0269, Auzerais Ave over Los Gatos Creek		1926	FALSE			FALSE	FALSE	Caltrans Historic Bridge Log	Category 5		FALSE			Caltrans Historic Bridge Log	Category 5			Low		Not Eligible
Bridge 37C0270, Park Ave Underpass		1968	FALSE			TRUE	FALSE	Caltrans Historic Bridge Log	Category 5		FALSE			Caltrans Historic Bridge Log			6Z	Low		Not Eligible
Bridge 37C0318, W Santa Clara St over the Guadalupe River		1924	FALSE			TRUE	FALSE	Caltrans Historic Bridge Log	Category 5		FALSE			Caltrans Historic Bridge Log			6	Low		Not Eligible
Bridge 37C0319, W Santa Clara St over Los Gatos Creek		1924	FALSE			TRUE	FALSE	Caltrans Historic Bridge Log	Category 5		FALSE			Caltrans Historic Bridge Log			6	Low		Not Eligible
Bridge 37C0723, S Montgomery St & Park Ave over Los Gatos Creek		1965	FALSE			FALSE	FALSE	Caltrans Historic Bridge Log	Category 5		FALSE			Caltrans Historic Bridge Log	Category 5			Low		Not Eligible
Bridge 37C0724, S Montgomery St over railroad		2003	FALSE			FALSE	FALSE				FALSE		Mod							Modern/Vacant

Bridge 37C0725, Railroad over W Santa Clara St		1932	FALSE			FALSE	FALSE	Caltrans Historic Bridge Log	1		FALSE			Caltrans Historic Bridge Log	see Bridge 37 0045, San Jose Underpass; Category 1			Low		Eligible
Bridge 37C0742, W St John over Guadalupe River		1935	FALSE			FALSE	FALSE	Caltrans Historic Bridge Log	Category 5		FALSE			Caltrans Historic Bridge Log	Category 5			Low		Not Eligible
Bridge, Railroad MP 47.95, Los Gatos Creek		1935	FALSE			TRUE	FALSE				FALSE				adjacent to Dupont Rd, south of W San Carlos St		6	Low		Not Eligible
Bridge, Railroad over Guadalupe River			FALSE			TRUE	FALSE				FALSE				adjacent to Autumn Pkwy, south of Coleman Ave			Medium		-N/A-
Bridge, Railroad over Los Gatos Creek (2)		2002 ca	FALSE			FALSE	FALSE				FALSE		Mod		northeast of intersection S Autumn St & W San Fernando St					Modern/Vacant
California Packing Corp Water Tower	California Packing Corp Water Tower		FALSE			TRUE	FALSE				TRUE			San Jose Historic Resources Inventory; 2020_SanCarlosWest_Historic Context	Water Tower that is located with condo complex at 809 Auzerias. Water Tower no longer on a legal parcel so no APN			Medium	Structure of Merit; State of California Department of Parks and Recreation (DPR) Form	Not Eligible
Stephen's Meat Products Sign	Stephen's Meat Products Sign	1948 ca., 1950's	FALSE			TRUE	TRUE	Downtown West Mixed-Use Plan Historical Resources Technical Report (2020)	6L (pending city designation); 6Z		FALSE			Santa Clara County GIS parcel data; Commercial Signs.zip; From ARG.zip	Parcel 261-35-003; 1950s Sign was added to SJHRI as Contributing Site/Structure" as a part of a non-contiguous thematic grouping citywide of commercial neon signs. See Commercial Signs.zip ARG 2020 report notes ca. 1948 date for sign. SJ HLC added group of commercial signs to San Jose's Historic Resources Inventory, 5Feb2020.	P-43-0013929	6Z; 6L (pending city designation); 6Z	Low		Eligible

Appendix C - Noise and Vibration Assessment

Appendix B: Noise and Vibration Assessment

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DIRIDON STATION AREA PLAN AMENDMENT NOISE AND VIBRATION ASSESSMENT SAN JOSÉ, CALIFORNIA

September 18, 2020

Prepared for:

Andrew Metzger
Project Manager
Circlepoint
46 S 1st Street
San José, CA 95113

Prepared by:

Steve Deines
Micah Black
Dana M. Lodico, PE, INCE Bd. Cert

ILLINGWORTH & RODKIN, INC.
Acoustics • Air Quality
429 East Cotati Avenue
Cotati, CA 94931
(707) 794-0400

I&R Job No.: 20-046

INTRODUCTION

The Diridon Station Area Plan (DSAP) is a detailed plan area that falls within the western portion of Downtown San José, California. The DSAP plan area is located just west of State Route 87 (SR 87) and the Guadalupe River, and north of Interstate 280 (I-280). The Union Pacific Railroad (UPRR) transects the plan area.

This report evaluates the DSAP Amendment's potential to result in significant noise and vibration impacts with respect to applicable California Environmental Quality Act (CEQA) guidelines. The report is divided into three sections: 1) the Setting Section provides a brief description of the fundamentals of environmental noise and groundborne vibration, summarizes applicable regulatory criteria, and discusses the results of the ambient noise survey data used to establish existing noise conditions; 2) the General Plan Consistency Section discusses the land use compatibility of the plan, with regard to noise and vibration, utilizing policies in the City's General Plan; and 3) the Impacts and Mitigation Measures Section describes the significance criteria used to evaluate impacts upon sensitive receivers, provides a discussion of each impact, and presents measures, where feasible, to mitigate the identified impacts to a less-than-significant level.

BACKGROUND

The original DSAP was adopted in 2014 in response to the planned extension of Bay Area Rapid Transit (BART) and High-Speed Rail (HSR) service to San José's Diridon Station. The goal of the DSAP was to forecast the maximum possible build-out of new transit-related development in the station area including office, retail, residential, and hotel uses. The DSAP integrates open space, transportation and land uses to create an expansion of Downtown San José. The majority of the DSAP is within the Downtown Strategy 2040 Boundary. The Downtown Strategy 2040 Environmental Impact Report (EIR) was certified and the Downtown Strategy 2040 adopted in December 2018 to update and replace the prior Downtown Strategy for development and redevelopment of Downtown San José through the year 2040.

Since adoption of the Downtown Strategy 2040 in 2018, the City has adopted new design guidelines for Downtown San José and a new citywide sustainability plan, Climate Smart San José. Plans for Diridon Station itself have also evolved as the City continues to work with Caltrain, the California High-Speed Rail Authority, and the Santa Clara Valley Transportation Authority (VTA) on the Diridon Integrated Station Concept (DISC) Plan process. Additionally, an 84-acre mixed-use project (Downtown West) has been proposed that would occupy between 50 and 60 percent of the total DSAP area.

An Addendum to the Downtown Strategy 2040 EIR is currently being prepared to analyze proposed increases in density and development capacity that would be added to the DSAP as part of the DSAP Amendment. The purpose of this noise and vibration report is to determine whether changes to the DSAP, proposed as part of the DSAP Amendment would result in new noise and/or vibration impacts or increase the severity of impacts identified in the Downtown Strategy 2040 EIR. The Downtown West project is currently undergoing separate, project-level

environmental review; therefore, this report only evaluates changes proposed under the Downtown West project as part of the cumulative scenario.

PROJECT DESCRIPTION

The project site is located in Northern California within Santa Clara County. As defined in the 2014 DSAP, the DSAP boundary encompasses approximately 238 acres west of State Route 87 (SR 87) and south of the Norman Y. Mineta San José International Airport. The DSAP area is generally bounded by Lenzen Avenue and the UPRR tracks to the north, Interstate 280 (I-280) to the south, the Guadalupe River and Delmas Avenue to the east, and Sunol Avenue and the Diridon Station commuter rail tracks to the west. The original DSAP boundaries, DSAP Amendment boundaries, and the DTS 2040 site boundaries are shown in Figure 1.

As part of the DSAP Amendment, the DSAP boundaries would be expanded by approximately 24 acres, increasing the total DSAP area from approximately 238 acres to 262 acres, including:

- Incorporation of the area bounded by Autumn Street, St. John Street, Guadalupe River, and West Julian Street
- Incorporation of the former Trammel Crow/Old SJ Water Company site bounded by West Santa Clara Street, Los Gatos Creek, West San Fernando Street, and the Guadalupe River
- Incorporation of undeveloped areas along Los Gatos Creek between West Santa Clara Street and Park Avenue.

Development Capacity Changes

The City of San José evaluated two development capacity scenarios based on a capacity study conducted by Skidmore, Owings & Merrill LLP in January 2020: one with a residential focus and one with a commercial focus. For the purpose of this CEQA analysis, a maximum envelope including the greatest possible residential and commercial capacities from each scenario is assumed. Table 1 shows the proposed maximum buildout compared to the original DSAP assumptions contained in the DTS 2040 EIR.

The growth shown in Table 1 is a summary of planned growth capacity in the 2014 DSAP and planned General Plan development capacity equivalent to approximately 12,619 housing units and 14.1 million square feet of commercial office space proposed to be reallocated to Downtown from other planning areas identified in the General Plan to support transit-oriented development. Additional retail and hotel space proposed as part of the Downtown West project (separate project) would be reallocated to the DSAP area from within the Downtown boundaries. Figure 2 shows the Downtown West project boundaries in relation to the DSAP Amendment and DTS 2040 site boundaries.

As shown in Table 1, the project would increase the development capacity in the DSAP and Downtown by up to 7,838,000 square feet of commercial office space and up to 7,044 residential units. This increase is the focus of the present Addendum to the Downtown Strategy 2040 EIR. The Downtown West project proposes to further increase development capacity in the DSAP by

up to 6,306,000 square feet of commercial office space, 469,000 square feet of retail space, 5,575 residential units, and 1,100 hotel rooms. The Downtown West project is undergoing separate, project-level environmental review. Therefore, additional growth from the Downtown West project is only considered as part of the cumulative scenario within this Addendum. The two projects would result in a total increase of growth capacity in DSAP and Downtown by up to 14,144,000 square feet of commercial office space, 469,000 square feet of retail space, 12,619 residential units, and 1,100 hotel units. This would result in a net increase of 10,031 residential units, 8,144,649 square feet of office space, and 612,005 square feet of retail space above what was planned for in the 2014 DSAP.

Commercial office and residential growth would be reallocated to the DSAP area from outside the Downtown boundary. Therefore, this additional development capacity would represent a net increase in development capacity for the DTS 2040. Retail and hotel growth proposed as part of the Downtown West project would be reallocated to the Downtown West project area from other areas within the Downtown boundary. Therefore, this growth would not represent a net increase in development capacity within Downtown. Additionally, the DSAP Amendment would allow up to 24,166 square feet of commercial office space and 2,671 residential units located in areas within DSAP but outside of the Downtown boundary. This portion of the project related growth would not represent an increase in development capacity above what was planned for in the Downtown Strategy 2040. Table 2 summarizes the net growth in the Downtown Strategy 2040 development capacity from the two projects. The proposed growth from the Downtown West project within the DTS boundaries is also listed.

TABLE 1 Change in Maximum DSAP Buildout from 2014 DSAP

Scenario	Office (ft^2)	Retail (ft^2)	Residential (units)	Hotel (units)
Original DSAP (2014)	4,963,400	424,100	2,588	900
Proposed DSAP Amendment (Project Increase)	7,838,000	-	7,044	-
Total DSAP Development Capacity	**12,801,400**	**424,100**	**9,632**	**900**
Proposed Amendment DSAP Capacity (Downtown West)	6,306,000	469,000	5,575	1,100

Source: City of San José 2020

TABLE 2 Change in Maximum Downtown Strategy 2040 Buildout

Scenario	Office (ft^2)	Retail (ft^2)	Residential (units)	Hotel (units)
Original DTS 2040 (2018)	14,200,000	1,400,000	14,360	3,600
Proposed Amendment to DSAP Capacity within Downtown Boundary (Project Changes)	7,813,834	-	4,373	-
Total DSAP Development Capacity within DTS Boundaries	**22,013,834**	**1,400,000**	**18,733**	**3,600**
Proposed Amendment to DSAP Capacity (Downtown West)	6,306,000	-	5,575	-

Source: City of San José 2020

Figure 1. Original DSAP, DSAP Amendment Plan and Downtown Strategy 2040 Site Boundaries

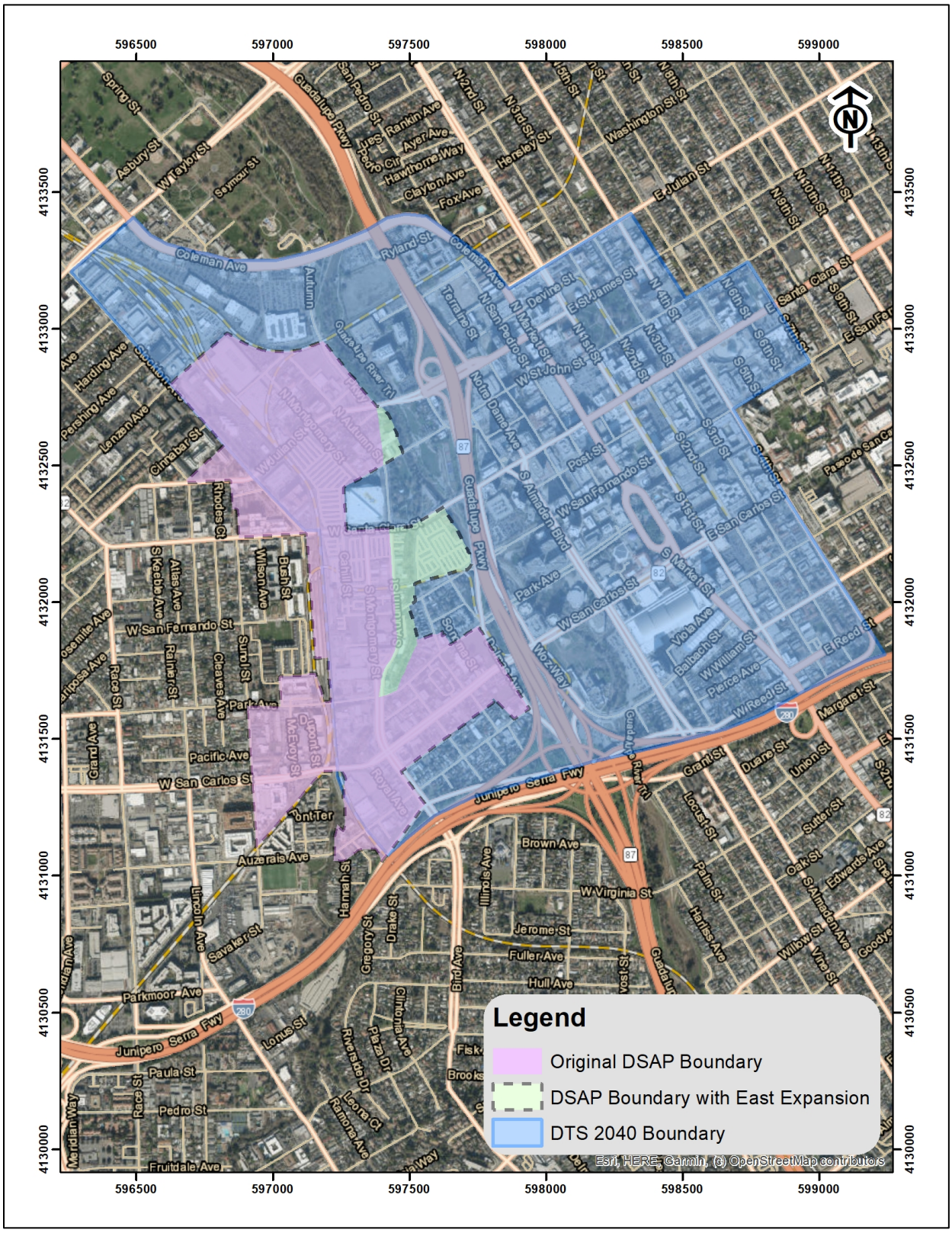
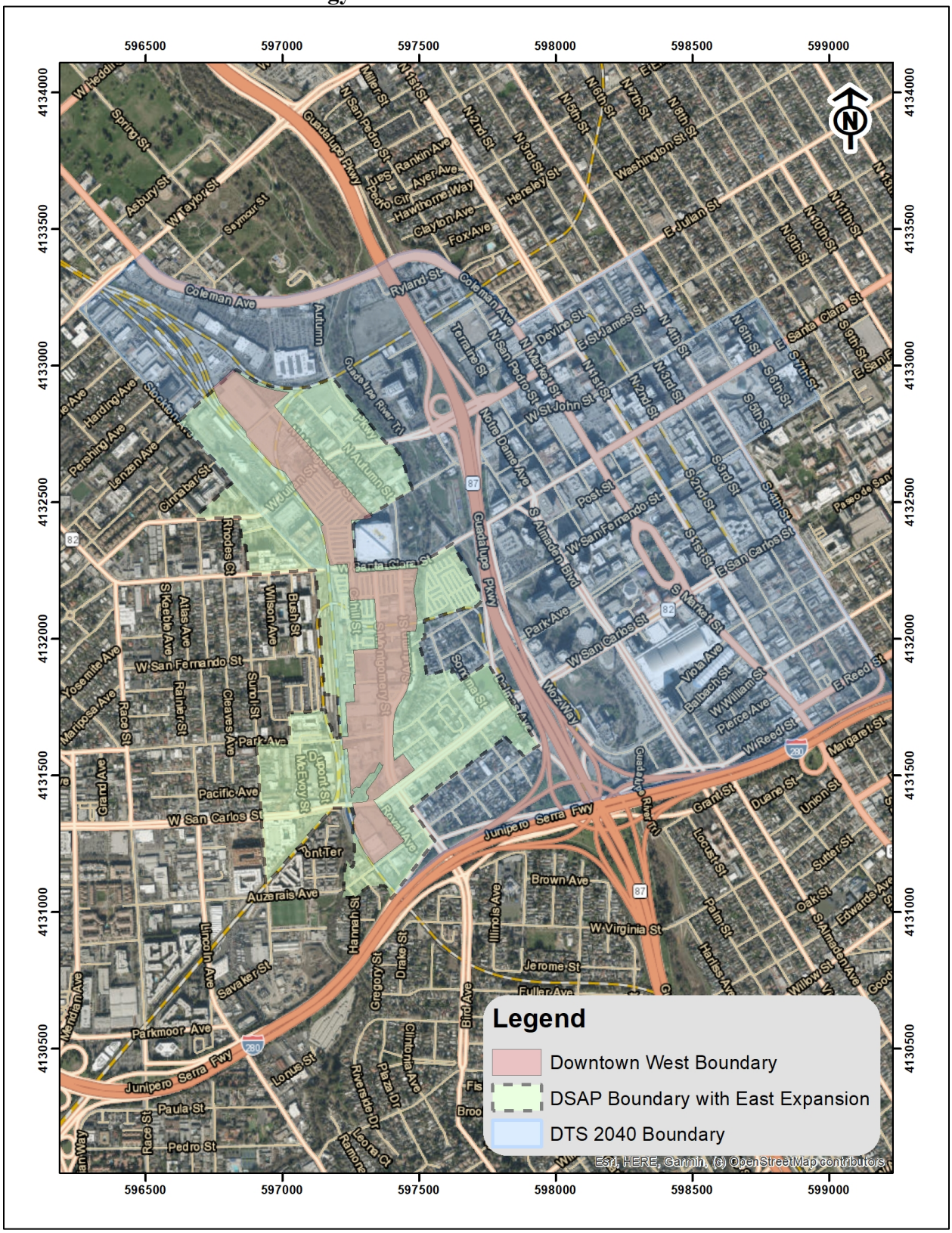


Figure 2. DSAP Amendment Plan Boundaries, Downtown West Project Site, and Downtown Strategy 2040 Site Boundaries



SETTING

Fundamentals of Environmental Noise

Noise may be defined as unwanted sound. Noise is usually objectionable because it is disturbing or annoying. The objectionable nature of sound could be caused by its *pitch* or its *loudness*. *Pitch* is the height or depth of a tone or sound, depending on the relative rapidity (*frequency*) of the vibrations by which it is produced. Higher pitched signals sound louder to humans than sounds with a lower pitch. *Loudness* is intensity of sound waves combined with the reception characteristics of the ear. Intensity may be compared with the height of an ocean wave in that it is a measure of the amplitude of the sound wave.

In addition to the concepts of pitch and loudness, there are several noise measurement scales which are used to describe noise in a particular location. A *decibel (dB)* is a unit of measurement which indicates the relative amplitude of a sound. The zero on the decibel scale is based on the lowest sound level that the healthy, unimpaired human ear can detect. Sound levels in decibels are calculated on a logarithmic basis. An increase of 10 decibels represents a ten-fold increase in acoustic energy, while 20 decibels is 100 times more intense, 30 decibels is 1,000 times more intense, etc. There is a relationship between the subjective noisiness or loudness of a sound and its intensity. Each 10 decibel increase in sound level is perceived as approximately a doubling of loudness over a fairly wide range of intensities. Technical terms are defined in Table 3.

There are several methods of characterizing sound. The most common in California is the *A-weighted sound level (dBA).* This scale gives greater weight to the frequencies of sound to which the human ear is most sensitive. Representative outdoor and indoor noise levels in units of dBA are shown in Table 4. Because sound levels can vary markedly over a short period of time, a method for describing either the average character of the sound or the statistical behavior of the variations must be utilized. Most commonly, environmental sounds are described in terms of an average level that has the same acoustical energy as the summation of all the time-varying events. This *energy-equivalent sound/noise descriptor* is called L_{eq}. The most common averaging period is hourly, but L_{eq} can describe any series of noise events of arbitrary duration.

The scientific instrument used to measure noise is the sound level meter. Sound level meters can accurately measure environmental noise levels to within about plus or minus 1 dBA. Various computer models are used to predict environmental noise levels from sources, such as roadways and airports. The accuracy of the predicted models depends upon the distance the receptor is from the noise source. Close to the noise source, the models are accurate to within about plus or minus 1 to 2 dBA.

Since the sensitivity to noise increases during the evening and at night -- because excessive noise interferes with the ability to sleep -- 24-hour descriptors have been developed that incorporate artificial noise penalties added to quiet-time noise events. The *Community Noise Equivalent Level* (*CNEL*) is a measure of the cumulative noise exposure in a community, with a 5 dB penalty added to evening (7:00 pm - 10:00 pm) and a 10 dB addition to nocturnal (10:00 pm - 7:00 am) noise levels. The *Day/Night Average Sound Level* (*DNL* or L_{dn}) is essentially the same

as CNEL, with the exception that the evening time period is dropped and all occurrences during this three-hour period are grouped into the daytime period.

Effects of Noise

Sleep and Speech Interference

The thresholds for speech interference indoors are about 45 dBA if the noise is steady and above 55 dBA if the noise is fluctuating. Outdoors the thresholds are about 15 dBA higher. Steady noises of sufficient intensity (above 35 dBA) and fluctuating noise levels above about 45 dBA have been shown to affect sleep. Interior residential standards for multi-family dwellings are set by the State of California at 45 dBA DNL. Typically, the highest steady traffic noise level during the daytime is about equal to the DNL and nighttime levels are 10 dBA lower. The standard is designed for sleep and speech protection and most jurisdictions apply the same criterion for all residential uses. Typical structural attenuation is 12 to 17 dBA with open windows. With closed windows in good condition, the noise attenuation factor is around 20 dBA for an older structure and 25 dBA for a newer dwelling. Sleep and speech interference is therefore possible when exterior noise levels are about 57 to 62 dBA DNL with open windows and 65 to 70 dBA DNL if the windows are closed. Levels of 55 to 60 dBA are common along collector streets and secondary arterials, while 65 to 70 dBA is a typical value for a primary/major arterial. Levels of 75 to 80 dBA are normal noise levels at the first row of development outside a freeway right-of-way. In order to achieve an acceptable interior noise environment, bedrooms facing secondary roadways need to be able to have their windows closed, those facing major roadways and freeways typically need special glass windows.

Annoyance

Attitude surveys are used for measuring the annoyance felt in a community for noises intruding into homes or affecting outdoor activity areas. In these surveys, it was determined that the causes for annoyance include interference with speech, radio and television, house vibrations, and interference with sleep and rest. The DNL as a measure of noise has been found to provide a valid correlation of noise level and the percentage of people annoyed. People have been asked to judge the annoyance caused by aircraft noise and ground transportation noise. There continues to be disagreement about the relative annoyance of these different sources. When measuring the percentage of the population highly annoyed, the threshold for ground vehicle noise is about 50 dBA DNL. At a DNL of about 60 dBA, approximately 12 percent of the population is highly annoyed. When the DNL increases to 70 dBA, the percentage of the population highly annoyed increases to about 25 to 30 percent of the population. There is, therefore, an increase of about 2 percent per dBA between a DNL of 60 to 70 dBA. Between a DNL of 70 to 80 dBA, each decibel increase increases by about 3 percent the percentage of the population highly annoyed. People appear to respond more adversely to aircraft noise. When the DNL is 60 dBA, approximately 30 to 35 percent of the population is believed to be highly annoyed. Each decibel increase to 70 dBA adds about 3 percentage points to the number of people highly annoyed. Above 70 dBA, each decibel increase results in about a 4 percent increase in the percentage of the population highly annoyed.

TABLE 3 Definitions of Acoustical Terms Used in this Report

Term	Definition
Decibel, dB	A unit describing, the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure. The reference pressure for air is 20 micro Pascals.
Sound Pressure Level	Sound pressure is the sound force per unit area, usually expressed in micro Pascals (or 20 micro Newtons per square meter), where 1 Pascal is the pressure resulting from a force of 1 Newton exerted over an area of 1 square meter. The sound pressure level is expressed in decibels as 20 times the logarithm to the base 10 of the ratio between the pressures exerted by the sound to a reference sound pressure (e. g., 20 micro Pascals). Sound pressure level is the quantity that is directly measured by a sound level meter.
Frequency, Hz	The number of complete pressure fluctuations per second above and below atmospheric pressure. Normal human hearing is between 20 Hz and 20,000 Hz. Infrasonic sound are below 20 Hz and Ultrasonic sounds are above 20,000 Hz.
A-Weighted Sound Level, dBA	The sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise.
Equivalent Noise Level, L_{eq}	The average A-weighted noise level during the measurement period.
L_{max}, L_{min}	The maximum and minimum A-weighted noise level during the measurement period.
L_{01}, L_{10}, L_{50}, L_{90}	The A-weighted noise levels that are exceeded 1%, 10%, 50%, and 90% of the time during the measurement period.
Day/Night Noise Level, L_{dn} or DNL	The average A-weighted noise level during a 24-hour day, obtained after addition of 10 decibels to levels measured in the night between 10:00 pm and 7:00 am.
Community Noise Equivalent Level, CNEL	The average A-weighted noise level during a 24-hour day, obtained after addition of 5 decibels in the evening from 7:00 pm to 10:00 pm and after addition of 10 decibels to sound levels measured in the night between 10:00 pm and 7:00 am.
Ambient Noise Level	The composite of noise from all sources near and far. The normal or existing level of environmental noise at a given location.
Intrusive	That noise which intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency, and time of occurrence and tonal or informational content as well as the prevailing ambient noise level.

Source: Handbook of Acoustical Measurements and Noise Control, Harris, 1998.

TABLE 4 Typical Noise Levels in the Environment

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	110 dBA	Rock band
Jet fly-over at 1,000 feet		
	100 dBA	
Gas lawn mower at 3 feet		
	90 dBA	
Diesel truck at 50 feet at 50 mph		Food blender at 3 feet
	80 dBA	Garbage disposal at 3 feet
Noisy urban area, daytime		
Gas lawn mower, 100 feet	70 dBA	Vacuum cleaner at 10 feet
Commercial area		Normal speech at 3 feet
Heavy traffic at 300 feet	60 dBA	
		Large business office
Quiet urban daytime	50 dBA	Dishwasher in next room
Quiet urban nighttime	40 dBA	Theater, large conference room
Quiet suburban nighttime		
	30 dBA	Library
Quiet rural nighttime		Bedroom at night, concert hall (background)
	20 dBA	
		Broadcast/recording studio
	10 dBA	
	0 dBA	

Source: Technical Noise Supplement (TeNS), California Department of Transportation, September 2013.

Fundamentals of Groundborne Vibration

Ground vibration consists of rapidly fluctuating motions or waves with an average motion of zero. Several different methods are typically used to quantify vibration amplitude. One method is the Peak Particle Velocity (PPV). The PPV is defined as the maximum instantaneous positive or negative peak of the vibration wave. In this report, a PPV descriptor with units of mm/sec or in/sec is used to evaluate construction generated vibration for building damage and human complaints. Table 5 displays the reactions of people and the effects on buildings that continuous or frequent intermittent vibration levels produce. The guidelines in Table 5 represent syntheses of vibration criteria for human response and potential damage to buildings resulting from construction vibration.

Construction activities can cause vibration that varies in intensity depending on several factors. The use of pile driving and vibratory compaction equipment typically generates the highest construction related groundborne vibration levels. Because of the impulsive nature of such activities, the use of the PPV descriptor has been routinely used to measure and assess groundborne vibration and almost exclusively to assess the potential of vibration to cause damage and the degree of annoyance for humans.

The two primary concerns with construction-induced vibration, the potential to damage a structure and the potential to interfere with the enjoyment of life, are evaluated against different vibration limits. Human perception to vibration varies with the individual and is a function of physical setting and the type of vibration. Persons exposed to elevated ambient vibration levels, such as people in an urban environment, may tolerate a higher vibration level.

Structural damage can be classified as cosmetic only, such as paint flaking or minimal extension of cracks in building surfaces; minor, including limited surface cracking; or major, that may threaten the structural integrity of the building. Safe vibration limits that can be applied to assess the potential for damaging a structure vary by researcher. The damage criteria presented in Table 3 include several categories for ancient, fragile, and historic structures, the types of structures most at risk to damage. Most buildings are included within the categories ranging from “Historic and some old buildings” to “Modern industrial/commercial buildings”. Construction-induced vibration that can be detrimental to the building is very rare and has only been observed in instances where the structure is at a high state of disrepair and the construction activity occurs immediately adjacent to the structure.

The annoyance levels shown in Table 5 should be interpreted with care since vibration may be found to be annoying at lower levels than those shown, depending on the level of activity or the sensitivity of the individual. To sensitive individuals, vibrations approaching the threshold of perception can be annoying. Low-level vibrations frequently cause irritating secondary vibration, such as a slight rattling of windows, doors, or stacked dishes. The rattling sound can give rise to exaggerated vibration complaints, even though there is very little risk of actual structural damage.

Railroad and light rail operations are potential sources of substantial ground vibration depending on distance, the type and the speed of trains, and the type of railroad track. People’s response to

ground vibration from rail vehicles has been correlated best with the average, root mean square (RMS) velocity of the ground. The velocity of the ground is expressed on the decibel scale. The reference velocity is 1 x 10-6 in/sec RMS, which equals 0 VdB, and 1 in/sec equals 120 VdB. Although not a universally accepted notation, the abbreviation "VdB" is used in this document for vibration decibels to reduce the potential for confusion with sound decibels.

Typical background vibration levels in residential areas are usually 50 VdB or lower, well below the threshold of perception for most humans. Perceptible vibration levels inside residences are attributed to the operation of heating and air conditioning systems, door slams and foot traffic. Construction activities, train operations, and street traffic are some of the most common external sources of vibration that can be perceptible inside residences. Table 6 illustrates some common sources of vibration and the association to human perception or the potential for structural damage.

TABLE 5 Reaction of People and Damage to Buildings from Continuous or Frequent Intermittent Vibration Levels

Category	Velocity Level, PPV (in/sec)	Human Reaction	Effect on Buildings
1	0.01	Barely perceptible	No effect
2	0.04	Distinctly perceptible	Vibration unlikely to cause damage of any type to any structure
3	0.08	Distinctly perceptible to strongly perceptible	Recommended upper level of the vibration to which ruins and ancient monuments should be subjected
4	0.1	Strongly perceptible	Threshold at which there is a risk of damage to fragile buildings with no risk of damage to most buildings
5	0.25	Strongly perceptible to severe	Threshold at which there is a risk of damage to historic and some old buildings.
6	0.3	Strongly perceptible to severe	Threshold at which there is a risk of damage to older residential structures
7	0.5	Severe - Vibrations considered unpleasant	Threshold at which there is a risk of damage to new residential and modern commercial/industrial structures

Source: Transportation and Construction Vibration Guidance Manual, California Department of Transportation, September 2013.

TABLE 6 Typical Levels of Groundborne Vibration

Human/Structural Response	Velocity Level, VdB	Typical Events (50-foot setback)
Threshold, minor cosmetic damage	100	Blasting, pile driving, vibratory compaction equipment
		Heavy tracked vehicles (Bulldozers, cranes, drill rigs)
Difficulty with tasks such as reading a video or computer screen	90	
		Commuter rail, upper range
Residential annoyance, infrequent events	80	Rapid transit, upper range
Residential annoyance, occasional events		Commuter rail, typical Bus or truck over bump or on rough roads
Residential annoyance, frequent events	70	Rapid transit, typical
Approximate human threshold of perception to vibration		Buses, trucks and heavy street traffic
	60	
		Background vibration in residential settings in the absence of activity
Lower limit for equipment ultra-sensitive to vibration	50	

Source: Transit Noise and Vibration Impact Assessment, US Department of Transportation Federal Transit Administration, May 2006.

Regulatory Background – Noise

This section describes the relevant guidelines, policies, and standards established by Federal and State Agencies, Santa Clara County, and the City of San José. The State CEQA Guidelines, Appendix G, are used to assess the potential significance of impacts pursuant to local General Plan policies, Municipal Code standards, or the applicable standards of other agencies. A summary of the applicable regulatory criteria is provided below.

Federal Government

Department of Housing and Urban Development (HUD). HUD environmental criteria and standards are presented in 24 CFR Part 51. New residential construction qualifying for HUD financing proposed in high noise areas (exceeding 65 dBA DNL) must incorporate noise attenuation features to maintain acceptable interior noise levels. A goal of 45 dBA DNL is set forth for interior noise levels and attenuation requirements are geared toward achieving that goal. It is assumed that with standard construction any building will provide sufficient attenuation to achieve an interior level of 45 dBA DNL or less if the exterior level is 65 dBA DNL or less. Approvals in a "normally unacceptable noise zone" (exceeding 65 decibels but not exceeding 75 decibels) require a minimum of 5 decibels additional noise attenuation for buildings if the day-night average is greater than 65 decibels but does not exceed 70 decibels, or minimum of 10

decibels of additional noise attenuation if the day-night average is greater than 70 decibels but does not exceed 75 decibels.

State of California

2019 California Building Code, Title 24, Part 2. The current version of the California Building Code (CBC) requires interior noise levels attributable to exterior environmental noise sources to be limited to a level not exceeding 45 dBA DNL/CNEL in any habitable room.

2019 California Building Cal Green Code. The State of California established exterior sound transmission control standards for new non-residential buildings as set forth in the 2019 California Green Building Standards Code (Section 5.507.4.1 and 5.507.4.2). Section 5.507 states that either the prescriptive (Section 5.507.4.1) or the performance method (Section 5.507.4.2) shall be used to determine environmental control at indoor areas. The prescriptive method is very conservative and not practical in most cases; however, the performance method can be quantitatively verified using exterior-to-interior calculations. For the purposes of this report, the performance method is utilized to determine consistency with the Cal Green Code. The sections that pertain to this project are as follows:

> **5.507.4.1 Exterior noise transmission, prescriptive method.** Wall and roof-ceiling assemblies exposed to the noise source making up the building envelope shall meet a composite STC rating of at least 50 or a composite OITC rating of no less than 40, with exterior windows of a minimum STC of 40 or OITC of 30 when the building falls within the 65 dBA L_{dn} noise contour of a freeway or expressway, railroad, industrial source or fixed-guideway noise source, as determined by the local general plan noise element.
>
> **5.507.4.2 Performance method.** For buildings located, as defined by Section 5.507.4.1, wall and roof-ceiling assemblies exposed to the noise source making up the building envelope shall be constructed to provide an interior noise environment attributable to exterior sources that does not exceed an hourly equivalent noise level ($L_{eq\ (1\text{-}hr)}$) of 50 dBA in occupied areas during any hour of operation.

The performance method, which establishes the acceptable interior noise level, is the method typically used when applying these standards.

State CEQA Guidelines. The CEQA contains guidelines to evaluate the significance of effects of environmental noise attributable to a proposed project. Under CEQA, noise impacts would be considered significant if the project would result in:

(a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local General Plan or Noise Ordinance, or applicable standards of other agencies;

(b) Generation of excessive groundborne vibration or groundborne noise levels; or

(c) For a project located within the vicinity of a private airstrip or an airport land use plan or where such a plan has not been adopted within two miles of a public airport or public use airport, if the project would expose people residing or working in the project area to excessive noise levels.

Santa Clara County

Santa Clara County Airport Land Use Commission Comprehensive Land Use Plan. The Comprehensive Land Use Plan (CLUP) adopted by the Santa Clara County Airport Land Use Commission contains standards for projects within the vicinity of San José International Airport which are relevant to this project;

4.3.2.1 Noise Compatibility Policies

N-1 The Community Noise Equivalent Level (CNEL) method of representing noise levels shall be used to determine if a specific land use is consistent with the CLUP.

N-2 In addition to the other policies herein, the Noise Compatibility Policies presented in Table 4-1 shall be used to determine if a specific land use is consistent with this CLUP.

N-3 Noise impacts shall be evaluated according to the Aircraft Noise Contours presented on Figure 5 (not shown in this report).

N-4 No residential or transient lodging construction shall be permitted within the 65 dB CNEL contour boundary unless it can be demonstrated that the resulting interior sound levels will be less than 45 dB CNEL and there are no outdoor patios or outdoor activity areas associated with the residential portion of a mixed use residential project or a multi unit residential project. (Sound wall noise mitigation measures are not effective in reducing noise generated by aircraft flying overhead.)

N-5 All property owners within the Airport Influence Area who rent or lease their property for residential use shall include in their rental/lease agreement with the tenant, a statement advising that they (the tenants) are living within a high noise area and the exterior noise level is predicted to be greater than 65 dB CNEL in a manner that is consistent with current state law including AB2776 (2002).

N-6 Noise level compatibility standards for other types of land uses shall be applied in the same manner as the above residential noise level criteria. Table 4-1 presents acceptable noise levels for other land uses in the vicinity of the Airport.

N-7 Single-event noise levels (SENL) from single aircraft overflights are also to be considered when evaluating the compatibility of highly noise-sensitive land uses such as schools, libraries, outdoor theaters, and mobile homes. Single-event noise levels are especially important in the areas regularly overflown by aircraft, but which may not produce significant CNEL contours, such as the down-wind segment of the traffic pattern, and airport entry and departure flight corridors.

Table 4 - 1

NOISE COMPATIBILITY POLICIES

LAND USE CATEGORY	CNEL					
	55-60	60-65	65-70	70-75	75-80	80-85
Residential – low density Single-family, duplex, mobile homes	*	**	***	****	****	****
Residential – multi-family, condominiums, townhouses	*	**	***	****	****	****
Transient lodging - motels, hotels	*	*	**	****	****	****
Schools, libraries, indoor religious assemblies, hospitals, nursing homes	*	***	****	****	****	****
Auditoriums, concert halls, amphitheaters	*	***	***	****	****	****
Sports arena, outdoor spectator sports, parking	*	*	*	**	***	****
Playgrounds, neighborhood parks	*	*	***	****	****	****
Golf courses, riding stables, water recreation, cemeteries	*	*	*	**	***	****
Office buildings, business commercial and professional, retail	*	*	**	***	****	****
Industrial, manufacturing, utilities, agriculture	*	*	*	***	***	****
* Generally Acceptable	Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements. Mobile homes may not be acceptable in these areas. Some outdoor activities might be adversely affected.					
** Conditionally Acceptable	New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Outdoor activities may be adversely affected. Residential: Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.					
*** Generally Unacceptable	New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design. Outdoor activities are likely to be adversely affected.					
**** Unacceptable	New construction or development shall not be undertaken.					

Source: Based on General Plan Guidelines, Appendix C (2003), Figure 2 and Santa Clara County ALUC 1992 Land Use Plan, Table 1

Source: Comprehensive Land Use Plan Santa Clara County, Norman Y Mineta San Jose International Airport, May 25, 2011, Amended November 16, 2016.

City of San José

City of San José General Plan. The Environmental Leadership Chapter in the Envision San José 2040 General Plan sets forth policies with the goal of minimizing the impact of noise on people through noise reduction and suppression techniques, and through appropriate land use policies in the City of San José. The following policies are applicable to the proposed project:

EC-1.1 Locate new development in areas where noise levels are appropriate for the proposed uses. Consider federal, state, and City noise standards and guidelines as a part of new development review. Applicable standards and guidelines for land uses in San José include:

Interior Noise Levels

- The City's standard for interior noise levels in residences, hotels, motels, residential care facilities, and hospitals is 45 dBA DNL. Include appropriate site and building design, building construction and noise attenuation techniques in new development to meet this standard. For sites with exterior noise levels of 60 dBA DNL or more, an acoustical analysis following protocols in the City-adopted California Building Code is required to demonstrate that development projects can meet this standard. The acoustical analysis shall base required noise attenuation techniques on expected Envision General Plan traffic volumes to ensure land use compatibility and General Plan consistency over the life of this plan.

Exterior Noise Levels

- The City's acceptable exterior noise level objective is 60 dBA DNL or less for residential and most institutional land uses (Table EC-1). The acceptable exterior noise level objective is established for the City, except in the environs of the San José International Airport and the Downtown, as described below:

    - For new multi-family residential projects and for the residential component of mixed-use development, use a standard of 60 dBA DNL in usable outdoor activity areas, excluding balconies and residential stoops and porches facing existing roadways. Some common use areas that meet the 60 dBA DNL exterior standard will be available to all residents. Use noise attenuation techniques such as shielding by buildings and structures for outdoor common use areas. On sites subject to aircraft overflights or adjacent to elevated roadways, use noise attenuation techniques to achieve the 60 dBA DNL standard for noise from sources other than aircraft and elevated roadway segments.

    - For single family residential uses, use a standard of 60 dBA DNL for exterior noise
      in private usable outdoor activity areas, such as backyards.

Table EC-1: Land Use Compatibility Guidelines for Community Noise in San José

LAND USE CATEGORY	EXTERIOR NOISE EXPOSURE (DNL IN DECIBELS (DBA)) 55 60 65 70 75 80
1. Residential, Hotels and Motels, Hospitals and Residential Care[1]	
2. Outdoor Sports and Recreation, Neighborhood Parks and Playgrounds	
3. Schools, Libraries, Museums, Meeting Halls, Churches	
4. Office Buildings, Business Commercial, and Professional Offices	
5. Sports Arena, Outdoor Spectator Sports	
6. Public and Quasi-Public Auditoriums, Concert Halls, Amphitheaters	

[1]Noise mitigation to reduce interior noise levels pursuant to Policy EC-1.1 is required.

Normally Acceptable:

- Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

Conditionally Acceptable:

- Specified land use may be permitted only after detailed analysis of the noise reduction requirements and needed noise insulation features included in the design.

Unacceptable:

- New construction or development should generally not be undertaken because mitigation is usually not feasible to comply with noise element policies.

Source: Envision San Jose 2040 General Plan, Adopted November 1, 2011, As Amended on February 27, 2018.

EC-1.2 Minimize the noise impacts of new development on land uses sensitive to increased noise levels (Categories 1, 2, 3 and 6) by limiting noise generation and by requiring use of noise attenuation measures such as acoustical enclosures and sound barriers, where feasible. The City considers significant noise impacts to occur if a project would:

- Cause the DNL at noise sensitive receptors to increase by five dBA DNL or more where the noise levels would remain "Normally Acceptable;" or
- Cause the DNL at noise sensitive receptors to increase by three dBA DNL or more where noise levels would equal or exceed the "Normally Acceptable" level.

EC-1.3 Mitigate noise generation of new nonresidential land uses to 55 dBA DNL at the property line when located adjacent to existing or planned noise sensitive residential and public/quasi-public land uses.

EC-1.4 Include appropriate noise attenuation techniques in the design of all new General Plan streets projected to adversely impact noise sensitive uses.

EC-1.6 Regulate the effects of operational noise from existing and new industrial and commercial development on adjacent uses through noise standards in the City's Municipal Code.

EC-1.7 Require construction operations within San José to use best available noise suppression devices and techniques and limit construction hours near residential uses per the City's Municipal Code. The City considers significant construction noise impacts to occur if a project located within 500 feet of residential uses or 200 feet of commercial or office uses would:

- Involve substantial noise generating activities (such as building demolition, grading, excavation, pile driving, use of impact equipment, or building framing) continuing for more than 12 months.

For such large or complex projects, a construction noise logistics plan that specifies hours of construction, noise and vibration minimization measures, posting or notification of construction schedules, and designation of a noise disturbance coordinator who would respond to neighborhood complaints will be required to be in place prior to the start of construction and implemented during construction to reduce noise impacts on neighboring residents and other uses.

EC-1.8 Allow commercial drive-through uses only when consistency with the City's exterior noise level guidelines and compatibility with adjacent land uses can be demonstrated.

EC-1.9 Require noise studies for land use proposals where known or suspected loud intermittent noise sources occur which may impact adjacent existing or planned land uses. For new residential development affected by noise from heavy rail, light rail, BART or other single-event noise sources, implement mitigation so that recurring maximum instantaneous noise levels do not exceed 50 dBA L_{max} in bedrooms and 55 dBA L_{max} in other rooms.

EC-1.11 Require safe and compatible land uses within the Mineta International Airport noise zone (defined by the 65 CNEL contour as set forth in State law) and encourage aircraft operating procedures that minimize noise.

EC-1.14 Require acoustical analyses for proposed sensitive land uses in areas with exterior noise levels exceeding the City's noise and land use compatibility standards to base noise attenuation techniques on expected Envision General Plan traffic volumes to ensure land use compatibility and General Plan consistency.

City of San José Municipal Code. The City's Municipal Code contains a Zoning Ordinance that limits noise levels at adjacent properties. Chapter 20.30.700 states that sound pressure levels

generated by any use or combination of uses on a property shall not exceed 55 dBA at any property line shared with land zoned for residential use, except upon issuance and in compliance with a Conditional Use Permit or unless a project is located within one of the Downtown Zoning Districts.

Chapter 20.100.450 of the Municipal Code establishes allowable hours of construction within 500 feet of a residential unit between 7:00 am and 7:00 pm Monday through Friday unless permission is granted with a development permit or other planning approval. No construction activities are permitted on the weekends at sites within 500 feet of a residence.

Regulatory Background – Vibration

Federal Government

Federal Transit Administration. The Federal Transit Administration (FTA) has identified vibration impact criteria for sensitive buildings, residences, and institutional land uses near rail transit and railroads. The FTA vibration impact criteria are based on maximum overall levels for a single event. The impact criteria for vibration are shown in Table 7. Note that there are criteria for frequent events (more than 70 events of the same source per day), occasional events (30 to 70 vibration events of the same source per day), and infrequent events (less than 30 vibration events of the same source per day).

TABLE 7 Indoor Groundborne Vibration (GBV) and Groundborne Noise (GBN) Impact Criteria for General Vibration Assessment

Land Use Category	GBV Impact Levels (VdB re 1 µinch/sec, RMS)			GBN Impact Levels (dBA re 20 micro Pascals)		
	Frequent Events[1]	Occasional Events[2]	Infrequent Events[3]	Frequent Events[1]	Occasional Events[2]	Infrequent Events[3]
Category 1 Buildings where vibration would interfere with interior operations.	65 VdB[4]	65 VdB[4]	65 VdB[4]	N/A[5]	N/A[5]	N/A[5]
Category 2 Residences and buildings where people normally sleep.	72 VdB	75 VdB	80 VdB	35 dBA	38 dBA	43 dBA
Category 3 Institutional land uses with primarily daytime use.	75 VdB	78 VdB	83 VdB	40 dBA	43 dBA	48 dBA

1. "Frequent Events" is defined as more than 70 vibration events of the same source per day. Most rapid transit projects fall into this category.
2. "Occasional Events" is defined as between 30 and 70 vibration events of the same source per day. Most commuter trunk lines have this many operations.
3. "Infrequent Events" is defined as fewer than 30 vibration events of the same kind per day. This category includes most commuter rail branch lines.
4. This criterion limit is based on levels that are acceptable for most moderately sensitive equipment such as optical microscopes. For equipment that is more sensitive, a Detailed Vibration Analysis must be performed.
5. Vibration sensitive equipment is generally not sensitive to groundborne noise; however, the manufacturer's specifications should be reviewed for acoustic and vibration sensitivity.

Source: U.S. Department of Transportation, Federal Transit Administration, Transit Noise and Vibration Impact Assessment, October 2018, FTA-VA-90-1003-06.

City of San José

City of San José General Plan. The Environmental Leadership Chapter in the Envision San José 2040 General Plan sets forth policies to achieve the goal of minimizing vibration impacts on people, residences, and business operations in the City of San José. The following policies are applicable to the proposed project:

EC-2.1 Near light and heavy rail lines or other sources of ground-borne vibration, minimize vibration impacts on people, residences, and businesses through the use of setbacks and/or structural design features that reduce vibration to levels at or below the guidelines of the Federal Transit Administration. Require new development within 100 feet of rail lines to demonstrate prior to project approval that vibration experienced by residents and vibration sensitive uses would not exceed these guidelines.

EC-2.3 Require new development to minimize continuous vibration impacts to adjacent uses during demolition and construction. For sensitive historic structures, including ruins and ancient monuments or building that are documented to be structurally weakened, a continuous vibration limit of 0.08 in/sec PPV (peak particle velocity) will be used to minimize the potential for cosmetic damage to a building. A continuous vibration limit of 0.20 in/sec PPV will be used to minimize the potential for cosmetic damage at buildings of normal conventional construction. Equipment or activities typical of generating continuous vibration include but are not limited to: excavation equipment; static compaction equipment; vibratory pile drivers; pile-extraction equipment; and vibratory compaction equipment. Avoid use of impact pile drivers within 125 feet of any buildings, and within 300 feet of historical buildings, or buildings in poor condition. On a project-specific basis, this distance of 300 feet may be reduced where warranted by a technical study by a qualified professional that verifies that there will be virtually no risk of cosmetic damage to sensitive buildings from the new development during demolition and construction. Transient vibration impacts may exceed a vibration limit of 0.08 in/sec PPV only when and where warranted by a technical study by a qualified professional that verifies that there will be virtually no risk of cosmetic damage to sensitive buildings from the new development during demolition and construction.

Existing Noise and Vibration Environment

The DSAP plan area is located at the western edge of Downtown San José boundary. Transportation-related noise sources including vehicle traffic along highways and roadways, heavy rail and light rail trains, and aircraft operations associated with Norman Y. Mineta San José International Airport (SJIA or SJC) are the predominant noise sources contributing to ambient noise levels in the area. The predominant vibration sources are heavy rail and light rail trains. Figure 3 is an aerial image showing the plan area and locations of recent noise and

vibration measurements made by Illingworth & Rodkin, Inc. for projects within and around the plan area undergoing CEQA review for the City of San José. Table 8 summarizes the results of ambient noise measurements made by Illingworth & Rodkin, Inc. for projects within and around the plan area. Table 9 summarizes the results of train vibration measurements made by Illingworth & Rodkin, Inc. for projects within and around the plan area. The discussion presented in this report represents the primary noise and vibration sources in the plan area. Sources such as local industrial plants and stationary ground sources were not included because such sources only affect limited areas.

Vehicles

Vehicle traffic along I-280 and SR 87 are the primary contributors to ambient noise levels in the plan area. Major arterial roadways, including Julian Street, Stockton Avenue, Auzerais Avenue, The Alameda/Santa Clara Street, Park Avenue, West San Carlos Street, and Autumn Street, also contribute to the noise environment in and around the plan area. As shown on Table 8, ambient noise levels in areas adjoining arterial and collector roadways typically range from 62 to 73 dBA DNL.

Rail

Two VTA light rail lines, Alum Rock to Santa Teresa and Mountain View to Winchester, converge and split just north of the SR 87 and I-280 interchange. Converging at the Diridon train station are separate train lines that run northwest/southeast and are utilized by Caltrain, Altamont Commuter Express (ACE), Amtrak Capitol Corridor, and Union Pacific freight trains. Rail operations along the VTA rights-of-way and along UPRR rights-of-way also are substantial sources of noise in portions of the plan area. The number of train passbys varies on a daily basis. Passenger and commuter train schedules are consistent on weekdays with fewer passby events occurring on weekends. The number of freight trains passing through the DSAP area varies on a daily basis depending on the specific rail line and local demand.

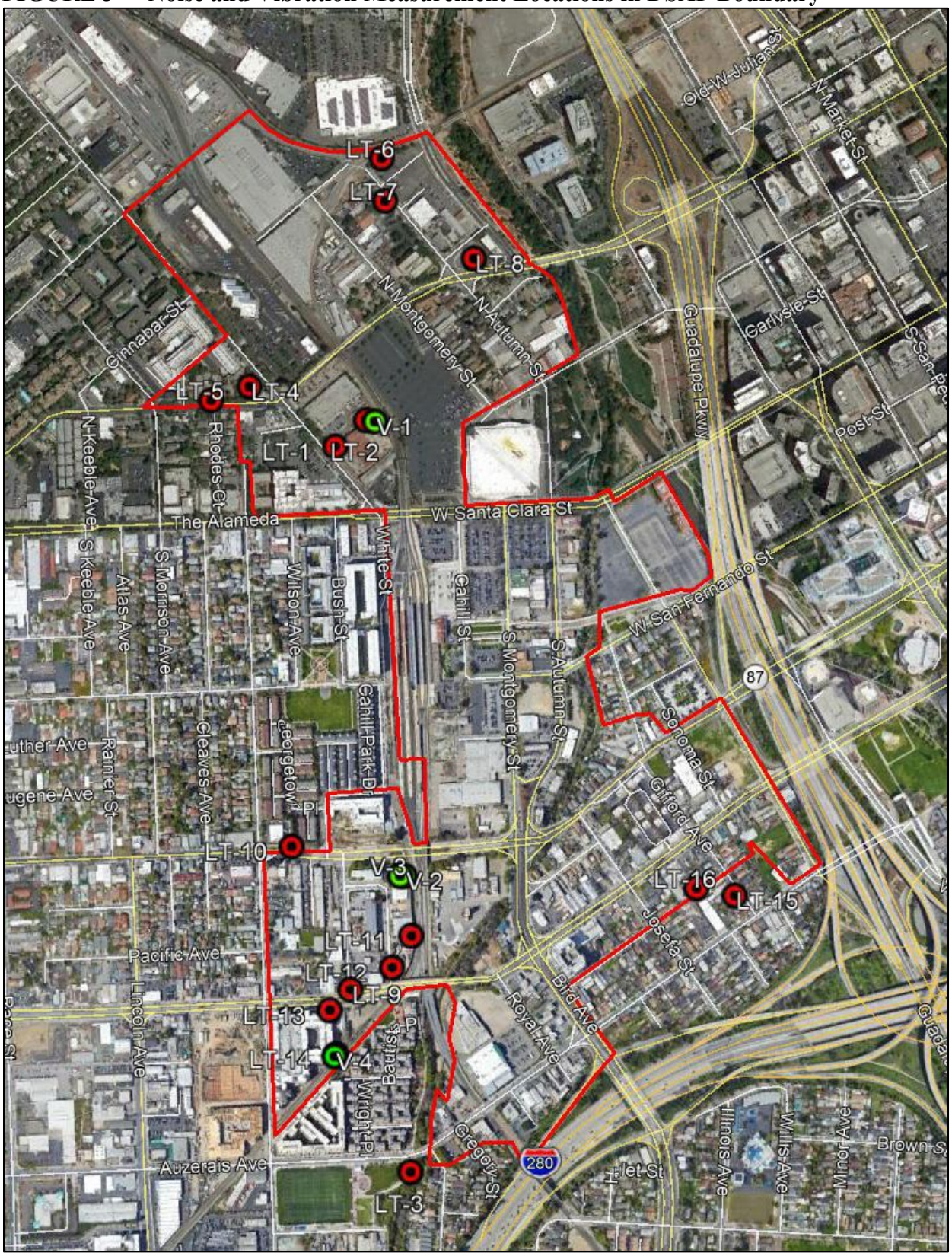
Day-night average noise levels vary throughout the community depending on the number of trains operating along a given line per day, the timing and duration of train pass-by events, and if trains must sound their warning whistles. As shown in Table 8, day-night average noise levels range from 65 to 73 dBA DNL at land uses adjoining a railroad right-of-way. When railroad trains approach a passenger station or "at-grade" crossing, they are required to use their warning horn by sounding a short signal with the horn. When giving a warning to people and/or animals, they are required to produce a succession of sounds with the horn. Trains are required to sound a long signal followed by a short signal when approaching stations, curves, or other points where view may be obscured, and when approaching passenger or freight trains. When passing a standing train, the moving train is required to sound two long signals followed by a short signal followed by a long signal, the same requirement when signaling for at-grade crossings. Train warning whistles can generate maximum noise levels of approximately 105 dBA at 100 feet.

Groundborne vibration within the DSAP area results from railroad and light rail train passbys along adjacent lines. As shown on Table 9, groundborne vibration levels during passbys ranged from 55 to 79 VdB in locations adjoining rail lines.

Aircraft

The Norman Y. Mineta San José International Airport is located approximately 5,400 feet beyond the northernmost boundary of the DSAP plan area. Noise exposure from airport operations is developed and reported in the CLUP. Existing conditions are best represented by the noise exposure maps published in the quarterly reports prepared for the airport. Based on comparison of the maps from the 1st and 2nd quarter of 2020, noise levels have decreased slightly since 2019, attributed to the COVID-19 pandemic. As a conservative measure, the map from the 4th Quarter of 2019 is used in this analysis. Figure 3 depicts the 65 dBA CNEL noise contour that defines the noise impact boundary for new residential development. As shown in Figure 4, portions of the Amended DSAP area would be located within 65 dBA CNEL contour.

FIGURE 3 Noise and Vibration Measurement Locations in DSAP Boundary



Source: Google Earth 2020.

TABLE 8 Summary of Long-Term Noise Measurement Data (dBA)

Site	Noise Measurement Location, Date	Primary Noise Source	DNL
LT-1	~75 feet from center of Stockton Avenue, June 11 to 16, 2015	Vehicular traffic, intermittent trains	65 to 66
LT-2	~80 feet from nearest UPRR line, June 11 to 16, 2015	Train activity	68 to 73
LT-3	~80 feet from center of Auzerais Avenue, January 26 to 28, 2016	Vehicular traffic	65 to 68
LT-4	~90 feet from center of Stockton Avenue, February 13 to 15, 2017	Vehicular traffic	65
LT-5	~45 feet from center of West Julian Street, February 13 to 15, 2017	Vehicular traffic	64
LT-6	~ 25 feet from nearest UPRR rail line, October 24 to 26, 2017	Intermittent trains, aircraft	72
LT-7	~20 feet from center of North Autumn Street, October 24 to 26, 2017	Vehicular traffic, intermittent trains, aircraft	70
LT-8	~100 feet from center of West Julian Street, October 24 to 26, 2017	Vehicular traffic, aircraft	69
LT-9	~45 feet from center of West San Carlos Street, February 21 to 23, May 14 to 16, 2018	Vehicular traffic	73
LT-10	~50 feet from center of Park Avenue, February 21 to 23, 2018	Vehicular traffic	66
LT-11	~20 feet from nearest VTA track, February 21 to 23, 2018	Light rail and freight trains	71
LT-12	~25 feet from center of Dupont Street, May 14 to 16, 2018	Vehicular traffic, train activity	63
LT-13	~55 feet from center of West San Carlos Street, May 31 to June 4, 2019	Vehicular traffic	72
LT-14	~10 feet from nearest VTA tracks, May 31 to June 4, 2019	Train activity	65
LT-15	~20 feet from center of Gifford Avenue, October 14 to 16, 2019	Distant vehicular traffic	64
LT-16	~250 feet from center of West San Carlos Street, October 14 to 16, 2019	Distant vehicular traffic	62

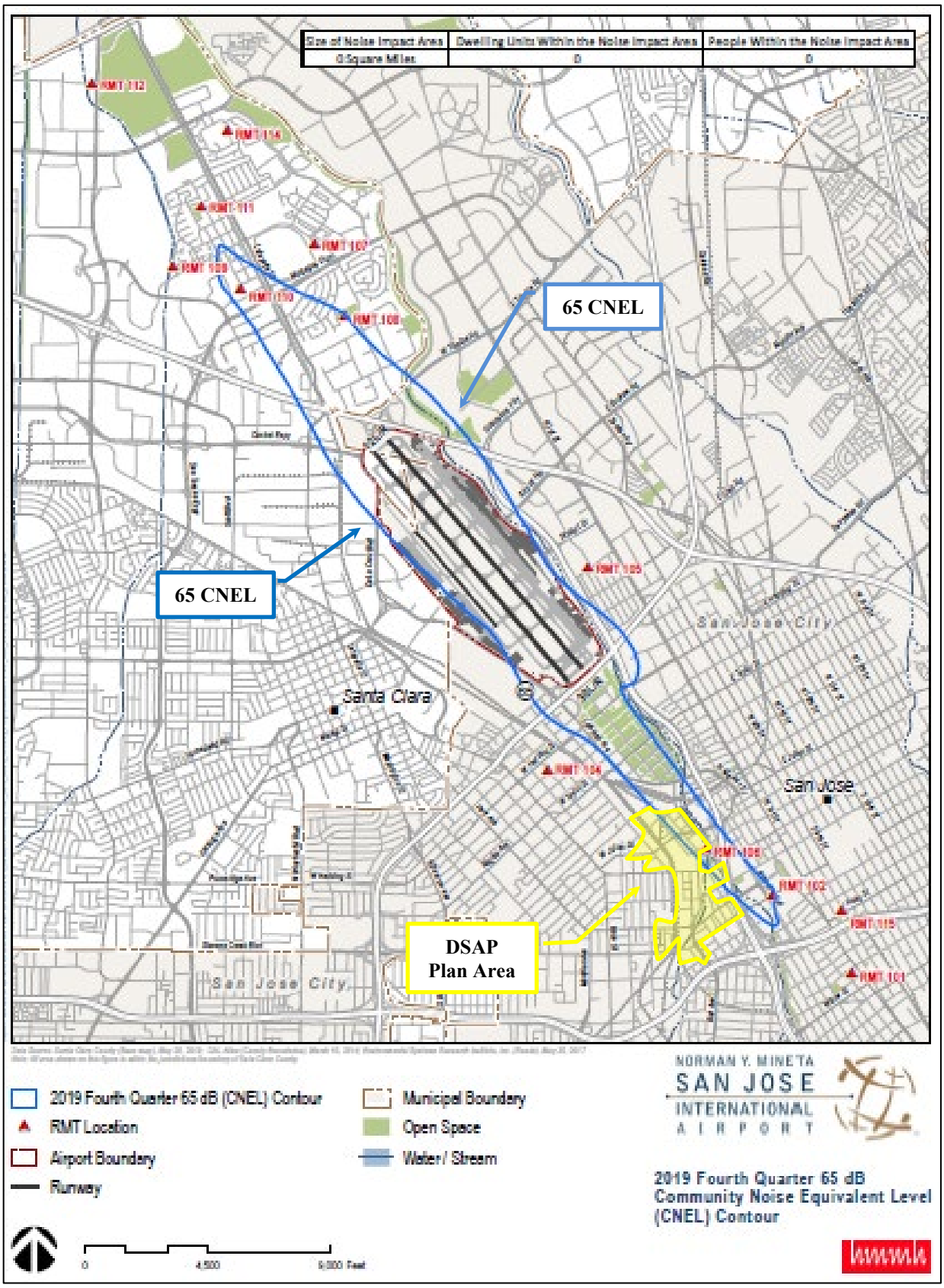
Source: Illingworth & Rodkin, Inc.

TABLE 9 Summary of Groundborne Vibration Data

Site	Noise Measurement Location, Date	Type of Train	Vibration Level (VdB)
V-1	~40 feet from center of nearest UPRR track, June 11, 2015	Slow moving Amtrak and Caltrain	58 to 61
V-2	~30 feet from nearest light rail (VTA) and 85 feet from the nearest UPRR line, February 23, 2018	ACE, Caltrain, and VTA	ACE: 70 Caltrain: 73 to 79 VTA: 66 to 67
V-3	~60 feet from nearest light rail (VTA) and 110 feet from the nearest UPRR line, February 23, 2018	ACE, Caltrain, and VTA	ACE: 59 Caltrain: 59 to 63 VTA: 55 to 57
V-4	~10 feet from nearest UPRR track, June 2, 2019	VTA	61 to 68

Source: Illingworth & Rodkin, Inc.

FIGURE 4 65 CNEL Noise Contour for SJIA Relative to DSAP Plan Area



GENERAL PLAN CONSISTENCY ANALYSIS – COMPATIBILITY OF NEW LAND USES WITH NOISE AND VIBRATION ENVIRONMENTS

Development facilitated by the DSAP Amendment would include noise sensitive land uses located in varying noise environments. New noise-sensitive development is possible along major transportation corridors, railroad and light rail corridors, in the vicinity of Norman Y. Mineta San José International Airport, and in the vicinity of stationary noise sources. Proposed land uses may also be sensitive to groundborne vibration from heavy rail and light rail trains.

Noise from Ground Transportation

The Environmental Leadership Chapter in the Envision San José 2040 General Plan sets forth policies with the goal of minimizing the impact of noise on people through noise reduction and suppression techniques, and through appropriate land use policies in the City of San José. The applicable General Plan policies were presented in detail in the Regulatory Background section and are summarized below for the proposed project:

- The City's acceptable exterior noise level standard is 60 dBA DNL or less for the proposed hotel land use.

- The City's standard for interior noise at the proposed hotel land use is 45 dBA DNL.

Residential development is sensitive to community noise both outdoors and indoors during the daytime and nighttime. High-density/mixed-use residential, commercial, and industrial development is less noise sensitive than single family homes because uses are primarily indoors, and noise levels are mitigated with building design and construction. However, noise exposures along many roadways, heavy rail, rail transit corridors could exceed the 45 dBA DNL interior compatibility level and the 60 dBA DNL exterior compatibility level for multi-family housing.

SoundPLAN Version 8.2, a three-dimensional ray-tracing computer program, was used to calculate the traffic noise contours for the DSAP Amendment. Traffic noise levels were calculated along major roadways, expressways, and highways in the plan area based on peak hour traffic volumes provided by Hexagon Transportation Consultants, Inc. Calculations accounted for the source of noise (traffic), the frequency spectra of the noise source, and the topography of the area. In order to provide a worst-case assessment of existing and future traffic noise conditions throughout the plan area, the modeling did not incorporate existing barriers or buildings into the calculations. The geometric data used to create the model were based on GIS information provided by the City of San José. For highways and expressways, traffic volumes and truck mix data input into the model was based on information published by the California Department of Transportation (Caltrans). The predicted noise levels were then compared to measured noise levels for calibration purposes and adjustments were made as necessary to the model. Table 10 provides the cumulative future traffic noise levels at a distance of 75 feet from the center of the roadway for the DSAP Amendment. Figures 5 and 6 provide the traffic noise contours calculated within the DSAP area under Existing and Future Build conditions.

TABLE 10 Future Build Noise Levels at 75 feet from the Center of Major Roadways and 75 feet from the Center of the Near Lane of Highways in Amended DSAP Area

Roadway	Segment	2040 Build Noise Level at 75 feet (dBA, DNL)
Autumn Street	North of West St John Street	57
	West St John Street to West Santa Clara Street	64
	West Santa Clara Street to West San Fernando Street	63
	West San Fernando Street to Park Avenue	66
Delmas Avenue	West Santa Clara Street to West San Fernando Street	61
	Park Avenue to Auzerais Avenue	66
Josefa Street	Park Avenue to Columbia Avenue	64
Montgomery Street	Cinnabar Street to West St John Street	59
	West Santa Clara Street to Park Avenue	60
Bird Avenue/ Montgomery Street	Park Avenue to West San Carlos Street	70
Bird Avenue	West San Carlos Street to I-280 ramps	70
Park Avenue	Sunol Street to South Autumn Street	65
	South Autumn Street to Delmas Avenue	65
Royal Avenue	West San Carlos Street to Auzerais Avenue	63
Santa Clara Street	West of South Montgomery Street	68
	South Montgomery Street to South Autumn Street	68
	South Autumn Street to SR87	66
Stockton Avenue	Lenzen Avenue to West Julian Street	62
	West Julian Street to West Santa Clara Street	65
West San Fernando Street	Cahill Street to South Autumn Street	63
West San Carlos Street	West of Bird Avenue	66
	Bird Avenue to Almaden Boulevard	65
West Julian Street	North Montgomery Street to SR 87	63

Source: Illingworth & Rodkin, Inc.

The City's noise thresholds of acceptability would be exceeded at some development sites facilitated by the plan. Where exterior noise levels exceed 60 dBA DNL in new residential development areas, interior levels may exceed 45 dBA DNL. Interior noise levels are a function of the space but should generally be limited to 45 dBA DNL or less. Interior noise levels are about 15 dBA lower than exterior levels within residential units with the windows partially open and approximately 20 to 25 decibels lower than exterior noise levels with the windows closed, assuming typical California construction methods. Where exterior day-night average noise levels are 60 to 70 dBA DNL, interior noise levels can typically be maintained below 45 dBA DNL with the incorporation of an adequate forced air mechanical ventilation system in the residential units to allow residents the option of controlling noise by keeping the windows closed. Standard office construction methods typically provide about 25 to 30 decibels of noise reduction in interior spaces. The need for noise attenuation measures in building construction and project design for non-sensitive land uses (e.g. commercial, industrial, and institutional) will be

determined on a project by project basis at the time development is proposed. In all areas exceeding 70 dBA DNL, the inclusion of windows and doors with high Sound Transmission Class (STC) ratings, and the incorporation of forced-air mechanical ventilation systems, may be necessary to meet 45 dBA DNL.

The DSAP Amendment could facilitate the location of sensitive land uses within portions of the plan area adjacent to existing active railroad corridors and the VTA light rail. As discussed previously, day-night average noise levels vary throughout the plan area depending on the number of trains operating along a given line per day, the timing and duration of train passby events, and whether or not trains must sound their warning whistles. Another important factor to consider in determining noise levels in areas near railroad corridors and the VTA light rail is shielding provided by buildings or other barriers. Day-night average noise levels commonly range from 65 to 75 dBA DNL at land uses adjoining a railroad right-of-way. Railroad train noise levels would generally exceed 60 dBA DNL within about 350 feet of active railroad corridors (10 to 15 trains per day). Where residential development is located adjacent to at-grade rail crossings, these sensitive uses would be subject to maximum instantaneous noise levels (L_{max}) from train warning whistles that range from approximately 90 to 110 dBA L_{max}.

The implementation of General Plan Policies EC-1.1, EC-1.9, and EC-1.14, in conjunction with the Land Use Compatibility Guidelines, would require that the General Plan compatibility standards be used to determine where noise levels in the community are acceptable or unacceptable, and require noise attenuation measures to achieve the “normally acceptable” noise standards. Noise studies of new development proposals are required when existing or future noise levels from transportation or non-transportation noise sources exceed the “acceptable” levels for that use in order to determine the controls necessary to maintain consistency with the interior and exterior noise standards of the Noise Element. The interior noise limits set forth in the State Building Code are extended to residential, hotel, motel, residential care, and hospital land uses in San José.

FIGURE 5 Existing (2015) Traffic Noise Contours for DSAP Plan Area

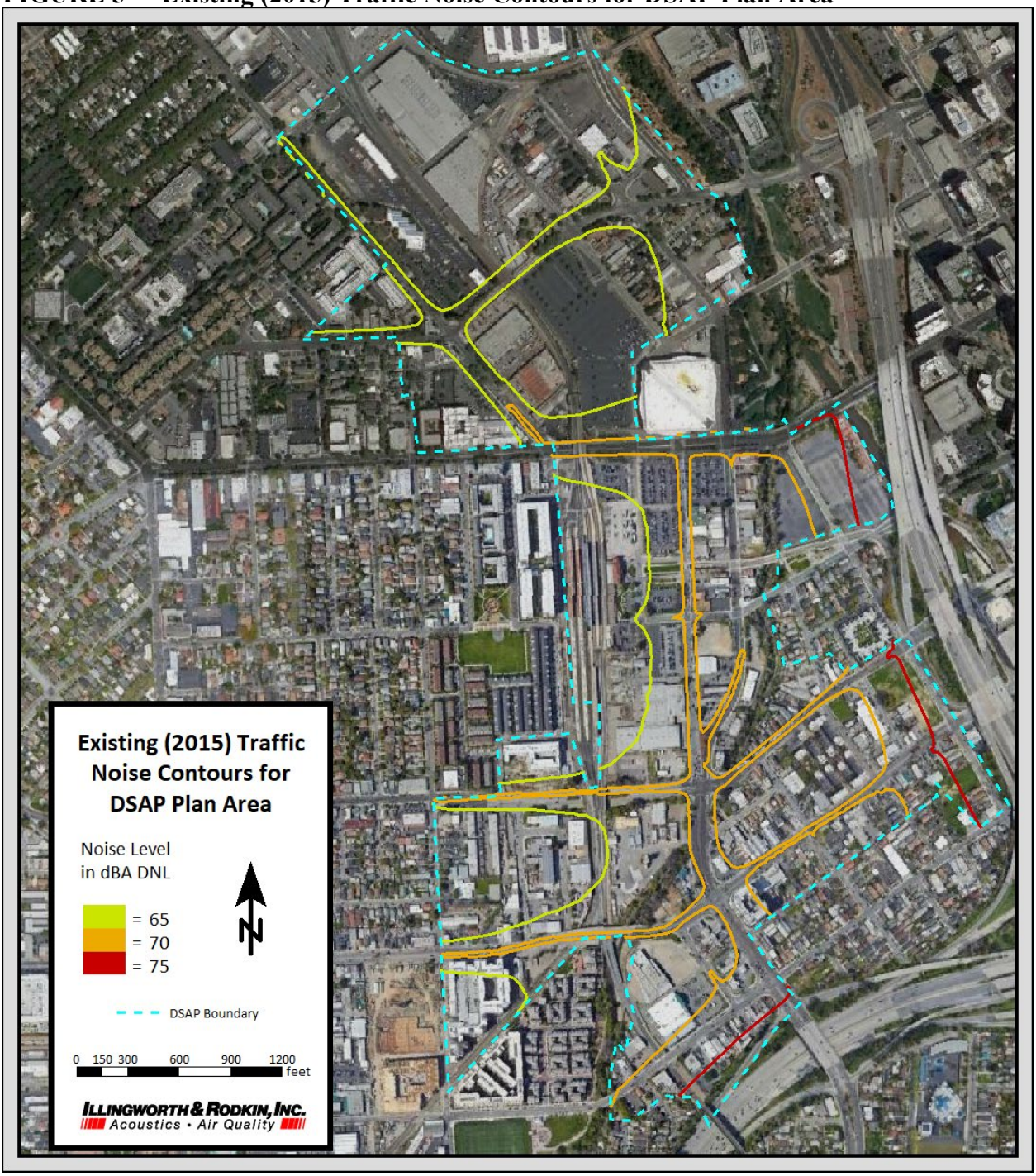
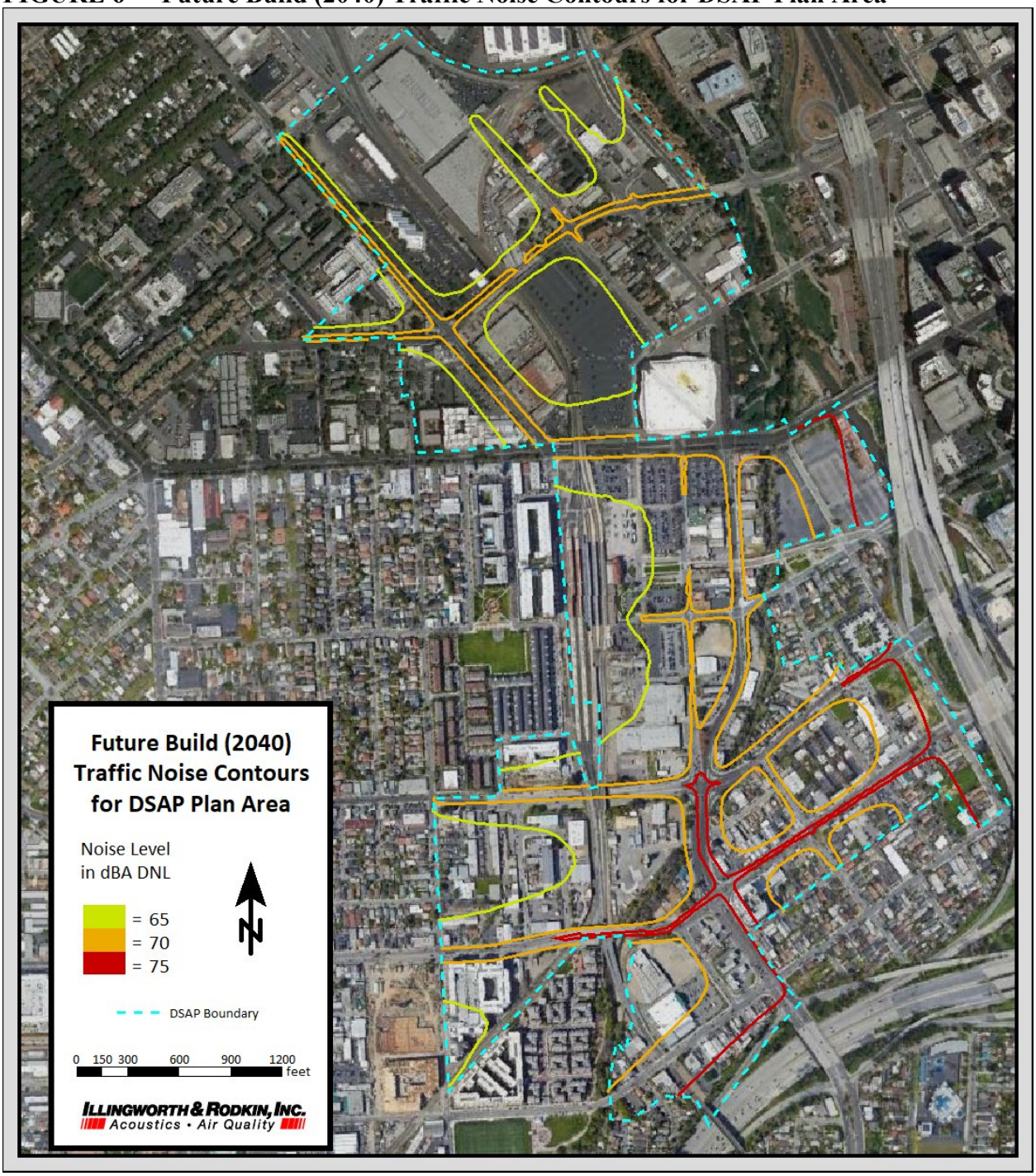


FIGURE 6 Future Build (2040) Traffic Noise Contours for DSAP Plan Area

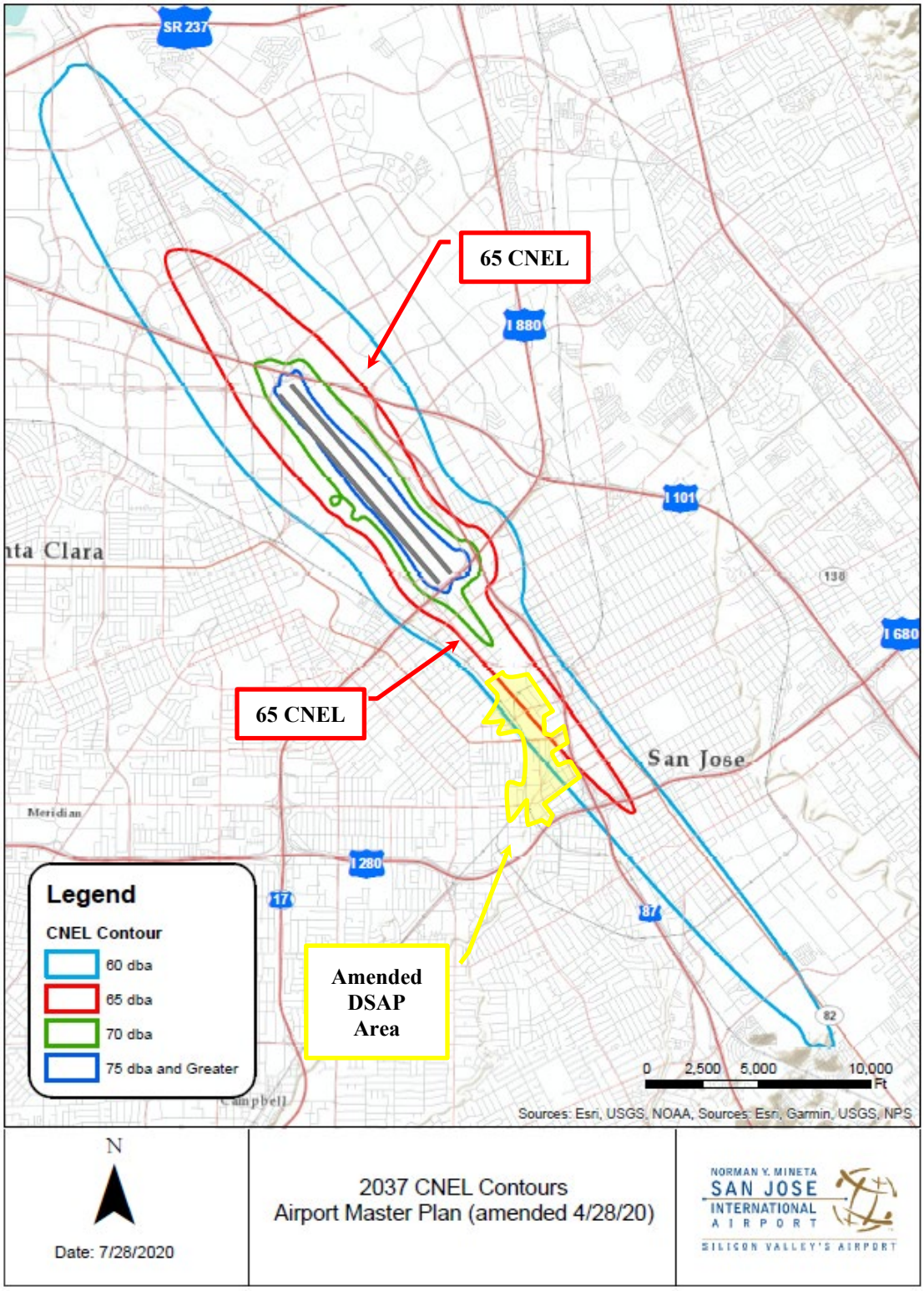


Noise from Aircraft

The Santa Clara County ALUC has jurisdiction over new land uses in the vicinity of airports and establishes 65 dBA CNEL as the maximum allowable noise level considered compatible with residential uses. Future noise levels expected from aircraft are best represented by the 2037 CNEL Contours noise exposure map published as part of the Airport Master Plan. Figure 4 depicts the 65 dBA CNEL noise contour that defines the noise impact boundary for new residential development. As shown in Figure 7, some of the Original DSAP Boundary and much of the expanded DSAP boundary would be within the 65 dBA CNEL contour. Although this is a General Plan Consistency issue, the impact of aircraft noise exposure on the project is considered under CEQA. Therefore, a detailed discussion of aircraft noise impacts is given in Impact 3.

As described in the Downtown Strategy 2040 EIR, the implementation of General Plan Policies EC-1.1, EC-1.9, and EC-1.11 would guide new development proposed for areas susceptible to noise associated with Norman Y. Mineta San José International Airport. Policy EC-1.1 would require that the General Plan compatibility standards be used to determine where noise levels in the community are acceptable or unacceptable, and require noise attenuation measures to achieve the "normally acceptable" noise level standards. This policy allows for noise levels to exceed the "normally acceptable" noise level standard in the environs of Mineta San José International Airport. The City will require that individual development projects undergo project-specific environmental review. General Plan Policy EC-1.9 would be implemented and would require that studies be conducted to mitigate loud intermittent noise sources such as aircraft. Policy EC-1.11 would be implemented and would require that incompatible land uses be located outside of the 65 dBA CNEL noise contour.

FIGURE 7 65 CNEL Noise Contour for SJIA (2037) Relative to DSAP Plan Area



Vibration from Ground Transportation

The U.S. Department of Transportation, Federal Transit Administration's (FTA) vibration impact assessment criteria[1] are used by the City of San José to evaluate the compatibility of proposed projects with vibration levels produced by heavy rail and light rail trains. The FTA vibration impact criteria are based on maximum overall levels for a single event. The impact criteria for groundborne vibration are shown in Table 7. The thresholds for residences and buildings where people normally sleep (e.g., residences) are 72 VdB for frequent events (more than 70 events of the same source per day), 75 VdB for occasional events (30 to 70 vibration events of the same source per day), and 80 VdB for infrequent events (less than 30 vibration events of the same source per day).

As described in the Setting Section, light and heavy rail trains currently pass through the DSAP area on existing tracks. In addition, Bay Area Rapid Transit (BART) service is anticipated to be extended through the DSAP area along West Santa Clara Street and Stockton Avenue. A new BART station, Diridon Station, is anticipated to be constructed to the south side of West Santa Clara Street, between Autumn Street and the San José Diridon Caltrain Station. Ground vibration from heavy rail trains passing through the plan area could exceed the guidelines set forth by the FTA if new buildings housing sensitive uses such as residences are constructed within approximately 100 feet of the tracks. Recent data suggests that vibration levels from light rail trains passing through the plan area would not exceed the "frequent events" category at a distance of 60 feet of the tracks. Employment areas such as offices and R&D facilities can also be sensitive to ground-borne vibration. The specific locations of proposed buildings and their sensitivities to vibration levels are not known at this time, however, such uses located in these areas could be exposed to ground vibration levels exceeding FTA guidelines.

As described in the Downtown Strategy 2040 EIR, the implementation of General Plan Policy EC-2.1 would require new development within 100 feet of rail lines to utilize setbacks and/or structural design features that reduce vibration and to demonstrate prior to project approval that vibration experienced by residents and vibration sensitive uses would not exceed the Federal Transit Administration's guidelines for compatible vibration levels.

[1]U.S. Department of Transportation, Federal Transit Administration, Transit Noise and Vibration Impact Assessment, September 2018, FTA Report Number 0123.

NOISE IMPACTS AND MITIGATION MEASURES

This section describes the significance criteria used to evaluate project impacts under CEQA, provides a discussion of each project impact, and presents mitigation measures, where necessary, to reduce project impacts to less-than-significant levels.

Significance Criteria

The following criteria were used to evaluate the significance of environmental noise and vibration resulting from the project:

1. **Temporary or Permanent Noise Increases in Excess of Established Standards.** A significant noise impact would be identified if the project would generate a substantial temporary or permanent noise level increase in ambient noise levels at existing noise-sensitive receptors in excess of the applicable noise standards presented in the General Plan or Municipal Code, as follows:

    a. Operational Noise in Excess of Standards. A significant noise impact would be identified if the project would expose persons to or generate noise levels that would exceed applicable noise standards presented in the General Plan or Municipal Code.

    b. Permanent Noise Increase. A significant permanent noise level increase would occur if the project would result in: a) a noise level increase of 5 dBA DNL or greater, with a future noise level of less than 60 dBA DNL, or b) a noise level increase of 3 dBA DNL or greater, with a future noise level of 60 dBA DNL or greater.

    c. Temporary Noise Increase. A significant noise impact would be identified if construction-related noise would temporarily increase ambient noise levels at sensitive receptors. The City of San José considers large or complex projects involving substantial noise-generating activities and lasting more than 12 months significant when within 500 feet of residential land uses or within 200 feet of commercial land uses or offices.

2. **Generation of Excessive Groundborne Vibration.** A significant impact would be identified if the construction of the project would generate excessive vibration levels surrounding receptors.

3. **Excessive Aircraft Noise Levels.** A significant noise impact would be identified if the project would expose people residing or working in the project area to excessive aircraft noise levels. Aircraft noise levels of 65 dBA CNEL or less would be considered compatible with office land uses (see Table 4-1).

Impact 1a: **Noise Levels in Excess of Standards.** New noise-generating land uses or the siting of new sensitive receivers near existing noise generating land uses could result in noise levels that would exceed the City's noise thresholds of acceptability or Municipal Code noise limits at sensitive receivers in the vicinity. The implementation of General Plan Policies would result in a **less-than-significant** noise impact.

Mixed-use development projects often include residential uses located above or in proximity to commercial uses and are located in areas served by rail and bus transit, or along major roadways. Under the DSAP Amendment, the 'Downtown' and 'Urban Village' land use designations include proposed mixed-use residential development throughout the Amended DSAP area. 'Urban Residential' and 'Transit Residential' land uses are proposed in the western and southern portion of the Amended DSAP area. 'Open Space, Parklands, and Habitat' land uses provide essential open space, parks, and trails along Los Gatos Creek. Many of the proposed residential and recreational locations are along major roadways, the existing light rail corridor, and the UPRR/Caltrain rail line. Office, commercial, retail, or other noise-generating uses developed under the DSAP Amendment could substantially increase noise levels at existing and/or proposed noise-sensitive land uses or could expose receivers to noise levels that exceed the City's General Plan policies and Municipal Code noise limits.

Future operations at existing and proposed noise-producing land uses are dependent on many variables and information which are currently unavailable to allow meaningful projections of noise. Noise conflicts may be caused by noise sources such as outdoor dining areas or bars, mechanical equipment, outdoor maintenance areas, truck loading docks and delivery activities, public address systems, and parking lots (e.g., opening and closing of vehicle doors, people talking, car alarms). Development under the DSAP Amendment would introduce new noise-generating sources adjacent to existing noise-sensitive areas and new noise-sensitive uses adjacent to existing noise sources.

As described in the Downtown Strategy 2040 EIR, the implementation of General Plan Policies EC-1.2, EC-1.3, and EC-1.9 would reduce potential impacts associated with new noise-producing land uses facilitated by the plan to a less-than-significant level. Policy EC-1.2 limit noise generation by requiring use of noise attenuation measures such as acoustical enclosures and sound barriers, where feasible, to avoid substantial increases to ambient noise. General Plan Policy EC-1.3 would be implemented and would require new projects to mitigate noise generation to 55 dBA DNL at the property line. Lastly, General Plan Policy EC-1.9 would be implemented and would require that studies be conducted to mitigate loud intermittent noise sources associated with new projects.

New noise-generating projects implemented by the plan or the siting of noise sensitive receptors would be subject to the City's Municipal Code, mitigating the possibility that existing or proposed residences and other noise-sensitive land uses would not be exposed to excessive noise. Compliance with the City's Municipal Code noise limits would result in a **less than significant** impact.

Mitigation Measure 1a: **None required.**

Impact 1b: **Permanent Noise Level Increase.** The proposed project is calculated to cause a substantial permanent traffic noise level increase at the existing sensitive land uses in the project vicinity. **This is a potentially significant impact.**

Vehicular traffic on roadways in the city would increase as development occurs and the city's population increases. These projected increases in traffic would, over time, increase noise levels throughout the community. Increases in traffic noise gradually degrade the environment in areas sensitive to noise. Proposed roadway modifications could increase or decrease traffic noise levels depending on the circumstances of each project. Traffic noise levels were calculated along major roadways, expressways, and highways in the plan area based on peak hour traffic volumes provided by Hexagon Transportation Consultants, Inc.

Existing Plus DSAP Amendment Project Conditions

Policy EC-1.2 of the City's General Plan defines a significant permanent noise increase to occur if the project would increase noise levels at noise-sensitive receptors by 3 dBA DNL or more where ambient noise levels exceed the "normally acceptable" noise level standard and 5 dBA DNL or more where ambient noise levels are at or below the "normally acceptable" noise level standard. An increase of 3 dBA DNL would be considered substantial in noise sensitive areas along the roadways analyzed in the plan area as noise exposures at a distance of 75 feet from the roadway centerline generally exceed 60 dBA DNL (see Table 10). Traffic noise increases ranging from 0 to 2 dBA DNL are not considered substantial.

Traffic noise levels were calculated for the Existing plus DSAP Amendment Project scenario and compared to Existing conditions to quantify the noise increase attributable to the development of the DSAP Amendment Project. These data are summarized in Table 11. This analysis assumed that traffic noise increases calculated based on the comparison of PM peak hour traffic data would equal the noise increase expected on a daily average basis (DNL). Note that the traffic noise levels indicated in Table 11 are based on traffic noise generated by the roadway segment identified only. Traffic noise contours shown in Figures 5 and 6 include cumulative traffic noise from all traffic noise sources including I-280 and SR 87.

TABLE 11 DSAP Amendment Traffic Noise Level Change Relative to Existing Conditions

Roadway	Segment	Existing + DSAP Amendment Build Noise Level at 75 feet (dBA, DNL)	DSAP Amendment Noise Increase above Existing Conditions (dBA, DNL)	Significant?
Autumn Street	North of West St John Street	52	0	No
	West St John Street to West Santa Clara Street	59	0	No
	West Santa Clara Street to West San Fernando Street	59	2	No
	West San Fernando Street to Park Avenue	62	2	No

Delmas Avenue	West Santa Clara Street to West San Fernando Street	59	-2	No
	Park Avenue to Auzerais Avenue	64	1	No
Josefa Street	Park Avenue to Columbia Avenue	60	2	No
Montgomery Street	Cinnabar Street to West St John Street	55	8	**Yes**
	West Santa Clara Street to Park Avenue	63	-1	No
Bird Avenue/ Montgomery Street	Park Avenue to West San Carlos Street	69	1	No
Bird Avenue	West San Carlos Street to I-280 ramps	69	1	No
Park Avenue	Sunol Street to South Autumn Street	62	1	No
	South Autumn Street to Delmas Avenue	63	2	No
Royal Avenue	West San Carlos Street to Auzerais Avenue	61	1	No
Santa Clara Street	West of South Montgomery Street	64	-3	No
	South Montgomery Street to South Autumn Street	64	-3	No
	South Autumn Street to SR87	61	-6	No
Stockton Avenue	Lenzen Avenue to West Julian Street	59	1	No
	West Julian Street to West Santa Clara Street	64	3	**Yes**
West San Fernando Street	Cahill Street to South Autumn Street	62	0	No
West San Carlos Street	West of Bird Avenue	62	2	No
	Bird Avenue to Almaden Boulevard	61	3	**Yes**
West Julian Street	North Montgomery Street to SR 87	61	1	No

Source: Illingworth & Rodkin, Inc.

As indicated in Table 11, the DSAP Amendment would result in significant traffic noise increases along segments of Montgomery Street, Stockton Avenue, and West San Carlos Street. Decreases in traffic noise levels along Santa Clara Street, Montgomery Street, and Delmas Avenue are due to a reduction in travel lanes along Santa Clara Street to accommodate a dedicated bus lane and the conversion of Montgomery Street from one-way to two-way operations, with a planned termination at its southern end just north of Park Avenue.

As described in the Downtown Strategy 2040 EIR, General Plan Policy EC-1.4 would reduce the impact to the extent feasible by requiring the inclusion of appropriate noise attenuation techniques in the design of new arterial streets projected to adversely impact noise sensitive uses. A combination of mitigation measures such as the repaving of area roadways with a "quiet pavement", replacement or construction of noise barriers, traffic calming, and sound insulation could be implemented to reduce the effects of increased traffic noise generated by development under the DSAP Amendment.

Case studies have shown that the replacement of dense grade asphalt (standard type) with open-grade or rubberized asphalt can reduce traffic noise levels along local roadways by 2 to 3 dBA DNL. A possible noise reduction of 2 dBA would be expected using conservative engineering assumptions, and future traffic noise increases could be mitigated to a less than significant level

by repaving roadways with "quieter pavements." To be a permanent mitigation, subsequent repaving would also have to use "quieter" pavements.

In situations where private outdoor use areas are located adjacent to the roadway, new or larger noise barriers could be constructed to provide the additional necessary noise attenuation in private use areas. Typically, increasing the height of an existing barrier results in approximately one dBA of attenuation per one foot of additional barrier height. The design of such noise barriers would require additional analysis. Traffic calming could also be implemented to reduce noise levels expected with the project. Each five-mph reduction in average speed provides approximately one dBA of noise reduction on an average basis (L_{eq}/DNL). Traffic calming measures that regulate speed improve the noise environment by smoothing out noise levels.

Residences could also be provided with sound insulation treatments if further study finds that interior noise levels within the affected residential units would exceed 45 dBA DNL because of the projected increase in traffic noise. Treatments to the homes may include the replacement of existing windows and doors with sound-rated windows and doors and the provision of a suitable form of forced-air mechanical ventilation to allow the occupants the option of controlling noise by closing the windows. The specific treatments for each affected residential unit would be identified on a case-by-case basis.

Each of these mitigation measures involves other non-acoustical considerations. Other engineering issues may dictate continued use of dense grade asphalt. Noise barriers and sound insulation treatments must be done on private property necessitating agreements with each property owner. The implementation of measures associated with this policy will not be able to reduce substantial noise increases to acceptable levels at all noise sensitive areas. Therefore, similar to the Downtown Strategy 2040 Plan, the DSAP Amendment would result in a **significant and unavoidable** impact.

2040 Future Cumulative Plus DSAP Project Conditions

Traffic noise levels were calculated for the 2040 Future Build Project scenario and compared to the 2040 No Build scenario to determine if the cumulative projects would result in noise levels that are substantially increased over existing conditions. The project would result in a significant cumulative traffic noise impact if noise levels at existing sensitive receivers would be substantially increased (i.e., 3 dBA DNL above existing traffic noise levels where noise levels would exceed 60 dBA DNL) and if the Project would make a "cumulatively considerable" contribution to the overall traffic noise level increase. A "cumulatively considerable" contribution would be defined as an increase of 1 dBA DNL or more attributable solely to the proposed project.

Table 12 summarizes the traffic noise increases anticipated under the 2040 Build scenario and the noise increase attributable to the DSAP Amendment. This analysis assumed that traffic noise increases calculated based on the comparison of PM peak hour traffic data would equal the noise increase expected on a daily average basis (DNL).

TABLE 12 Cumulatively Considerable Traffic Noise Increase Attributable to DSAP Amendment

Roadway	Segment	2040 Future Build Noise Increase above Existing Conditions (dBA, DNL)	Noise Increase attributable to DSAP Amendment (dBA, DNL)	Cumulatively Considerable?
Autumn Street	North of West St John Street	4	0	No
	West St John Street to West Santa Clara Street	5	0	No
	West Santa Clara Street to West San Fernando Street	6	0	No
	West San Fernando Street to Park Avenue	5	1	**Yes**
Delmas Avenue	West Santa Clara Street to West San Fernando Street	0	-1	No
	Park Avenue to Auzerais Avenue	3	0	No
Josefa Street	Park Avenue to Columbia Avenue	6	1	**Yes**
Montgomery Street	Cinnabar Street to West St John Street	11	2	**Yes**
	West Santa Clara Street to Park Avenue	-4	-1	No
Bird Avenue/ Montgomery Street	Park Avenue to West San Carlos Street	2	1	No
Bird Avenue	West San Carlos Street to I-280 ramps	2	0	No
Park Avenue	Sunol Street to South Autumn Street	4	1	**Yes**
	South Autumn Street to Delmas Avenue	4	1	**Yes**
Royal Avenue	West San Carlos Street to Auzerais Avenue	3	1	**Yes**
Santa Clara Street	West of South Montgomery Street	1	-1	No
	South Montgomery Street to South Autumn Street	1	-2	No
	South Autumn Street to SR87	0	-3	No
Stockton Avenue	Lenzen Avenue to West Julian Street	4	1	**Yes**
	West Julian Street to West Santa Clara Street	4	2	**Yes**
West San Fernando Street	Cahill Street to South Autumn Street	1	0	No
West San Carlos Street	West of Bird Avenue	5	0	No
	Bird Avenue to Almaden Boulevard	6	1	**Yes**
West Julian Street	North Montgomery Street to SR 87	3	1	**Yes**

Source: Illingworth & Rodkin, Inc.

As shown in Table 12, the DSAP Amendment would result in cumulatively considerable traffic noise increases along segments of Autumn Street, Josefa Street, Montgomery Street, Park Avenue, Royal Avenue, Stockton Avenue, West San Carlos Street, and West Julian Street. As described above for project traffic impacts, this is a **significant and unavoidable** impact.

Mitigation Measure 1b: Include noise attenuation techniques in the design of new arterial streets projected to adversely impact noise sensitive uses, as recommended in the Downtown Strategy 2040 Final EIR. A combination of mitigation measures such as the repaving of area roadways with a "quiet pavement", replacement or construction of noise barriers, traffic calming, and sound insulation could be implemented to reduce the effects of increased traffic noise generated by development under the DSAP Amendment.

Impact 1c: **Temporary Construction Noise.** Existing noise-sensitive land uses would be exposed to a temporary increase in ambient noise levels due to project construction activities. The incorporation of construction best management practices as project conditions of approval would result in a **less-than-significant** temporary noise impact.

Noise impacts resulting from construction depend upon the noise generated by various pieces of construction equipment, the timing and duration of noise-generating activities, the distance between construction noise sources and noise-sensitive areas, and the presence of intervening shielding features such as buildings or terrain. Construction noise impacts primarily result when construction activities occur during noise-sensitive times of the day (e.g., early morning, evening, or nighttime hours), the construction occurs in areas immediately adjoining noise-sensitive land uses, or when construction lasts over extended periods of time.

Chapter 20.100.450 of the City of San José's Municipal Code establishes allowable hours of construction within 500 feet of a residential unit between 7:00 am and 7:00 pm Monday through Friday unless permission is granted with a development permit or other planning approval. No construction activities are permitted on the weekends at sites within 500 feet of a residence. Policy EC-1.7 of the City of San José's General Plan requires that all construction operations within the City use best available noise suppression devices and techniques and to limit construction hours near residential uses per the Municipal Code allowable hours. Further, the City of San José considers significant construction noise impacts to occur if a project located within 500 feet of residential uses or 200 feet of commercial or office uses would involve substantial noise-generating activities (such as building demolition, grading, excavation, pile driving, use of impact equipment, or building framing) continuing for more than 12 months.

Major noise-generating construction activities associated with new projects would include removal of existing pavement and structures, site grading and excavation, installation of utilities, the construction of building foundations, cores, and shells, paving, and landscaping. The highest noise levels would be generated during the demolition of existing structures when impact tools are used (e.g., jackhammers, hoe rams) and during the construction of building foundations when impact pile driving is required to support the structure. Site grading and excavation activities would also generate high noise levels as these phases often require the simultaneous use of multiple pieces of heavy equipment such as dozers, excavators, scrapers, and loaders. Lower

noise levels result from building construction activities when these activities move indoors and less heavy equipment is required to complete the tasks. Construction equipment would typically include, but would not be limited to, earth-moving equipment and trucks, pile driving rigs, mobile cranes, compressors, pumps, generators, paving equipment, and pneumatic, hydraulic, and electric tools. Table 13 shows the maximum noise level ranges for different construction equipment. Table 14 presents the typical range of hourly average noise levels generated by distinct phases of construction measured at 50 feet from a busy construction site.

TABLE 13 Construction Equipment 50-foot Noise Emission Limits

Equipment Category	L_{max} Level (dBA)1,2	Impact/Continuous
Arc Welder	73	Continuous
Auger Drill Rig	85	Continuous
Backhoe	80	Continuous
Bar Bender	80	Continuous
Boring Jack Power Unit	80	Continuous
Chain Saw	85	Continuous
Compressor[3]	70	Continuous
Compressor (other)	80	Continuous
Concrete Mixer	85	Continuous
Concrete Pump	82	Continuous
Concrete Saw	90	Continuous
Concrete Vibrator	80	Continuous
Crane	85	Continuous
Dozer	85	Continuous
Excavator	85	Continuous
Front End Loader	80	Continuous
Generator	82	Continuous
Generator (25 KVA or less)	70	Continuous
Gradall	85	Continuous
Grader	85	Continuous
Grinder Saw	85	Continuous
Horizontal Boring Hydro Jack	80	Continuous
Hydra Break Ram	90	Impact
Impact Pile Driver	105	Impact
Insitu Soil Sampling Rig	84	Continuous
Jackhammer	85	Impact
Mounted Impact Hammer (hoe ram)	90	Impact
Paver	85	Continuous
Pneumatic Tools	85	Continuous
Pumps	77	Continuous
Rock Drill	85	Continuous
Scraper	85	Continuous
Slurry Trenching Machine	82	Continuous
Soil Mix Drill Rig	80	Continuous
Street Sweeper	80	Continuous
Tractor	84	Continuous
Truck (dump, delivery)	84	Continuous
Vacuum Excavator Truck (vac-truck)	85	Continuous
Vibratory Compactor	80	Continuous
Vibratory Pile Driver	95	Continuous

Equipment Category	L_{max} Level (dBA)1,2	Impact/Continuous
All other equipment with engines larger than 5 HP	85	Continuous

Notes:

[1] Measured at 50 feet from the construction equipment, with a "slow" (1 sec.) time constant.

[2] Noise limits apply to total noise emitted from equipment and associated components operating at full power while engaged in its intended operation.

[3] Portable Air Compressor rated at 75 cfm or greater and that operates at greater than 50 psi.

Source: Mitigation of Nighttime Construction Noise, Vibrations and Other Nuisances, National Cooperative Highway Research Program, 1999.

TABLE 14 Typical Ranges of Noise Levels at 50 Feet from Construction Sites (dBA L_{eq})

	Domestic Housing		Office Building, Hotel, Hospital, School, Public Works		Industrial Parking Garage, Religious Amusement & Recreations, Store, Service Station		Public Works Roads & Highways, Sewers, and Trenches	
	I	II	I	II	I	II	I	II
Ground Clearing	83	83	84	84	84	83	84	84
Excavation	88	75	89	79	89	71	88	78
Foundations	81	81	78	78	77	77	88	88
Erection	81	65	87	75	84	72	79	78
Finishing	88	72	89	75	89	74	84	84

I - All pertinent equipment present at site.

II - Minimum required equipment present at site.

Source: United States Environmental Protection Agency, 1973, Legal Compilation on Noise, Vol. 1, p. 2-104.

Typical hourly average construction-generated noise levels are about 77 to 89 dBA L_{eq} measured at 50 feet from the site during busy construction periods. Large pieces of earth-moving equipment, such as graders, scrapers, and dozers, generate maximum noise levels of 85 to 90 dBA L_{max} at 50 feet. During each stage of construction, there would be a different mix of equipment operating and noise levels would vary based on the amount of equipment on site and the location of the activity. Construction noise levels drop off at a rate of about 6 dBA per doubling of distance between the noise source and receptor. Intervening structures or terrain would result in lower noise levels at distant receivers.

Noise generated by small infill projects facilitated by the DSAP would likely have relatively short overall construction durations, with the noisiest phases of construction (e.g., demolition, foundations, project infrastructure, building core and shell) limited to a timeframe of one year or less. Large high-rise buildings or other large construction projects would be anticipated to have longer construction timelines of several years. The DSAP Amendment would facilitate additional construction and increase the duration of construction of projects where the building heights have increased.

The potential short-term noise impacts associated with construction facilitated by the Amended DSAP area would be mitigated by General Plan Policy EC-1.7. This policy states:

Construction operations within the City will be required to use available noise suppression devices and techniques and continue to limit construction hours near residential uses per the City's Municipal Code. The City considers significant construction noise impacts to occur if a project located within 500 feet of residential uses or 200 feet of commercial or office uses would:

- Involve substantial noise generating activities (such as building demolition, grading, excavation, pile driving, use of impact equipment, or building framing) continuing for more than 12 months.

For such large or complex projects, a construction noise logistics plan that specifies hours of construction, noise and vibration minimization measures, posting or notification of construction schedules, and designation of a noise disturbance coordinator who would respond to neighborhood complaints will be required to be in place prior to the start of construction and implemented during construction to reduce noise impacts on neighboring residents and other uses.

A typical construction noise logistics plan would include, but not be limited to, the following measures to reduce construction noise levels as low as practical:

- Utilize 'quiet' models of air compressors and other stationary noise sources where technology exists;

- Equip all internal combustion engine-driven equipment with mufflers, which are in good condition and appropriate for the equipment;

- Locate all stationary noise-generating equipment, such as air compressors and portable power generators, as far away as possible from adjacent land uses;

- Locate staging areas and construction material areas as far away as possible from adjacent land uses;

- Prohibit all unnecessary idling of internal combustion engines;

- If impact pile driving is proposed, multiple-pile drivers shall be considered to expedite construction. Although noise levels generated by multiple pile drivers would be higher than the noise generated by a single pile driver, the total duration of pile driving activities would be reduced.

- If impact pile driving is proposed, temporary noise control blanket barriers shall shroud pile drivers or be erected in a manner to shield the adjacent land uses. Such noise control blanket barriers can be rented and quickly erected.

- If impact pile driving is proposed, foundation pile holes shall be pre-drilled to minimize the number of impacts required to seat the pile Pre-drilling foundation pile holes is a standard construction noise control technique. Pre-drilling reduces the number of blows required to seat the pile. Notify all adjacent land uses of the construction schedule in writing;

- Designate a "disturbance coordinator" who would be responsible for responding to any local complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and will require that reasonable measures warranted to correct the problem be implemented. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule.

The potential short-term noise impacts associated with construction facilitated by the DSAP Amendment would be similar to those identified in the Downtown Strategy 2040 EIR. These impacts would be mitigated by the implementation of the above policy that requires reasonable noise reduction measures be incorporated into the construction plan and implemented during all phases of construction activity to minimize the exposure of neighboring properties. Policy EC-1.7 in combination with the limitations on hours set forth in the Municipal Code, would reduce the impact to a **less-than-significant** level.

Mitigation Measure 1c: None required.

Impact 2: Generation of Excessive Groundborne Vibration. Construction-related vibration levels are expected to potentially exceed applicable vibration thresholds at a nearby sensitive land use. **This is a potentially significant impact.**

Demolition and construction activities required for projects implemented by the DSAP Amendment project may generate perceptible vibration levels and levels that could affect nearby structures when heavy equipment or impact tools (e.g. jackhammers, pile drivers, hoe rams) are used in the vicinity of nearby sensitive land uses. Building damage generally falls into three categories. Cosmetic damage (also known as threshold damage) is defined as hairline cracking in plaster, the opening of old cracks, the loosening of paint or the dislodging of loose objects. Minor damage is defined as hairline cracking in masonry or the loosening of plaster. Major structural damage is defined as wide cracking or the shifting of foundation or bearing walls.

The DSAP Amendment would facilitate the development of various projects in a variety of settings. With regard to groundborne vibration, there are two categories of construction projects; those including impact or vibratory pile driving techniques for foundation systems, and those that rely on alternate methods (e.g. CIDH piers, mat slab foundations) which produce substantially lower vibration levels. The severity of the vibration impact is determined by the proximity of the project with respect to buildings and receptors. The sensitivity of buildings is also an important factor in evaluating impacts due to groundborne vibration.

Table 15 presents typical vibration levels that could be expected from construction equipment at a distances of 25 feet to 100 feet. Vibration levels would be higher at distances less than 25 feet and lower at distances greater than 100 feet. Vibration levels would also vary depending on soil conditions, construction methods, and equipment used. Vibration levels are highest close to the source, and then attenuate with increasing distance at the rate $(D_{ref}/D)^{1.1}$, where D is the distance from the source in feet and D_{ref} is the reference distance of 25 feet.

TABLE 15 Vibration Source Levels for Construction Equipment

Equipment		PPV at 25 ft. (in/sec)	PPV at 50 ft. (in/sec)	PPV at 100 ft. (in/sec)
Pile Driver (Impact)	upper range	1.158	0.540	0.252
	typical	0.644	0.300	0.140
Pile Driver (Sonic)	upper range	0.734	0.342	0.160
	typical	0.170	0.079	0.037
Clam shovel drop		0.202	0.094	0.044
Hydromill (slurry wall)	in soil	0.008	0.004	0.002
	in rock	0.017	0.008	0.004
Vibratory Roller		0.210	0.098	0.046
Hoe Ram		0.089	0.042	0.019
Large bulldozer		0.089	0.042	0.019
Caisson drilling		0.089	0.042	0.019
Loaded trucks		0.076	0.035	0.017
Jackhammer		0.035	0.016	0.008
Small bulldozer		0.003	0.001	0.001

Source: Transit Noise and Vibration Impact Assessment, United States Department of Transportation, Office of Planning and Environment, Federal Transit Administration, May 2006, as modified by Illingworth & Rodkin, Inc., May 2020.

Policy EC-2.3 of the City of San José General Plan establishes a vibration limit of 0.08 in/sec PPV to minimize the potential for cosmetic damage to sensitive historic structures, and a vibration limit of 0.2 in/sec PPV to minimize damage at buildings of normal conventional construction. The vibration limits contained in this policy are conservative and designed to provide the ultimate level of protection for existing buildings in San José.

The California Department of Transportation published a Transportation and Construction Guidance Manual in 2013. The Manual developed a synthesis of various vibration criteria to assess the damage potential for representative categories of structures and effects upon people. The guideline criteria, summarized in Table 5 of the Setting section, refine the categories and thresholds set forth in Policy EC-2.3, establishing seven separate categories. The first two categories (Categories 1 and 2) address human perceptibility of vibration only. The five remaining categories (Categories 3-7) address human perceptibility and potential for damage to buildings described as “Extremely fragile historic buildings, ruins, ancient monuments”, “Fragile buildings”, “Historic and some old buildings”, “Older residential structures”, “New residential structures”, and “Modern industrial/commercial buildings”. Most, if not all buildings in the Amended DSAP area would fall into Categories 5-7. The goal in establishing vibration limits is to mitigate potential vibration impacts associated with demolition and construction activities to a

less-than-significant level by establishing safe limits to protect structures from potential damage and to minimize vibration impacts on people and businesses. The vibration limits contained in Policy EC-2.3 utilized criteria from literature available to the City in 2008 that are conservative, and given the broad categories, are now believed to be too general for buildings in the Downtown Strategy 2040 Plan area. Given that the new guideline criteria best accomplish the goal to identify and mitigate construction vibration impacts, the Downtown Strategy 2040 Integrated Final EIR recommends that these criteria be utilized to implement General Plan Policy EC-2.3 for projects facilitated by the Downtown Strategy 2040 Plan.

For projects that produce vibration levels falling under Categories 1 and 2, the primary issue related to construction vibration is human perceptibility and the potential for annoyance. Vibration levels may be perceptible, however, as with any type of construction, this would be anticipated and would not be considered significant, given the intermittent and short duration of the phases that have the highest potential of producing vibration (use of jackhammers and other high-power tools). By use of administrative controls, such as notifying neighbors of scheduled construction activities and scheduling construction activities with the highest potential to produce perceptible vibration during hours with the least potential to affect nearby businesses, perceptible vibration can be kept to a minimum.

For projects that produce vibration levels exceeding the thresholds for Categories 3-7, construction vibration would be expected to cause both human annoyance and the possibility of cosmetic damage. This is a **potentially significant** impact.

Mitigation Measure 2: For DSAP Amendment projects impacting receptors in Categories 6 and 7 that do not involve impact or vibratory pile driving, the following best available controls shall be implemented, as given in the Downtown Strategy 2040 Final EIR:

- A list of all heavy construction equipment to be used for this project known to produce high vibration levels (tracked vehicles, vibratory compaction, jackhammers, hoe rams, etc.) shall be submitted to the City by the contractor. This list shall be used to identify equipment and activities that would potentially generate substantial vibration and to define the level of effort for reducing vibration levels below the thresholds.

- Place operating equipment on the construction site as far as possible from vibration-sensitive receptors.

- Use smaller equipment to minimize vibration levels below the limits.

- Avoid using vibratory rollers and tampers near sensitive areas.

- Select demolition methods not involving impact tools.

- Modify/design or identify alternative construction methods to reduce vibration levels below the limits.

- Avoid dropping heavy objects or materials.

For DSAP Amendment projects impacting receptors in Categories 6 and 7 where pile driving will occur, in addition to the controls above, implement the following best available controls, as given in the Downtown Strategy 2040 Final EIR:

- Notify neighbors within 500 feet of the construction site of the construction schedule and that there could be noticeable vibration levels resulting from pile driving.

- Foundation pile holes shall be pre-drilled to minimize the number of impacts required to seat the pile.

- Jet or partially jet piles into place to minimize the number of impacts required to seat the pile.

- A construction vibration monitoring plan shall be implemented to document conditions prior to, during, and after pile driving. All plan tasks shall be undertaken under the direction of a licensed Professional Structural Engineer in the State of California and be in accordance with industry-accepted standard methods. The construction vibration monitoring plan should be implemented to include the following tasks:

    - Identification of sensitivity to ground-borne vibration of nearby structures. A vibration survey (generally described below) would need to be performed.

    - Performance of a photo survey, elevation survey, and crack monitoring survey for each of these structures. Surveys shall be performed prior to any pile driving activity, in regular interval during pile driving, and after completion and shall include internal and external crack monitoring in structures, settlement, and distress and shall document the condition of foundations, walls and other structural elements in the interior and exterior of said structures.

    - Development of a vibration monitoring and construction contingency plan to identify structures where monitoring would be conducted, set up a vibration monitoring schedule, define structure-specific vibration limits, and address the need to conduct photo, elevation, and crack surveys to document before and after pile driving. Alternative construction methods would be identified for when vibration levels approach the limits that are stated in the General Plan such as Policy EC-2.3.

    - If vibration levels approach limits, suspend construction and implement alternative construction methods to either lower vibration levels or secure the affected structures.

    - Conduct post-survey on structures where either monitoring has indicated high levels or complaints of damage has been made. Make appropriate repairs or compensation where damage has occurred as a result of construction activities.

- The results of all vibration monitoring shall be summarized and submitted in a report shortly after substantial completion of each phase identified in the project schedule. The report will include a description of measurement methods, equipment used, calibration certificates, and graphics as required to clearly identify vibration-monitoring locations. An explanation of all events that exceeded vibration limits will be included together with proper documentation supporting any such claims.

- Designate a person responsible for registering and investigating claims of excessive vibration. The contact information of such person shall be clearly posted on the construction site.

For all projects that could generate vibration levels exceeding the thresholds for Categories 3, 4, and 5, implement all of the applicable controls outlined above.

The implementation of these mitigation measures would reduce the impact to a **less-than-significant** level.

Impact 3: **Exposure of Residents or Workers to Excessive Noise Levels in the Vicinity of a Private Airstrip or an Airport Land Use Plan.** The DSAP Amendment would facilitate new residential development where existing and future aircraft noise levels associated with operations at Norman Y. Mineta San José International Airport may exceed 65 dBA CNEL. The implementation of General Plan Policies would result in a **less-than-significant** noise impact.

As shown in Figure 7, the DSAP Amendment would facilitate new residential development where existing and future aircraft noise levels associated with operations at Norman Y. Mineta San José International Airport may exceed 65 dBA CNEL. Land uses proposed within the 65 dBA CNEL contour would residential land uses under the 'Downtown' designation and hotel uses under the 'Downtown' and 'Commercial Downtown' designations.

The Santa Clara County ALUC has jurisdiction over new land uses in the vicinity of airports and establishes 65 dBA CNEL as the maximum allowable noise level considered compatible with residential uses. CLUP Policy N-4 would prohibit residential or transient lodging within the 65 dB CNEL contour boundary unless it can be demonstrated that the resulting interior sound levels will be less than 45 dB CNEL and there are no outdoor patios or outdoor activity areas associated with the residential portion of a mixed use residential project or a multi-unit residential project. In addition, CLUP Policy N-5 would require all property owners within the Airport Influence Area (the 65 dB CNEL contour boundary) who rent or lease their property for residential use to disclose to the tenants that they are living within a high noise area as part of their rental/lease agreement. CLUP Policy N-7 would provide direction when siting highly noise-sensitive land uses such as schools, libraries, outdoor theaters, and mobile homes. This policy states that single-event noise levels (SENL) from single aircraft overflights are also to be considered when evaluating the compatibility of these highly noise-sensitive land.

As described in the Downtown Strategy 2040 EIR, the implementation of General Plan Policies EC-1.1, EC-1.9, and EC-1.11 would guide new development proposed for areas susceptible to

noise associated with Norman Y. Mineta San José International Airport. Policy EC-1.1 would require that the General Plan compatibility standards be used to determine where noise levels in the community are acceptable or unacceptable and require noise attenuation measures to achieve the "normally acceptable" noise level standards. This policy allows for noise levels to exceed the "normally acceptable" noise level standard in the environs of Mineta San José International Airport. The City will require that individual development projects undergo project-specific environmental review. General Plan Policy EC-1.9 would be implemented and would require that studies be conducted to mitigate loud intermittent noise sources such as aircraft. Policy EC-1.11 would be implemented and would require that incompatible land uses be located outside of the 65 dBA CNEL noise contour.

Mitigation Measure 3: **None required.**

Appendix D - Transportation Analysis

Appendix C: Transportation Analysis

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HEXAGON TRANSPORTATION CONSULTANTS, INC.

Diridon Station Area Plan Amendment

Transportation Analysis

Prepared for:

Circlepoint

November 18, 2020

Hexagon Office: 8070 Santa Teresa Blvd, Suite 230
Gilroy, CA 95020
Hexagon Job Number: 20RD02
Phone: 408.846.7410
Client Name: Romi Archer

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Executive Summary

This transportation analysis provides an evaluation of the potential long-term traffic impacts associated with the proposed Diridon Station Area Plan (DSAP) Amendment in conformance with the requirements of the California Environmental Quality Act (CEQA). Because the DSAP area is a subset of Downtown San José (Downtown) and was previously analyzed as part of the *Downtown Strategy 2040 (DTS 2040) Environmental Impact Report (EIR)* in 2018, changes to the DSAP are being analyzed through an addendum to the *DTS 2040 EIR*. The DTS 2040 is an integrated strategic urban design plan that focuses on the revitalization of Downtown San José by envisioning higher density infill development and replacement of underutilized uses within the boundaries of Downtown. The DSAP is a 35-year land use plan developed by the City of San José that focuses on the intensification of land uses in the Diridon Station area and expansion of the Diridon Station to serve as a transit hub for existing and planned transit systems. The proposed DSAP Amendment includes substantial increases to the amount of residential and office development contemplated in the DSAP area of the DTS 2040 EIR. In addition, the DSAP Amendment removes the ballpark that was included as part of the 2014 DSAP land use plan and replaces it with potential development growth on the site. The purpose of this addendum is to determine whether changes to the DSAP, proposed as part of this project, would result in new impacts or increase the severity of impacts identified in the DTS 2040 EIR.

Addendum to the DTS 2040 EIR (DSAP Amendment)

The DSAP Amendment proposes to increase the allowed office space within the DSAP area from 4,963,400 square feet (sf) to up to 7,838,000 sf and the number of residential units from 2,588 to up to 7,044 by 2040 (the horizon year of the current General Plan). The proposed increases in residential units and employment space will not result in an increase in the overall citywide number of residential units and jobs envisioned in the General Plan. The increase in office and residential capacity would be achieved by transferring office development and residential units from outlying (beyond the Downtown boundary) Urban Villages and other Growth Areas identified in the General Plan to areas within the DSAP area. Commercial/retail uses and hotel rooms envisioned for the DSAP area as part of the General Plan would not change (424,100 sf and 900 rooms, respectively). The DSAP Amendment also includes an expansion of the boundaries along the east side. The revised boundary would incorporate the area bounded by Autumn Street, Saint John Street, Guadalupe River, and West Julian Street, the area bounded by West Santa Clara Street, Los Gatos Creek, West San Fernando Street, and the Guadalupe River, and the undeveloped areas along Los Gatos Creek between West Santa Clara Street and Park Avenue. The DSAP boundaries would be expanded from approximately 238 acres to 262 acres.

Cumulative Scenario

In addition to the proposed DSAP Amendment, this study includes the evaluation of a cumulative scenario. The cumulative scenario includes the Downtown West (Google) project and other land use

changes proposed by the City's Four-Year General Plan Review. The 2040 General Plan land uses were adjusted to reflect the proposed increase in development within the DSAP area.

Scope of Study

This study provides an evaluation of the potential transportation impacts of the proposed DSAP Amendment and cumulative scenario, including the Google project. This transportation analysis has been prepared in accordance with the standards and methodologies set forth by the City of San José and by the California Environmental Quality Act (CEQA). The analysis consists of a VMT evaluation prepared per the recently adopted City of San José Transportation Analysis Policy (Council Policy 5-1). The new policy replaces the City's Transportation Impact Policy (Council Policy 5-3) that relied on traffic congestion and delay as the metric for determining CEQA transportation impacts.

VMT Evaluation Results

Most of the potential development parcels included within Downtown meet the City's VMT analysis screening criteria based on (1) their location within a planned Growth Area (Downtown), (2) proximity to High-Quality Transit, (3) low VMT, (4) their transit-supporting density, and (5) the amount of parking limited by parking management policies to serve the planned development growth. If a project or a component of a mixed-use project meets the City's screening criteria, it is presumed that the project would result in a less-than-significant transportation impact and a detailed VMT analysis is not required. However, since some potential development parcels within Downtown are not in low VMT areas and thus do not meet the screening criteria, a detailed VMT analysis for Downtown is required. Per-capita VMT and per-employee VMT were estimated using the City's Travel Demand Forecasting (TDF) model.

The City's VMT guidelines established an impact threshold of 15% below the Citywide Average per-capita VMT of 11.91 and Regional Average per-employee VMT of 14.37. Thus, the impacts of proposed development growth would be considered significant if it results in VMT that exceeds VMT per capita of 10.12 and VMT per employee of 12.21.

The results of the VMT evaluation (see Table ES 1) indicate that the DSAP Amendment and the cumulative scenario would result in VMT per capita and VMT per employee that are below the established thresholds. Therefore, the DSAP Amendment and the cumulative scenario would result in a *less than significant* transportation impact.

Site-Specific GPA Traffic Analysis

The results of the site-specific GPA traffic analysis show that the proposed land use amendments associated with the DSAP Amendment would not cause any additional transportation impacts beyond those identified for the current 2040 General Plan. Therefore, the proposed land use amendments associated with the DSAP Amendment would result in a *less than significant* impact on the citywide roadway system.

Table ES 1
VMT per Capita and VMT per Employee Evaluation

Alternative	Residential					Employment			
	Housing Units	Population	VMT [1]	VMT per Capita [2]	Exceed Threshold?	Jobs	VMT [3]	VMT per Job [4]	Exceed Threshold?
Impact Threshold				**10.12**				**12.21**	
2015 Existing	5,530	12,548	103,562	8.25	No	33,608	340,166	10.12	No
2040 DTS 2040	19,890	42,704	322,610	7.55	No	92,108	787,999	8.56	No
2040 DTS 2040 + DSAP Amendment	26,934	57,848	392,267	6.78	No	118,235	980,640	8.29	No
2040 Cumulative	32,509	69,834	444,696	6.37	No	139,258	1,135,811	8.16	No

[1] Residential VMT = Home-Based Trip Productions * Distance
[2] Residential VMT per Capita = Residential VMT / Population
[3] Employment VMT = Home-Based Work Trip Attractions * Distance
[4] Employment VMT per Job = Employment VMT / Jobs

1. Introduction

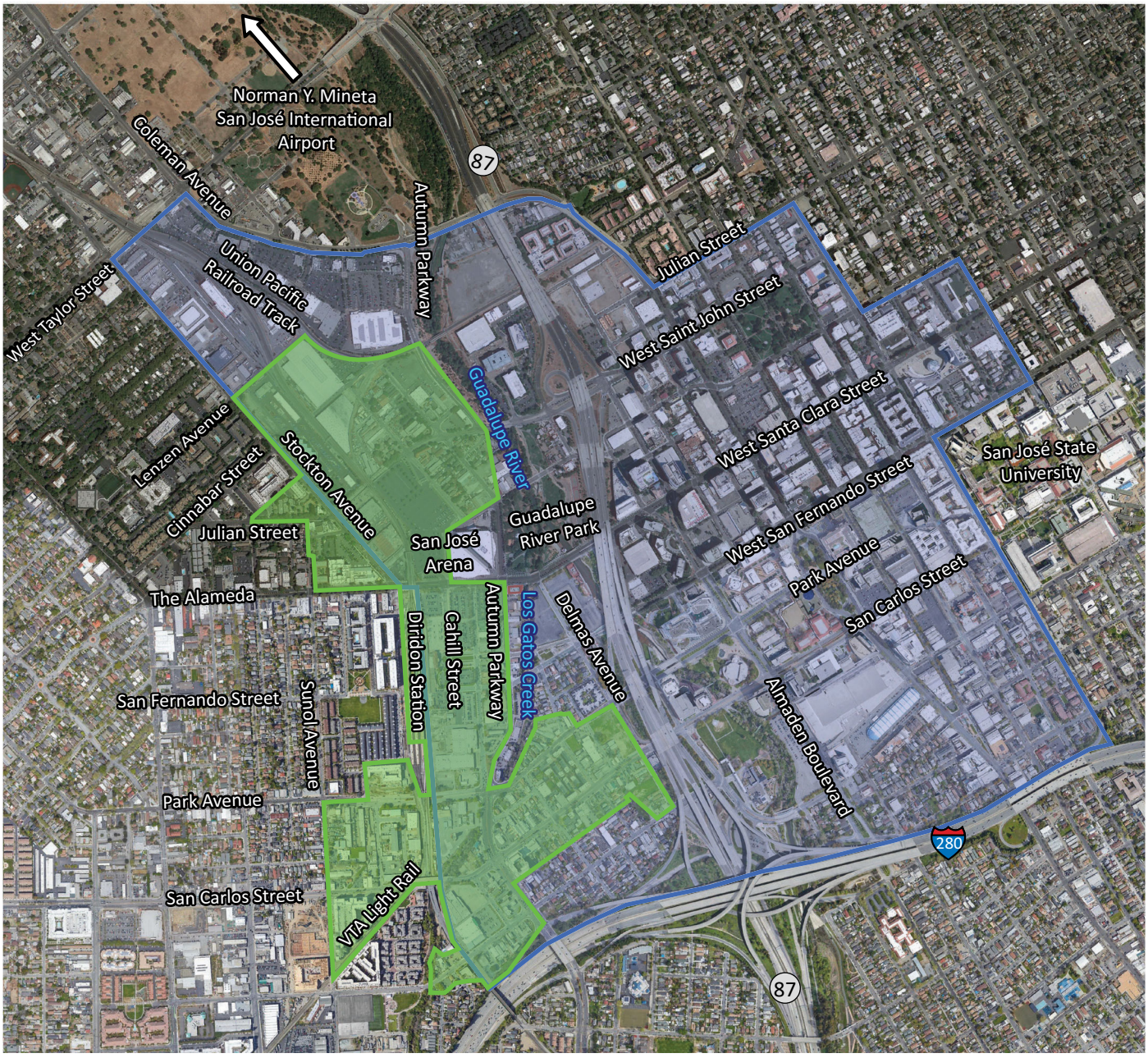
This transportation analysis provides an evaluation of the potential long-term traffic impacts associated with the proposed Diridon Station Area Plan (DSAP) Amendment in conformance with the requirements of the California Environmental Quality Act (CEQA). Because the DSAP area is a subset of Downtown San José (Downtown) and was previously analyzed as part of the *Downtown Strategy 2040 (DTS 2040) Environmental Impact Report (EIR)* in 2018, changes to the DSAP are being analyzed through an addendum to the *DTS 2040 EIR*. The DTS 2040 is an integrated strategic urban design plan that focuses on the revitalization of Downtown San José by envisioning higher density infill development and replacement of underutilized uses within the boundaries of Downtown. The DSAP is a 35-year land use plan developed by the City of San José that focuses on the intensification of land uses in the Diridon Station area and expansion of the Diridon Station to serve as a transit hub for existing and planned transit systems. The proposed DSAP amendment includes substantial increases to the amount of residential and office development contemplated in the DSAP area of the DTS 2040 EIR. In addition, the DSAP Amendment removes the ballpark that was included as part of the 2014 DSAP land use plan and replaces it with potential development growth on the site. The purpose of this addendum is to determine whether changes to the DSAP, proposed as part of this project, would result in new impacts or increase the severity of impacts identified in the DTS 2040 EIR.

Diridon Station Area Plan

DSAP Background

The DSAP encompasses approximately 238 acres generally bounded by Lenzen Avenue and the UPRR tracks to the north, the Guadalupe River and Delmas Avenue to the east, Interstate 280 to the south, and the Caltrain tracks and Sunol Street to the west. State Route 87 runs in a north/south direction just east of the DSAP area. The majority of the DSAP area falls within Downtown, which encompasses approximately 1.5 square miles in the central part of the City. The DSAP areas that lie outside the Downtown boundary are generally located between Stockton Avenue and The Alameda to the north and between Park Avenue and I-280 to the south. Both the DSAP and Downtown boundaries are shown on Figure 1. The DSAP Amendment area is shown on Figure 2.

The 2014 DSAP EIR evaluated the effects of the adjustment of the approved *Downtown San José Strategy 2000* land use development levels relating to the specific development characteristics of the DSAP that consisted of 4,963,400 square feet of office space, 424,100 square feet of retail space, 2,588 residential units, and 900 hotel rooms. The recently adopted *Downtown Strategy 2040 Plan* (DTS 2040) and its certified EIR (December 2018) included the planned DSAP development growth levels per the 2014 DSAP EIR. Therefore, this traffic analysis utilizes the DTS 2040 land use data as the basis from which land use adjustments for the DSAP are made.



Not To Scale

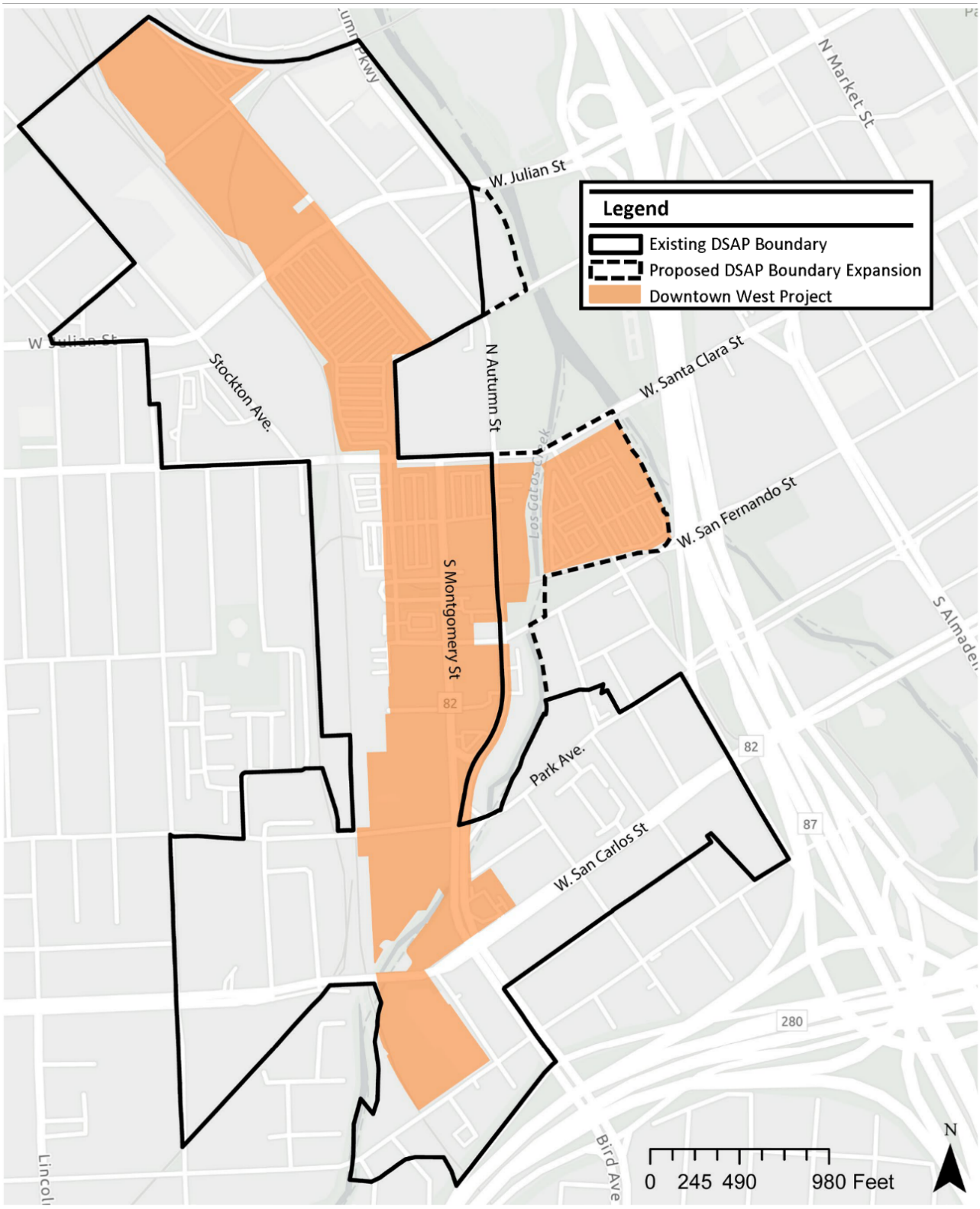
Legend

Existing Diridon Station Area Plan Boundary

Downtown San José (Downtown Strategy 2040 Boundary)

Source: Google Earth 2020
and the Diridon Station Area Plan Amendment
Project Description provided by Circlepoint

Figure 1
Project Context



Note: DSAP = Diridon Station Area Plan

Source: Esri, HERE, Garmin, FAO, NOAA, USGS, © OpenStreetMap Contributors, the GIS User Community, and the Diridon Station Area Plan Amendment Project Description provided by Circlepoint

Figure 2
Diridon Station Area Plan Amendment Boundary Map

Diridon Station Area Plan Amendment (DSAP Amendment)

The City evaluated two development capacity scenarios based on a capacity study conducted by Skidmore, Owings & Merrill LLP in January 2020: one with a residential focus and one with a commercial focus. For the purpose of this transportation analysis, a maximum envelope including the greatest possible residential and commercial capacities from each scenario is assumed. The DSAP Amendment proposes to increase the allowed office space within the DSAP area from 4,963,400 square feet (sf) to up to 7,838,000 sf and the number of residential units from 2,588 to up to 7,044 by 2040 (the horizon year of the current General Plan).

The proposed increases in residential units and employment space will not result in an increase in the overall citywide number of residential units and jobs envisioned in the General Plan. The increase in office and residential capacity would be achieved by transferring office development and residential units from outlying (beyond Downtown) Urban Villages and other Growth Areas identified in the General Plan to areas within the DSAP area. Commercial/retail uses and hotel rooms envisioned for the DSAP area as part of the General Plan would not change (424,100 sf and 900 rooms, respectively).

The DSAP Amendment also includes an expansion of the boundaries along the east side. The revised boundary would incorporate the area bounded by Autumn Street, Saint John Street, Guadalupe River, and West Julian Street, the area bounded by West Santa Clara Street, Los Gatos Creek, West San Fernando Street, and the Guadalupe River, and the undeveloped areas along Los Gatos Creek between West Santa Clara Street and Park Avenue. The DSAP area would be expanded from approximately 238 acres to 262 acres.

The DSAP Amendment also includes one roadway network change. The original DSAP included the extension of Autumn Street between St. John Street and Julian Street as a two-lane roadway. The DSAP Amendment removes the Autumn Street extension. A number of other planned or proposed transportation network changes (transit and bicycle facilities) are in various stages of planning and would require discretionary actions and environmental review separate from this analysis.

Cumulative Scenario

In addition to the proposed DSAP Amendment, this study includes the evaluation of a cumulative scenario that includes the Downtown West (Google) project and other land use changes proposed by the City's Four-Year General Plan Review. The Downtown West project proposes an additional 6,306,000 square feet of commercial office space, 469,000 square feet of retail space, 5,575 residential units, and 1,100 hotel units of development capacity in the DSAP. The DSAP Amendment and Downtown West projects would result in a total increase of growth capacity in DSAP to up to 14,144,000 square feet of commercial office space, 469,000 square feet of retail space, up to 12,619 residential units, and 1,100 hotel units.

Commercial office and residential growth would be reallocated to the DSAP area from outside the Downtown boundary. Therefore, this additional development capacity would represent a net increase in development capacity for the DTS 2040. Retail and hotel growth proposed as part of the Downtown West project would be reallocated to the Downtown West project area from other areas within the Downtown boundary. Therefore, the retail and hotel growth of the Downtown West project would not represent a net increase in development capacity within Downtown.

Table 1 summarizes planned growth within the DSAP area for the original 2014 DSAP EIR, the DSAP Amendment, and cumulative scenario within the DSAP area.

Table 1
Planned Growth Capacities Within DSAP Amendment Boundary

Scenario	Description	Office (s.f.)	Retail (s.f.)	Residential (d.u.)	Hotel Rooms
Year 2040 DTS 2040	Contains Original DSAP (2014)	4,963,400	424,100	2,588	900
Year 2040 DTS 2040 + DSAP Amendment	Proposed DSAP Amendment changes	7,838,000	-	7,044	-
Year 2040 Downtown West (Google)	In addition to proposed DSAP Amendment	6,306,000	469,000	5,575	1,100
Year 2040 Cumulative	DTS 2040 plus DSAP Amendment plus Downtown West Project changes	14,144,000	469,000	12,619	1,100

Scope of Study

This study provides an evaluation of the potential transportation impacts of the proposed DSAP Amendment. The transportation analysis of the project was evaluated following the standards and methodologies set forth in the City of San José's Transportation Analysis Policy (Council Policy 5-1), The City of San José *Transportation Analysis Handbook 2018*, and by the California Environmental Quality Act (CEQA). Per the requirements of the City of San José's Transportation Policy and *Transportation Analysis Handbook 2018*, the transportation analysis for the project consists of a CEQA Vehicle-Miles-Traveled (VMT) analysis. In addition, a long-range General Plan Amendment traffic analysis is provided.

Transportation Policies

Historically, transportation analysis has utilized delay and congestion on the roadway system as the primary metric for the identification of traffic impacts and potential roadway improvements to relieve traffic congestion that may result due to proposed/planned growth. However, the State of California has recognized the limitations of measuring and mitigating only vehicle delay at intersections and in 2013 passed Senate Bill (SB) 743, which requires jurisdictions to stop using congestion and delay metrics, such as Level of Service (LOS), as the measurement for CEQA transportation analysis. With the adoption of SB 743 legislation, public agencies are now required to base the determination of transportation impacts on Vehicle Miles Traveled (VMT) rather than level of service.

In adherence to SB 743, the City of San José adopted a new Transportation Analysis Policy, Council Policy 5-1. The policy replaces its predecessor (Policy 5-3) and establishes the thresholds for transportation impacts under the CEQA based on vehicle miles traveled (VMT) instead of levels of service (LOS). The intent of this change is to shift the focus of transportation analysis under CEQA from vehicle delay and roadway auto capacity to a reduction in vehicle emissions, and the creation of robust multimodal networks that support integrated land uses. The new transportation policy aligns with the currently adopted General Plan which seeks to focus new development growth within Planned Growth Areas, bringing together office, residential, and supporting service land uses to internalize trips and reduce VMT. All new development projects are required to analyze transportation impacts using the VMT metric and conform to Council Policy 5-1.

CEQA Transportation Analysis Scope

The CEQA transportation analysis for the project consists of an evaluation of the proposed project's effect on VMT. For very large projects or projects that can potentially shift travel patterns, such as the proposed amendment, the City's Travel Demand Forecasting (TDF) model can be used to determine project VMT. Given the large scale of the proposed project and its proximity to a major transit facility, the City's TDF model was utilized to complete the VMT evaluation for the proposed project.

The City of San José's Transportation Analysis Policy establishes procedures for determining project impacts on VMT based on project description, characteristics, and/or location. Based on the project location, type of development and project description, the TDF model is used to calculate the project VMT. The thresholds of significance for development projects, as established in the Transportation Analysis Policy, are based on the existing citywide average VMT level for residential uses and the existing regional average VMT level for employment uses.

The study does not include the evaluation of operational issues on the Downtown roadway network as the Addendum to the DTS 2040 EIR does not include the identification of site-specific development plans. Detailed operational analysis, including signal warrants and vehicle queuing analysis, will be completed at the time of preparation of local transportation analysis (LTA) for individual developments.

The potential project impacts were evaluated under the following scenarios:

Scenario 1: *Year 2015 Existing Conditions.* The City's TDF model was used to project Existing Year 2015 VMT. The TDF model's roadway network was reviewed and updated to reflect the Year 2015 roadway network and transportation system.

Scenario 2: *Year 2040 DTS 2040 Conditions*. The City's TDF model was used to develop VMT projections associated with the remaining unconstructed adopted Envision San José 2040 General Plan land uses as well as the planned growth within the Diridon Station Area Plan (DSAP), per the current DSAP plan. Year 2040 DTS 2040 conditions includes all transportation system improvements as identified in the adopted General Plan roadway network.

Scenario 3: *Year 2040 DTS 2040 + DSAP Amendment*. The 2040 General Plan land uses were adjusted to reflect the proposed increase in development within the DSAP area per the DSAP Amendment.

Scenario 4: *Year 2040 Cumulative Conditions*. Adjustments to the adopted General Plan land uses associated with other development and land use amendments in and surrounding Downtown was made at the direction of City staff. Projects included in the cumulative analysis include the Downtown West Project and other land use changes proposed by the City's Four-Year General Plan Review.

Supplemental Non-CEQA Analysis

In addition, the effects of the DSAP Amendment on mode split, the percentage of travelers using a particular type of mode of travel or number of trips, and VMT per service population also were evaluated and are presented for informational purposes to better understand the transportation-related outcomes associated with the project and cumulative scenarios. However, the determination of project impacts per CEQA requirements are based solely on VMT per capita and job analysis.

Long-Range General Plan Amendment Traffic Analysis

The project consists of land use changes to the current adopted General Plan (GP) land uses. The project does not propose any changes to the citywide transportation system. The GPA long-range analysis focuses on the potential changes on the citywide transportation system in the horizon year of the GP (2040) when the GP capacities for housing and jobs are fully developed. The analysis includes evaluation of increased vehicle miles traveled, increased traffic volume on specified roadway segments, impacts to travel speeds on transit priority corridors, and impacts to pedestrian, bicycle, and transit facilities. Impacts are evaluated based on the same Measures of Effectiveness (MOEs) and significance criteria utilized in the Envision San José 2040 GP TIA. The General Plan Amendment traffic analysis includes the evaluation of traffic conditions are evaluated for the following traffic scenarios using the City's TDF model:

- **Projected Year 2015 Conditions:** The Projected Year 2015 Conditions represent a projection of transportation conditions in 2015 using the City's GP TDF model. The roadway network also reflects the Year 2015 roadway network and transportation system.
- **Current 2040 General Plan Conditions:** Future traffic due to the current GP land uses (i.e., including the adopted DTS 2040 plan, 2016 GP Four-Year Review Land Use adjustments, and adopted 2019 GP Amendments) is added to regional growth that can be reasonably expected to occur by 2040. Current 2040 GP conditions include the current roadway network as well as all transportation system improvements as identified in the current GP.

- **Proposed 2040 DSAP General Plan Amendment Conditions:** Current 2040 GP conditions with the proposed DSAP land use amendments. Transportation conditions for the Proposed 2040 DSAP GPA conditions were evaluated relative to the currently adopted 2040 GP Conditions to determine any long-range traffic impacts.
- **Cumulative 2040 General Plan Amendment Conditions:** Current 2040 GP conditions with all proposed land use amendments including the Downtown West (Google) and other land use adjustments that are part of the 2020 Four-Year GP Review. Transportation conditions for the Cumulative 2040 GPA conditions are evaluated relative to the currently adopted 2040 GP Conditions to determine any long-range traffic impacts.

City of San José Travel Demand Forecasting Model

To determine whether a project would result in CEQA transportation impacts related to VMT, the City has developed the San José VMT Evaluation Tool to streamline the analysis for development projects. However, for non-residential or non-office projects, very large projects, or projects that can potentially result in a major shift in travel patterns, the City's Travel Demand Forecasting (TDF) model can be used to determine project VMT. Given the large scale of the proposed project and its proximity to existing and planned major transit facilities, the City's TDF model was utilized to complete the VMT evaluation for the proposed project. The TDF model includes the planned extension of BART service to Downtown San José that is expected to significantly alter modes of travel in the project area. Along with other major roadway network changes, the new BART service and large scale of the project necessitate the use of the multi-modal CSJ Model to project the effects of the transportation system improvements and proposed project on VMT and the transportation system.

Hexagon utilized the recently updated City of San José TDF Model, which was used to develop Year 2040 traffic projections for the Envision San José 2040 General Plan as well as the DTS 2040 Plan traffic analysis. The CSJ Model is a refinement of the C/CAG VTA Bi-County transportation model (VTA Model) that provides more analytical detail and a higher level of accuracy of simulated travel in the City of San José. The CSJ Model represents all motorized modes of travel used within the Bay Area, including the major transit modes such as Caltrain, BART, ACE and all VTA's bus routes and LRT lines. The CSJ Model focuses on trip making in the larger San José area and its mode-choice model is used to estimate the number of people traveling by car (drive alone, 2-person carpool, 3+ person carpool), transit (Caltrain, BART, LRT, and bus) and non-motorized (walk and bike).

Envision San José 2040 General Plan

The CSJ Model relies on the land use plan per the City's General Plan (GP). The current City of San José GP, *Envision San José 2040,* was adopted in 2011 and is based on planned land uses within the City projected to the Year 2035. In 2016, the City completed its GP Four-Year Review that included minor adjustments to the adopted 2040 General Plan planned growth that resulted in the reduction in the total planned employment within the City. The GP Four-Year Review also included an update of the City's projected land uses between 2008 and 2015 to reflect the actual development that has occurred in the period since the adoption of the GP and its base year of 2008. In addition, the horizon year of the planned land uses and regional growth were updated from Year 2035 to Year 2040 to be consistent with projections provided in the most recent, Plan Bay Area 2040, or ABAG 2013.

Land Use Assumptions

Year 2015 Land Use

The 2015 land use data set is generally consistent with the 2013 Association of Bay Area Governments (ABAG) Projections for the year 2015. However, the City of San José updated their 2008 land use data base to reflect year 2015 conditions by adding development projects that were constructed and occupied during this seven-year time period. The 2015 CSJ land use data set is somewhat different from the ABAG projections in terms of the number of housing units and jobs. The CSJ land use data set is believed to more accurately reflect year 2015 land use activities in San José. Therefore, for the TAZs within the City of San José, San José's land use data were used; for all other TAZs representing the rest of the region, the CSJ Model assumed the same ABAG consistent land use data from the VTA.

Year 2040 Land Use

The 2040 land use forecast for the City of San José is different from the ABAG projections since it represents the City's General Plan land uses. The City's General Plan assumes slightly fewer housing units but significantly more jobs in San José. In order to maintain regional consistency with the 2040 ABAG projections, the number of housing units and jobs for the TAZ outside Santa Clara County were adjusted accordingly (housing units were increased and jobs were reduced) to match ABAG's regional control totals. Table 2 provides the projected 2040 land use within the City.

DSAP Amendment 2040 Land Use

The DSAP Amendment provides general development capacities for office, retail, housing, and hotel development within the DSAP area. Land use data prepared by Department of Planning, Building, and Code Enforcement were used to complete all model traffic forecasts for this analysis. The DSAP 2040 land uses were aggregated to the TAZ level in the CSJ Model to represent the projected increases in jobs and housing units for the DSAP area.

The adopted DTS 2040 Plan currently includes a buildout projection of 19,890 households, 42,704 residents, and 92,108 jobs within Downtown. As of mid-2015, the buildout projection includes an existing 5,530 households, 12,548 residents, and 33,608 jobs. The proposed DSAP Amendment land use intensification would increase the total number of households within Downtown by up to 7,044 for a total of up to 26,934 households. An increase of up to 26,127 jobs also is proposed within Downtown for a total of up to 118,235 jobs. The increase in households will result in an increase in population of up to 15,144 within Downtown.

The cumulative scenario would result in an increase of up to 12,619 households and up to 47,150 jobs within Downtown when compared to the DTS 2040 Plan. Table 2 provides a comparison of the land uses of the existing Year 2040 DTS 2040 with those of the proposed Year 2040 DTS 2040 Plus DSAP Amendment and the Year 2040 Cumulative scenarios.

Table 2
DSAP Amendment Land Use Adjustments for the City, Downtown, and DSAP Area

Scenario	DSAP			Downtown			Citywide		
	Housing Units	Population	Jobs	Housing Units	Population	Jobs	Housing Units	Population	Jobs
Year 2015 Existing	1,134	3,163	4,859	5,530	12,548	33,608	319,870	1,016,043	376,903
Year 2040 DTS 2040	3,499	8,129	20,785	19,890	42,704	92,108	429,350	1,290,009	751,650
Change vs. Year 2015 Existing	***2,365*** [1]	***4,966***	***15,926***	***14,360***	***30,156***	***58,500***	***109,480***	***273,966***	***374,747***
Year 2040 DTS 2040 + DSAP Amendment	10,543	23,273	46,912	26,934	57,848	118,235	429,350	1,290,009	751,650
Change vs. Year 2040 DTS 2040 [2]	***7,044***	***15,144***	***26,127***	***4,373*** [3]	***9,389***	***26,127***	***0***	***0***	***0***
Year 2040 Cumulative	16,118	35,259	67,935	32,509	69,834	139,258	429,350	1,290,009	751,650
Change vs. Year 2040 DTS 2040	***12,619***	***27,130***	***47,150***	***9,948*** [3]	***21,375***	***47,150***	***0***	***0***	***0***

Notes

Per DSAP Amendment Land Use Data provided City of San José Planning Staff, May 5, 2020.

[1] The original DSAP EIR identified an additional 2,588 housing units within the DSAP boundary based on Year 2010 existing conditions. The reduction to 2,365 housing units is due to the use of Year 2015 existing conditions.

[2] The differences shown indicate the growth due to the DSAP Amendment.

[3] Of the total housing units, 2,671 units are within the DSAP Amendment boundary but outside of the Downtown boundary.

Model Refinement and Calibration

The model baseline conditions at the time the Envision San José 2040 General Plan model was developed were validated to reflect traffic volumes and land use in 2008. The projection of future traffic volumes on the roadway system is based on a comparison of model baseline conditions and the projected traffic associated with land use growth represented in each of the land use zones in the traffic model. Thus, accurate projections of future traffic volumes are highly dependent on model baseline conditions that are calibrated to existing land use and traffic volumes and patterns. Therefore, Hexagon completed a limited update/validation of the model baseline conditions within Downtown to reflect a base year of 2015 as part of the DTS 2040 traffic analysis preparation.

Year 2040 Transportation Network

The CSJ Model includes all major transportation infrastructure identified in the Envision San José 2040 *Land Use/Transportation Diagram* and the *Valley Transportation Plan 2040* (VTP 2040), adopted by VTA in October 2013. The improvements include several new roadways that will provide for enhanced connectivity and circulation to and within Downtown and throughout the City.

Information on local intersection and roadway improvements/adjustments were obtained from the City of San José's Capital Improvement Program (CIP) list of improvements. These include funded improvements at intersections that will be in place by the year 2040. Though there are other improvements outside of Downtown represented in the model, they are not described in detail within this report. The VTP 2040 improvements consist of improvements to regional and local facilities. The planned major roadway improvements near Downtown are identified in Table 3 and Figure 3. The list does not include minor intersection level improvements that were assumed complete by 2040.

2040 Bicycle and Pedestrian Facilities

The *Draft San José Better Bike Plan 2025* and the City's CIP program indicate that a variety of bicycle facilities are planned in the DSAP area. The planned improvements to the bicycle network will provide improved connections to surrounding pedestrian/bike and transit facilities and a balanced transportation system as outlined in the Envision 2040 General Plan goals and policies. In addition, the Santa Clara Countywide Bicycle Plan, adopted by VTA in August 2018, and VTP 2040 identify various existing and/or planned cross county bicycle corridors in the DSAP area. The planned facilities that are relevant to the DSAP area and assumed to be in place by the year 2040 are listed in Table 4 and shown in Figure 4.

The Downtown Streetscape Master Plan (DSMP) provides design guidelines for existing and future development for the purpose of enhancing the pedestrian experience within Downtown. The guidelines identify Downtown Pedestrian Network Streets (DPNS), which are intended to support a high level of pedestrian activity as well as retail and transit connections. The DPNS streets provide a seamless network throughout the Downtown that is safe and comfortable for pedestrians and connects all major Downtown destinations. Design features of a DPNS create an attractive and safe pedestrian environment to promote walking as the primary travel mode. The DPNS map is shown in Figure 5.

Table 3
2040 Roadway Network Improvements

#	Improvement
1	Conversion of one-way couplets to two-way streets along **10th and 11th Streets** (north of Santa Clara Street) and **2nd and 3rd Streets** (in I-280 Vicinity).
2	Narrow **4th Street** between Jackson Street and Skyport Drive and reduce travel lanes in each direction from two lanes to one lane.
3	Julian Street Realignment: Realign **Julian Street** between SR 87 and North 1st Street to extend the downtown urban grid system & Decouple **St. James and Julian Streets** between Market and 4th Streets & Convert **St. James Street** from one-way to two-way street from Notre Dame/SR 87 to Market Street.
4	Widen **Coleman Avenue** from four to six lanes between I-880 and Autumn Street.
5	Complete the **Autumn Street** realignment and extension between Julian Street and Coleman Avenue.
6	Convert **Autumn Street** between Santa Clara Street and Park Avenue from a one-way (northbound) street to a two-way street. Autumn Street will become a 4-lane street.
7	Convert **Montgomery Street** between Santa Clara Street and San Fernando Street from a one-way (southbound) street to a two-way street. Create cul-de-sac at southerly end of Montgomery Street, just north of Park Avenue.
8	Convert **St. John Street** between Almaden Avenue and Notre Dame Avenue from a one-way street to a two-way street.
9	Convert **Virginia Street** between 6th and 7th Streets from one- to two-way operations.
10	Facilitate access to Downtown by extending the **I-280** ramps at 3rd and 7th Streets.
11	Narrow **Park Avenue** between McEvoy and Josefa Streets from four to two lanes.
12	Narrow **Bird Avenue** between San Carlos Street and Park Avenue from six to four lanes.
13	Narrow **Hedding Street** between Winchester Boulevard and Ruff Drive from four to two lanes.
14	**Montague Expressway** Improvements - Widen Montague Expressway from six to eight lanes from I-880 to Trade Zone Boulevard.
15	**Charcot Avenue** overcrossing at I-880.
16	**I-280/Senter Road interchange** - extend Senter Road and construct new on-/off-ramps and modify existing on-/off-ramps into a collector/distributor ramp system.
17	**US 101/Oakland Road/Mabury Road** - new interchange.
18	**US 101/Zanker Road** - new interchange and Skyport Drive connection to 4th Street.
19	**I-280/Winchester Boulevard interchange** - new off-ramp connecting I-280 to Winchester Boulevard.
20	Widen **Commercial Street** from two to three lanes NW direction between Berryessa Road and Oakland Road.
21	Widen **Berryessa Road** from four to six lanes between Commercial Street and Lundy Avenue.
22	**Chynoweth Avenue** extension to Thornwood Drive via Sanchez Drive and between Almaden Expressway and Winfield Boulevard.
23	Replace and widen **San Carlos Street** bridge at Caltrian/Vasona LRT.
24	**I-280** between US 101 and Leland Avenue - convert one mixed-flow lane to express lane.
25	**I-680** between US 101 and Montague Expressway - convert one mixed-flow lane to express lane.
26	**US 101/De La Cruz Boulevard** interchange improvement - Modify existing loop cloverleaf ramp from southbound US 101 to Trimble Road into a partial cloverleaf ramp. Widen the De La Cruz Boulevard bridge from 4 to 6 lanes.
27	**Santa Clara Street** Dedicated Bus Service lanes (Bus Rapid Transit). Narrow **Santa Clara Street** to two lanes between White St (near the Diridon Station) eastward to Alum Rock/34th. 34th is where the center-running BRT becomes side-running BRT.

Source: City of San José staff, 2008 County's Expressway Plan, and VTP 2040.

Note: Improvement #2, 3, 5, 8, 9, 12, 13, 14, and 20 are now completed. However, the improvements are included as future improvements since the CSJ model base year represents 2015 conditions and each of the improvements were completed after 2015.

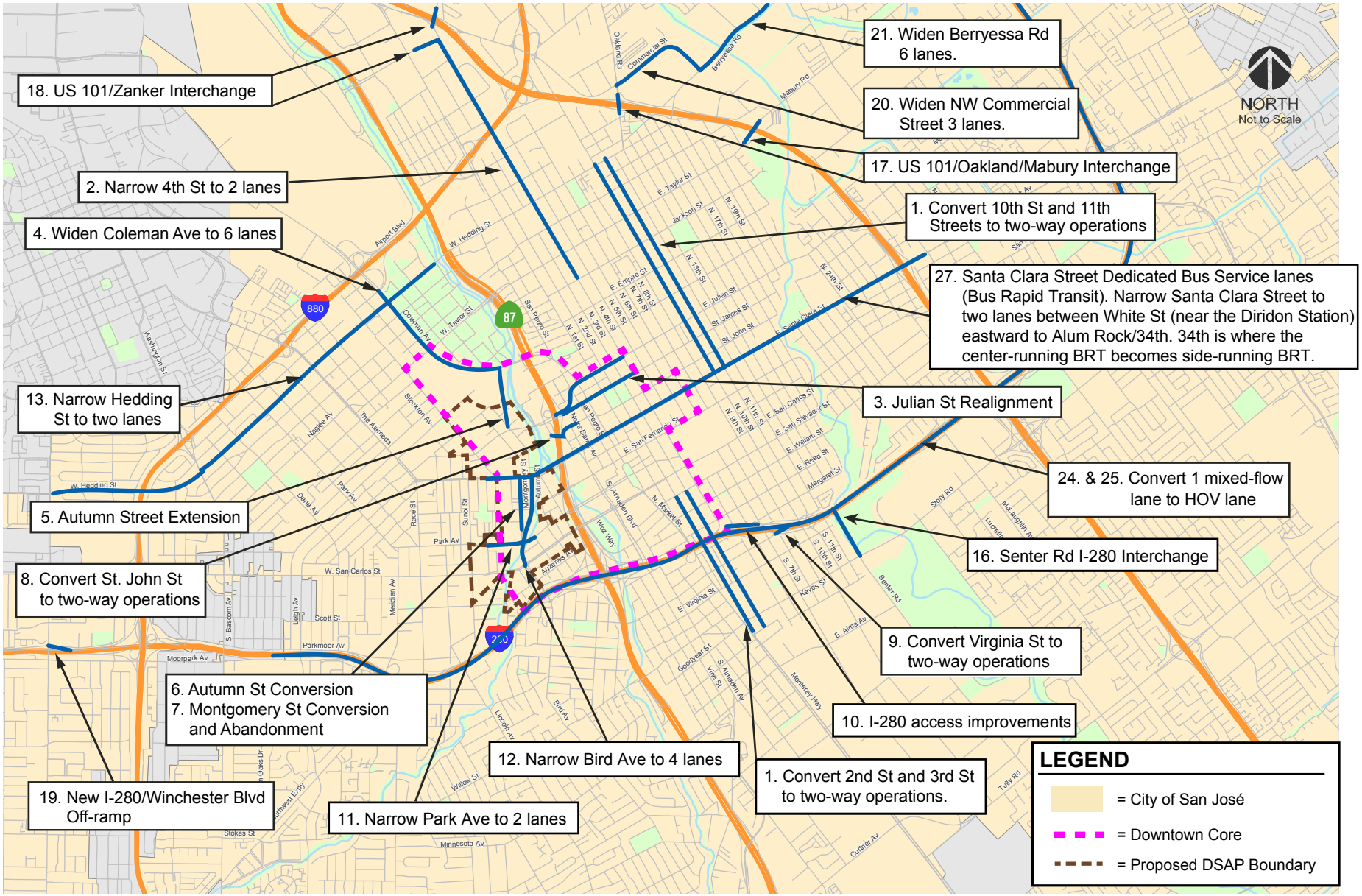


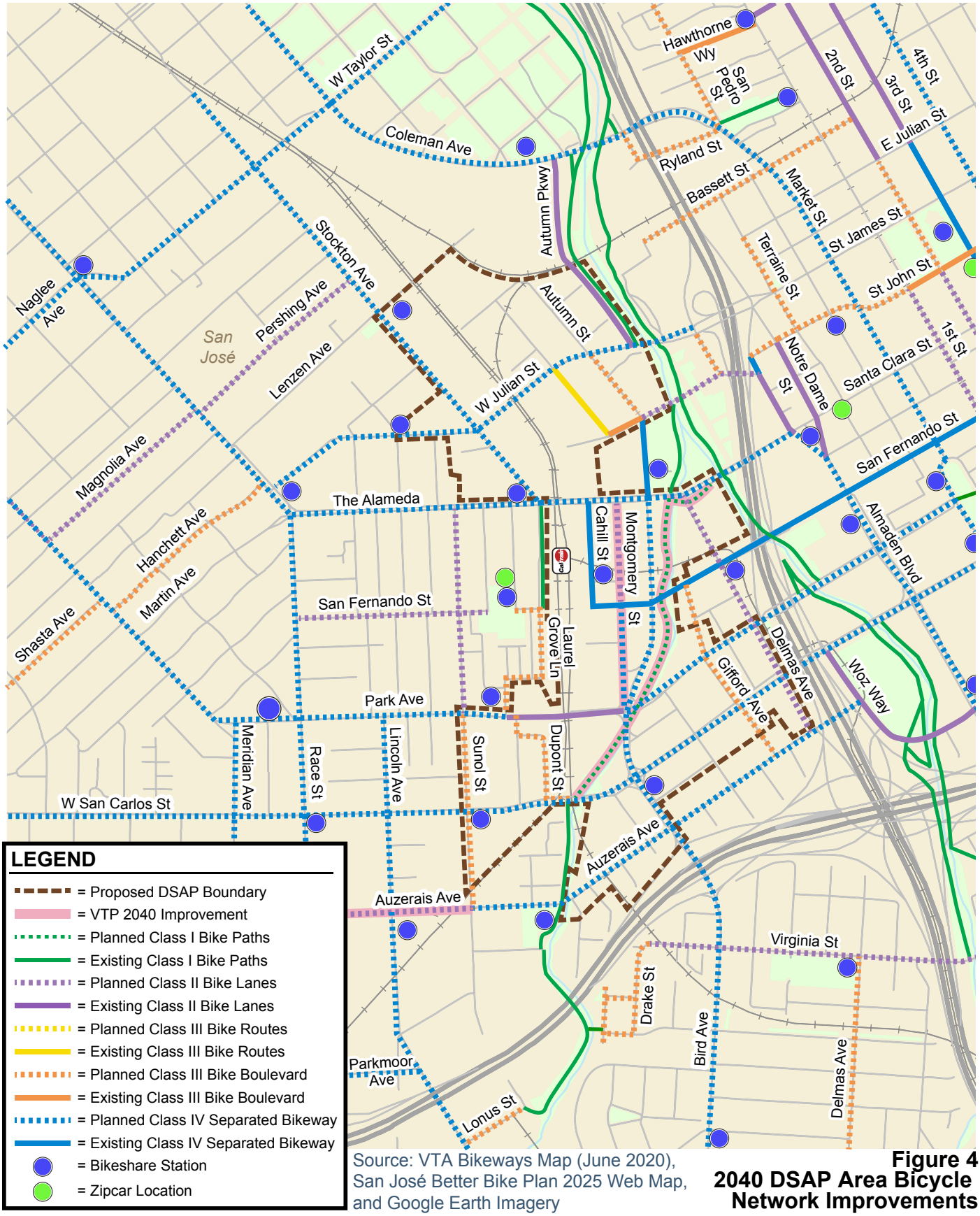
Figure 3
2040 Downtown Area Roadway Network Improvements

NORTH
Not to Scale

Table 4
2040 Bicycle Network Improvements

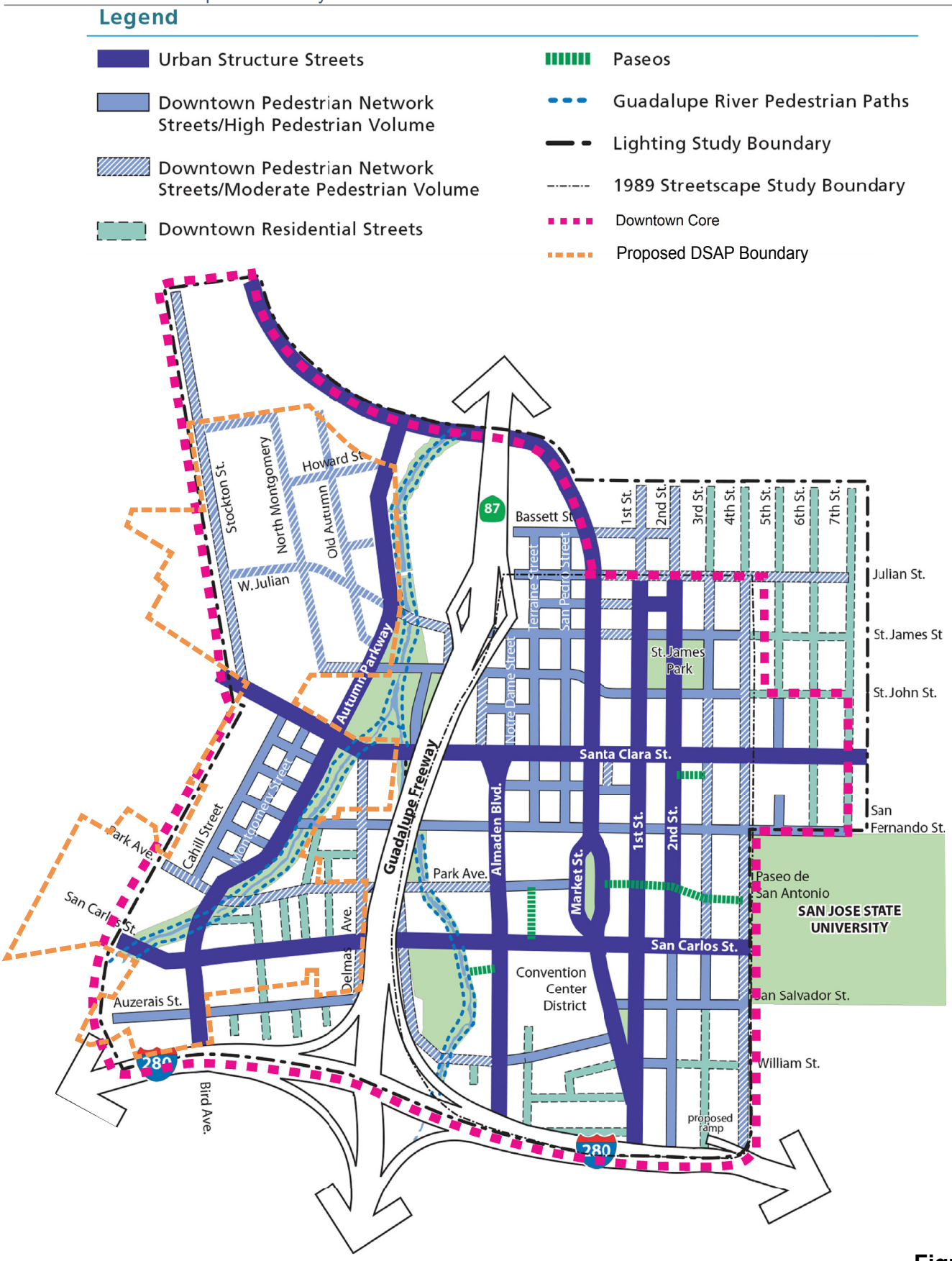
VTP ID	Project	Description
VTP 2040 Improvements		
B13	Auzerais Avenue Bicycle and Pedestrian Improvements: Sunol Street to Race Street	Construct Class II bikeways, sidewalk improvements, crossing improvements, and bicycle parking.
B14	Bird Avenue Bicycle and Pedestrian Corridor: Montgomery at Santa Clara Street to Bird Avenue at West Virginia Street	Construct Class II and III bikeways, enhanced crossing/detection, and sidewalk improvements.
B27	Los Gatos Creek Trail Reach 5d: Park Ave/Montgomery St to Santa Clara St	Completion of the last reach of the Los Gatos Creek Trail including design, land acquisition and environmental review.
B28	Los Gatos Creek Trail Reach 5b and 5c: Auzerais Ave South of W San Carlos St to Park Ave/Montgomery St	Completion of the last reach of the Los Gatos Creek Trail including design, land acquisition and environmental review.
B33	Three Creeks Trail: West from Los Gatos Creek Trail/Lonus St to Guadalupe River	Construct landscaped trail system, with paved alignment along a former railway right-of-way. Signage, striping, mileage markers, seating, fitness stations, and decorative gateway elements at all at-grade roadway crossings.
Draft San José Better Bike Plan 2025 Improvements		
	Add Separated Bikeways	on Coleman Avenue, between De La Cruz Boulevard and Julian Street on Taylor Street between 1st Street and The Alameda on The Alameda west of Stockton Avenue on Santa Clara Street between Stockton Avenue and Almaden Boulevard on Julian Street between The Alameda and SR 87 on San Carlos Street west of 4th Street on Lincoln Avenue south of Park Avenue on Race Street between The Alameda and Fruitdale Avenue on Meridian Avenue between Park Avenue and Willow Street on Auzerais Avenue between Meridian Avenue and Woz Way on Market Street between Julian Street and Reed Street
	Add Class II Bike Lanes	on Perishing Avenue between Stockton Avenue and The Alameda on Magnolia Avenue between The Alameda and Park Avenue on St John Street between Autumn Street and Almaden Boulevard on Sunol Street between The Alameda and Park Avenue on San Fernando Street between Race Street and Wilson Avenue on Delmas Avenue between Santa Clara Street and Auzerais Avenue on Virginia Street between Drake Street and 7th Street on 1st Street between St John Street and San Salvador Street on 2nd Street between St John Street and San Carlos Street
	Add Bicycle Boulevards	on Santa Teresa Street and Ryland Street on San Pedro Street between Ryland Street and Hedding Street on Bassett Street west of 2nd Street on 2nd Street between St John Street and Julian Street on St John Street between Almaden Boulevard and 1st Street on Autumn Street between St John Street and Julian Street on Almaden Boulevard between St John Street and Julian Street on Hanchett Avenue between The Alameda and Park Avenue on Shasta Avenue between Park Avenue and San Carlos Street on Laurel Grove Lane on Sunol Street between Park Avenue and Auzerais Avenue on Gifford Avenue between San Fernando Street and Auzerais Avenue

Source: VTP 2040 and Draft San José Better Bike Plan 2025



Source: VTA Bikeways Map (June 2020), San José Better Bike Plan 2025 Web Map, and Google Earth Imagery

Figure 4
2040 DSAP Area Bicycle Network Improvements



Source: San José Downtown Streetscape Master Plan

Figure 5
Downtown Pedestrian Street Network

2040 Transit Service

Transit improvements for the year 2040 primarily consist of enhancement of regional bus lines and commuter trains that serve Downtown San José. Some of these improvements include bus rapid transit (BRT) projects, Light Rail Transit (LRT) extensions and service improvements, and rail service upgrades.

The Year 2040 transit system includes the implementation of both Phases 1 and 2 of the San Francisco Bay Area Rapid Transit (BART) Extension to Milpitas, San José, and Santa Clara in the Silicon Valley Rapid Transit Corridor (SVRTC). The BART Extension Project would begin at the BART Warm Springs Station in Fremont and proceed on the former Union Pacific Railroad (UPRR) right-of-way (ROW) through Milpitas to near Las Plumas Avenue in San José. The extension would then descend into a subway tunnel, continue through downtown San José, and terminate at grade in Santa Clara near the Caltrain Station. The total length of the alignment would be 16.1 miles. Six stations are proposed with an additional station in Milpitas. Phase 1 of the BART extension project, which includes the extension of service to the Berryessa Transit Center & Berryessa/North San José BART Station, became operational in June 2020. Phase II will extend service six miles from the Berryessa Transit Center into downtown San José with termination in Santa Clara with planned completion in 2030.

Future improvement of VTA's transit system are based on its transit operations plan, the 2019 New Transit Service Plan, that will better connect VTA transit with the Milpitas and Berryessa BART station and increase overall system ridership. The future transit operations plan includes the following:

- Increases to service levels in high-ridership areas and decreases service levels in low-ridership areas.
- Increases frequencies on many routes.
- Expands the number of Rapid Routes.
- Increases the number of residents and jobs with access to frequent service by 150,000 and 160,000 respectively.
- Extends service later in the evening on many routes and adds more service on weekends.

Since the CSJ Model is a refinement of VTA's model it includes all future transit operations identified by the 2019 New Transit Service Plan and the transit system improvements identified in the VTP 2040. Table 5 presents the numerous new transit service improvements identified in the VTP 2040 that would affect travel within Downtown.

Table 5
2040 Transit Network Improvements

VTP ID	Project	Description
T1	BART Silicon Valley: The Berryessa Extension	Project connects the existing BART system from the Warm Springs Station in Southern Fremont through Milpitas to the Berryessa District of San José.
T2	BART Silicon Valley: The Santa Clara Extension	Project continues the BART extension in a tunnel under downtown San José ending near the Santa Clara Caltrain Station and builds four new stations.
T3	El Camino Bus Rapid Transit (BRT)	Project upgrades the current Line 522 service along El Camino Real and The Alameda between the Palo Alto Transit Center and Downtown San José. The project is projected to decrease transit travel times, lower operating costs, increase ridership and increase farebox revenue.
T4	Stevens Creek Bus Rapid Transit (BRT)	Project implements BRT on Stevens Creek Blvd and West San Carlos St, crossing I-880 and Winchester Blvd with other segments of dedicated lane operations. Corridor improvements include segments of dedicated bus lane, special branded shelters, off-board fare collection, and other streetscape and urban design amenities.
T9	Vasona Corridor Light Rail Extension	Project would build the Vasona Corridor Light Rail Transit Extension to the Mountain View-Winchester LRT line, consisting of extending VTA's light rail system 1.6 miles from the current terminus at the Winchester Station in Campbell to a new Vasona Junction Station in Los Gatos.
T13	Caltrain Electrification Tamien to San Francisco	Project provides improvements to support a blended HSR/Electrified Caltrain rail system from the and operation of high-speed rail with Caltrain passenger service on the existing two-track Caltrain service, reduce noise and air pollution, minimize impacts on surrounding communities, reduce project costs, and expedite the implementation of high-speed rail.
T14	Caltrain: South County	Double track segments on the Caltrain line between San José and Gilroy.
T15	Caltrain/HSR Station Improvements: San José Diridon and Gilroy Station	Provide station improvements needed to accommodate and support the high-speed rail service.
T18	Mineta San José International Airport APM Connector	Project would provide transit link to San José International Airport from VTA's Guadalupe Light Mover (APM) technology. The environmental phase is included in VTP 2040.
	Capitol Corridor Commuter and Intercity Rail	Includes increased track capacity, rolling stock and frequency improvements.

Source: VTP 2040 and Transportation 2035 Plan for the San Francisco Bay Area.

2. Existing Transportation System

This chapter describes existing conditions for all of the major transportation facilities in the DSAP area, including the roadway network, parking, transit service, and bicycle and pedestrian facilities.

Existing Roadway Network

Regional access to the DSAP area is provided via SR 87, I-280 and I-880. These facilities are described below:

***State Route* 87** (SR 87*)* connects from SR 85 in south San José to US 101 near the San José International Airport. It is generally a six-lane freeway (two mixed-flow lanes plus one HOV lane in each direction) with auxiliary lanes near the I-280 interchange. Connections from SR 87 to the DSAP area are provided via a full interchange at West Julian Street and partial interchanges at Park Avenue (ramps to/from north only), at Auzerais Avenue (ramps to/from south only), and at West Santa Clara Street (northbound off-ramp only).

Interstate 280 (I-280) is generally an eight-lane freeway near Downtown San José with auxiliary lanes between some interchanges. It extends from US 101 in San José to I-80 in San Francisco. The section of I-280 just north of the Bascom Avenue overcrossing has six mixed-flow lanes and two high-occupancy-vehicle (HOV) lanes. I-280 provides access to the DSAP area via a full interchange at Bird Avenue. Connections are also available indirectly via an interchange with SR 87.

Interstate 880 (I-880) extends in a north-south direction from its junction with I-280 near Downtown San José to I-80 in Oakland. Within the study area, I-880 has six mixed-flow lanes. I-880 lies somewhat north of Downtown San José, but access to the DSAP area is provided via interchanges at I-280, Bascom Avenue, The Alameda, and Coleman Avenue.

Local access to the DSAP area is provided by numerous major arterials and minor streets. Described below are the major arterials that feed the DSAP area:

West Julian Street is an east-west four-lane divided arterial in the DSAP area that extends from The Alameda in the west, to Terraine Street in the east, where it becomes St. James Street. West Julian Street is primarily a one-way westbound two-lane roadway within the Downtown core. West Julian Street provides regional access to the DSAP area through its full interchange with SR 87. Bike lanes are present between The Alameda and Stockton Avenue.

Santa Clara Street is an east-west four-lane Grand Boulevard in the DSAP area that extends from Stockton Avenue in the west, where it begins from The Alameda, to US 101 in the east, where it

becomes Alum Rock Avenue. Street parking is not allowed east of Notre Dame Avenue. There are bike lanes present west of Almaden Boulevard.

The Alameda (State Route 82) is generally a four-lane north-south arterial that runs from Santa Clara University to Downtown where it becomes Santa Clara Street. There are no bike lanes present on The Alameda.

San Fernando Street is an east-west two-lane Primary Bicycle facility roadway that extends through the heart of downtown between Autumn Street to the west and 17th Street to the east. San Fernando Street has sidewalks on both sides with protected or buffered bike lanes in both directions within the DSAP area. A center median provides space for left-turn pockets and two-way left-turn lanes east of Almaden Boulevard.

San Carlos Street is a four-lane east-west roadway, designated as a Grand Boulevard in the General Plan, that runs from 4th Street westward to Bascom Avenue, just east of I-880, at which point it transitions into Stevens Creek Boulevard. Land uses located along San Carlos Street are generally commercial and industrial, although some high-density residential developments are planned or under construction. Parking is provided on both sides of the street in most areas. Within the DSAP area, San Carlos Street has sidewalks along both sides. San Carlos Street is a designated bike route east of Woz Way. VTA light rail tracks run within the median of San Carlos Street between Woz Way and Second Street.

Park Avenue is two- to four-lane roadway that extends from Market Street (Plaza de Cesar Chavez) westward to Meridian Avenue then northwestward to The Alameda, just south of Santa Clara University, where it terminates. Bike lanes are provided along the extent of Park Avenue. Access to nothbound SR 87 and exit from southbound SR 87 is provided at ramps along Park Avenue.

Auzerais Avenue is a two-lane collector street. It provides a connection between Downtown and the SR 87 interchange at Woz Way. Auzerais Avenue is a designated bike route east of Meridian Avenue.

Bird Avenue is a four-lane north-south roadway, designated as a Connector Street in the General Plan, that provides access to I-280 via a full interchange. Bird Avenue runs from the Willow Glen Area of San José to San Carlos Street, where it transitions to Montgomery Street. Land uses located along Bird Avenue are generally commercial north of the I-280 interchange and residential south of the interchange, with parking provided on both sides of the street in most areas. Bike lanes are provided along both sides of Bird Avenue north of Coe Avenue.

Montgomery Street is a north-south roadway that extends between San Carlos Street and Santa Clara Street. Between Santa Clara Street and Park Avenue, Montgomery Street is a two-lane, one-way (southbound), General Plan-designated Grand Boulevard that works as a couplet with Autumn Street. There are no bicycle facilities present between Santa Clara Street and Park Avenue. Between Park Avenue and San Carlos Street, it is a two-way Connector Street with three southbound travel lanes, two northbound travel lanes, and bike lanes along both sides of the street. Montgomery Street is lined with commercial and industrial land uses and includes parking along both sides of the street in most areas.

Autumn Street completes a one-way couplet with Montgomery Street. It is a two-lane, one-way arterial street running northbound from Park Avenue to Santa Clara Street. North of Santa Clara Street, Autumn Street is a two-way street (one lane in each direction) that ends just past Julian Street. A connection between Julian Street and Coleman Avenue is provided via Autumn Parkway. A buffered bike lane runs along the east side of Autumn Street between Park Avenue and Santa Clara Street. Between Santa Clara Street and St. John Street, a protected bike lane is provided on the east side and a buffered bike lane is provided on the west side.

Coleman Avenue is a four-lane arterial that provides access to I-880 and the Airport from Downtown. It runs in a north-south direction from Julian Street at the northern boundary of Downtown San José to De La Cruz Boulevard in Santa Clara. Between I-880 and De La Cruz Boulevard, Coleman Avenue provides three lanes in each direction. Bike lanes are present between Taylor Street and Santa Teresa Street.

Stockton Avenue is a two-lane roadway that extends from Emory Street southward to Santa Clara Street where it terminates. Bike lanes are provided along the extent of Stockton Avenue.

Delmas Avenue is a two-lane street that runs between Santa Clara Street and the SR 87 southbound on-ramp at its intersection with Auzerais Avenue. Between Santa Clara Street and San Fernando Street, Delmas Avenue provides one travel lane in each direction. Between San Fernando Street and the SR 87 on-ramp, two southbound only lanes are provided. There are no bike lanes on Delmas Avenue.

Cahill Street is a short local street that connects Diridon Station to The Alameda. Bicycle facilities along Cahill Street include protected bike lanes, buffered bike lanes, and bike boulevards.

Existing Transit Service

The DSAP area is a hub for nearly all major transit services. Connections between bus lines, light rail, and Caltrain are provided within the DSAP area. The many choices and extensive transit system within Downtown make transit an attractive alternative for both employees and residents. Existing transit service within the DSAP area is provided by the VTA, ACE, Amtrak, and Caltrain. The existing transit services are described below and shown on Figure 6.

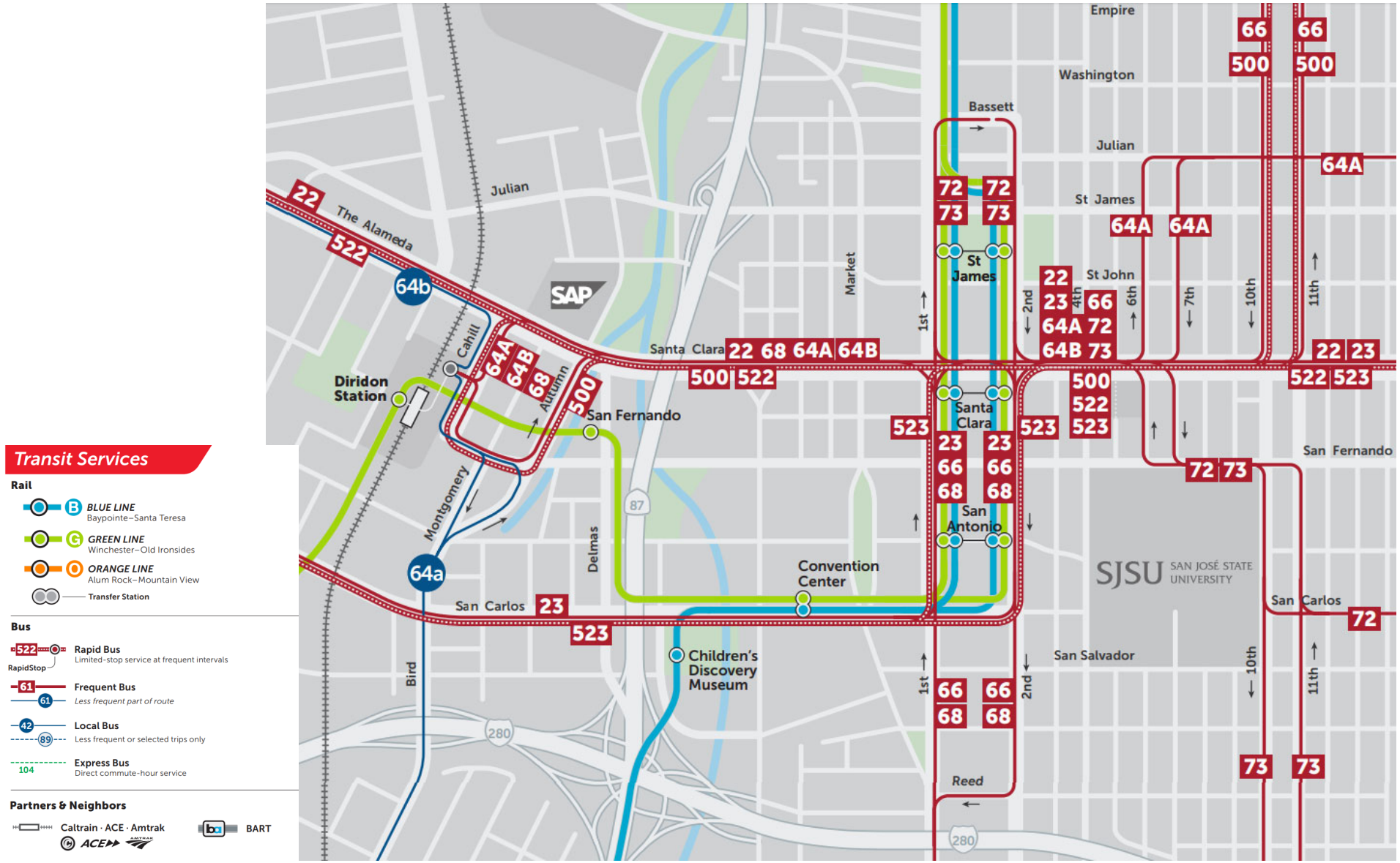
VTA Bus Service

The DSAP area is served by numerous local buses. Caltrain also provides a weekend shuttle service within the DSAP area. The Tamien/Diridon Shuttle provides free shuttle service from the San José Diridon Caltrain Station to the Tamien Caltrain Station on all weekends and holidays.

Frequent, Local, and Express bus lines operated by VTA and regional bus services operated by other transit agencies are accessible from bus stops within the DSAP area. Frequent Bus Routes 22, 64A, 64B, and 68 run along Santa Clara Street with stops at or near Diridon Station. In addition, the Rapid 500 Bus Line runs along Santa Clara Street and provides limited-stop rapid transit service between Diridon Station and the Berryessa Transit Center. The Rapid 522 Bus Line runs along Santa Clara Street and provides limited-stop rapid transit service between Palo Alto and Eastridge Loop in East San José. The Highway 17 Express is a weekday commuter service that runs between San José and Santa Cruz via SR-17 and is accessible from bus stops on Bird Avenue, Autumn Street, Montgomery Street, Santa Clara Street, and at Diridon Station.

Light Rail Transit (LRT) Service

The Santa Clara Valley Transportation Authority (VTA) currently operates the 42.2-mile VTA light rail line system extending from south San José through Downtown to the northern areas of San José, Santa Clara, Milpitas, Mountain View and Sunnyvale. Reduced service due to COVID-19 is provided between approximately 5:00 AM and 10:00 PM with 30-minute headways. The pre-COVID service operated nearly 24 hours a day with 15-minute headways during much of the day. The Green Line (Old Ironsides – Winchester) operates through the DSAP area along the Caltrain tracks and east of the San José Diridon Station. Diridon Station is located along the Green Line and serves as a transfer point to Caltrain, ACE, Amtrak, and VTA bus services. Riders on the Blue Line (Alum Rock – Santa Teresa) can transfer to the Green Line at the Convention Center station.



Source: VTA COVID-19 Transit Services Map, June 2020

Figure 6
Existing Transit Services

NORTH
Not to Scale

Caltrain

Commuter rail service between San Francisco and Gilroy is provided by Caltrain, which currently operates 70 Local and Limited trains on an average weekday under COVID-19 conditions. Before COVID-19, Caltrain operated 92 weekday trains that carry approximately 64,000 riders. There is an existing Caltrain station located at Diridon Station. Diridon Station provides 581 parking spaces, as well as 16 bike racks, 48 bike lockers, and 27 Bay Wheels bike docks. Trains stop frequently at Diridon Station between 4:28 AM and 10:30 PM in the northbound direction, and between 6:27 AM and 1:41 AM in the southbound direction. Caltrain provides passenger train service seven days a week and provides extended service to Morgan Hill and Gilroy during commute hours. Diridon Station provides service to Downtown via connections with bus lines 64A, 64B, 68, Rapid 500, Express 168, and Highway 17, in addition to the LRT and ACE/Amtrak connections.

ACE

The Altamont Commuter Express (ACE) provides commuter rail service between Stockton, Tracy, Pleasanton, and San José during commute hours, Monday through Friday. Service is limited to two westbound trips in the morning and two eastbound trips in the afternoon and evening with headways averaging 98 minutes. ACE trains stop at the Diridon Station at 6:32 AM and 7:47 AM in the westbound direction, and at 3:35 PM and 5:35 PM in the eastbound direction. Service is currently suspended on weekends under COVID-19 conditions. Before COVID-19, service was provided with four westbound trips in the morning and four eastbound trips in the afternoon and evening with headways averaging 60 minutes. ACE trains stopped at the Diridon Station between 6:32 AM and 9:17 AM in the westbound direction, and between 3:35 PM and 6:38 PM in the eastbound direction. Service was also provided on Saturdays by two westbound trains at 6:05 AM and 9:15 AM and two eastbound trains at 4:00 PM and 7:20 PM.

Amtrak Capitol Corridor Inner-City Rail

Amtrak provides daily commuter passenger train service along the 170-mile Capitol Corridor between the Sacramento region and the Bay Area, with stops in San José, Santa Clara, Fremont, Hayward, Oakland, Emeryville, Berkeley, Richmond, Martinez, Suisun City, Davis, Sacramento, Roseville, Rocklin, and Auburn. The Capitol Corridor trains stop at the San José Diridon Station five times during the weekdays between approximately 7:37 AM and 9:05 PM in the westbound direction under COVID-19 conditions. In the eastbound direction, Amtrak stops at the Diridon Station five times during the weekdays between 6:42 AM and 5:46 PM.

Existing Bicycle and Pedestrian Facilities

Pedestrian facilities in the DSAP area consists primarily of sidewalks, pedestrian push buttons, and signal heads at signalized intersections. With a few exceptions, sidewalks are found along virtually all previously described local roadways in the study area and along the local residential streets and collectors surrounding the DSAP area.

There are several bicycle facilities in the DSAP area. As defined by the California Department of Transportation (Caltrans), bicycle facilities include Class I bikeways (defined as bike paths off street, which are shared with pedestrians and excludes general motor vehicle traffic), Class II bikeways (defined as striped bike lanes on street), Class III bike routes (defined as roads with bike route signage where bicyclists share the road with motor vehicles), and Class IV separated bikeways (bike lanes physically separated from vehicle traffic by a vertical element). The *Draft San José Better Bike Plan 2025* also includes Class III bike boulevards (defined as basic bike routes on calmer streets enhanced with traffic calming features). With the exception of limited access highways, bicyclists are allowed to

ride on any roadway, even if there is no bicycle facility present. Bicycle facilities in the DSAP area are presented in Figure 7.

The *Santa Clara Countywide Bicycle Plan*, adopted by VTA in August 2018, identifies various existing and/or planned cross county bicycle corridors in the DSAP area. The purpose of the cross-county Bicycle Corridors, as described in the above document, is to provide continuous connections between Santa Clara County jurisdictions and to adjacent counties, and to serve the major regional trip-attractors in the County. There are currently two designated cross-county bicycle corridors in the DSAP area:

SR 87/Guadalupe LRT cross-county bicycle corridor runs along the extent of SR 87.

I-880/I-680/SR 17/Vasona Rail/Los Gatos Creek cross-county bicycle corridor runs along San Carlos Street and Santa Clara Street.

Guadalupe River Trail

The Guadalupe River multi-use trail system runs through the DSAP area along the Guadalupe River and is shared between pedestrians and bicyclists and separated from motor vehicle traffic. The Guadalupe River Trail is a trail system with a 9-mile section of Class I bikeway from Gold Street to Virginia Street in the north and a 2.4-mile section from Chynoweth Avenue to Coleman Road in the south. This trail system can be accessed via nearly every intersecting east-west street in the DSAP area including Julian Street, Santa Clara Street, San Fernando Street, Park Avenue, and San Carlos Street. The City of San José is currently developing the Guadalupe River Trail to be about 20 miles long from the San Francisco Bay to south San José.

Bike and Scooter Share Services

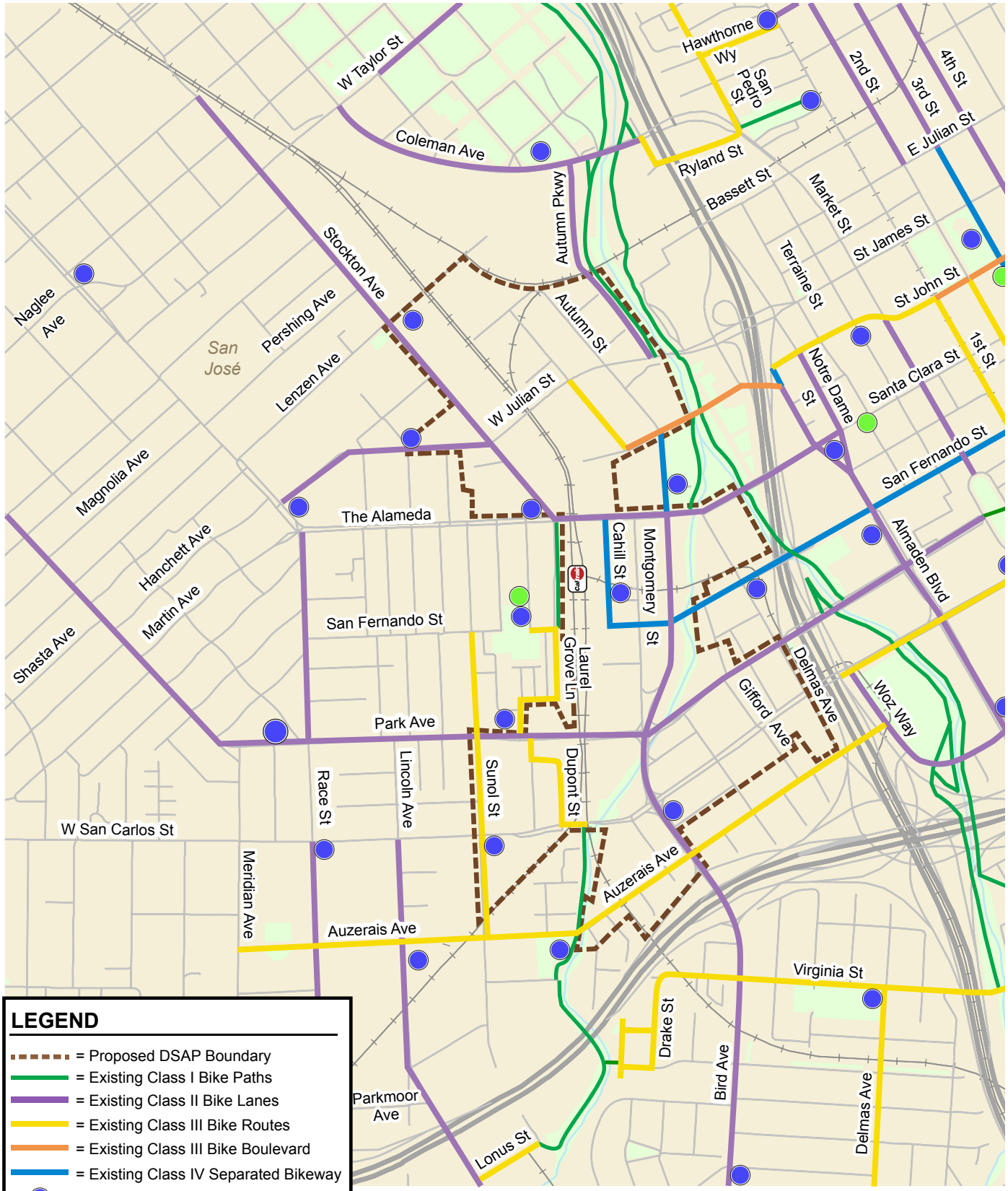
The Bay Wheels (formerly Ford Go Bike) bike share program allows users to rent and return bicycles at various locations. Bike share bikes can be rented and returned at designated docking stations throughout Downtown. In addition, dockless bike and scooter rentals are available throughout Downtown. These services provide electric bicycles and scooters with GPS self-locking systems that allow for rental and drop-off anywhere.

Zipcar

Zipcar provides vehicles to individuals for hourly or daily use. This program places vehicles at designated Zipcar locations throughout Downtown San José for use by individuals who have Zipcar accounts. This car sharing service allows drivers to access an automobile without the need to own their own. There is one Zipcar station located just west of the DSAP boundary.

Other Car Share and Bike Share Services

In the future, it is expected that other transportation services would be available in the DSAP area.



Source: VTA Bikeways Map (June 2020), San José Better Bike Plan 2025 Web Map, and Google Earth Imagery

Figure 7
Existing Bicycle Facilities

3.
CEQA Vehicle Miles Traveled (VMT) Evaluation

This chapter describes the CEQA transportation analysis, including the VMT analysis methodology and significance criteria, potential project impacts on VMT, mitigation measures recommended to reduce significant impacts, and an evaluation of consistency with the City of San José's General Plan.

CEQA Transportation Analysis Exemption Criteria

The City of San José *Transportation Analysis Handbook* identifies screening criteria that determine whether a CEQA transportation analysis would be required for development projects. The criteria are based on the type of project, characteristics, and/or location. If a project or a component of a mixed-use project meets the City's screening criteria, it is presumed that the project would result in a less-than-significant transportation impact and a detailed VMT analysis is not required. The type of development projects that may meet the screening criteria include the following:

(1) small infill projects
(2) local-serving retail
(3) local-serving public facilities
(4) projects located in *Planned Growth Areas* with low VMT and *High-Quality Transit*
(5) deed-restricted affordable housing located in *Planned Growth Areas* with *High-Quality Transit*

Table 6 summarizes the screening criteria for each type of development project as identified in the in the City of San José *Transportation Analysis Handbook*. Figures 8 and 9 identify areas within the City that currently have low VMT levels estimated by the City for residents and workers, respectively, for which transit supportive development located within a priority growth area would be screened out of the evaluation of VMT.

Evaluation of Screening Criteria

Most of the potential development parcels included within the DSAP area will meet the City's VMT analysis screening criteria based on (1) their location within a planned Growth Area (Downtown), (2) proximity to High-Quality Transit, (3) low VMT, (4) their transit-supporting density, and (5) the amount of parking limited by parking management policies to serve the planned development growth. If a project or a component of a mixed-use project meets the City's screening criteria, it is presumed that the project would result in a less-than-significant transportation impact and a detailed VMT analysis is therefore not required. However, since some potential development parcels within the DSAP area are not located in low VMT areas and thus do not meet the screening criteria, a detailed CEQA-level VMT analysis that evaluates the project's effects on VMT is required.

Table 6
CEQA VMT Analysis Screening Criteria for Development Projects

Type	Screening Criteria
Small Infill Projects	• Single-family detached housing of 15 units or less; OR • Single-family attached or multi-family housing of 25 units or less; OR • Office of 10,000 square feet of gross floor area or less; OR • Industrial of 30,000 square feet of gross floor area or less
Local-Serving Retail	• 100,000 square feet of total gross floor area or less without drive-through operations
Local-Serving Public Facilities	• Local-serving public facilities
Residential/Office Projects or Components	• **Planned Growth Areas:** Located within a Planned Growth Area as defined in the Envision San José 2040 General Plan; AND • **High-Quality Transit:** Located within ½ a mile of an existing major transit stop or an existing stop along a high-quality transit corridor; AND • **Low VMT:** Located in an area in which the per capita VMT is less than or equal to the CEQA significance threshold for the land use; AND • **Transit-Supporting Project Density**: o Minimum Gross Floor Area Ratio (FAR) of 0.75 for office projects or components; o Minimum of 35 units per acre for residential projects or components; o If located in a Planned Growth Area that has a maximum density below 0.75 FAR or 35 units per acre, the maximum density allowed in the Planned Growth Area must be met; AND • **Parking:** o No more than the minimum number of parking spaces required; o If located in Urban Villages or Downtown, the number of parking spaces must be adjusted to the lowest amount allowed; however, if the parking is shared, publicly available, and/or "unbundled", the number of parking spaces can be up to the zoned minimum; AND • **Active Transportation**: Not negatively impact transit, bike or pedestrian infrastructure.
Restricted Affordable Residential Projects or Components	• **Affordability:** 100% restricted affordable units, excluding unrestricted manager units; affordability must extend for a minimum of 55 years for rental homes or 45 years for for-sale homes; AND • **Planned Growth Areas:** Located within a Planned Growth Area as defined in the Envision San José 2040 General Plan; AND • **High Quality Transit:** Located within ½ a mile of an existing major transit stop or an existing stop along a high quality transit corridor; AND • **Transit-Supportive Project Density**: o Minimum of 35 units per acre for residential projects or components; o If located in a Planned Growth Area that has a maximum density below 35 units per acre, the maximum density allowed in the Planned Growth Area must be met; AND • **Transportation Demand Management (TDM):** If located in an area in which the per capita VMT is higher than the CEQA significance threshold, a robust TDM plan must be included; AND • **Parking:** o No more than the minimum number of parking spaces required; o If located in Urban Villages or Downtown, the number of parking spaces must be adjusted to the lowest amount allowed; however, if the parking is shared, publicly available, and/or "unbundled", the number of parking spaces can be up to the zoned minimum; AND • **Active Transportation:** Not negatively impact transit, bike or pedestrian infrastructure.

Source: City of San José Transportation Analysis Handbook, April 2018.

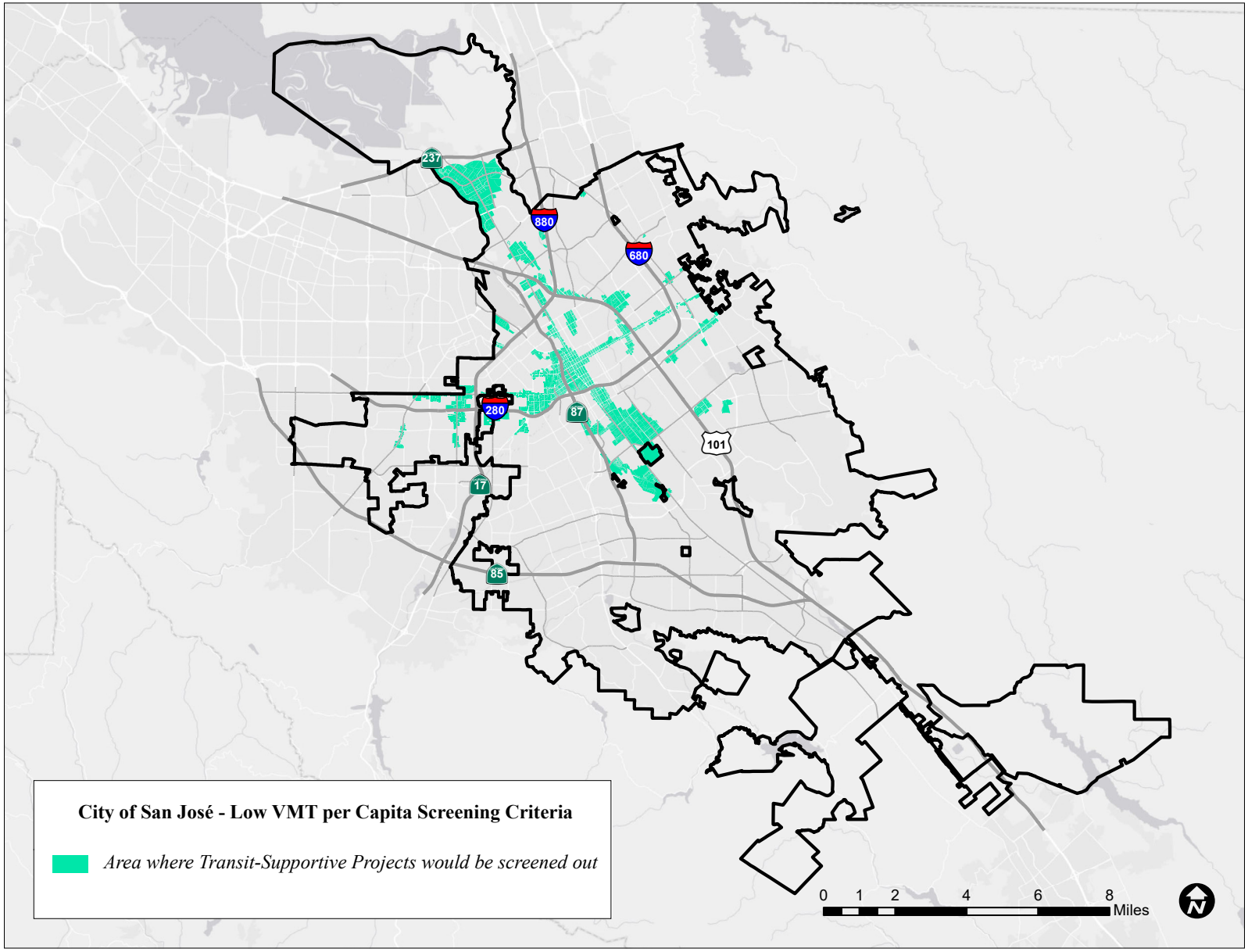


Figure 8
Low VMT per Capita Areas in San José

NORTH
Not to Scale

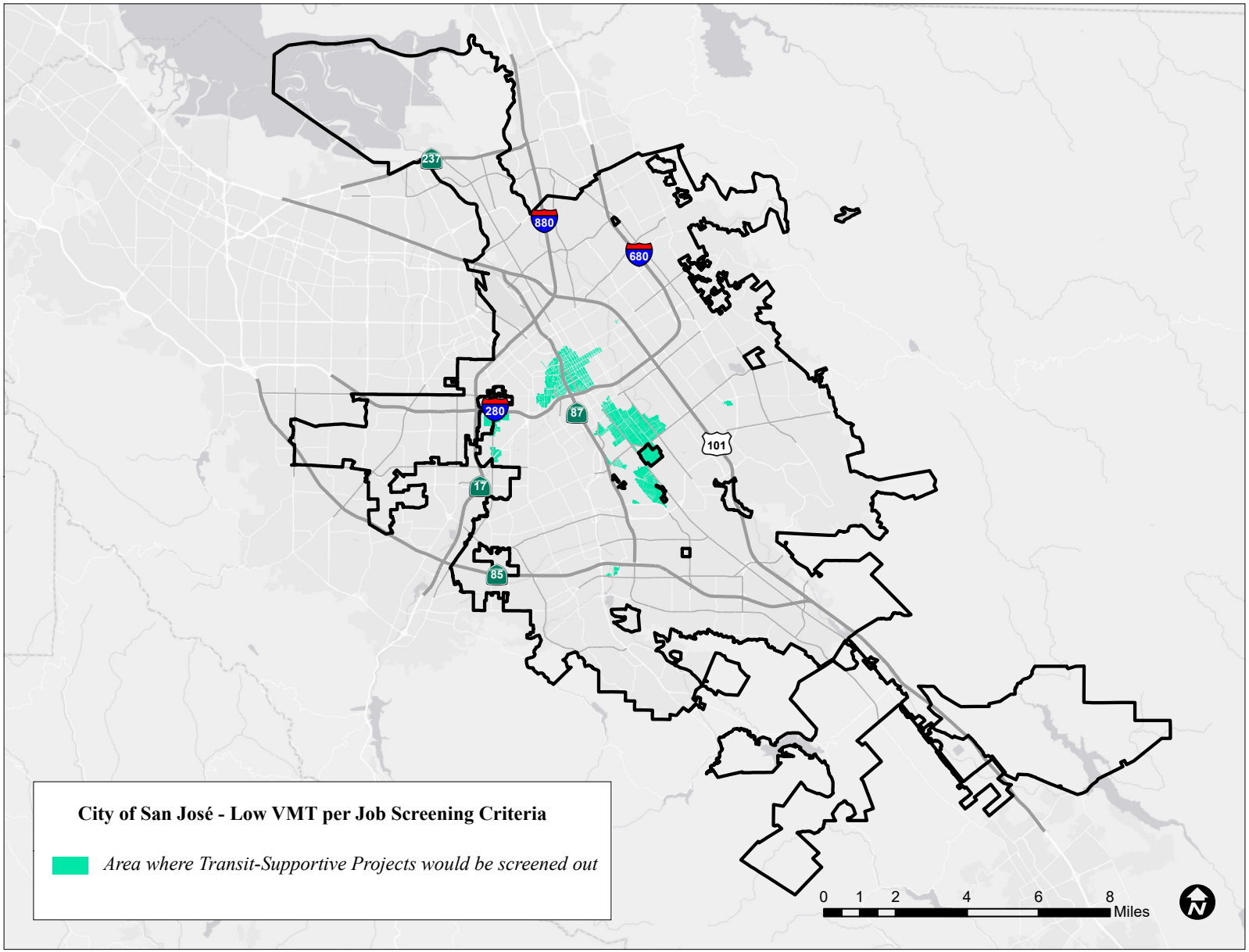


Figure 9
Low VMT per Job Areas in San José

VMT Evaluation Methodology and Criteria

Per Council Policy 5-1, the effects of the proposed project on VMT was evaluated using the methodology outlined in the City's *Transportation Analysis Handbook*. The City of San José defines VMT as the total miles of travel by personal motorized vehicles a project is expected to generate in a day.

In accordance with CEQA, all proposed projects are required to analyze transportation as a component of environmental review using average trip length per resident and/or per employee as metrics. The average trips length is calculated by multiplying the number of vehicle trips by the travel distance divided by the number of residents or employees. Unlike the VMT/service population, the VMT/resident and VMT/employee are calculated regardless of the origin or destination of the trip. In addition, the VMT/resident assumes only trips that start or end at the home of the resident and, for example, a trip made from the gas station to the workplace is not included in this calculation. VMT/employee is calculated from trips made by residents driving to and from work. VMT per capita and VMT per employee were evaluated and derived as follows:

VMT / Capita = VMT's associated with "home-based only" daily vehicle trips generated by Downtown residents / Downtown population.

VMT / Employee = VMT's associated with "home-based-work only" daily vehicle trips generated by jobs in Downtown / Downtown jobs.

Typically, development projects that are farther from other, complementary land uses (such as a business park far from housing) and in areas without transit or active transportation infrastructure (bike lanes, sidewalks, etc.) generate more driving than development near complementary land uses with more robust transportation options. Therefore, developments located in a central business district with high density and diversity of complementary land uses and frequent transit services are expected to internalize trips and generate shorter and fewer vehicle trips than developments located in a suburban area with low density of residential developments and no transit service in the project vicinity.

Significance Criteria

If a project is found to have a significant impact on VMT, the impact must be reduced by modifying the project to reduce its VMT to an acceptable level (below the established thresholds of significance applicable to the project) and/or mitigating the impact through multimodal transportation improvements or establishing a Trip Cap. Table 7 shows the VMT thresholds of significance for development projects, as established in the Transportation Analysis Policy.

Table 7
CEQA VMT Analysis Significant Impact Criteria for Development Projects

Type	Significance Criteria	Current Level	Threshold
Residential Uses	Project VMT per capita exceeds existing citywide average VMT per capita minus 15 percent OR existing regional average VMT per capita minus 15 percent, whichever is lower.	11.91 VMT per capita (Citywide Average)	10.12 VMT per capita
General Employment Uses	Project VMT per employee exceeds existing regional average VMT per employee minus 15 percent	14.37 VMT per employee (Regional Average)	12.21 VMT per employee
Industrial Employment Uses (e.g. warehouse, manufacturing, distribution)	Project VMT per employee exceeds existing regional average VMT per employee	14.37 VMT per employee (Regional Average)	14.37 VMT per employee
Retail/ Hotel/ School Uses	Net increase in existing regional total VMT	Regional Total VMT	Net Increase
Public/Quasi-Public Uses	In accordance with the most appropriate type(s) as determined by Public Works Director	Appropriate levels listed above	Appropriate thresholds listed above
Mixed Uses	Evaluate each land use component of a mixed-use project independently, and apply the threshold of significance for each land use type included	Appropriate levels listed above	Appropriate thresholds listed above
Change of Use or Additions to Existing Development	Evaluate the full site with the change of use or additions to existing development, and apply the threshold of significance for each project type included	Appropriate levels listed above	Appropriate thresholds listed above
Area Plans	Evaluate each land use component of the area plan independently, and apply the threshold of significance for each land use type included	Appropriate levels listed above	Appropriate thresholds listed above

Source: City of San José Transportation Analysis Handbook, April 2018.

VMT Evaluation

The City's Transportation Policy has established an impact threshold of 15% below the Citywide Average per-capita VMT of 11.91 and Regional Average per-employee VMT of 14.37. Thus, the impacts of proposed development growth would be considered significant if it results in VMT that exceeds VMT per capita of 10.12 and VMT per employee of 12.21.

The results of the VMT evaluation, using the City's Model, indicate that the DSAP Amendment is projected to generate VMT per capita (6.78) and VMT per job (8.29) under Year 2040 conditions that are both below the established thresholds. In addition, the evaluation of the cumulative scenario which includes the Downtown West development is projected to generate VMT per capita (6.37) and VMT per job (8.16) under Year 2040 conditions that also are both below the established thresholds. Therefore, the DSAP Amendment would not result in an impact on the transportation system under Year 2040 conditions based on the City's VMT impact criteria. The VMT per capita and VMT per employee for each scenario are presented in Table 8.

When compared to the existing VMT within Downtown, each future development scenario would result in a reduction of VMT per capita and VMT per job under Year 2040 conditions. Also, when compared to DTS 2040 conditions, the DSAP Amendment and the cumulative scenario would result in a reduction of VMT per capita and VMT per job.

This reduction in per-capita VMT and per-employee VMT could be indicative of increased development of both households and jobs as well as higher forecast development density patterns of the DSAP Amendment. Also changes in VMT per capita are generally sensitive to the relative forecast changes in jobs compared to the relative forecast changes in households. The addition of residents and jobs in close proximity to one another and in an area with extensive opportunities for the use of transit, bicycles, and other non-auto modes of travel will result in less and a reduction of length of those trips that are added to the roadway system due to the planned growth. In addition, the DSAP Amendment allows for development growth, specifically job growth, in close proximity or adjacent to transit services currently serving Diridon Station and the future BART station, therefore a larger percentage of the residents and employees who live and work within the DSAP area would likely use transit more regularly than the average transit usage for these land uses in the remainder of the City.

As stated previously, most of the potential development parcels included within the DSAP area will meet the City's VMT analysis screening criteria based on their location within low VMT areas. For those parcels within the DSAP area that are not located within low VMT areas, a subsequent detailed site-specific VMT analysis may be required to identify necessary VMT reduction strategies (TDM measures) to ensure conformance with Council Policy 5-1.

Table 8
VMT Per Capita and VMT Per Employee Evaluation

Alternative	Residential					Employment			
	Housing Units	Population	VMT [1]	VMT per Capita [2]	Exceed Threshold?	Jobs	VMT [3]	VMT per Job [4]	Exceed Threshold?
Impact Threshold				**10.12**				**12.21**	
2015 Existing	5,530	12,548	103,562	8.25	No	33,608	340,166	10.12	No
2040 DTS 2040	19,890	42,704	322,610	7.55	No	92,108	787,999	8.56	No
2040 DTS 2040 + DSAP Amendment	26,934	57,848	392,267	6.78	No	118,235	980,640	8.29	No
2040 Cumulative	32,509	69,834	444,696	6.37	No	139,258	1,135,811	8.16	No

[1] Residential VMT = Home-Based Trip Productions * Distance
[2] Residential VMT per Capita = Residential VMT / Population
[3] Employment VMT = Home-Based Work Trip Attractions * Distance
[4] Employment VMT per Job = Employment VMT / Jobs

4. Non-CEQA Required Analysis (Informational Only)

This chapter presents a supplemental evaluation of other non-CEQA required transportation metrics. The supplemental evaluation includes the following metrics:

- Mode-Share
- VMT per Service Population

Unlike the VMT per capita and job evaluation, which is adopted by the City Council and required per CEQA guidelines, the analyses in this chapter are presented for informational purposes only to better understand other transportation-related effects associated with the proposed DSAP Amendment. However, the determination of project impacts per CEQA requirements are based solely on VMT analysis presented in Chapter 3.

Mode-Share

Mode share refers to the percentage of person-trips made by each of the primary modes of transportation: Driving Alone, Shared Ride, Transit, Bicycling, and Walking. The CSJ Model calculates the mode share based on input factors taken from survey data or other sources that have been validated. For example, the factors for calculating the transit mode share include residential development density, proximity to transit, household income, the cost of using transit versus automobile, and travel times for transit versus automobile. By analyzing the mode share under each of the Year 2040 scenarios, the effects of planned development growth on travel mode usage of Ridesharing, Transit, Biking, and Walking can be reviewed.

Downtown Person Trips

Table 9 presents a breakdown of mode-share percentages for daily person-trips with at least one trip end in Downtown under Year 2015 existing conditions and under each of the Year 2040 scenarios. The table includes all person-trips beginning and/or ending in Downtown, i.e, trips that begin and end in Downtown, trips that begin in Downtown and end in other parts of the City of San José or another jurisdiction, and trips that begin in other parts of the City of San José or another jurisdiction and end in Downtown.

Table 9
Mode-Share for Downtown Person Trips

Study Scenario	Daily					
	Drive Alone	Carpool 2	Carpool 3+	Transit	Bike	Walk
Within Downtown [1]						
Year 2015 Existing	26.5%	11.7%	6.3%	9.6%	1.6%	44.3%
Year 2040 DTS 2040	24.3%	10.5%	5.3%	11.8%	1.6%	46.4%
Year 2040 DTS 2040 + DSAP Amendment	23.4%	10.1%	5.1%	13.8%	1.8%	45.8%
Year 2040 Cumulative	23.8%	10.2%	5.1%	13.6%	1.9%	45.5%
Percent Growth over Existing						
Year 2040 DTS 2040	-2.2%	-1.2%	-1.0%	2.3%	0.1%	2.1%
Year 2040 DTS 2040 + DSAP Amendment	-3.1%	-1.7%	-1.2%	4.2%	0.2%	1.5%
Year 2040 Cumulative	-2.7%	-1.6%	-1.1%	4.0%	0.3%	1.1%
To or From Downtown [2]						
Year 2015 Existing	48.5%	20.1%	11.9%	10.4%	2.1%	7.0%
Year 2040 DTS 2040	43.0%	17.9%	11.1%	16.5%	1.9%	9.6%
Year 2040 DTS 2040 + DSAP Amendment	42.1%	17.4%	10.8%	17.7%	2.0%	10.1%
Year 2040 Cumulative	41.8%	17.1%	10.6%	17.9%	2.0%	10.6%
Percent Growth over Existing						
Year 2040 DTS 2040	-5.5%	-2.2%	-0.8%	6.1%	-0.2%	2.5%
Year 2040 DTS 2040 + DSAP Amendment	-6.4%	-2.7%	-1.1%	7.3%	-0.1%	3.0%
Year 2040 Cumulative	-6.7%	-3.0%	-1.3%	7.5%	-0.1%	3.5%
To and From Downtown [3]						
Year 2015 Existing	47.2%	19.6%	11.6%	10.4%	2.0%	9.3%
Year 2040 DTS 2040	41.0%	17.1%	10.5%	16.0%	1.9%	13.6%
Year 2040 DTS 2040 + DSAP Amendment	39.8%	16.5%	10.1%	17.2%	1.9%	14.5%
Year 2040 Cumulative	39.4%	16.2%	9.8%	17.3%	2.0%	15.3%
Percent Growth over Existing						
Year 2040 DTS 2040	-6.2%	-2.5%	-1.1%	5.6%	-0.2%	4.3%
Year 2040 DTS 2040 + DSAP Amendment	-7.4%	-3.1%	-1.5%	6.8%	-0.1%	5.2%
Year 2040 Cumulative	-7.8%	-3.4%	-1.7%	6.9%	-0.1%	6.0%

Source:
CSJ Travel Forecasting Model runs completed August 2020 by Hexagon Transportation Consultants, Inc.

[1] Trips starting **and** ending in Downtown
[2] Trips starting **or** ending in Downtown
[3] Trips starting **and / or** ending in Downtown

Auto Based Travel

As shown in Table 9, both the “Drive Alone” and “Carpool” modes are made by automobile. The carpool modes include all person-trips with more than one occupant in the vehicle. For example, both a parent with a child in the car and two employees who carpool to work together will be shown in the table as two person-trips made by carpooling. Recent years have seen the growth of services such as Uber, Lyft, and other alternative taxicab services which are referred to as Transportation Networking

Companies (TNCs) by the California Public Utilities Commission. The CSJ Model treats TNC trips as single-occupant trips.

The mode-share results indicate that all Year 2040 scenarios are projected to result in a lower mode share for all automobile modes (drive alone, carpool of two people, and carpool of three or more people) in comparison to Year 2015 Existing Conditions. When compared to Year 2040 DTS 2040 conditions, the other Year 2040 scenarios would result in reductions of auto travel modes of approximately 0.1 to 1.6 percent. The automobile modes for each of the Year 2040 scenarios follow the same pattern as the drive alone mode, in that as more people take transit, ride bikes, or walk, fewer people use cars -- whether as single-occupant or multiple-occupant vehicles.

Non-Auto Based Travel

Under Year 2015 Existing Conditions, the alternative modes of travel (Transit, Bikes, and Walking) account for 55.5% of person-trips that begin and end within Downtown and 19.5% of person-trips with only one trip end within Downtown. Each of the Year 2040 scenarios would result in increases in the combined use of transit, bikes, and walking as travel mode of approximately 4 to 6 percent for person-trips that begin and end in Downtown and 8 to 11 percent for person-trips with only one trip end in Downtown.

Transit Share

Each of the Year 2040 scenarios would result in approximately 12 to 14 percent of all person-trips that begin and end in Downtown and 17 to 18 percent with only one trip end in Downtown being made by transit. This represents an increase in transit usage when compared to that of approximately 10 percent under Year 2015 existing conditions. The increase would be due to increased development density near major transit facilities within Downtown and enhancement of an already extensive transit network, including the extension of BART into Downtown San José, which would make the use of transit a more attractive travel option.

Bicycle and Pedestrian Share

The CSJ Model estimates that the existing mode share for bicycling is approximately 2% for all trips with at least one trip end in Downtown, as shown in Table 9. To provide context for that estimate, a typical Bay Area city currently has a 1 to 2 percent bike mode share in the Metropolitan Transportation Commission (MTC)'s regional model, so 2% is comparable to the bike share in most other cities in the region.

Each of the Year 2040 development scenarios would result in only minimal, 0.3% or less, change in mode share for bicycling when compared to Year 2015 existing conditions. Therefore, trips made by bicycling would be expected to remain approximately the same.

Conversely, the planned increased development densities within Downtown would result in an increase in trips made by walking. Each of the Year 2040 plan scenarios would result in an increase of approximately 1 to 6 percent when compared to Year 2015 existing conditions. The increase in walking as a travel mode within Downtown is due to the inclusion of multi-family housing in close proximity to other land uses, so that people may walk to more destinations.

Effects on Alternative Modes of Travel

The Circulation Element of the Envision San José 2040 General Plan includes a set of balanced, long-range, multimodal transportation goals and policies that provide for a transportation network that is safe, efficient, and sustainable (minimizes environmental, financial, and neighborhood impacts). In

combination with land use goals and policies that focus growth into areas served by transit, these transportation goals and policies are intended to improve multi-model accessibility to employment, housing, shopping, entertainment, schools, and parks and create a city where people are less reliant on driving to meet their daily needs. San José's Transportation Goals, Policies, and Actions aim to:

- Establish circulation policies that increase bicycle, pedestrian, and transit travel, while reducing motor vehicle trips, to increase the City's share of travel by alternative transportation modes.
- Promote San José as a walking- and bicycling-first city by providing and prioritizing funding for projects that enhance and improve bicycle and pedestrian facilities.

Included within the General Plan are a set of Goals and Policies to support a multimodal transportation system that gives priority to the mobility needs of bicyclists, pedestrians, and public transit users while also providing for the safe and efficient movement of automobiles, buses, and trucks. Policies TR-2.1 through TR-2.11 provide specific policies to guide improvement to walking and bicycling. Such policies include the provision of continuous bicycle system, constructing sidewalks and crosswalks. Similarly, the Envision San José 2040 General Plan includes specific policies to maximize use of public transit (TR-3.1 through 3.4). As the amended DSAP develops, the review of site-specific development plans should ensure that future Downtown development is consistent with the Envision San José 2040 General Plan to provide safe, accessible and inter-connected pedestrian and bicycle facilities, and accommodate transit services.

Envision San José 2040 Relevant Transportation Policies

The adopted Envision San José 2040 GP contains goals and policies to improve pedestrian walking environment, increase pedestrian safety, and create a land use context to support non-motorized travel.

- Policy TR-1.1 Accommodate and encourage use of non-automobile transportation modes to achieve San José's mobility goals and reduce vehicle trip generation and vehicle miles traveled (VMT).
- Policy TR-1.2 Consider impacts on overall mobility and all travel modes when evaluating transportation impacts of new developments or infrastructure projects.
- Policy TR-1.4 Through the entitlement process for new development, fund needed transportation improvements for all transportation modes, giving first consideration to improvement of bicycling, walking and transit facilities. Encourage investments that reduce vehicle travel demand.
- Policy TR-1.5 Design, construct, operate, and maintain public streets to enable safe, comfortable, and attractive access and travel for motorists and for pedestrians, bicyclists, and transit users of all ages, abilities, and preferences.
- Policy TR-1.6 Require that public street improvements provide safe access for motorists and pedestrians along development frontages per current City design standards.
- Policy TR-2.8 Require new development where feasible to provide on-site facilities such as bicycle storage and showers, provide connections to existing and planned facilities, dedicate land to expand existing facilities or provide new facilities such as sidewalks and/or bicycle lanes/paths, or share in the cost of improvements.
- Policy TR-3.3 As part of the development review process, require that new development along existing and planned transit facilities consist of land use and development types and intensities that contribute towards transit ridership. In addition, require that new development is designed to accommodate and to provide direct access to transit facilities.
- Policy TR-8.4 Discourage, as part of the entitlement process, the provision of parking spaces significantly above the number of spaces required by code for a given use.

- Policy TR-8.6 Allow reduced parking requirements for mixed-use developments and for developments providing shared parking or a comprehensive TDM program, or developments located near major transit hubs or within Villages and Corridors and other growth areas.
- Policy TR-8.7 Encourage private property owners to share their underutilized parking supplies with the general public and/or other adjacent private developments.
- Policy TR-8.9 Consider adjacent on-street and City-owned off-street parking spaces in assessing need for additional parking required for a given land use or new development. Policy TR-9.1 Enhance, expand and maintain facilities for walking and bicycling, particularly to connect with and ensure access to transit and to provide a safe and complete alternative transportation network that facilitates non-automobile trips.

The DSAP Amendment would increase demand for transit services, pedestrian and bicycle facilities in that it will result in an increase in population and employment within Downtown, and any increase in population and employment would also increase the number of bicyclists and pedestrians within Downtown. However, the DSAP Amendment would not create more demand than could be met by existing or planned facilities.

Neither the proposed DSAP Amendment nor the cumulative scenario would conflict with adopted policies, plans, or programs supporting alternative transportation. In fact, each of the land use scenarios will provide for increased densities in close proximity to existing and planned major transit facilities within Downtown and its already extensive pedestrian and bicycle network.

The Downtown Streetscape Master Plan (DSMP) provides design guidelines for existing and future development for the purpose of enhancing the pedestrian experience within Downtown. The guidelines identify Downtown Pedestrian Network Streets (DPNS), which are intended to support a high level of pedestrian activity as well as retail and transit connections. The DPNS streets provide a seamless network throughout the Downtown that is safe and comfortable for pedestrians and connects all major Downtown destinations. Design features of a DPNS create an attractive and safe pedestrian environment to promote walking as the primary travel mode.

The DSAP area and Downtown will be served by the planned Valley Transportation Authority's (VTA) Bay Area Rapid Transit (BART) Silicon Valley – Phase II Extension Project. The proposed VTA's BART Silicon Valley – Phase II Extension Project is the second phase of the BART Silicon Valley Program which would provide for the extension of the BART service to the Cities of San José and Santa Clara. The Phase II Project includes four of the six BART Stations proposed along the Silicon Valley Rapid Transit Corridor (SVRTC). The new stations under the Phase II Project are located in the Cities of San José and Santa Clara and include:

- Alum Rock/28th Street Station
- Downtown San José Station
- Diridon Station
- Santa Clara Station

In addition, the *San José Better Bike Plan 2025*, which is currently in draft form, will be implemented by the City. The varying transit services in conjunction with the extensive pedestrian and bicycle facilities within Downtown will provide the opportunity for multi-modal travel within the DSAP area and significantly reduce single occupant automobile travel.

VMT Per Service Population

VMT per service population is a measure of the daily vehicle miles traveled divided by the total number of residents and employees within a project area. VMT per service population (residents + jobs) differs

from VMT per capita (residents only) and VMT per employee, previously reported. VMT per capita and VMT per employee are metrics used to calculate average trips length per resident and per job for CEQA purposes. The VMT per service population metric is typically used for air quality analysis and to evaluate proposed General Plan Amendments in the City. The VMT per service population includes all vehicle trips (including trips to work, school, shop, medical facilities, movie theaters, parks, etc.) that start and end within the project area and only half of the trips that start or end in the project area. For example, 100% of a trip that starts and ends in San José is accounted for in the VMT calculations while only 50% of a trip from Mountain View to San José, or a trip from San José to Pleasanton is accounted for in the VMT calculation since only half of these trips are attributable to the land uses in San José. The other half of these trips in this example are generated by the land uses in Mountain View and Pleasanton. In summary, the formula for this metric is:

VMT / Service Population = (VMT's generated by 100% of all daily vehicle trips made entirely within Project Area + 50% of all daily vehicle trips with an origin or destination in Project Area) / (Project Area Population + Project Area Jobs).

As shown in Table 10, VMT per service population is projected to decrease under Year 2040 DTS 2040 conditions when compared with Year 2015 Existing conditions. In addition, VMT per service population is forecast to also decrease with the proposed DSAP Amendment as well as the cumulative scenario when compared to Year 2040 DTS 2040 and Year 2015 Existing conditions. The reduction in VMT per service population is due to a reduction in the length and number of vehicle trips as a result of the proposed land use intensification within Downtown. Though the DSAP Amendment land uses will result in an increase in residents and jobs within Downtown, the addition of these residents and jobs in close proximity to one another and in an area with extensive opportunities for the use of transit, bicycles, and other non-auto modes of travel will result in less trips and a reduction of length of those trips that are added to the roadway system due to the planned growth. In addition, the DSAP Amendment allows for development growth, specifically job growth, in close proximity or adjacent to the proposed BART stations, therefore a larger percentage of the residents and employees who live and work within Downtown would likely use transit more regularly than the average transit usage for these land uses in Santa Clara County.

Table 10
VMT Per Service Population

	Year 2015 Existing	Year 2040		
		DTS 2040	DTS 2040 + DSAP Amendment	Cumulative
Daily VMT	787,474	1,887,937	2,351,629	2,694,973
Households	5,530	19,890	26,934	32,509
Total Population	12,548	42,704	57,848	69,834
Total Jobs	33,608	92,108	118,235	139,258
VMT per Service Population	**17.06**	**14.00**	**13.36**	**12.89**

Notes:
Service Population = Population + Jobs within Downtown
Daily VMT = 100 % of VMT made by trips with origin **and** destination within Downtown +
50% of trips with origin **or** destination within Downtown.

5. Long-Range GPA Traffic Analysis

This chapter presents the results of the long-range General Plan Amendment (GPA) traffic impact analysis for the proposed DSAP Amendment. The purpose of the GPA traffic analysis is to assess the long-range impacts of the proposed land use amendment associated with the addition of up to 7,044 residential units and up to 26,127 jobs to Downtown on the citywide transportation system. The potential traffic impacts of the project were evaluated in accordance with the guidelines set forth by the City of San José for GPA traffic analysis.

The GPA analysis provides an evaluation of the changed circumstances of future conditions in the currently adopted Envision San José 2040 General Plan due to the proposed DSAP land use amendments. The adopted GP identifies long-range planned land uses and transportation system within the City projected to the Year 2040, which is the baseline for the evaluation of transportation impacts of the GPA. The results of the analysis for the proposed DSAP land use adjustments are compared to the results of the adopted GP to determine if the proposed DSAP GPA would result in any new, or substantially more severe transportation impacts than those impacts that were already analyzed for the adopted GP.

After General Plan amendments to the Land Use/Transportation Diagram become effective, which is generally 30 days after Council approval, these General Plan amendments are incorporated into the updated General Plan Land Use/Transportation Diagram. This process may occur up to four times a year under State law. Therefore, the current General Plan includes all amendments that are currently effective.

The Envision San José 2040 General Plan Land Use/Transportation Diagram designates the type, intensity, and general distribution of planned land uses within San José. Because the DSAP GPA proposes changes to sites' land use designations, this traffic analysis evaluates the incremental changes from uses and intensities allowed under the site's current land use designations to the uses and intensities proposed under the proposed General Plan land use designations. The baseline of the current land use designation is used (as opposed to the existing physical condition) because the General Plan EIR and subsequent reviews have already evaluated the potential transportation CEQA impacts of building out the adopted General Plan using an existing condition baseline in 2015.

Further, the Build-out of the General Plan and related environmental analysis under CEQA assumes development overall in the City will occur at the middle range of the General Plan land use designations or consistent with surrounding development intensities. The reason why the middle or typical range is used as opposed to the maximum intensities potentially allowed under various General Plan land use designations is because building out under the maximum intensities for all General Plan land

designation would exceed the total planned growth capacity allocated in the General Plan, and this maximum amount of build-out does not represent typical development patterns or the average amount of development built on each site. General Plan land use designations allow a wide range of development intensities and types of land uses to accommodate growth; however, development projects are not typically proposed at the maximum densities due to existing development patterns, site and parking constraints, Federal Aviation Administration regulations, maximum allowable height provisions and other development regulations in the San José Municipal Code in Title 20 (Zoning), market conditions, and other factors.

For example, several General Plan land use designations include a maximum intensity for each use allowed under a land use designation, and also allow a mix of land uses. On a site where development is mixed-use, or there is a height limit, or there is a minimum required setback, achieving the maximum allowable intensities for each land use in the development is often physically infeasible. To evaluate the incremental changes of the proposed General Plan land use amendments, average residential and commercial densities for development under these land use designations and in the planning areas of the proposed General Plan amendments for San José are assumed for the current and proposed land use designations on each site. Individual development projects would be required to complete a near term traffic analysis in conjunction with any future development permit applications.

DSAP Amendment

The DSAP Amendment would result in changes to the number of households and jobs within Downtown when compared to the Envision San José 2040 General Plan. However, the total number of jobs and households citywide would not change as a result of the DSAP Amendment. The proposed DSAP Amendment land use adjustments and their effects on the adopted General Plan land uses are discussed and presented in Chapter 1 of this study.

GPA Analysis Methodology

The GPA analysis includes the evaluation of the potential for the proposed DSAP land use amendments to result in increased vehicle miles traveled, impacts to travel speeds on transit priority corridors, and impacts to pedestrian, bicycle, and transit facilities. Impacts are evaluated based on the same measures of effectiveness (MOEs) and significance criteria utilized in the *City of San José 2020 General Plan Amendments TIA*. Traffic conditions were evaluated for Year 2040 DTS 2040 and Year 2040 DTS 2040 Plus DSAP Amendment conditions as described and presented in the previous chapters of this study. The same CSJ Model that is described in Chapter 1 of this report was used to complete the GPA traffic analysis.

Measures of Effectiveness

This analysis addresses the long-range impacts of the proposed GP land use adjustments on the citywide transportation system through the use of measures of effectiveness (MOEs) developed for the Envision San José 2040 GP. The results of the analysis for the proposed land use adjustments are compared to the current GP to determine if the proposed adjustments would result in any new or substantially more severe transportation impacts. The long-range analysis includes analysis of the following MOEs:

- **Vehicle Miles Traveled (VMT) per Service Population.** VMT per service population is a measure of the daily vehicle miles traveled divided by the number of residents and employees within the City of San José. VMT per service population (residents + employees) is used for the analysis as opposed to VMT per capita (residents only), since VMT per service population more accurately captures the effects of land use on VMT. The City not only has residents that travel to and from

jobs, but also attracts regional employees. VMT is calculated based on the number of vehicles multiplied by the distance traveled by each vehicle in miles.

- **Journey-to-Work Mode Share (Drive Alone %).** Mode share is the distribution of all daily work trips by travel mode, including the following categories: drive alone, carpool with two persons, carpool with three persons or more, transit (rail and bus), bike, and walk trips.
- **Average Travel Speeds within the City's Transit Priority Corridors.** Average travel speed for all vehicles (transit and non-transit vehicles) in the City's 14 transit corridors is calculated for the AM peak hour based on the segment distance dividing the vehicle travel time. A transit corridor is a segment of roadway identified as a Grand Boulevard in the Envision San José 2040 GP Land Use/Transportation Diagram. Grand Boulevards serve as major transportation corridors and, in most cases, are primary routes for Valley Transportation Authority (VTA) light-rail transit (LRT), bus rapid transit (BRT), local buses, and other public transit vehicles. Although transit services are found on other street types throughout the City, transit has the utmost priority on Grand Boulevards.

Significance Impact Criteria

The City of San José adopted policies and goals in Envision San José 2040 to reduce the drive alone mode share to no more than 40 percent of all daily commute trips, and to reduce the VMT per service population by 40 percent from existing (year 2015) conditions. To meet these goals by the GP horizon year and to satisfy CEQA requirements, the City developed a set of MOEs and associated significance thresholds to evaluate long-range transportation impacts resulting from land use adjustments. Table 11 summarizes the significance thresholds associated with vehicular modes of transportation as defined in the City of San José *Transportation Analysis Handbook* (Thresholds of Significance for General Plan Amendments, Table 11) for the evaluation of long-range traffic impacts resulting from proposed land use adjustments and used in this analysis.

Table 11
MOE Significance Thresholds

MOE	Citywide Threshold
VMT/Service Population	Any increase over current 2040 General Plan conditions
Mode Share (Drive Alone %)	Any increase in journey-to-work drive alone mode share over current 2040 General Plan conditions
Transit Corridor Travel Speeds	Decrease in average travel speed on a transit corridor below current 2040 General Plan conditions in the AM peak one-hour period when: 1. The average speed drops below 15 mph or decreases by 25% or more, or 2. The average speed drops by one mph or more for a transit corridor with average speed below 15 mph under current 2040 General Plan conditions.

Source: City of San José Transportation Analysis Handbook, April 2018.

In addition to the MOEs described above, the effects of the proposed land use adjustments on transit, bicycle, and pedestrian facilities were evaluated. A significant long-range transportation impact would occur if the adjustments would:

- Disrupt existing, or interfere with, planned transit services or facilities;
- Disrupt existing, or interfere with, planned bicycle facilities;

- Conflict or create inconsistencies with adopted bicycle plans, guidelines, policies, or standards;
- Not provide secure and safe bicycle parking in adequate proportion to anticipated demand;
- Disrupt existing, or interfere with planned pedestrian facilities;
- Not provide accessible pedestrian facilities that meet current ADA best practices; or
- Create inconsistencies with adopted pedestrian plans, guidelines, policies, or standards.

General Plan Amendment Site-Specific Long-Range Analysis

The results of the site-specific GPA long-range analysis for the proposed DSAP Amendment are described below.

Vehicle Miles Traveled Per Service Population

The San José GP TDF model was used to project daily vehicle miles traveled (VMT) per service population, where service population is defined as the number of residents plus the number of employees citywide. This approach focuses on the VMT generated by new population and employment growth. VMT is calculated as the number of vehicle trips multiplied by the length of the trips in miles.

Since the City of San José not only has residents that travel to and from jobs within the City, but also attracts regional employees, the daily VMT includes some trips traveling outside of the City limits but with origins or destinations within San José. For this reason, the following trip types were included in the VMT calculation:

- Internal-Internal – All daily trips are made entirely within the San José City limits.
- One-half of Internal-External – One-half of the daily trips with an origin located within the San José City limits and a destination located outside of San José.
- One-half of External-Internal – One-half of the daily trips with an origin located outside the San José City limits and a destination located within San José.

Trips that travel through San José to and from other locations (External-External) are not included in the calculation of VMT. As defined in the City of San José *Transportation Analysis Handbook* (Thresholds of Significance for General Plan Amendments, Table 11), any increase in VMT per service population over the current GP conditions due to the proposed land use amendment is considered a significant impact.

As shown in Table 12, the citywide daily VMT and the VMT per service population would decrease slightly with the proposed DSAP Amendment when compared to the current General Plan. This is because (1) the total number of jobs and households would not change citywide as a result of the DSAP GPA (only shifting of households and jobs would occur) and (2) the addition of households to areas with more jobs and transit options. Vehicle trips citywide would be reduced due to the reallocation of jobs and housing within and surrounding Downtown which provides for greater opportunities for multi-modal travel. The availability of current and planned transit, bicycle, and pedestrian facilities in the DSAP area will result in an increase in trips made by transit and other non-vehicular modes. Therefore, the proposed DSAP GPA would result in a *less than significant* impact on citywide daily VMT per service population.

Findings: Compared to the current GP, the proposed DSAP land use adjustments would not result in an increase in citywide VMT per service population. Therefore, the proposed DSAP GPA would result in a *less than significant* impact on citywide daily VMT per service population. It is important to note that the VMT per service population is based on raw model output and does not reflect the implementation of adopted GP policies and goals that would further reduce VMT by increased use of non-auto modes of travel.

Table 12
Daily Vehicle Miles Traveled Per Service Population

	Base Year (2015)	Existing General Plan	Existing General Plan Plus DSAP
Citywide Daily VMT	17,505,088	28,035,508	27,684,812
Citywide Service Population	1,392,946	2,054,758	2,054,758
- Total Households	319,870	429,350	429,350
- Total Residents	1,016,043	1,303,108	1,303,108
- Total Jobs	376,903	751,650	751,650
Daily VMT Per Service Population	12.57	13.64	13.47
Increase in VMT/Service Population over General Plan Conditions			***-0.17***
Significant Impact?			**No**

Note:
Service Population = Residents + Jobs

Journey-to-Work Mode Share

The San José GP TDF model was used to calculate citywide journey-to-work mode share percentages. Journey-to-work mode share is the distribution of all daily work trips by travel mode, including drive alone, carpool with two persons, carpool with three persons or more, transit (rail and bus), bike, and walk trips. Although work trips may occur at any time of the day, most of the work trips occur during typical peak commute periods (6:00 – 10:00 AM and 3:00 – 7:00 PM). As defined in the City of San José *Transportation Analysis Handbook* (Thresholds of Significance for General Plan Amendments, Table 11), any increase in the journey-to-work drive alone mode share percentage over the current GP conditions due to the proposed land use amendments is considered a significant impact.

Table 13 summarizes the citywide journey-to-work mode share analysis results. When compared to the current Envision San José 2040 GP, the percentage of journey-to-work drive alone trips would decrease slightly and the percentage of transit, bike, and walk trips would increase slightly as a result of the proposed DSAP GPA. Therefore, cumulatively, the proposed DSAP land use amendment would result in a *less than significant* impact on citywide journey-to-work drive alone mode share.

Findings: The proposed DSAP land use adjustments will not result in an increase of drive alone trips when compared to the current GP conditions. Therefore, the proposed DSAP GPA would result in a *less than significant* impact on citywide journey-to-work mode share.

Table 13
Journey-to-Work Mode Share

	Base Year (2015)		Existing General Plan		Existing General Plan Plus DSAP GPA	
Mode	**Trips**	**%**	**Trips**	**%**	**Trips**	**%**
Drive Alone	753,264	79.7%	1,092,462	71.70%	1,078,496	70.86%
Carpool 2	85,496	9.0%	137,781	9.04%	135,741	8.92%
Carpool 3+	28,526	3.0%	54,781	3.60%	53,640	3.52%
Transit	48,181	5.1%	182,827	12.00%	195,276	12.83%
Bicycle	14,120	1.5%	26,337	1.73%	27,617	1.81%
Walk	15,666	1.7%	29,451	1.93%	31,346	2.06%
Increase in Drive Alone Percentage over General Plan Conditions						-0.85%
Significant Impact?						**No**

Average Vehicle Speeds in Transit Priority Corridors

The San José GP TDF model was used to calculate the average vehicle travel speeds during the AM peak hour for the City's 14 transit corridors that were evaluated in the Envision San José 2040 General Plan TIA. A transit corridor is a segment of roadway identified as a Grand Boulevard in the Envision San José 2040 GP Land Use/Transportation Diagram. Grand Boulevards serve as major transportation corridors and, in most cases, are primary routes for VTA's LRT, BRT, local buses, and other public transit vehicles. The travel speeds are calculated by dividing the segment distance by the vehicle travel time. As defined in the City of San José *Transportation Analysis Handbook* (Thresholds of Significance for General Plan Amendments, Table 11), land use amendments that result in a decrease in average travel speed on a transit corridor in the AM peak one-hour period when the average speed drops below 15 miles per hour (mph) or decreases by 25 percent (%) or more, or the average speed drops by one mph or more for a transit corridor with average speed below 15 mph when compared to the current General Plan conditions is considered a significant impact.

Table 14 presents the average vehicle speeds on the City's 14 transit priority corridors (i.e., Grand Boulevard segments) during the AM peak hour of traffic. When compared to the travel speeds under current General Plan conditions, the change in traffic resulting from the proposed DSAP land use amendment would have a minimal effect on the travel speeds in the transit corridors. The TDF model estimates a decrease in travel speeds of 1.4 mph or less (or a change of 7.3% or less) on seven corridors due to the proposed land use amendment. The model estimates an increase in travel speeds of 7.4 mph (or a change of 47.9%) on one corridor due to the proposed DSAP land use amendment. Travel speeds on the remaining corridors would improve slightly or remain unchanged when compared to the current GP. Therefore, the proposed DSAP GPA would result in a *less than significant* impact on the AM peak-hour average vehicle speeds on the transit priority corridors.

Findings: The proposed DSAP land use adjustments would not result in a decrease in travel speeds greater than one mph or 25 percent on any of the 14 transit priority corridors when compared to current GP conditions. Therefore, the proposed DSAP GPA would result in a *less than significant* impact on the AM peak-hour average vehicle speeds on the transit priority corridors.

Table 14
AM Peak Hour Vehicle Speeds for San José Transit Priority Corridors

Transit Priority Corridor	Base Year (2015)	Existing General Plan	Existing General Plan Plus DSAP GPA	% Change (Existing General Plan + GPA - Existing GP)	Absolute Change (Existing General Plan + GPA - Existing GP)
2nd St from San Carlos St to St. James St	16.6	15.3	15.3	0.0%	0.0
Alum Rock Av from Capitol Av to US 101	21.3	16.6	16.1	-2.8%	-0.5
Camden Av from SR 17 to Meridian Av	23.1	16.3	16.1	-1.4%	-0.2
Capitol Av from S. Milpitas Bl to Capitol Expwy	27.1	22.6	22.9	1.7%	0.4
Capitol Expwy from Capitol Av to Meridian Av	33.0	26.7	26.8	0.3%	0.1
E. Santa Clara St from US 101 to Delmas Av	20.4	15.3	22.7	47.9%	7.4
Meridian Av from Park Av to Blossom Hill Rd	24.9	20.0	19.5	-2.2%	-0.4
Monterey Rd from Keyes St to Metcalf Rd	27.4	19.3	19.8	2.5%	0.5
N. 1st St from SR 237 to Keyes St	21.3	13.6	13.5	-0.5%	-0.1
San Carlos St from Bascom Av to SR 87	24.8	19.8	18.8	-5.5%	-1.1
Stevens Creek Bl from Bascom Av to Tantau Av	24.3	18.8	18.9	0.6%	0.1
Tasman Dr from Lick Mill Bl to McCarthy Bl	22.7	13.8	13.9	1.2%	0.2
The Alameda from Alameda Wy to Delmas Av	20.5	13.8	13.1	-5.2%	-0.7
W. San Carlos St from SR 87 to 2nd St	20.0	18.8	17.4	-7.3%	-1.4

Notes:

Outlined indicates significant impacts.

Impacts on Transit, Bicycle, and Pedestrian Circulation

The Circulation Element of the Envision San José 2040 General Plan includes a set of balanced, long-range, multimodal transportation goals and policies that provide for a transportation network that is safe, efficient, and sustainable (minimizes environmental, financial, and neighborhood impacts). In combination with land use goals and policies that focus growth into areas served by transit, these transportation goals and policies are intended to improve multi-model accessibility to employment, housing, shopping, entertainment, schools, and parks and create a city where people are less reliant on driving to meet their daily needs. San José's Transportation Goals, Policies, and Actions aim to:

- Establish circulation policies that increase bicycle, pedestrian, and transit travel, while reducing motor vehicle trips, to increase the City's share of travel by alternative transportation modes.
- Promote San José as a walking- and bicycling-first city by providing and prioritizing funding for projects that enhance and improve bicycle and pedestrian facilities.

Included within the General Plan are a set of Goals and Policies to support a multimodal transportation system that gives priority to the mobility needs of bicyclists, pedestrians, and public transit users while

also providing for the safe and efficient movement of automobiles, buses, and trucks. Policies TR-2.1 through TR-2.11 provide specific policies to guide improvement to walking and bicycling. Such policies include the provision of continuous bicycle system, constructing sidewalks and crosswalks. Similarly, the Envision San José 2040 General Plan includes specific policies to maximize use of public transit (TR-3.1 through 3.4). As development within Downtown proceeds, each individual development project should ensure that it is consistent with the Envision San José 2040 General Plan to provide safe, accessible and inter-connected pedestrian and bicycle facilities, and accommodate transit services (i.e., bus dugout) as new roadways are constructed. The impacts to pedestrian, bicycle, and transit facilities are *less than significant*.

General Plan Amendment Cumulative Long-Range Analysis

The GPA Cumulative analysis sites includes three proposed GPAs: DSAP Amendment, Downtown West Project (Google), and the 2020 San José General Plan Four Year Review. The proposed GPAs would result in changes to the number of households and jobs within the City when compared to the Envision San José 2040 General Plan assumptions. However, the total number of jobs and households citywide would not change as a result of these GPAs. The TDF model is used to rebalance the number of jobs and households citywide in order to maintain the General Plan Goal of 751,650 jobs and 429,350 households. Each of the GPAs are described below.

- **Downtown West Project (Google):** The Downtown West project proposes to increase the development capacity within the DSAP area by 6,306,000 square feet (sf) of commercial space, 469,000 sf of retail space, 5,575 residential units, and 1,100 hotel rooms.
- **San José General Plan Four Year Review:** As part of the Four-Year GP Review, the City is considering adjustments to the adopted 2040 GP land uses that would result in the shift of jobs and residential units between Urban Villages, Neighborhood Business Districts, and Downtown as well as several changes to the City's transportation policies which include the effects of eliminating the Evergreen East Hills Development Policy (EEHDP).

Vehicle Miles Traveled Per Service Population

As shown in Table 15, the citywide daily VMT and the VMT per service population would decrease due to the proposed land use amendments when compared to the current GP. This is because (1) the total number of jobs and households would not change citywide as a result of the GPAs (only shifting of households and jobs would occur) and (2) the addition of households to areas with more jobs and transit options. Vehicle trips citywide would be reduced due to the reallocation of jobs and housing within and surrounding Downtown which provides for greater opportunities for multi-modal travel. The availability of current and planned transit, bicycle, and pedestrian facilities in the area of the GPA sites will result in an increase in trips made by transit and other non-vehicular modes. Therefore, cumulatively, the proposed GPAs would result in a *less than significant* impact on citywide daily VMT per service population.

Findings: Compared to the current GP, the proposed land use adjustments would not result in an increase in citywide VMT per service population. Therefore, cumulatively, the proposed GPAs would result in a *less than significant* impact on citywide daily VMT per service population. It is important to note that the VMT per service population is based on raw model output and does not reflect the implementation of adopted GP policies and goals that would further reduce VMT by increased use of non-auto modes of travel.

Table 15
Cumulative Daily Vehicle Miles Traveled Per Service Population

	Base Year (2015)	Existing General Plan	Existing General Plan Plus DSAP, GOOGLE, 4YEAR
Citywide Daily VMT	17,505,088	28,035,508	27,332,886
Citywide Service Population	1,392,946	2,041,659	2,041,659
- Total Households	319,870	429,350	429,350
- Total Residents	1,016,043	1,290,009	1,290,009
- Total Jobs	376,903	751,650	751,650
Daily VMT Per Service Population	12.57	13.73	13.39
Increase in VMT/Service Population over General Plan Conditions			***-0.34***
Significant Impact?			**No**

Note:
Service Population = Residents + Jobs

Journey-to-Work Mode Share

Table 16 summarizes the citywide journey-to-work mode share analysis results. When compared to the current Envision San José 2040 GP, the percentage of journey-to-work drive alone trips would decrease slightly and the percentage of transit and bike trips would increase slightly as a result of the proposed GPAs. Therefore, cumulatively, the proposed GPAs would result in a *less than significant* impact on citywide journey-to-work drive alone mode-share.

Findings: The proposed land use adjustments will not result in an increase of drive alone trips when compared to the current GP conditions. Therefore, cumulatively, the proposed GPAs would result in a *less than significant* impact on citywide journey-to-work mode share.

Table 16
Cumulative Journey-to-Work Mode Share

	Base Year (2015)		Existing General Plan		Cumulative GPAs	
Mode	**Trips**	**%**	**Trips**	**%**	**Trips**	**%**
Drive Alone	753,264	79.7%	1,092,462	71.70%	1,065,080	70.06%
Carpool 2	85,496	9.0%	137,781	9.04%	134,385	8.84%
Carpool 3+	28,526	3.0%	54,781	3.60%	53,028	3.49%
Transit	48,181	5.1%	182,827	12.00%	205,711	13.53%
Bicycle	14,120	1.5%	26,337	1.73%	28,579	1.88%
Walk	15,666	1.7%	29,451	1.93%	33,500	2.20%
Increase in Drive Alone Percentage over General Plan Conditions						-1.64%
Significant Impact?						**No**

Average Vehicle Speeds in Transit Priority Corridors

Table 17 presents the average vehicle speeds on the City's 14 transit priority corridors (i.e., Grand Boulevard segments) during the AM peak hour of traffic. When compared to travel speeds under current GP conditions, the change in traffic resulting from the proposed land use amendments would have minimal effect on the travel speeds in the transit corridors. The TDF model estimates a decrease in travel speeds of 2.7 mph or less (or a change of 13.7% or less) on nine corridors due to the proposed land use amendment. Travel speeds on five of the corridors would improve slightly or remain unchanged when compared to the current GP. Therefore, cumulatively, the proposed GPAs would result in a *less than significant* impact on the AM peak-hour average vehicle speeds on the City's transit priority corridors.

Findings: The proposed land use adjustments would result in a decrease in travel speeds of 2.7 mph or less (or a change of 13.7% or less) on nine of the 14 transit priority corridors when compared to current GP conditions. Therefore, cumulatively, the proposed GPAs would result in a *less than significant* impact on the AM peak-hour average vehicle speeds on the City's transit priority corridors.

Table 17
Cumulative AM Peak-Hour Vehicle Speeds (mph) for San José Transit Priority Corridors

Transit Priority Corridor	Existing General Plan	Cumulative GPAs	% Change (Cumulative GPAs versus Existing General Plan)	Absolute Change (Cumulative GPAs - Existing General Plan)
2nd St from San Carlos St to St. James St	15.30	15.00	-2.0%	-0.30
Alum Rock Av from Capitol Av to US 101	16.25	21.52	32.4%	5.27
Camden Av from SR 17 to Meridian Av	16.31	15.62	-4.2%	-0.69
Capitol Av from S. Milpitas Bl to Capitol Expwy	22.56	23.22	2.9%	0.66
Capitol Expwy from Capitol Av to Meridian Av	26.67	26.68	0.0%	0.00
E. Santa Clara St from US 101 to Delmas Av	15.35	22.70	47.9%	7.36
Meridian Av from Park Av to Blossom Hill Rd	19.99	19.18	-4.1%	-0.81
Monterey Rd from Keyes St to Metcalf Rd	19.33	19.32	-0.1%	-0.02
N. 1st St from SR 237 to Keyes St	13.61	13.23	-2.8%	-0.38
San Carlos St from Bascom Av to SR 87	19.83	17.11	-13.7%	-2.72
Stevens Creek Bl from Bascom Av to Tantau Av	18.77	18.56	-1.1%	-0.20
Tasman Dr from Lick Mill Bl to McCarthy Bl	13.78	13.16	-4.5%	-0.62
The Alameda from Alameda Wy to Delmas Av	13.82	13.84	0.1%	0.02
W. San Carlos St from SR 87 to 2nd St	18.79	16.46	-12.4%	-2.33

Impacts on Transit, Bicycle, and Pedestrian Circulation

Transit Services or Facilities

Planned transit services and facilities include additional rail service via the future Bay Area Rapid Transit (BART) extension, light rail transit (LRT) extensions, new bus rapid transit (BRT) services, and the proposed California High Speed Rail (HSR) project. The proposed GPA land use adjustments would not result in a change to the existing and planned roadway network that would result in an adverse effect on existing or planned transit facilities. Therefore, the proposed GPA land use adjustments would not substantially disrupt existing or interfere with planned transit services or facilities.

Bicycle Facilities

The adopted Envision San José 2040 GP supports the goals outlined in the City's Better Bike Plan 2025 and contains policies to encourage bicycle trips (Policies TR-1.1, TR-1.2,TR-1.4 through TR-1.9, TR 2.1 through TR 2.11, TR-7.1, TN-1.1 through TN-1.5, TN-2.1 through TN-2.7, and TN-3.1 through 3.6; Implementing Actions TR-1.12 through TR-1.15, TR-2.12 through TR-2.21, TR-7.2, TR-7.3, TN-1.6, TN-2.8 through 2.10, and TN-3.7; Performance Measures TN-2.11, TN-2.12). The proposed GPA land use adjustments would not result in a change to the existing and planned roadway network that would affect existing or planned bicycle facilities. Therefore, the proposed GPA land use adjustments would not substantially disrupt existing or interfere with planned bicycle facilities; conflict or create inconsistencies with adopted bicycle plans, guidelines, policies, or standards; and provide insecure and unsafe bicycle parking in adequate proportion to anticipated demand.

Pedestrian Facilities

The adopted Envision San José 2040 GP contains goals and policies (Policies TR-1.1, TR-1.2, TR-1.4 through TR-1.9, TR-2.1 through TR-2.11, TR-7.1, TN-1.1 through TN-1.5, TN-2.1 through TN-2.7, and TN-3.1 through 3.6; Implementing Actions TR-1.12 through TR-1.15, TR-2.12 through TR-2.21, TR-7.2, TR-7.3, TN-1.6, TN-2.8 through 2.10, and TN-3.7; Performance Measures TN-2.11, TN-2.12) to improve pedestrian walking environment, increase pedestrian safety, and create a land use context to support non-motorized travel. The proposed GPA land use adjustments would not result in a change to the existing and planned roadway network that would affect existing or planned pedestrian facilities. Therefore, the proposed GPA land use adjustments would not substantially disrupt existing or interfere with planned pedestrian facilities; create inconsistencies with adopted pedestrian plans, guidelines, policies, or standards; and provide accessible pedestrian facilities that would not meet current ADA best practice.

6. Conclusions

The DSAP Amendment proposes substantial changes to the amount of residential and office development contemplated in the DSAP area. The DSAP Amendment also includes an expansion of the boundaries in three areas along the east side.

This study provides an evaluation of the potential impacts to the transportation system of the proposed DSAP Amendment growth plan in conformance with the requirements of the California Environmental Quality Act (CEQA).

VMT Evaluation Results

A VMT analysis was prepared per the recently adopted City of San José Transportation Analysis Policy (Council Policy 5-1).

Most of the potential development parcels included within Downtown meet the City's VMT analysis screening criteria based on (1) their location within a planned Growth Area (Downtown), (2) proximity to High-Quality Transit, (3) low VMT, (4) their transit-supporting density, and (5) the amount of parking limited by parking management policies to serve the planned development growth. If a project or a component of a mixed-use project meets the City's screening criteria, it is presumed that the project would result in a less-than-significant transportation impact and a detailed VMT analysis is not required. However, since some potential development parcels within Downtown are not in low VMT areas and thus do not meet the screening criteria, a detailed VMT analysis for Downtown is required. Per-capita VMT and per-employee VMT were estimated using the City's Travel Demand Forecasting (TDF) model.

The City's VMT guidelines established an impact threshold of 15% below the Citywide Average per-capita VMT of 11.91 and Regional Average per-employee VMT of 14.37. Thus, the impacts of proposed development growth would be considered significant if it results in VMT that exceeds VMT per capita of 10.12 and VMT per employee of 12.21.

The results of the VMT evaluation indicate that the DSAP Amendment and the cumulative scenario would result in VMT per capita and VMT per employee that are below the established thresholds. Therefore, the DSAP Amendment and the cumulative scenario would result in a *less than significant* transportation impact.

Site-Specific GPA Traffic Analysis

The results of the site-specific GPA traffic analysis show that the proposed land use amendments associated with the DSAP Amendment would not cause any additional transportation impacts beyond those identified for the current 2040 General Plan. Therefore, the proposed land use amendments associated with the DSAP Amendment would result in a *less than significant* impact on the citywide roadway system.

DSAP Amendment Transportation Analysis

Technical Appendices

November 18, 2020

Appendix A

Traffic Model Assumptions

DSAP Amendment – Maximum Capacity for CEQA Analysis

(Refer to DSAP Environmental Context Map included in file)

April 17, 2020

The following table is a working draft of the maximum residential and office capacities proposed under the DSAP Amendment. These maximums are based on the SOM Capacity Study dated 1/24/20, which includes the Downtown West project (undergoing separate CEQA review) and new development on approximately 55 acres of opportunity sites outside of the Downtown West project. These opportunity sites exclude project sites with entitlements, such as the Platform 16 site at Julian Street and Autumn Street. These numbers are intended as a maximum amount of development to be considered under the DSAP Amendment for the purposes of CEQA. Actual development capacities in the DSAP Amendment Plan will be determined based on public outreach efforts and could be less than the maximum development capacities included here. Descriptions of each table row are included below:

1. **Downtown Strategy 2040 (2018):** This is the maximum development capacity evaluated in the Downtown Strategy 2040 EIR, which increased development capacity from the 2005 Downtown Strategy 2000. This does not include built, entitled, or pending projects. As of March 2020, the remaining capacity in the Downtown Strategy 2040 excluding approved and pending projects were as follows: 5,236 units, about 4,115,000 sq ft office, about 994,000 sq ft retail, and 2,364 hotel rooms. The DSAP is a subarea of the larger Downtown area evaluated in the Downtown Strategy 2040, with the exception of two sub-areas.
2. **Proposed DSAP Amendment (maximum):** This is the maximum development capacity intended for the purposes of CEQA analysis for the DSAP Amendment. To be conservative, the City is analyzing a hybrid of the two recommended options, using the maximum office capacity under Option 2B and the maximum residential capacity under Option 2A (see page 42 of the 1/24/20 SOM Capacity Study).
3. **Total Downtown Strategy 2040 + Proposed DSAP Amendment (maximum):** This is the total development capacity of the Downtown Strategy 2040 plus the new development capacity associated with the maximum DSAP Amendment. Note that this includes some development outside the Downtown boundary (described in 4, below).
4. **DSAP Amendment Capacity in DSAP outside Downtown (Stockton and DuPont/McEvoy):** Based on an analysis by SOM, this is the maximum amount of office and residential development on opportunity sites located within the DSAP but outside of the Downtown boundary. These are two triangle-shaped areas: one by Stockton Avenue and The Alameda and another south of West San Carlos Street in the DuPont/McEvoy area.
5. **Total Downtown Strategy 2040 + Proposed DSAP Amendment (maximum) excluding DSAP outside Downtown (Stockton and DuPont/McEvoy):** This is the total amount of new development capacity within the Downtown boundary with the maximum DSAP Amendment.
6. **Downtown West (maximum):** This is the maximum amount of development assumed in the Downtown West EIR.
7. **Previous entitlement on Downtown West SJ Water Co. Site – PDC15-051:** The Downtown West includes the former Trammell Crow former San Jose Water Company site, which already has entitlements from a previously-certified EIR and subsequent Addendum that uses development capacity independent of the Downtown Strategy EIR.

8. **New Capacity needed for Downtown West:** This is the new residential and office capacity needed for the maximum Downtown West project after excluding the previous entitlements on the SJ Water Company site. This is the amount assumed to be the maximum amount of capacity shifted from other General Plan growth areas to accommodate the Downtown West project. Retail area and hotel rooms are assumed to use the existing Downtown Strategy 2040 capacity.
9. **Proposed DSAP Amendment + Downtown Strategy excluding Downtown West:** This is the maximum development capacity of Downtown Strategy 2040 and the DSAP Amendment without Downtown West, including new development in DSAP but outside of Downtown in the Stockton and DuPont/McEvoy triangles.
10. **Total New Capacity needed for DSAP Amendment (maximum) excluding Downtown West:** This is the new capacity needed to be shifted from other General Plan designated growth areas to accommodate the maximum DSAP Amendment but excluding Downtown West.
11. **New Capacity needed for DSAP Amendment (maximum) in Downtown – excluding Downtown West and capacity to Stockton and DuPont/McEvoy:** This is the new capacity added to the Downtown area outside of Downtown West with the maximum DSAP Amendment, excluding development in the Stockton and DuPont/McEvoy triangles (maximum capacity in these areas is called out in line 4).

Development Capacity will be shifted into the Downtown/DSAP from other General Plan designated growth areas. Residential unit are proposed to be transferred from Horizon 2 and Horizon 3 Urban Villages, and commercial/office capacity is proposed to be transferred from General Plan designated Employment Areas.

	Residential (DU)	Commercial/Office (sq ft)	Retail (sq ft)	Hotel (rooms)
1.Downtown Strategy 2040 (2018)	14,360	14,200,000	1,400,000	3,600
2.Proposed DSAP Amendment (maximum)(1)	12,619	14,144,154	424,100	900
3.Total Downtown Strategy 2040 + Proposed DSAP Amendment (maximum)	26,979	28,344,154	1,400,000	3,600
4.DSAP Amendment Capacity in DSAP outside Downtown (Stockton and DuPont/McEvoy)	2,486	*24,166*	*0*	*0*
5.Total Downtown Strategy 2040 + Proposed DSAP Amendment (maximum) excluding DSAP outside Downtown (Stockton and DuPont/McEvoy)	24,493	28,319,834	1,400,000	3,600
6.Downtown West (maximum)(2)	5,900	7,300,000	500,000	1,100

7.Previous entitlement on Downtown West SJ Water Co. Site – PDC15-051	*325*	*994,000*	*31,000*	*0*
8.New Capacity needed for Downtown West(3)	5,575	6,306,000	469,000	1,100
9.Proposed DSAP Amendment + Downtown Strategy excluding Downtown West (excluding previous SJ Water Co. Site entitlement)	21,404	22,038,154	931,000	2,500
10.Total New Capacity needed for DSAP Amendment (maximum) excluding Downtown West (4)	7,044	7,838,000	0	0
11.New Capacity needed for DSAP Amendment (maximum) in Downtown – excluding Downtown West and capacity to Stockton and DuPont/McEvoy	*4,558*	*7,813,834*	*0*	*0*

(1) The total DSAP Amendment to be evaluated is based on SOM Capacity Study dated 1/24/20, taking maximum residential from Option 2A and maximum commercial/office from Option 2B, including Downtown West and opportunity sites in DSAP outside of Downtown West.

(2) Hotel rooms include 300 room hotel plus 800 rooms of limited-term corporate accommodation

(3) 5,575 dwelling units and 6,306,000 Sq. Ft. Office new capacity transferred into DSAP/Downtown from other General Plan Growth Areas, 469,000 Sq. Ft. Retail and 1,100 hotel rooms use existing capacity in Downtown 2040

(4) Note: This is slightly different than the SOM Capacity for the opportunity sites in the 1/24/20 study because SOM only assumed a maximum of 5,000 dwellings and 7,000,000 sq. Ft. Office rather than 5,900 dwellings and 7,300,000 sq. Ft. Office maximums evaluated in the EIR and credits for existing entitlements on the Trammel Crow/SJ Water Co site.

Summary of DSAP Amendment Growth

Scenario	Residential	Office		Retail		Hotel		Total
	(d.u.)	(S.F.)	Jobs	(S.F.)	Jobs	Rooms	Jobs	Jobs
City's DSAP Land Use Summary Table[1]								
Total DTS 2040	14,360	14,200,000	47,333	1,400,000	3,500	3,600	7,920	58,753
DTS 2040 plus Total DSAP Growth	26,979	28,344,154	94,480	1,400,000	3,500	3,600	7,920	105,900
Proposed Total Additional DSAP Growth	12,619	14,144,154	47,147	0	0	0	0	47,147
Downtown West Growth	5,575	6,306,000	21,020	469,000	1,173	1,100	2,420	24,612
DSAP Growth outside DGB	2,486	24,166	81	0	0	0	0	81
Proposed DSAP Growth w/o Downtown West	**7,044**	**7,838,154**	**26,127**	**0**	**0**	**0**	**0**	**26,127**
City's TAZ Land Use Data[2]								
Total DTS 2040[1]	14,360	14,200,000	47,333	1,400,000	3,500	3,600	7,920	58,753
DTS 2040 plus Total DSAP Growth	26,979	28,344,028	94,480	1,400,000	3,500	3,600,000	7,920	105,900
Proposed Total Additional DSAP Growth	12,619	14,145,014	47,150	0	0	0	0	47,150
Downtown West Growth	5,575	6,306,906	21,023	469,200	1,173	1,100	2,420	24,616
DSAP Growth outside DGB	???	???						???
Proposed DSAP Growth w/o Downtown West	**7,044**	7,838,108	26,127	0	0	0	0	**26,127**
Difference Between Land Use Summary and TAZ Data	**0**							**0**

Notes:

[1] Per DSAP Amendment - Max. Capacity For CEQA Analysis Summary - 5/1/20

[2] Per land use (TAZ) data provided by CSJ Planning (Jared Hart & Robert Rivera) on 4/24/20.

Job Conversion Rates:
Hotel - 2.20 Jobs per room
Office - 3.33 Jobs per ksf
Retail - 2.5 Jobs per ksf

DSAP Households Summary

Growth Areas	Housing Units Shifted to Downtown and Other Growth Areas
Horizon 3	
Aborn/San Felipe	-40
Almaden Ex/Hillsdale	-90
Bollinger Road/Miller Avenue	-15
Bollinger/Lawrence	-6
Branham Lane/Meridian	-80
Cambden Avenue/Branham Lane	-81
Cambden Avenue/Kooser	-183
Camben Avenue and Hillsdale	-147
Capital Ave/Silver Creek	-229
East Capitol Ex/Foxdale	-75
Evergreen Village	-66
Foxworthy and Merridian	-55
Hamilton and Meridian	-120
Kooser Rd/Meridian	-85
Landess/Morrill	-60
McKee/Toyon	-34
Mckee/White	-23
Meridian/Redmond	0
Paseo de Saratoga	-290
Piedmont/Sierra	-28
Quimby Road/White	-30
S. Bascom Avenue - South	-170
Santa Terresa/Bernal	-218
Santa Terresa/Cottle	-131
Santa Terresa/Snell	-30
Saratoga Avenue	-200
Tullly Road/King	-190
Total (Horizon 3)	-2,676
Horizon 2	
Oakridge Mall and Vicinity	
A (Cambrian / Pioneer)	-852
B (Edenvale)	-1,670
Blossom Hill Rd / Cahalan Av	-67
Blossom Hill Rd / Snell Av	-195
Capitol / 87 Light Rail	-311
N. Capitol / Hostetter	-200
N. Capitol / Berryessa Rd.	-230
Penetencia Creek Light Rail	-115
N. Capitol / Maybury Rd.	-25
N. Capitol / McKee Rd.	-325
Curtner Light Rail / Caltrain	-378
Total (Horizon 2)	-4,368
Total	**-7,044**

Growth Areas and NBDs Receving Shifted Units	
Downtown (including Diridon)	7,044
Downtown (excluding Diridon)	0
Little Portugal	0
Taylor St. NBD	0
Willow Street NBD	0
13th St. NBD	0
Lincoln Ave. NBD	0
Story Road NBD	0
W. Capitol Expwy/Monterey Rd	0
Total	**7,044**

DSAP + Google Households Summary

Growth Areas	Housing Units Shifted to Downtown and Other Growth Areas
Horizon 3	
Aborn/San Felipe	-85
Almaden Ex/Hillsdale	-168
Bollinger Road/Miller Avenue	-15
Bollinger/Lawrence	-6
Branham Lane/Meridian	-152
Cambden Avenue/Branham Lane	-162
Cambden Avenue/Kooser	-367
Camben Avenue and Hillsdale	-276
Capital Ave/Silver Creek	-485
East Capitol Ex/Foxdale	-153
Evergreen Village	-116
Foxworthy and Merridian	-105
Hamilton and Meridian	-242
Kooser Rd/Meridian	-152
Landess/Morrill	-119
McKee/Toyon	-58
Mckee/White	-46
Meridian/Redmond	0
Paseo de Saratoga	-414
Piedmont/Sierra	-58
Quimby Road/White	-60
S. Bascom Avenue - South	-374
Santa Terresa/Bernal	-432
Santa Terresa/Cottle	-266
Santa Terresa/Snell	-73
Saratoga Avenue	-200
Tullly Road/King	-382
Total (Horizon 3)	-4,966
Horizon 2	
Oakridge Mall and Vicinity	
A (Cambrian / Pioneer)	-1,049
B (Edenvale)	-2,342
Blossom Hill Rd / Cahalan Av	-17
Blossom Hill Rd / Snell Av	-406
Capitol / 87 Light Rail	-432
N. Capitol / Hostetter	-551
N. Capitol / Berryessa Rd.	-587
Penetencia Creek Light Rail	-468
N. Capitol / Maybury Rd.	-51
N. Capitol / McKee Rd.	-853
Curtner Light Rail / Caltrain	-897
Total (Horizon 2)	**-7,653**
Total	**-12,619**

Growth Areas and NBDs Receving Shifted Units	
Downtown (including Diridon)	12,619
Downtown (excluding Diridon)	0
Little Portugal	0
Taylor St. NBD	150
Willow St. NBD	150
13th St. NBD	0
Lincoln Ave. NBD	0
Story Road NBD	0
W. Capitol Expwy/Monterey Rd	0
Total	**12,919**

DSAP + Google + 4YR Households Summary

Growth Areas	Housing Units Shifted to Downtown and Other Growth Areas
Horizon 3	
Aborn/San Felipe	-85
Almaden Ex/Hillsdale	-168
Bollinger Road/Miller Avenue	-15
Bollinger/Lawrence	-6
Branham Lane/Meridian	-152
Cambden Avenue/Branham Lane	-162
Cambden Avenue/Kooser	-367
Camben Avenue and Hillsdale	-276
Capital Ave/Silver Creek	-485
East Capitol Ex/Foxdale	-153
Evergreen Village	-116
Foxworthy and Merridian	-105
Hamilton and Meridian	-242
Kooser Rd/Meridian	-152
Landess/Morrill	-119
McKee/Toyon	-58
Mckee/White	-46
Meridian/Redmond	0
Paseo de Saratoga	-614
Piedmont/Sierra	-58
Quimby Road/White	-60
S. Bascom Avenue - South	-374
Santa Terresa/Bernal	-432
Santa Terresa/Cottle	-266
Santa Terresa/Snell	-73
Saratoga Avenue	-400
Tullly Road/King	-382
Total (Horizon 3)	-5,366
Horizon 2	
Oakridge Mall and Vicinity	
A (Cambrian / Pioneer)	-1,699
B (Edenvale)	-3,342
Blossom Hill Rd / Cahalan Av	-67
Blossom Hill Rd / Snell Av	-406
Capitol / 87 Light Rail	-632
N. Capitol / Hostetter	-551
N. Capitol / Berryessa Rd.	-687
Penetencia Creek Light Rail	-468
N. Capitol / Maybury Rd.	-51
N. Capitol / McKee Rd.	-853
Curtner Light Rail / Caltrain	-897
Total (Horizon 2)	**-9,653**
Total	**-15,019**

Growth Areas and NBDs Receving Shifted Units	
Downtown (including Diridon)	12,619
Downtown (excluding Diridon)	0
Little Portugal	100
Taylor St. NBD	150
Willow St. NBD	150
13th St. NBD	150
Lincoln Ave. NBD	150
Story Road NBD	1,000
W. Capitol Expwy/Monterey Rd	700
Total	**15,019**

DSAP Jobs Summary

Growth Areas	Jobs Shifted to Downtown and Other Growth Areas
Horizon 3 Urban Villages	
East Capitol Ex/Foxdale	-50
McKee/Toyon	-50
Meridian/Redmond	-50
Santa Terresa/Snell	-50
Total (Horizon 3)	**-200**
Oakridge Mall and Vicinity	-500
B (Edenvale)	-1,550
Capitol / 87 Light Rail	-25
Total (Horizon 2)	**-2,075**
Employment Land Areas	
North Coyote Valley	-15,239
VT1 - Lundy / Milpitas BART	**-5,300**
Berryessa / International Business Park (v)	**-1,000**
Total (Employment Land Areas)	**-21,539**
Total	**-23,814**

Growth Areas Receving Jobs	
Downtown (including Diridon)	23,814
S. Bascom Ave. (North)	0
Alviso	0
Total	**23,814**

DSAP + Google Jobs Summary

Growth Areas	Jobs Shifted to Downtown and Other Growth Areas
Horizon 3 Urban Villages	
East Capitol Ex/Foxdale	-100
McKee/Toyon	-100
Meridian/Redmond	-100
Santa Terresa/Snell	-100
Total (Horizon 3)	**-400**
Oakridge Mall and Vicinity	**-1,000**
B (Edenvale)	**-3,100**
Capitol / 87 Light Rail	**-100**
Total (Horizon 2)	**-4,200**
Employment Land Areas	
North Coyote Valley	-35,000
VT1 - Lundy / Milpitas BART	**-6,500**
Berryessa / International Business Park (v)	**-1,050**
Total (Employment Land Areas)	**-42,550**
Total	**-47,150**

Growth Areas Receving Jobs	
Downtown (including Diridon)	47,150
S. Bascom Ave. (North)	0
Alviso	0
Total	**47,150**

DSAP + Google + 4YR Jobs Summary

Growth Areas	Jobs Shifted to Downtown and Other Growth Areas
Horizon 3 Urban Villages	
East Capitol Ex/Foxdale	-100
McKee/Toyon	-100
Meridian/Redmond	-100
Santa Terresa/Snell	-100
Total (Horizon 3)	**-400**
Oakridge Mall and Vicinity	**-1,000**
B (Edenvale)	**-3,100**
Capitol / 87 Light Rail	**-100**
Total (Horizon 2)	**-4,200**
Employment Land Areas	
North Coyote Valley	-35,000
VT1 - Lundy / Milpitas BART	**-14,500**
Berryessa / International Business Park (v)	**-2,550**
Total (Employment Land Areas)	**-52,050**
Total	**-56,650**

Growth Areas Receving Jobs	
Downtown (including Diridon)	47,150
S. Bascom Ave. (North)	500
Alviso	5,000
Stevens Creek UV	4,000
Total	**56,650**

Appendix B

City Council Policy 5-1

City of San José, California

COUNCIL POLICY

TITLE	PAGE	POLICY NUMBER
Transportation Analysis Policy	**1 of 15**	**5-1**
EFFECTIVE DATE March 29, 2018	**REVISED DATE**	
APPROVED BY COUNCIL ACTION February 27, 2018 by Resolution No. 78520.		

BACKGROUND

This Council Policy 5-1, "Transportation Analysis Policy" ("Policy"), will replace the existing Council Policy 5-3, "Transportation Impact Policy" as the Policy for transportation development review in the City of San José ("City"). This Policy aligns the City's transportation analysis with California Senate Bill 743 ("SB 743") and the City's goals as set forth in the City's Envision San José 2040 General Plan ("General Plan"). This Policy establishes the thresholds for transportation impacts under the California Environmental Quality Act ("CEQA"), removing transportation *Level of Service ("LOS")* and replacing it with *Vehicle Miles Traveled ("VMT").* Appendix A defines terms in this Policy noted in Italics.

The City's General Plan sets forth a vision and comprehensive road map to guide the City's continued growth through the year 2040. The General Plan strategically links land use and transportation to reduce the environmental impacts of growth by promoting compact mixed-use development that supports walking, biking, and transit use. The General Plan seeks to focus new developments in Planned Growth Areas, bringing together office, residential, and service land uses to *internalize trips* and reduce *VMT*. The General Plan also encourages the development and use of non-automobile transportation modes to minimize vehicle trip generation and reduce *VMT.*

APPLICABILITY OF POLICY (PIPELINE PROVISIONS)

This Policy is effective thirty (30) days after approval by the City Council ("Effective Date"). Any proposed development project (including adjustments or amendments to existing projects) with a complete Universal Planning Application on file with the Department of Building, Planning, and Code Enforcement on or after the Effective Date shall comply with this Policy, except for the following:

1. Interim Period: The City may determine in writing that a proposed project with a complete Universal Planning Application and an approved transportation work scope issued by the Department of Public Works prior to the Effective Date can (a) proceed with transportation analysis and comply with the existing Council Policy 5-3, provided that a final transportation work scope was issued by the Department of Public Works within one year prior to the Effective Date of this Policy; or (b) proceed with CEQA transportation analysis under VMT and comply with this Policy. Prior written approval from the Public Works Director is required to determine compliance with existing Council Policy 5-3 or this Policy. For example, if a project submits a complete Universal Planning Application prior to the Effective Date, the project applicant may proceed with traffic analysis under existing City Council Policy 5-3 or with prior written approval from the Public Works Director to proceed under this Policy.

2. Subsequent Reviews: The City may determine in writing that subsequent discretionary approval(s) required for a project approved prior to the Effective Date may continue to be analyzed under the prior environmental clearance and existing City Council Policy 5-3 after the Effective Date; provided

there is no Substantial Change to the project, as defined in California Public Resources Code Section 21166 and CEQA Guidelines Sections 15162-15164.

For example, if the City approved an environmental impact report (EIR) or mitigated negative declaration (MND) for a project prior to the Effective Date, the City may determine that subsequent discretionary approvals required after the Effective Date may continue to be analyzed under the previously approved environmental impact report or mitigated negative declaration for the project if there is no Substantial Change.

In such instances, the City may determine that the proposed project is consistent with the previously approved environmental clearance (use of a previously certified EIR/MND). If the proposed project is still within the scope of and fully evaluated in the previously approved environmental clearance and only minor technical changes have been made to the proposed project and there are no Substantial Changes, an addendum to the previously certified EIR/MND may be adequate as defined in CEQA Guidelines Section 15164.

3. Subsequent Review for Projects in Existing Area Development Policies (ADPs) and Transportation Development Policies (TDPs): The City may determine in writing that a proposed project be analyzed under the previously approved environmental clearance for the ADPs/TDPs and City Council Policy 5-3 if there is No Substantial Change, as defined in California Public Resources Code Section 21166 and CEQA Guidelines Sections 15162-15164. To be eligible for this determination, the proposed project that submits a complete Universal Planning Application after the Effective Date of this Policy must be located within an existing ADP or TDP area.

   For example, if a new project located within the North San José ADP submits a complete Universal Planning Application after the Effective Date, the City may determine that the project be analyzed under the previously approved North San José ADP EIR, if the proposed project is consistent with the previously approved EIR. If the proposed project is within the scope and fully evaluated in the previously approved EIR and only minor technical changes have been made to the proposed project and there are no Substantial Changes, an addendum to the previously approved EIR may be adequate as defined in CEQA Guidelines Section 15164.

   Existing ADPs and TDPs include the Evergreen-East Hills Development Policy, North San José Area Development Policy, Edenvale Area Development Policy, US-101/Oakland/Mabury Transportation Development Policy, and I-280/Winchester Boulevard Interchange Transportation Development Policy.

All projects located within an existing ADP or TDP area shall continue to be subject to any traffic impact fees adopted by the City Council. Adoption of this Policy does not negate, supersede, or otherwise modify existing requirements or permit conditions.

PURPOSE

This Policy establishes:

1) VMT as the metric to measure transportation environmental impacts in conformance with CEQA.

2) The Transportation Analysis framework for proposed developments, land use plans, transportation projects, and any other plans or developments (collectively "Projects" in this Policy) in the City.

3) The requirement that Projects perform Local Transportation Analysis (LTA) to demonstrate conformance with multimodal transportation strategies, goals, and policies in the General Plan and address adverse effects to the transportation system.

POLICY

San José is establishing *VMT* as the metric for CEQA transportation analysis to foster a more sustainable and vibrant city. *VMT*-based policies support dense, mixed-use, infill Projects as established in the General Plan's Planned Growth Areas. By establishing a transportation system which encourages improved land uses with viable transportation options, this Policy provides resources to develop a robust multimodal transportation network as envisioned in the General Plan. Projects consistent with this Policy will reduce the City's environmental footprint from transportation and land uses, and create lively places served by a variety of transportation options.

Transportation Analysis Framework

A Transportation Analysis (TA) for a proposed Project provides information the City must have to inform the CEQA environmental review and decision-making processes. Projects that need transportation evaluation must prepare a TA report consisting of a CEQA VMT evaluation and/or LTA. Sections I and II below describe the Policy provisions guiding the VMT evaluation and LTA. Appendix B, "Policy Implementation Procedures" provides implementation details.

Detailed methodologies and requirements are explained in the City's *Transportation Analysis Handbook*. TA's must comply with relevant professional standards and the methodology included within the City's *Transportation Analysis Handbook*, which can be found on the Department of Public Works Development Services website. Appendix C presents a flow chart of the TA process.

I. Vehicle Miles Traveled CEQA Transportation Analysis

In accordance with CEQA, all proposed Projects are required to analyze transportation as a component of environmental review. This Policy establishes:

1) screening criteria under which Projects are not required to submit detailed VMT analysis;
2) thresholds for identifying transportation environmental impact;
3) requirements for Projects to mitigate significant transportation impacts; and
4) the City's mechanism for reviewing Projects with significant and unavoidable impacts, all under CEQA.

Projects that do not meet the screening criteria are required to prepare a detailed *VMT* analysis and identify potential transportation impacts and propose mitigations and/or improvements.

A. Project Screening Criteria

The requirements to prepare a detailed VMT analysis applies to all Projects except the following types of Projects because the City Council finds, as documented in the administrative record for this Policy that these Projects will further City goals and policies and will not result in significant transportation impacts:

1. Small Infill Projects;
2. Local-Serving Retail;
3. Local-Serving Public Facilities;
4. Transit Supportive Projects in Planned Growth Areas with Low *VMT* and High Quality Transit;
5. Restricted Affordable, Transit Supportive Residential Projects in Planned Growth Areas with High Quality Transit;
6. Transportation Projects that reduce or do not increase VMT.

These screening criteria are further defined and explained in Appendix B.

B. Vehicle Miles Traveled CEQA Transportation Thresholds of Significance

Projects that do not meet the above screening criteria must include a detailed evaluation of the VMT produced by the Project. The thresholds of significance used to measure *VMT* are described by Project type in Table 1. Projects that have a significant VMT must include feasible mitigation measures which will avoid or substantially lessen such significant effects.

Table 1 - Project Type and VMT Thresholds of Significance[1]

Project Types (as categorized in the General Plan)	**Threshold for Determination of Significant Transportation Impact**
Residential Uses	*VMT* per resident greater than the more stringent of the following thresholds: 1) 15 percent below the Citywide per resident *VMT*, OR 2) 15 percent below regional *VMT* per resident.
General Employment Uses (e.g. office, R&D)	*VMT* per employee greater than 15 percent below existing regional *VMT* per employee.
Industrial Employment Uses (e.g. warehouse, manufacturing and distribution uses)	*VMT* per employee greater than existing regional *VMT* per employee.
Retail Uses (Including Hotel)	A net increase in the total existing *VMT* for the region.
Public/Quasi-Public Uses	Public/Quasi-Public land use projects will be analyzed using the most relevant threshold as determined by Public Works Director for the proposed use on the site from the enumerated project types in this Table 1.
Mixed-Uses	Each land use component of a mixed-use project will be analyzed independently, applying the significance threshold for each land use component from the enumerated project types in this Table 1.
Change of Use or Additions to Existing Development	Changes of use or additions to existing development will be analyzed applying the significance threshold for each land use component from the enumerated project types in this Table 1.
Urban Village, Station Area Plans, Development Policy, Specific Strategy or Other Area Plans	Each land use component will be analyzed independently, applying the significance threshold for each land use component from the enumerated project types in this Table 1.
General Plan Amendments	General Plan Amendments will be analyzed in conformance with the General Plan's definition of *VMT*. An increase in City total *VMT* is a significant transportation impact.
Transportation Projects	Net increase in *VMT* greater than that consistent with the Regional Sustainable Communities Strategy.

[1] For the Purposes of this Policy, the region is the Bay Area's Metropolitan Planning Organization's boundaries.

C. Less than Significant Impact with Mitigation

If a Project is found to have a significant impact on *VMT*, the impact must be reduced by modifying Project *VMT* to an acceptable level (below the established thresholds of significance applicable to the Project) and/or mitigating the impact through multimodal transportation improvements, or establishing a *Trip Cap*.

D. *Significant and Unavoidable Impacts*

If a Project cannot fully mitigate its impacts on *VMT*, the Project applicant may:

i. Propose to modify the Project such that the impacts on VMT can be mitigated to a less than significant level;

ii. Relocate the Project to a low VMT site; or

iii. Request the City Council to adopt a Statement of Overriding Considerations for the significant impact on VMT as part of an EIR certification.

When significant impacts are unavoidable, a detailed statement of overriding considerations in addition to findings are required as defined in CEQA Guidelines Sections 15191 and 15193. Based on the General Plan and State CEQA Guidelines, this Policy finds that benefits of certain projects may outweigh the unavoidable significant impacts on VMT and could be considered acceptable in certain circumstances as outlined below:

i. The Project is consistent with the 2040 General Plan and demonstrates overriding benefits in accordance with Public Resources Code Section 21081(a)(3) and CEQA Guidelines Section 15091(a)(3); *and*

ii. The Project mitigates its *VMT* impacts to the maximum extent feasible per the City's *VMT* Evaluation Tool; *and*

iii. The Project is either:

   a. 100% affordable residential project, or

   b. The Project constructs or funds multimodal transportation improvements as detailed in Appendix B and is:

      (i) Market-rate housing located within Urban Villages as defined in the City's General Plan;

      (ii) Commercial; or

      (iii) Industrial.

A statement of overriding considerations may also be warranted in certain other circumstances such as Projects' impacts on other jurisdictions facilities (e.g., freeway impacts) that are not measured with VMT metric.

II. Local Transportation Analysis

The following section establishes the City's LTA requirements. All Projects may be required to submit an LTA as determined by the Public Works Director. Land use and area plans typically do not have sufficient detail to conduct an LTA and therefore, may not be required to perform one until a specific development Project application is filed consistent with the land use or area plan. An LTA analyzes the effects of a Project on transportation, access, circulation, and related safety elements proximate to the Project and establishes consistency with the General Plan or other City requirements. An LTA proposes improvements to address adverse effects identified in the analysis. Components of an LTA are discussed in the City's Transportation Analysis Handbook and include, but are not limited to:

- Local operational analysis, including safety and signalized intersection operations;
- Site access and circulation analysis;
- Local neighborhood effects analysis;
- Local multimodal analysis;
- Compliance with the County's Congestion Management Program.

LTAs provide additional information to evaluate transportation conditions proximate to a Project and supplements the *VMT* analysis. LTAs implement the multimodal vision of the City's General Plan. The General Plan directs new development to help build out the inter-connected, multimodal transportation networks needed to fulfil its vision. The following General Plan Policies guide the implementation of LTAs:

CD-3.3 - Within new development, create and maintain a pedestrian-friendly environment by connecting the internal components with safe, convenient, accessible, and pleasant pedestrian facilities and by requiring pedestrian connections between building entrances, other site features, and adjacent public streets.

LU-9.1 - Create a pedestrian-friendly environment by connecting new residential development with safe, convenient, accessible, and pleasant pedestrian facilities. Provide such connections between new development, its adjoining neighborhood, transit access points, schools, parks, and nearby commercial areas.

PR-8.5 - Encourage all developers to install and maintain trails when new development occurs adjacent to a designated trail location. Use the City's Parkland Dedication Ordinance and Park Impact Ordinance to have residential developers build trails when new residential development occurs adjacent to a designated trail location, consistent with other parkland priorities. Encourage developers or property owners to enter formal agreements with the City to maintain trails adjacent to their properties.

TR-1.2 - Consider impacts on overall mobility and all travel modes when evaluating transportation impacts of new developments or infrastructure projects.

TR-1.4 - Through the entitlement process for new development, fund needed transportation improvements for all transportation modes, giving first consideration to improvement of bicycling, walking and transit facilities. Encourage investments that reduce vehicle travel demand.

TR-2.8 - Require new development where feasible to provide on-site facilities such as bicycle storage and showers, provide connections to existing and planned facilities, dedicate land to expand existing facilities or provide new facilities such as sidewalks and/or bicycle lanes/paths, or share in the cost of improvements.

An LTA must identify the existing condition of pedestrian, bicycle, transit and vehicular transportation systems and facilities that would serve, or may be affected by, the proposed Project. Further analysis of site design and access, neighborhood traffic issues, local transportation safety and other area transportation issues may also be studied as specified in the City's Transportation Analysis Handbook and as determined by the City's Departments of Public Works. The Project applicant must complete the proposed LTA prior to, or in conjunction with, the Project's environmental review requirements.

APPENDIX A
TO CITY COUNCIL POLICY 5-1
DEFINITIONS OF TERMS

Term	Definition
High Quality Transit Areas	High quality transit areas are within one half mile of a *high quality transit corridor* or *major transit stop.*
High Quality Transit Corridor	Pub. Resources Code § 21155 (b), as may be amended: "A high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours".
Internalized trips	Are trips that occur within a Project area whereas they would normally begin or end at further locations outside the Project area.
Level of Service (LOS)	Is a measure of automobile delay through a roadway facility, graded on a scale A through F.
Major Transit Stop	Pub. Resources Code § 21064.3, as may be amended: "'Major transit stop' means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods".
Planned Growth Areas	Areas designated in the City's General Plan to accommodate certain growth expected in the General Plan's horizon.
Transportation Demand Management (TDM)	Strategies to incentivize the more efficient use of existing transportation infrastructure through modal change particularly the encouragement of pedestrian, bike, and transit use.
Trip Cap	A maximum number of vehicle trips that a Project can generate on any given day.
Vehicle Miles Traveled (VMT)	As used in this Policy, a measure of the amount of automobile ~~travel associated with a Project. *VMT* is measured by multiplying~~ the total vehicle trips by the average distance of those trips, adjusted for the number of people in the vehicles. For residential and employment land uses, *VMT* is measured for each person who will occupy or use a Project. For large retail and transportation Projects, the net amount of *VMT* is measured.

APPENDIX B
TO CITY COUNCIL POLICY 5-1
POLICY IMPLEMENTATION PROCEDURES

The Project applicant[2] must submit a Transportation Analysis (TA) that identifies:

1) Potential transportation impacts as defined in the *VMT* section of this Policy and adverse effects on nearby transportation facilities as identified by the LTA section of this Policy.

2) Mitigations for significant impacts found in the *VMT* analysis and improvements to address adverse effects identified in the LTA analysis. This may include impacts and adverse effects on any multimodal transportation facility (e.g., pedestrian facilities, transit stops, transit reliability, sidewalks, bicycle lanes, roadways, and roadway capacity, etc.).

Both the *VMT* analysis and LTA must comply with professional standards and the methodology included in the City's Transportation Analysis Handbook. TAs must be prepared by a qualified traffic engineer to the satisfaction of the Director of Public Works.

The City's Transportation Analysis Handbook has instructions and procedures to prepare a TA, including the criteria for determination of significance of transportation impacts and to evaluate the effectiveness of mitigation measures. The City's Department of Transportation maintains this Handbook and posts it to the City Public Work's Development Services website. The Handbook is updated on a periodic basis to include evolving industry best practices.

CEQA VMT Implementation Procedures

CEQA Guidelines Section 15126.2 requires that environmental documents determine significant or potentially significant impacts as part of environmental review, including assessment of traffic and transportation effects. The CEQA VMT Implementation Procedures include the following determinations:

- **Project Screening Criteria**
- **CEQA VMT Transportation Thresholds of Significance**
- **Less than Significant with and without Mitigation/s**
- **Significant and Unavoidable Impacts**

These determinations are further explained below.

A. Project Screening Criteria

The requirement to perform detailed *VMT* analysis applies to all Projects except the types of Projects that meet the following screening criteria because the Council finds that these Projects will not result in significant transportation impacts and will advance other City goals and policies:

1. **Small Infill Projects:** The City Council finds that these Projects, individually and cumulatively, will not result in significant impacts on the transportation system and will conform to the City's General Plan, and other City goals and policies:

   a. All office buildings of 10,000 square feet of gross floor area or less.

   b. All industrial buildings of 30,000 square feet of gross floor area or less.

[2] For this Policy, the term "applicant" refers to the individual or entity that has requested an entitlement or discretionary development approval from the City of San José.

c. All single-family detached residential Projects of 15 or fewer dwelling units.

d. All single-family attached or multi-family residential Projects of 25 or fewer units.

In no case shall any of these above types of small infill Projects meet the screening criteria if they are increments of a larger Project or "site" as defined in Chapter 20.200 of the San José Municipal Code.

2. **Local-Serving Retail:** Local-serving retail typically diverts existing trips from established *local retail to new local retail without measurably increasing trips outside of the area.* In recognition of this effect, retail commercial Projects up to a combined total of 100,000 gross square feet meet the City's screening criteria. This criterion is not applicable to hotels/motels, given disparate and context-specific travel patterns, or Projects that contain drive-through retail as defined in City Council Policy 6-10 "Criteria for the Review of Drive-through Uses", due to the high auto-traffic volume associated with this type of Project.

   In no case shall a Project meet the screening criteria if it is an increment of a larger Project or "site" as defined in Chapter 20.200 of the San José Municipal Code.

3. **Local-Serving Public Facilities:** Local-serving public facilities either produce very low *VMT* or divert existing trips from established local facilities to new local facilities without measurably increasing trips outside of the area. For these reasons, they meet the City's screening criteria. These facilities must be publicly owned or controlled; this does not include schools, public or private. Examples of these Projects are:

   a. Branch Library
   b. Community Center
   c. Fire station
   d. Pumping station
   e. Passive Parks

4. **Transit Supportive Projects in *Planned Growth Areas* with Low *VMT* and *High Quality Transit*:** In accordance with State Law and the City's General Plan, proposed transit supportive Projects within City Planned Growth Areas, that have *VMT* below the threshold applicable to the Project's land use, and located near *high-quality transit* meet the City' screening criteria.

   ~~Residential and commercial Projects, as well as mixed-use Projects which are a mix of~~ *these above enumerated uses, meet the screening criteria if they meet* **all** the following minimum criteria (a through f):

   a. Located within a Planned Growth Area as defined in the General Plan;

   b. Located within ½ mile of an existing *major transit stop* or a stop along a *high-quality transit corridor;*

   c. The Project area *VMT*, as defined by the City's Transportation Model, is less than or equal to the CEQA *VMT* threshold for the proposed land use(s);

   d. Provides a transit-supporting Project density, measured as:

      i. A minimum Floor Area Ratio (FAR) of 0.75 for commercial Projects, or commercial portions of a mixed-use Project, based on gross floor area;

ii. A minimum of 35 dwelling units per acre for residential Projects[3], or residential portions of a mixed-use Project; or

iii. If the Project is in a Planned Growth Area that has a maximum density below 0.75 FAR or 35 dwelling units per acre, the Project must meet the maximum density allowed in the Planned Growth Area.

e. Provides a minimal amount of parking:

i. Propose no greater than the minimum number of parking spaces required by Title 20 of the San José Municipal Code (the Zoning Code).

ii. For Projects in Urban Villages, Downtown or other areas that allow for lowered parking rates:

- The number of parking spaces proposed must be adjusted to the lowest amount allowed by Zoning Code. For example, in an Urban Village a 50% off-street parking reduction is allowed by Municipal Code Section 20.90.220, if a Project meets certain geographic and transportation demand management criteria. All actions required by the Zoning Code to reduce parking requirements must still be carried out. For example, if a Transportation Demand Management plan is required to lower parking requirements it must still be completed; or
- The proposed number of parking spaces can be up to the general zoned minimum without the further reduction to Urban Villages, Downtown or other areas, if the parking provided is shared and publicly available and/or "unbundled" as defined in Chapter 20.200 of the Zoning Code.

f. Does not adversely affect pedestrian, bike, or transit infrastructure. For example, sidewalk widths cannot be reduced below the City's Complete Streets standard; bike lanes cannot be altered to reduce their accessibility or size beyond the City' Complete Streets standard.

5. **Restricted Affordable, Transit Supportive Residential Projects in *Planned Growth Areas with High Quality Transit*:** Residents of affordable residential Projects typically have a lower *VMT* footprint than residents in market rate residential Projects. This pattern is particularly evident in affordable residential Projects near transit.[4] In recognition of this effect, and in accordance with State Guidelines and the City's General Plan, proposed transit supportive, restricted, affordable housing Projects within City Planned Growth Areas, that are near *high quality transit,* meet the City's screening criteria.

Affordable residential Projects, as well as affordable residential portions of mixed-use Projects, meet the screening criteria if the Project meets **all** the following minimum criteria (a through f):

a. Provide 100% restricted affordable units, excluding unrestricted manager units, at or below income levels as defined in General Plan Policy IP-5.12. Affordability restrictions must be recorded and extend for a minimum of 55 years for rental homes or 45 years for for-sale homes.

b. Located within a Planned Growth Area as defined in the General Plan.

c. Located within ½ mile of an *existing major transit stop* or a stop along *high quality transit corridor.*

[3] 35 units per acre is derived from the California State Office of Planning and Research's suggested FAR of 0.75.
[4] Newmark and Hass, "Income, Location Efficiency, and VMT: Affordable Housing as a Climate Strategy", The California Housing Partnership, 2015.

d. A minimum of 35 dwelling units per acre:

   i. If the Project is in a Planned Growth Area that has a maximum density below 35 dwelling units per acre, the Project must meet the maximum density allowed in that Planned Growth Area.

   ii. Projects that are proposed in areas where *VMT* is above the CEQA Threshold for Determination of Significant Transportation Impact must include a TDM plan approved by the Public Workers Director as part of their LTA.

e. Provides a minimal amount of parking:

   i. Propose no greater than the minimum number of parking spaces required by Title 20 of the San José Municipal Code (the Zoning Code).

   ii. For Projects in Urban Villages or Downtown:

   – The number of parking spaces proposed must be adjusted to the lowest amount allowed by the Zoning Code. For example, a street parking reduction of 50 percent is allowed in Urban Villages by Municipal Code Section 20.90.220, if a Project meets certain geographic and transportation demand management criteria.

   – The proposed number of parking spaces can be up to the general zoned minimum without the further reduction to Urban Villages, Downtown or other areas, if the parking provided is shared and publicly available and/or "unbundled" as defined in Chapter 20.200 of the Zoning Code.

f. Does not adversely affect pedestrian, bike, or transit infrastructure. For example, sidewalk widths cannot be reduced below the City's Complete Streets standard; bike lanes cannot be altered to reduce their accessibility or size beyond the City' Complete Streets standard.

6. **Transportation Projects that reduce or do not affect VMT:** Transportation Projects that inherently support environmental, land use, and transportation goals of the City and State by reducing significant traffic impacts to a less than significant level or being neutral to meet the City's screening criteria. Examples include transportation Projects that enhance pedestrian, bike, or transit infrastructure, and transportation Projects that maintain current infrastructure, without adding new automobile capacity. The Governor's Office of Planning and Research in the 2017 Guidelines for Implementing SB 743 published a list of such Projects that is enumerated below:

   - Rehabilitation, maintenance, replacement, and repair Projects designed to improve the condition of existing transportation assets (e.g., highways, roadways, bridges, culverts, tunnels, transit systems, and assets that serve bicycle and pedestrian facilities) and that do not add additional motor vehicle lanes.
   - Roadway shoulder enhancements to provide "breakdown space," otherwise improve safety or provide bicycle access.
   - Addition of an auxiliary lane of less than one mile in length designed to improve roadway safety.
   - Installation, removal, or reconfiguration of traffic lanes that are not for through traffic, such as left, right, and U-turn pockets, or emergency breakdown lanes that are not utilized as through lanes.
   - Addition of roadway capacity on local or collector streets provided the Project also substantially improves conditions for pedestrians, bicyclists, and, if applicable, transit.

- Conversion of existing general purpose lanes (including ramps) to managed lanes or transit lanes, or changing lane management in a manner that would not substantially decrease impedance to use.
- Addition of a new lane that is permanently restricted to use only by transit vehicles
- Reduction in number of through travel lanes.
- Grade separation to separate vehicles from rail, transit, pedestrians, or bicycles, or to replace a lane to separate preferential vehicles (e.g. HOV, HOT, or trucks) from general vehicles.
- Installation, removal, or reconfiguration of traffic control devices, including Transit Signal Priority (TSP) features.
- Traffic metering systems.
- Timing of signals to optimize vehicle, bicycle, or pedestrian flow.
- Installation of roundabouts or traffic circles.
- Installation or reconfiguration of traffic calming devices.
- Adoption of or increase in tolls.
- Addition of tolled lanes, where tolls are sufficient to mitigate VMT increase.
- Initiation of new transit service.
- Conversion of streets from one-way to two-way operation with no net increase in number of traffic lanes.
- Removal or relocation of off-street or on-street parking spaces.
- Adoption or modification of on-street parking or loading restrictions (including meters, time limits, accessible spaces, and preferential/reserved parking permit programs)
- Addition of traffic wayfinding signage.
- Rehabilitation and maintenance Projects that do not add motor vehicle capacity.
- Addition of new or enhanced bike or pedestrian facilities on existing streets/highways or within existing public rights-of-way.
- Addition of Class I bike paths, trails, multi-use paths, or other off-road facilities that serve non-motorized travel.
- Installation of publicly available alternative fuel/charging infrastructure.
- Addition of passing lanes in rural areas that do not increase overall vehicle capacity along the corridor.

B. CEQA VMT Transportation Thresholds of Significance

VMT, as used in this Policy, measures the amount of personal motorized vehicle travel associated with a Project. *VMT* is measured by multiplying the total vehicle trips by the average distance those trips travel.

For residential and employment uses other than retail commercial uses, *VMT* is measured for each person who will occupy or use the Project. For retail commercial and transportation Projects, the net amount of *VMT* is measured to identify potential impacts.

The thresholds of significance, by Project type used by the City of San José to measure *VMT* are described in Table 1 of this Policy. Detailed methods for calculating *VMT* by Project type are further described in the City's Transportation Analysis Handbook.

C. Less than Significant with Mitigation

If a Project is determined to have a significant impact on *VMT*, it must reduce that impact by modifying the Project *VMT* to an acceptable level; that is below the established thresholds of significance applicable to the Project and/or mitigating the impact through multimodal transportation network improvements, or transportation demand management program as measured by a *Trip Cap*.

Methodologies for measuring and mitigating *VMT* for Projects are described in the City's Transportation Analysis Handbook. These methodologies for measuring and mitigating *VMT* for Projects must conform to the City's Transportation Analysis Handbook.

A *Trip Cap* as used in this Policy is a maximum number of vehicle trips allowed during any given day associated with a Project. The City, in coordination with the Project applicant, will set a Project's *Trip Cap* at a level that is reasonably attainable through proven means and enables the Project's VMT to be reduced below the relevant threshold(s). The TA must include a plan for implementation and funding of the *Trip Cap* for the life of the Project and will become part of the Project's conditions of approval. Further, this plan must include methods for an annual trip mitigation, monitoring and reporting program (MMRP). The requirements of *Trip Cap* monitoring must include contingency plan for the City to make changes if the *Trip Cap* compliance reports demonstrate a failure to reduce the number of vehicles.

A short grace period not to exceed six (6) months will be provided to Projects that are not in compliance with their *Trip Cap* requirements based on the annual monitoring report. Such a non-conforming Project will be required to submit a new *Trip Cap* implementation plan which includes how and why the already established plan failed and new strategies and measures to attain the *Trip Cap.*

Monetary fees will be assessed if a Project is not in compliance with its *Trip Cap* after the grace period. The annual monetary fees are set at 1/5th the cost of the Transportation System Improvement(s) value defined in Section D2 below. Monetary fees collected will be used in the same manner as described in Section D2 below.

D. Significant and Unavoidable Impacts

If a Project is unable to fully mitigate *VMT* impact(s) and thus results in significant and unavoidable VMT transportation impact(s), the Project may:

1. Modify/Change or relocate the Project to a low VMT site to meet *VMT* threshold(s). This could include the following: Changing the Project type, increasing density and land use diversity, adjusting Project design, reducing off-street parking supply, replacing market rate units with affordable housing units, include local multimodal transportation network improvements as part of the Project, or undertake the Project in an area of the City where *VMT* is lower; or

2. The City Council may adopt a statement of overriding considerations as part of the environmental impact report certification process pursuant to Public Resources Code 21081.

   Council will only consider a statement of overriding considerations for Projects that meet the following criteria:

   a. Commercial or industrial Projects that:
      i. Demonstrate overriding benefits to the City, as determined by the City Council, in accordance with Public Resources Code 21081, based on a recommendation by City staff; and
      ii. Are consistent with the General Plan, and any applicable area plan(s).

   b. Residential Projects that:
      i. Are located in Urban Villages as defined in the City's General Plan;
      ii. Demonstrate overriding benefits to the City, as determined by the City Council, in accordance with Public Resources Code 21081, based on a recommendation by City staff;
      iii. Meet the density requirements specified in the Transit Supportive Projects in *Planned Growth Areas* with Low *VMT* and *High Quality Transit* screening criteria; and

iv. Are consistent with the General Plan, and any applicable area plan(s).

To be eligible under clauses a. and b. above, a Project must also construct or fund multimodal transportation improvement(s), called Transportation System Improvement(s) that will improve system efficiency and/or safety, enhance non-auto travel modes, and promote citywide reduction of VMT. A Project's contribution, either through construction or payment towards improvements and expansion of the City's multimodal transportation system, is a way to achieve and be consistent with the related General Plan goals and policies.

The value of Transportation System Improvements that a Project applicant must construct or fund will be based on the amount of *VMT* impacts their Project is unable to mitigate. Table 2, VMT Values for Transportation System Improvements shows the values for commercial, industrial, and residential Projects per vehicle mile traveled not mitigated.

Table 2 - VMT Value for Transportation System Improvements

Project Type	Value
Commercial; Industrial	$3,200 per Vehicle Mile Traveled not mitigated
Residential	$2,300 per Vehicle Mile Traveled not mitigated

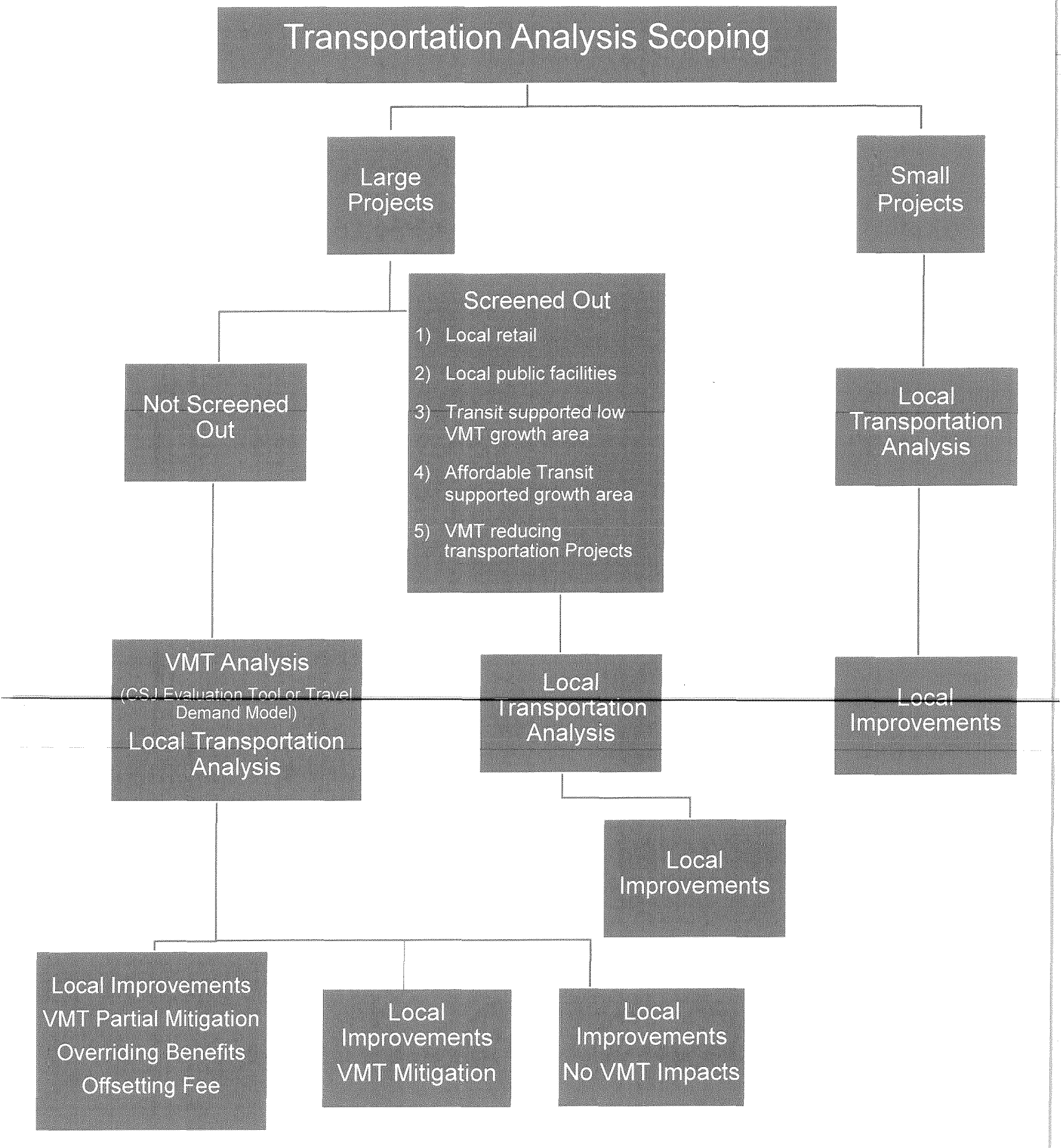
The value of Transportation System Improvements will increase annually, on January 1st in line with the Engineering News-Record Construction Cost Index (ENR CCI) to ensure that the value remains consistent over time.

For purposes of clarification, improvements to the citywide multimodal transportation system as discussed in this section are not "mitigation" for significant *VMT* impacts, as mitigation is defined by CEQA. Such improvements would not necessarily reduce or avoid the significance of *VMT* impacts that cannot be mitigated. These improvements to the multimodal transportation system are one of the overriding benefits to the community and findings made to this effect that can assist the Council in determining whether the overriding benefits of the proposed Project outweigh the significant effects on the environment.

c. Affordable housing Projects that are 100% restricted affordable units, excluding unrestricted manager units, at or below income levels as defined in General Plan Policy IP-5.12. Affordability restrictions must be recorded and extend for a minimum of 55 years for rental homes or 45 years for for-sale homes.

Affordable housing Projects must be consistent with the General Plan, as well as any applicable area plan(s), and the City Council may consider a statement of overriding considerations even if the Project's VMT impact cannot be fully mitigated to a less than significant level. These affordable housing Projects will be required to mitigate their VMT impacts to the maximum extent feasible, as determined by the City of San José's Vehicle Miles Traveled Evaluation Tool, including implementation of a tailored TDM plan. However, these Projects would not be required to construct or fund Transportation System Improvements.

APPENDIX C
TO CITY COUNCIL POLICY 5-1
Flow Chart of the Transportation Analysis Process



Appendix E - Diridon Station Area Plan Transportation Project List

Appendix E: Diridon Station Area Plan
Transportation Project Descriptions

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DIRIDON STATION AREA PLAN (2020 AMENDMENT)					DIRIDON STATION AREA PLAN (2014)			
Project ID	Same/ Removed/ Modified/ New/ Completed	Type	Improvement	Description	Page #	Type	Improvement	Description
A=Active Transportation Street Projects B=Bicycle Projects C=Connector/Car Projects G=Trail Projects M=TDM/Parking Policy P=Pedestrian Projects S=Station Projects T=Transit Projects					2-12 to 2-35 = Urban Design and Place Making Chapter 2-36 to 2-46 = Landscape and Open Space Chapter 2-58 to 2-79 = Station Concept and Layout Chapter 2-80 to 2-114 = Access and Circulation Chapter 2-115 to 2-135 = Transportation and Parking Demand Management Chapter			
	Completed				2-90, 2-100	Transit	The Alameda the Beautiful Way	The Alameda between Stockton Avenue and Fremont Street (Phase I) and between Fremont Street and I-880 (Phase II); Enhanced pedestrian connection
A1	Modified	New Street	Active Transportation Greenway Underneath and Alongside Elevated Tracks	A greenway (active transportation, car-free street and open space) under and alongside elevated tracks extended between San Carlos Street and Lenzen Avenue. This will provide a needed north-south active transportation link connecting directly to the Diridon Station via the space underneath and alongside the elevated tracks. It will address the problem that the existing bike network running north to south is not as strong as its perpendicular counterpart. It will also allow for specific placemaking opportunities such as pedestrian parks. Connected with the Los Gatos Creek Trail at San Carlos Street, it will decrease commuting times, separate bicyclists and pedestrian from motorized vehicles, enhance air quality, and in turn, add joy to the art of bicycling and walking in a major metropolis.	2-22	Pedestrian/Bicycle	Northern Zone - Green finger	Green fingers reach out from Guadalupe Parkway and follow the route of the existing heavy rail tracks, creating linear pedestrian parks alongside the tracks
A2	Modified	New Street	Lenzen Avenue Active Transportation Greenway/ Complete Street (new street)	At-grade greenway (active transportation, car-free street and open space) on Lenzen Avenue between Stockton Avenue and Montgomery Street (new street); Complete street option is also under consideration.	2-100, 2-114	New Street	East-West Connection - Lenzen Avenue (new street)	Enhanced pedestrian underpass connection on Lenzen Avenue between Stockton Avenue and Montgomery Street (new street)
A2, A3	Modified	New Street	Lenzen Avenue and Cinnabar Street Active Transportation Greenway (new street)	At-grade greenway (active transportation, car-free street and open space) on Lenzen Avenue and on Cinnabar Street, between Stockton Avenue and Montgomery Street (new street)	2-24	Pedestrian/Bicycle	Northern Zone - Green finger underpasses	Underpasses below rail tracks at Lenzen Ave and Cinnabar St, treated as green fingers
A3	Modified	New Street	Cinnabar Street Active Transportation Greenway (new street)	A greenway (active transportation, car-free street and open space) on Cinnabar Street between Stockton Avenue and Montgomery Street (new street)	2-100, 2-114	New Street	East-West Connection - Cinnabar Street (new street)	Enhanced pedestrian underpass connection on Cinnabar Street between Stockton Avenue and Montgomery Street (new street)
A5	Modified	Pedestrian/Bicycle	Station Open Plaza on White Street	Station Open Plaza (active transportation, car-free street and open space) on White Street in front of the west station entrance. Little or no plaza space is planned for the west side of the station at San Fernando, given limited space available.	2-105	Pedestrian/Bicycle	North-South Connection - White Street	Class I Bicycle Path
A7	Modified	Station	Station Open Plaza on Cahill Street	Station Open Plaza (active transportation, car-free street and open space) will be on Cahill Street in front of the two station entrances on Santa Clara Street and San Fernando Street.	2-26	Station	Central Zone - New primary civic plaza	A view corridor showing the terminal structure and an urban gathering place.
A7	Modified	Station	Station Open Plaza on Cahill Street	Station Open Plaza (active transportation, car-free street and open space) will be on Cahill Street in front of the two station entrances on Santa Clara Street and San Fernando Street.	2-105	Bicycle	North-South Connection - Cahill Street	Class III Bicycle Boulevard
B1	Modified	Bicycle	San Fernando Street Complete Street with Bicycle Priority Improvements	Class IV Protected Bikeway on San Fernando Street east of Cahill Street; Enhanced/buffered Class III Bike Boulevard on San Fernando Street west of White Street; Enhanced bicycle and pedestrian at-grade crossing under SR-87	2-105	Pedestrian/Bicycle	East-West Connection - San Fernando Street	Class III Bicycle Boulevard on San Fernando Street west of White Street; Enhanced pedestrian underpass connection on San Fernando Street under SR-87
B10	Modified	Bicycle	St. John Street Complete Street with Bicycle Priority Improvements	Class IV Protected Bikeway; Enhanced bicycle and pedestrian at-grade crossing under SR-87	2-100, 2-105	Pedestrian/Bicycle	East-West Connection - St. John Street	Class II Bicycle Lane; Enhanced pedestrian underpass connection on St. John Street under SR-87

DIRIDON STATION AREA PLAN (2020 AMENDMENT)					DIRIDON STATION AREA PLAN (2014)			
Project ID	Same/ Removed/ Modified/ New/ Completed	Type	Improvement	Description	Page #	Type	Improvement	Description
B11	Modified	Bicycle	Auzerais Avenue Complete Street	Class IV Protected Bikeway; Enhanced bicycle and pedestrian at-grade crossing under elevated tracks and SR-87; includes two on-street trail linkages - one from east side of existing rail corridor to Los Gatos Creek Trail, and another at-grade trail crossing on the west side of the rail corridor.	2-100, 2-105	Pedestrian/Bicycle	East-West Connection - Auzerais Avenue	Class II Bicycle Lane, Enhanced pedestrian underpass connection
B12	Modified	Bicycle	Sunol Street	Enhanced/buffered Class II Bicycle Lane on Sunol Street between Park Avenue and The Alameda; Class III Bike Boulevard on Sunol Street between Auzerais Avenue and Park Avenue	2-105	Bicycle	North-South Connection - Sunol Street	Class III Bicycle Boulevard
B13	Modified	Bicycle/Auto	Autumn Street Complete Street	Class IV Protected Bikeway on Autumn Street between Park Avenue and St. John Street; Class III Bike Boulevard on Old Autumn Street between St. John Street and Julian Street; Extension of Autumn Street between St. John Street and Julian Street is under consideration; North of Julian Street may be reconfigured to accommodate the planned elevated UPRR tracks; Autumn Street is planned to have one vehicular travel lane in each direction.	2-105	Bicycle	North-South Connection - Autumn Street between Park Avenue and Santa Clara Street	Class III Bicycle Boulevard on Autumn Street between Park Avenue and Santa Clara Street
B14	Modified	Bicycle	Montgomery Street Complete Street with Bicycle Priority Improvements (new street)	Class IV Protected Bikeway on Montgomery Street between St. John Street and Cinnabar Street; Class IV Protected Bikeway on Montgomery between Cinnabar Street and Lenzen Avenue (new street)	2-105, 2-114	Bicycle	North-South Connection - Montgomery Street	Class III Bicycle Boulevard on Montgomery Street between Julian Street and Cinnabar Street; Class II Bicycle Lane on Montgomery Street between St. John Street and Julian Street
B15	Modified	Bicycle	Public Bike and Micromobility Share Program		2-90	Bicycle	Public Bike Share Program	
B2	Modified	Bicycle	Park Avenue Complete Street with Bicycle Priority Improvements	Class IV Protected Bikeway; Enhanced bicycle and pedestrian at-grade crossing under elevated tracks and SR-87	2-100, 2-105	Pedestrian/Bicycle	East-West Connection - Park Avenue	Class II Bicycle Lane; Enhanced pedestrian underpass connection on Park Avenue between Laurel Grove Lane and Cahill Street (narrowing from 4 to 2 lanes) and under SR-87
B4	Modified	Bicycle	Cahill Street Complete Street with Bicycle Priority Improvements	Class IV Protected Bikeway on Cahill Street between Park Avenue and San Fernando Street, and between Santa Clara Street and Montgomery Street	2-100	New Street	Cahill Street Enhanced Pedestrian Connection (new street)	Cahill Street between Park Avenue and Julian Street (new street)
B5	Modified	Bicycle	Laurel Grove Lane-Dupont Street	Class III Bike Boulevard on Laurel Grove Lane-Dupont Street	2-100, 2-105	Pedestrian/Bicycle	White Street-Laurel Grove Lane-Dupont Street	Class III Bike Boulevard; Enhanced pedestrian connection on White Street-Laurel Grove Lane-Dupont Street, and alongside the tracks south of Park Avenue
B6	Modified	Pedestrian/Bicycle	Almaden Boulevard	Class III Bike Boulevard on Almaden Boulevard between St. John Street and Julian Street	2-105	Pedestrian/Bicycle	North-South Connection - Almaden Boulevard	Class I Bicycle Path on Almaden Blvd between St. John Street and Julian Street
B7	Modified	Bicycle	Stockton Avenue	Enhanced/buffered Class II Bicycle Lane	2-105	Bicycle	North-South Connection - Stockton Avenue	Class II Bicycle Lane
B8	Modified	Bicycle	Bird Avenue Complete Street	Class IV Protected Bikeway on Bird Avenue south of Park Avenue	2-105	Bicycle	North-South Connection - Bird Avenue	Class II Bicycle Lane
B9	Modified	Bicycle	Julian Street Complete Street	Class IV Protected Bikeway on Julian Street between Cinnabar Street and SR-87	2-105	Bicycle	East-West Connection - Julian Street	Class II Bicycle Lane
G1-4	Modified	Pedestrian/Bicycle	Trail Crossing - Park Avenue Grade-separated	Los Gatos Creek Trail crosses Park Avenue via bridge. Two-way Class IV bikeways are provided on the east side of Autumn Street.	2-105	Pedestrian/Bicycle	Trail Crossing - Park Avenue At-grade	Los Gatos Creek Trail crossing at-grade at Park Avenue
M1	Modified	TDM	TDM and Parking standards	Direction to pursue parking minimum standards, maximum standards, point-based TDM requirements, and a list of mandatory and discretionary TDM measures. Implemented by TMA in the form of a public-private-partnership.	2-135	TDM	Reduce Parking Standards	Implemented by City
M2	Modified	Parking Supply Management	Parking Trade Program	Incorporated into Parking District	2-119	Parking Supply Management	Parking Trade Program	
M2	Modified	Parking Supply Management	Shared Parking	Incorporated into Parking District	2-121	Parking Supply Management	Shared Parking	
M2	Modified	Parking Supply Management	Valet Parking	Incorporated into Parking District	2-122	Parking Supply Management	Valet Parking	
M2	Modified	Parking Supply Management	Wayfinding and Parking Guidance Systems	Incorporated into Parking District	2-122	Parking Supply Management	Wayfinding and Parking Guidance Systems	

DIRIDON STATION AREA PLAN (2020 AMENDMENT)					DIRIDON STATION AREA PLAN (2014)			
Project ID	Same/ Removed/ Modified/ New/ Completed	Type	Improvement	Description	Page #	Type	Improvement	Description
M2	Modified	Parking Supply Management	Advanced Parking Reservation Systems	Incorporated into Parking District	2-122	Parking Supply Management	Advanced Parking Reservation Systems	
M2	Modified	Parking Supply Management	Residential Parking Permit Program	Incorporated into Parking District	2-123	Parking Supply Management	Residential Parking Permit Program	
M2	Modified	Parking Supply Management	Preferential Parking	Incorporated into Parking District	2-124	Parking Supply Management	Preferential Parking	
M3	Modified	TDM/Parking Demand Management	Car share, Bike parking	Incorporated into TMA/TDM program	2-33	TDM/Parking Demand Management	South Zone - Car share, Bike parking	Implement car-sharing programs and bike kitchens shared bicycle parking space used by residents that may include shared equipment, tools, and working space for bicycle repair) into residential development.
M3	Modified	TDM/Parking Demand Management	Wayfinding	Incorporated into TMA/TDM program	2-135	TDM/Parking Demand Management	Wayfinding	Implemented by City/TMA
M3	Modified	TDM/Parking Demand Management	Bicycle Storage	Incorporated into TMA/TDM program	2-135	TDM/Parking Demand Management	Bicycle Storage	Implemented by City/TMA
M3	Modified	TDM/Parking Demand Management	Bikesharing	Incorporated into TMA/TDM program	2-135	TDM/Parking Demand Management	Bikesharing	Implemented by City/TMA/PPP
M3	Modified	TDM/Parking Demand Management	Transit Subsidies/EcoPass	Incorporated into TMA/TDM program	2-135	TDM/Parking Demand Management	Transit Subsidies/EcoPass	Implemented by City/TMA/Private businesses
M3	Modified	TDM/Parking Demand Management	TDM Coordinator/Rideshare	Incorporated into TMA/TDM program	2-135	TDM/Parking Demand Management	TDM Coordinator/Rideshare	Implemented by City/Private businesses
M3	Modified	TDM/Parking Demand Management	Carsharing	Incorporated into TMA/TDM program	2-135	TDM/Parking Demand Management	Carsharing	Implemented by City/TMA/PPP
M3	Modified	TDM/Parking Demand Management	Flex Work	Incorporated into TMA/TDM program	2-135	TDM/Parking Demand Management	Flex Work	Implemented by Private/Public businesses
M3	Modified	TDM/Parking Demand Management	Shuttle Service	Incorporated into TMA/TDM program	2-135	TDM/Parking Demand Management	Shuttle Service	Implemented by Private/Public businesses
M3	Modified	TDM/Parking Demand Management	Guaranteed Ride Home	Incorporated into TMA/TDM program	2-135	TDM/Parking Demand Management	Guaranteed Ride Home	Implemented by Private/Public businesses
M3	Modified	TDM/Parking Demand Management	Parking Cash-Out	Incorporated into TMA/TDM program	2-135	TDM/Parking Demand Management	Parking Cash-Out	Implemented by Private/Public businesses
M3	Modified	TDM/Parking Demand Management	Parking Pricing	Incorporated into TMA/TDM program	2-135	TDM/Parking Demand Management	Parking Pricing	Implemented by City/TMA
M3	Modified	TDM/Parking Demand Management	Unbundled Parking	Incorporated into TMA/TDM program	2-135	TDM/Parking Demand Management	Unbundled Parking	Implemented by City
P3	Modified	Pedestrian/Bicycle	Delmas Avenue Complete Street with Pedestrian Priority Improvements	Active transportation street (car-free) on Delmas Avenue between San Fernando Street and Santa Clara Street. Pedestrian priority improvements with Enhanced/Buffered Class II Bike Lanes on Delmas Avenue between Auzerais Avenue and San Fernando Street.	2-105	Bicycle	North-South Connection - Delmas Avenue	Class II Bicycle Lane
S1	Modified	Station	Elevated Station Platform	Elevating the tracks and platforms will allow for street-level east/west connections through the station area, knit together neighborhoods on either side of the tracks, and facilitate connections for people walking, bicycling, and driving.	2-63	Station	Preferred Station Alternative	Alternative A "Linear" scheme, two rail platform levels
S1	Modified	Station	Elevated Station Platform	Elevating the tracks and platforms will allow for street-level east/west connections through the station area, knit together neighborhoods on either side of the tracks, and facilitate connections for people walking, bicycling, and driving.	2-28	Pedestrian/Bicycle	Central Zone - Pedestrian connections across the tracks	In the case of the elevated HSR alignment option, the tracks and station concourse offer more opportunities for making high-level pedestrian connections across the tracks
S2	Modified	Station	Station Entrances at Santa Clara Street and San Fernando Street	Two main concourses with four station entrances. One concourse is oriented toward Santa Clara Street and will be close to BART, light rail, bus, and other connecting modes to allow for quick transfers. The other concourse will be located near San Fernando Street and allow for easy connections to the bike network, creeks, existing neighborhoods, and future office and housing development.	2-26	Station	Central Zone - New terminal building	Highly visible from multiple approaches to the station

DIRIDON STATION AREA PLAN (2020 AMENDMENT)					DIRIDON STATION AREA PLAN (2014)			
Project ID	Same/ Removed/ Modified/ New/ Completed	Type	Improvement	Description	Page #	Type	Improvement	Description
T5	Modified	Transit	Santa Clara Street Complete Street with Dedicated Public Service Lanes	Bus Rapid Transit on Dedicated Public Service Lanes; Class IV Protected Bikeway; Enhanced bicycle and pedestrian at-grade crossings under SR-87 and elevated tracks	2-100, 2-105, 2-109	Transit	East-West Connection - Santa Clara Street	Bus Rapid Transit; Class II Bicycle Lane; Enhanced pedestrian connection; Enhanced pedestrian underpass connection on Santa Clara Street under SR-87
T6	Modified	Transit	San Carlos Street Complete Street with Transit Priority Improvements	Class IV Protected Bikeway; Enhanced bicycle and pedestrian at-grade crossings under SR-87 and elevated tracks	2-100	Pedestrian	San Carlos Street Enhanced Pedestrian Overpass/Underpass Connection	Enhanced pedestrian overpass connection on San Carlos Street between Dupont Street and Cahill Street, overpass replacement; Enhanced pedestrian underpass connection on San Carlos Street under SR-87
T6	Modified	Transit	San Carlos Street Complete Street with Transit Priority Improvements	Class IV Protected Bikeway; Enhanced bicycle and pedestrian at-grade crossings under SR-87 and elevated tracks	2-109	Transit	Bus Rapid Transit	BRT lines on San Carlos Street
T7	Modified	Transit	Airport-Diridon Connector	A connection from SJC to Diridon Station that would integrate Diridon Station and the airport as a single facility from the passenger's perspective by providing quick and reliable trips across the roughly three miles that separate the two facilities.	2-109	Transit	Airport Shuttle	Shuttle route between the Diridon Station and the Airport
	Modified	Street Typology	East-West Connections to Open Space	Julian Street and Auzerais Avenue all serve important roles as primary cross-routes for vehicular movement. , The Alameda/Santa Clara, Park Avenue, San Carlos Street, St. John Street, San Fernando Street, etc. could receive streetscape improvements that de-emphasize vehicular travel and promote these cross-routes as primary transit, pedestrian, and bicycle corridors.	2-43	Street Typology	East-West Connections to Open Space	Julian Street, The Alameda/Santa Clara, Park Avenue and San Carlos Street all serve important roles as primary cross-routes for vehicular movement. St. John Street, San Fernando Street and Auzerais Avenue could receive streetscape improvements that de-emphasize vehicular travel and promote these cross-routes as primary pedestrian and bicycle corridors.
A1	New	New Street	Active Transportation Greenway Underneath and Alongside Elevated Tracks	A greenway (active transportation, car-free street and open space) under and alongside elevated tracks extended between San Carlos Street and Lenzen Avenue. This will provide a needed north-south active transportation link connecting directly to the Diridon Station via the space underneath and alongside the elevated tracks. It will address the problem that the existing bike network running north to south is not as strong as its perpendicular counterpart. It will also allow for specific placemaking opportunities such as pedestrian parks. Connected with the Los Gatos Creek Trail at San Carlos Street, it will decrease commuting times, separate bicyclists and pedestrian from motorized vehicles, enhance air quality, and in turn, add joy to the art of bicycling and walking in a major metropolis.				
C1	New	Interchange	Santa Clara Street SR-87 Northbound Off-ramp Closure	The proposed closure will remove the freeway gateway from Santa Clara Street (Grand Boulevard) and complement the proposed exclusive public service lanes to prioritize transit. Vehicles traveling on northbound SR-87 are expected to exit via the downstream, Julian Street off-ramp. Lower vehicular traffic on Santa Clara Street will reduce pedestrian-vehicle conflicts and improve pedestrian safety.				
C2	New	Interchange	Julian Street SR-87 Interchange Modifications	The proposed modifications to the Julian Street interchange will make it the primary Downtown gateway for regional vehicular traffic on SR-87. It will consolidate the existing interchanges at Santa Clara Street and Julian Street into a modified, full interchange at Julian Street that will connect vehicles to key parking locations outside of the core station area.				

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Project ID	Same/ Removed/ Modified/ New/ Completed	Type	Improvement	Description	Page #	Type	Improvement	Description
G1-5	New	Pedestrian/Bicycle	Trail Crossing - San Carlos Street At-grade/Grade-separated	Los Gatos Creek Trail crosses under San Carlos Street along the west bank. Along the east bank, it crosses San Carlos Street via bridge or under-crossing, which becomes a Class I bike path alongside the track line ending at Auzerais Avenue.				
G1-6	New	Pedestrian/Bicycle	Trail Crossing - Auzerais Avenue At-grade	Los Gatos Creek Trail crosses Auzerais Avenue at-grade along the west bank.				
P1	New	Pedestrian/Bicycle	Across I-280 Pedestrian/Bicycle Connection	The proposed bicycle and pedestrian connection will provide a needed north-south active transportation link across a major barrier in I-280. It will connect the residential neighborhoods south of I-280 – Gardner, Fuller-Drake, North Willow Glen, Broadway-Palmhaven, and Willow Glen, with the residential neighborhoods and commercial activities north of I-280 – Auzerais-Josefa, Hannah-Gregory, Midtown San Jose, and the station area. It will connect the Diridon Station, Gardner Elementary School, and various open spaces and parks such as Biebrach, Fuller, and Del Monte parks. The proposed connection aims to minimize bicycle and pedestrian conflicts with motorized vehicles on Bird Avenue (City Connector Street).				
P2	New	Pedestrian/Bicycle	Montgomery Street Complete Street with Pedestrian Priority Improvements	Montgomery Street between San Fernando Street and Santa Clara Street; pedestrian priority improvements with Class III Bike Boulevard.				
S10	New	Station	Station Park-and-Ride	A small number of parking spaces are considered in shared facilities in the station district.				
S3	New	Station	Existing Track Approaches to Station	Maintain track approaches that generally stay within the existing northern and southern corridors in order to leverage existing rail infrastructure, minimize overall community impact, and minimize the need to acquire significant land.				
S4	New	Station	Bicycle Access to Station	San Fernando Street is considered in the Diridon Integrated Station Concept Plan to serve as the primary corridor for traveling to and through the station by bicycle. The Concept Plan also proposes a major bicycle parking facility under the tracks at San Fernando.				
S5	New	Station	Light Rail Access to Station	The two existing light rail stops near the station, one along Laurel Grove Lane on the west and the other near the intersection of Montgomery and San Fernando Street on the east) are considered in the Concept Plan to be consolidated into a single centrally-located stop that would be accessed on the east side of the station roughly at the current intersection of Cahill and Crandall streets.				
S6	New	Station	Bus Access to Station	The Concept Layout proposes a VTA bus facility located south of the primary station hall along a bus-only street to the east of the heavy rail tracks.				
S7	New	Station	Intercity Bus Access to Station	The Concept Layout proposes along the western edge of the rail tracks, in the current location of White Street.				
S8	New	Station	BART Access to Station	The Concept Layout proposes an access point to BART via the lobby of a proposed future building on the corner of Santa Clara and Montgomery streets. The Partner Agencies are considering additional access points.				

DIRIDON STATION AREA PLAN (2020 AMENDMENT)					DIRIDON STATION AREA PLAN (2014)			
Project ID	Same/ Removed/ Modified/ New/ Completed	Type	Improvement	Description	Page #	Type	Improvement	Description
S9	New	Station	Station Curb Space for Pick-up/Drop-off	Space for these modes is considered at the southeast corner of the station, south of San Fernando Street and west of Cahill street. This facility is carefully sited away from the core of the station so as to minimize conflicts between pedestrians and cyclists who will be coming to the station from Downtown.				
T4	New	Transit	VTA Light Rail Grade-separation and Re-alignment	The light rail track connection between the Diridon Station and the stations in Downtown will be re-aligned east-west from the current San Carlos Street to Park Avenue or San Fernando Street. To minimize conflicts with pedestrian and bicyclists and to speed up and LRT operations, different light rail grade separation options such as Autumn Street, Delmas Avenue, San Fernando Street, and/or Park Avenue are considered.				
T8	New	Transit	Caltrain Business Plan Long Range Service Vision	The Business Plan addresses four major focus areas: service, business case, community interface, and organization. The Long-Range Service Vision as part of the Business Plan will increase the number of peak hour trains per direction to 8 between Tamien Station and San Francisco, 4 between the Blossom Hill and Tamien Stations, and 2 between the Gilroy and Blossom Hill Stations. The Caltrain Board of Directors adopted a service vision as part of the Business Plan in October 2019 that envisions significantly expanding Caltrain service, roughly tripling the number of daily riders from 65,000 today to 180,000 by 2040. Diridon Station is currently one of the busiest stations in the system currently. It is also one of the core stations that will see most enhanced service under the Business Plan.				
A4	Same	New Street	San Fernando Street Active Transportation Greenway (new street)	A greenway (active transportation, car-free street and open space) on San Fernando Street between White Street and Cahill Street (new street)	2-100, 2-105	New Street	San Fernando Street Enhanced Pedestrian Connection (new street)	Enhanced pedestrian connection on San Fernando Street between White Street and Cahill Street (new street)
A6	Same	Pedestrian/Bicycle	Active Transportation Greenway on Axis with Historic Diridon Station	Linear east-west greenway (active transportation, car-free street and open space) located on axis with the historic Diridon station, extending across Autumn Parkway and reinforcing the existing pedestrian and bike routes which follow the LRT, on to San Fernando Street and into downtown.	2-28	Pedestrian/Bicycle	Central Zone - Green connection on axis with historic Diridon Station	Linear east-west green connection located on axis with the historic Diridon station, extending across Autumn Parkway and reinforcing the existing pedestrian and bike routes which follow the LRT, on to San Fernando Street and into downtown.
B3	Same	Bicycle	Gifford Avenue Complete Street with Bicycle Priority Improvements	Gifford Avenue between Auzerais Avenue and San Fernando Street; Class III Bike Boulevard	2-105	Bicycle	North-South Connection - Gifford Avenue	Class III Bicycle Boulevard on Gifford Avenue between Auzerais Avenue and San Fernando Street
G1-1	Same	Pedestrian/Bicycle	Los Gatos Creek Trail	Los Gatos Creek Trail between San Carlos Street and Santa Clara Street	2-100	Pedestrian/Bicycle	North-South Connection - Los Gatos Creek Trail Master Plan	Los Gatos Creek Trail between San Carlos Street and The Alameda
G1-2	Same	Pedestrian/Bicycle	Trail Crossing - Santa Clara Street Grade-separated	Los Gatos Creek Trail crosses Santa Clara Street via bridge or under-crossing with a long-span	2-105	Pedestrian/Bicycle	Trail Crossing - Santa Clara Street Grade-separated	Los Gatos Creek Trail grade-separated crossing at Santa Clara Street
G1-3	Same	Pedestrian/Bicycle	Trail Crossing - San Fernando Street Grade-separated	After crossing LRT via existing at-grade crossing, the Los Gatos Creek Trail crosses San Fernando Street via a long-bridge span. Two-way Class IV bikeways are provided on the bridge.	2-105	Pedestrian/Bicycle	Trail Crossing - San Fernando Street Grade-separated	Los Gatos Creek Trail grade-separated crossing at San Fernando Street
T1	Same	Transit	BART Silicon Valley Phase II	The planned VTA BART Silicon Valley Phase II will extend BART service from its current terminus at Berryessa Station to Downtown San Jose with a stop at Diridon Station and terminate at the Santa Clara Caltrain Station. Service is expected to begin as early as 2030.	2-109	Transit	BART	BART Silicon Valley Phase II

DIRIDON STATION AREA PLAN (2020 AMENDMENT)					DIRIDON STATION AREA PLAN (2014)			
Project ID	Same/ Removed/ Modified/ New/ Completed	Type	Improvement	Description	Page #	Type	Improvement	Description
T2	Same	Transit	High Speed Rail	The pending California High Speed Rail (HSR) will connect the Los Angeles Metropolitan Area, the Central Valley, and the San Francisco Bay Area with service scheduled to begin in 2029. California HSR will have a stop at Diridon Station.	2-109	Transit	High Speed Rail	Potential
T3	Same	Transit	Caltrain Electrification	The planned Caltrain electrification project will replace diesel-powered trains with electric trains by 2022. More frequent and faster train service will be provided for riders. The number of peak hour trains in each direction will increase from 5 to 6 and will increase combined seating and standing capacity by 31%. The electrification of Caltrains will also lay the groundwork to provide additional capacity improvements in the proposed Caltrain Business Plan.	2-87	Transit	Caltrain Electrification	Caltrain Electrification Program
	Removed				2-22	Pedestrian/Bicycle	Northern Zone - Green finger	Green fingers reach out from Guadalupe Parkway, follow Julian St between Autumn Parkway and Stockton Avenue, and continues southward to connect to the Alameda with a new mid-block paseo.
	Removed				2-26	Station	Central Zone - Airport-style station layout	
	Removed				2-32	Pedestrian/Bicycle	South Zone - Green fingers	Green fingers reaching out from the large community park along Park Avenue to provide strong bike and pedestrian connections between the sub-areas and into the neighborhoods beyond.
	Removed				2-34	Pedestrian/Bicycle	South Zone - Extension of Josefa Street	Extension of Josefa Street in the north to connect bikes and pedestrians to the Los Gatos Creek trail and down into the neighborhood. This linkage is treated as another green finger reaching into the heart of the neighborhood.
	Removed				2-72	Station	Station - KNR, private shuttle buses, taxis	Kiss-and-ride curb would be located in front of the new station building and the historic depot. Additional curb frontage on Cahill Street would accommodate private shuttle buses and taxis.
	Removed				2-73	Station	Station - Transit Center	Bus Plaza Option, Transit Mall Option, or the Skewed Alignment Option
	Removed				2-100, 2-114	New Street	Wilson Avenue Enhanced Pedestrian Connection	Enhanced Pedestrian Connection on Wilson Avenue between The Alameda and Stockton Avenue (new street)
	Removed				2-100, 2-114	New Street	Drake Street Enhanced Pedestrian Connection (new street)	Enhanced pedestrian connection on Drake Street between Auzerais Avenue and Columbia Avenue (new street)
	Removed				2-100	Pedestrian	Pedestrian Scramble	Santa Clara Street/Montgomery Street
	Removed				2-100	Pedestrian	Intersection with Improved Pedestrian Access	The Alameda/Stockton Avenue
	Removed				2-100	Pedestrian	Intersection with Improved Pedestrian Access	Stockton Avenue between The Alameda and Julian Street
	Removed				2-100	Pedestrian	Intersection with Improved Pedestrian Access	Santa Clara Street/Cahill Street
	Removed				2-100	Pedestrian	Intersection with Improved Pedestrian Access	Santa Clara Street/Autumn Street
	Removed				2-100	Pedestrian	Intersection with Improved Pedestrian Access	Julian Street/Montgomery Street
	Removed				2-100	Pedestrian	Intersection with Improved Pedestrian Access	Julian Street/Autumn Street
	Removed				2-100	Pedestrian	Intersection with Improved Pedestrian Access	Montgomery Street/Stover Street

DIRIDON STATION AREA PLAN (2020 AMENDMENT)					DIRIDON STATION AREA PLAN (2014)			
Project ID	Same/ Removed/ Modified/ New/ Completed	Type	Improvement	Description	Page #	Type	Improvement	Description
	Removed				2-100	Pedestrian	Intersection with Improved Pedestrian Access	Montgomery Street/Crandall Street
	Removed				2-100	Pedestrian	Intersection with Improved Pedestrian Access	Autumn Street/Stover Street
	Removed				2-100	Pedestrian	Intersection with Improved Pedestrian Access	Autumn Street/Crandall Street
	Removed				2-100	Pedestrian	Intersection with Improved Pedestrian Access	San Fernando Street/Montgomery Street
	Removed				2-100	Pedestrian	Intersection with Improved Pedestrian Access	San Fernando Street/Autumn Street
	Removed				2-100	Pedestrian	Intersection with Improved Pedestrian Access	Autumn Street/Josefa Street
	Removed				2-100	Pedestrian	Intersection with Improved Pedestrian Access	Park Avenue/Josefa Street
	Removed				2-100	Pedestrian	Intersection with Improved Pedestrian Access	San Carlos Street/Josefa Street
	Removed				2-100	Pedestrian	Intersection with Improved Pedestrian Access	San Carlos Street/Gifford Avenue
	Removed				2-100	Pedestrian	Intersection with Improved Pedestrian Access	Park Avenue/Laurel Grove Lane
	Removed				2-100	Pedestrian	Intersection with Improved Pedestrian Access	San Carlos Street/Sunol Street
	Removed				2-114	Pedestrian	Pork-chop island removal	The Alameda/Stockton Avenue
	Removed				2-114	Pedestrian	Pork-chop island removal	Park Avenue/Autumn Street
	Removed				2-114	Pedestrian	Pork-chop island removal	San Carlos Street/Autumn Street
	Removed				2-114	Pedestrian	Pork-chop island removal	Auzerais Avenue/Bird Avenue
	Removed				2-105, 2-114	New Street	North-South Connection - Autumn Street Extension (new street)	Class I Bicycle Path on Autumn Street between Santa Clara Street and Julian Street; Autumn Street Extension between St. John Street and Julian Street, and adjacent grid alignment (new street)
	Removed				2-109	Transit	Bus Stop Improvements	Santa Clara Street/Montgomery Street
	Removed				2-109	Transit	Bus Stop Improvements	Santa Clara Street/Delmas Avenue
	Removed				2-109	Transit	Bus Stop Improvements	San Carlos Street/Sunol Street
	Removed				2-109	Transit	Bus Stop Improvements	San Carlos Street/Bird Avenue
	Removed				2-109	Transit	Bus Stop Improvements	San Carlos Street/Gifford Avenue
	Removed				2-114	New Street	North-South Connection - Georgetown Place (new street)	Georgetown Place between San Carlos Street and Park Avenue (new street)
	Removed				2-114	New Street	East-West Connection - Stover Street (new street)	Enhanced pedestrian connection on Stover Street between Cahill Street and Delmas Avenue (new street)
	Removed				2-114	New Street	East-West Connection - Crandall Street (new street)	Crandall Street between Cahill Street and Autumn Street (new street)
	Removed				2-114	New Street	East-West Connection - Parkinson Court (new street)	Parkinson Court between Sunol Street and Dupont Street
	Removed				2-114	New Street	East-West Connection - Pacific Avenue (new street)	Pacific Avenue between Sunol Street and Dupont Street
	Removed				2-100, 2-114	New Street	East-West Connection - Columbia Street (new street)	Enhanced pedestrian connection on Columbia Street between Drake Street and Bird Avenue (new street)
	Removed				2-24	Pedestrian/Bicycle	Northern Zone - North-south pedestrian and bike connection	Improved north-south pedestrian and bike connections along the western side of the arena

Appendix F - Water Supply Assessment

Appendix F: Water Supply Assessment

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SAN JOSE WATER

WATER SUPPLY ASSESSMENT

DIRIDON STATION AREA PLAN AMENDMENT

January 2021

Prepared By:

Jake Walsh, P.E.
Assistant Chief Engineer, Planning

Erina Szeto, E.I.T.
Junior Engineer

Under the Direction of:

Bill Tuttle, P.E.
Vice President of Engineering

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Figure

1 AMENDED DIRIDON STATION AREA PLAN BOUNDARY

San Jose Water (SJW) is one of the largest privately owned water systems in the United States, providing high-quality water and exceptional service to more than one million residents of Santa Clara County since established in 1866.

BACKGROUND & PURPOSE

This Water Supply Assessment (WSA) was requested on October 9, 2020 by City of San Jose. The project proposes to amend the Diridon Station Area Plan, originally adopted in 2014. The proposed Amendment expands the current Diridon Station Area Plan boundary by approximately 24 acres and will accommodate 7,044 residential units, 7,838,000 square feet of office space, and 19 acres of public park. The 262-acre plan area is bounded by Lenzen Avenue and the Union Pacific Railroad tracks to the north, Interstate 280 (I-280) to the south, the Guadalupe River and Delmas Avenue to the east, and Sunol Avenue and the Diridon Station commuter rail tracks to the west.

This WSA describes the relationship between existing and future water supplies and presents SJW's strong ability to provide a diverse water supply to match build-out water demands under both normal and dry years. This diverse supply consists of local surface water from SJW's Santa Cruz Mountain sources, groundwater, treated surface water from Valley Water's local and imported supplies, and non-potable recycled water. Based on water supply projections reported in Valley Water's 2015 Urban Water Management Plan,[1] conservation methods currently employed, and on SJW's active commitment to these methods, SJW is able to meet the needs of the service area through at least 2035 for average and single-dry years without a call for mandatory water use reductions.[2] This assumes reserves are at healthy levels at the beginning of the year and that projects and programs identified in Valley Water's Water Supply Master Plan 2040 (WSMP 2040)[3] are implemented. If reserves are low at the beginning of a single-dry year, Valley Water might call for water use reductions in combination with using reserves.

Valley Water is evaluating water supply projects and programs to minimize the need to call for water use reductions to mitigate water shortages that would otherwise occur in the event of a multiple-dry year scenario. SJW is committed to actively working with Valley Water in the development of these projects and programs. Projects and programs may include additional long-term water conservation savings, water recycling, recharge capacity, storm water capture, reuse, banking, and storage.

This WSA is written in response to California Senate Bill 610 (SB 610) and Senate Bill 221 (SB 221); legislation which requires water retailers to demonstrate whether their water supplies are sufficient for certain proposed subdivisions and large development projects subject to the California Environmental Quality Act. SB 610 includes the requirements for detailed water supply assessments, and SB 221 includes the requirement for written verification of sufficient water supply based on substantial evidence. SB 610 requires that a WSA be prepared by the local water retailer and submitted within 90 days to the requesting agency. SJW's adoption and submittal of this assessment does not create a right or entitlement to water service or impose or expand SJW's obligation to provide water service. The City of San Jose has an independent obligation to assess the sufficiency of water supply for the Diridon Station Area Plan Amendment. SB 610 provides that the City of San Jose is to determine, based on

[1] https://www.valleywater.org/your-water/water-supply-planning/urban-water-management-plan
[2] San Jose Water 2015 Urban Water Management Plan.
[3] https://www.valleywater.org/your-water/water-supply-planning/water-supply-master-plan

the entire record, whether projected water supplies will be sufficient to satisfy the demands of the proposed project, in addition to existing and planned future uses.

SERVICE AREA & POPULATION

SJW's service area spans 139 square miles, including most of the cities of San Jose and Cupertino, the entire cities of Campbell, Monte Sereno, Saratoga, the Town of Los Gatos, and parts of unincorporated Santa Clara County.

The population of SJW's service area, including growth associated with this Plan Area, is shown in the following table. These projections are based on the Association of Bay Area Governments' population projections and were included in SJW's 2015 Urban Water Management Plan.

Table 1: Current and Projected SJW Service Area Population

2015	2020	2025	2030	2035	2040
982,750	1,034,396	1,087,273	1,142,484	1,201,289	1,262,356

CLIMATE

The San Jose area experiences a low-humidity moderate climate with an annual average rainfall total of about 14 inches. Maximum monthly average temperatures range from the mid 60's to the low 80's (°F) in spring and summer and from the high 50's to low 60's (°F) in the winter.[4] Most precipitation in the area occurs between November and March with January and February typically being the wettest months as shown in Table 2. According to Valley Water's 2015 UWMP, the annual average evapotranspiration rate for the San Jose area is about 50 inches per year. Evapotranspiration measures the loss of water to the atmosphere by evaporation from soil and plant surfaces and transpiration from plants. Evapotranspiration serves as an indicator of how much water plants need for healthy growth.

Table 2: Climate Data

	Jan	Feb	Mar	Apr	May	Jun
Average High Temperature (°F)	58	62	66	69	74	79
Average Low Temperature (°F)	42	45	47	49	52	56
Average Precipitation (in)	2.8	2.6	2.3	1.1	0.4	0.1
Evapotranspiration (in)	1.5	1.9	3.5	5.0	6.0	6.8

	Jul	Aug	Sept	Oct	Nov	Dec	Annual
Average High Temperature (°F)	82	82	80	74	64	58	70.7
Average Low Temperature (°F)	58	58	57	53	46	42	50.4
Average Precipitation (in)	0.0	0.0	0.2	0.7	1.5	2.5	14.3
Evapotranspiration (in)	7.0	6.3	4.8	3.5	1.9	1.4	49.6

[4] Monthly temperature totals from www.weather.com

PAST, CURRENT AND FUTURE SYSTEM WATER USE

The majority of connections to SJW's distribution system are either residential or commercial. SJW also provides water to industrial, institutional, and governmental connections. SJW's customer database does not differentiate between single-family and multi-family residential accounts, but estimates 15 percent of all residential accounts are multi-family. The resale category represents the small mutual water companies, in which SJW provides a master water service and where the mutual water company is responsible for distributing the water.

SJW has developed demand projections from 2015 to 2040 based on population and per capita usage projections. The Association of Bay Area Governments (ABAG) census tract population projections were used to estimate population growth. It was assumed that population growth after 2010 would be within new, high water efficiency developments with a demand of 100 gpcd. It is expected that on average the per capita usage for the existing 2010 population will experience an annual decline of 0.2 percent until 2040.

Table 3: SJW Water Use by Customer Type (AF/yr)

Customer Type	2015	2020	2025	2030	2035	2040
Single Family	47,789	63,443	65,536	67,752	70,155	72,677
Multi Family	8,433	11,195	11,567	11,956	12,380	12,825
Commercial	36,434	48,369	49,965	51,652	53,485	55,409
Industrial	700	930	961	991	1,028	1,065
Institutional / Governmental	4,984	6,617	6,834	7,065	7,316	7,580
Sales / Transfers / Exchanges	408	543	559	580	598	620
Other	150	199	206	212	221	230
Total	98,898	131,296	135,626	140,208	145,183	150,406

SJW's total demand is not limited to metered usage. Non-revenue water is the sum of (a) water losses, (b) unbilled metered consumption, and (c) unbilled unmetered consumption.

(a) Water losses are separated into two categories: apparent losses and real losses. Apparent losses include all types of inaccuracies associated with customer metering, theft, as well as data handling errors. Real losses are physical water losses from the pressurized system and the utility's storage tanks, up to the customer meter. For example, this might include lost water through leaks, breaks and overflows.
(b) Unbilled metered consumption might include metered consumption by the utility.
(c) Unbilled unmetered consumption is any kind of authorized consumption, which is neither billed nor metered. This typically includes items such as firefighting, flushing mains, and draining water storage facilities.

Over the last five years (2015 – 2019) SJW averaged 7.5% non-revenue water as a percent by volume of water supplied, based on the American Water Works Association (AWWA) Water Audit Software. This consistently low level of non-revenue water indicates SJW has an efficient, well-maintained water system. SJW is committed to continuing to reduce its non-revenue water loss percentages through investments in acoustic leak correlation and logging equipment, advanced metering infrastructure, as well as a prudent water main replacement program that ranks pipelines for replacement primarily based upon their propensity to leak.

Table 4: SJW Total System Demand (AF/yr)

	2015	2020	2025	2030	2035	2040
Customer Metered Demand	98,898	131,296	135,626	140,208	145,183	150,406
Non-Revenue Water	7,553	9,139	9,440	9,759	10,106	10,471
Total System Demand	106,451	140,435	145,066	149,967	155,289	160,877

ESTIMATED PROJECT WATER USE

Total water usage for the Diridon Station Area Plan Amendment is estimated at 2,371,480 gallons per day (gpd), which is equivalent to an annual usage of about 2,656 acre-feet of water. However, the site being developed has an existing water usage of about 106 acre-feet per year. Therefore, the annual net demand increase in water usage associated with this project is 2,550 acre-feet and represents a 1.74% increase over the system wide 2013 water production of 146,776 acre-feet. The projected water demand for the Diridon Station Area Plan Amendment is within normal growth projections for water demand in SJWC's system.

Table 5: Total Water Demand Estimated for the Diridon Station Area Plan Amendment

Residential Units[1]	Office Space (SF)[2]	Public Park Space (acres)[3]	Total Project Demand (gpd)	Existing Site Demand (gpd)[4]	Net Project Demand (AF/yr)
7,044	7,838,000	19	2,371,480	94,553	2,550

[1]Residential units assume a demand factor of 100 gallons per capita per day, with 2.2 people per residential unit based on estimates used in the City of San Jose General Plan 2040 EIR, the Downtown Strategy 2040 EIR, and the American Community Survey for three downtown census tracts[5]
[2]Office space assumes a water demand factor of 0.1 gpd per SF
[3]Public park space assumes a water demand factor of 2000 gpd per acre
[4]Existing daily demand based on pre-drought 2013 calendar year usage

SYSTEM SUPPLIES

This section describes and quantifies the current and projected sources of water available to SJW. A description and quantification of recycled water supplies is also included.

[5] https://www.sanjoseca.gov/Home/ShowDocument?id=65361

Imported Treated Surface Water – In 1981, SJW entered into a 70-year master contract with Valley Water for the purchase of treated water. The contract provides for rolling three-year purchase schedules establishing fixed quantities of treated water to be purchased during each period. Water is treated at one of three Valley Water operated treatment plants (Rinconada, Penitencia and Santa Teresa). SJW and Valley Water currently have a three-year treated water contract with an annual contract supply for the SJW regulated system of 68,114 AF/yr, 68,114 AF/yr, and 69,173 AF/yr, for fiscal years 2020/2021 to 2022/2023 respectively.

Groundwater – SJW draws water from the Santa Clara Valley Subbasin (basin) in the north part of Santa Clara County. The basin is 22 miles long and 15 miles wide, with a surface area of 225 square miles and an operational storage capacity estimated to be 350,000 AF.

The following chart shows groundwater elevation in the basin since the mid 1930's using the well surface elevation as the datum. In 2012, the groundwater basin level was high and well prepared for the effects of a multi-year drought. The high groundwater levels were a result of less pumping, an increased use of imported water, and recharge of water into the aquifer by Valley Water. During the recent drought, which officially ended in the State of California on April 7, 2017, SJW relied more heavily on groundwater, which caused the groundwater elevation to decline. However, as can be seen in Chart 1 below, the groundwater elevation has since rebounded and storage in the basin is now in the normal range.

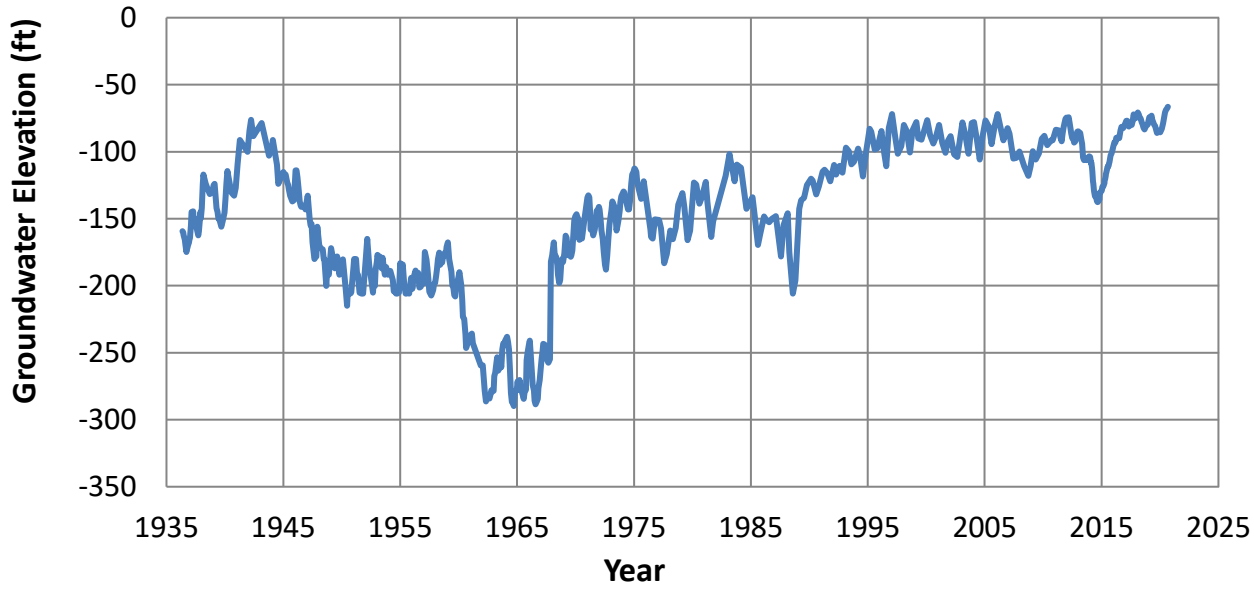


Chart 1: Groundwater Elevation in Santa Clara Valley Subbasin (Well ID: 07S01W25L001)

Groundwater from the basin is a substantial source of water for SJW and in 2014 groundwater accounted for about 57% of SJW's total potable supply. The following table shows the groundwater SJW pumped from the basin from 2011 to 2015.

Table 6: Amount of Groundwater Pumped by SJW (AF/yr)

Basin Name	Metered or Unmetered	2011	2012	2013	2014	2015
Santa Clara Valley Subbasin	Volumetric meter data	38,500	39,696	57,707	74,552	37,888
Groundwater as a percent of total potable water supply		28.3%	28.2%	39.3%	56.8%	35.8%

Surface Water – SJW has "pre-1914 surface water rights" to raw water in Los Gatos Creek and local watersheds in the Santa Cruz Mountains. Prior to 1872, appropriative water rights could be acquired by simply taking and beneficially using water. In 1914, the Water Code was adopted and it grandfathered in all existing water entitlements to license holders. SJW filed for a license in 1947 and was granted license number 10933 in 1976 by the State Water Resources Control Board to draw 6,240 AF/yr from Los Gatos Creek. SJW has upgraded the collection and treatment system that draws water from this watershed which has increased the capacity of this entitlement to approximately 11,200 AF/yr for an average rain year.

Montevina Surface Water Treatment Plant (Plant) is the primary supply source for Town of Los Gatos, and the surrounding communities. The Plant uses microfiltration membrane technology and is capable of treating up to 30 million gallons of water per day.

Recycled Water – South Bay Water Recycling (SBWR) has been serving Silicon Valley communities since 1993 with a sustainable, high-quality water supply. SBWR was created to reduce the environmental impact of freshwater effluent discharge into the salt marshes located at the south end of the San Francisco Bay, and to help protect the California clapper rail and the salt marsh harvest mouse.

In 1997, SJW entered into a Wholesaler-Retailer Agreement with the City of San Jose to provide recycled water to SJW's existing and new customers nearby SBWR recycled water distribution facilities; whereas, the City of San Jose is the wholesaler and SJW is the retailer. At the time, the involvement of SJW was largely to assist the City in meeting its wastewater regulatory obligations. In accordance with the terms of this agreement, SJW allowed SBWR to construct recycled water pipelines in its service area, SJW would only own the recycled water meters, while SBWR would own, operate, and maintain the recycled water distribution system.

In 2010, this Wholesaler-Retailer Agreement was amended to allow SJW to construct recycled water infrastructure that would be owned, operated, and maintained by SJW. Then in 2012, this Wholesaler-Retailer Agreement was again amended to allow SJW to construct additional recycled water infrastructure.

Summary of Existing and Planned Sources of Water – SJW and Valley Water have worked to develop a variety of local and imported water supplies to meet demands. As demands increase with the region's growth, and imported water supplies potentially become more restricted, these planned supplies will increase in importance. In particular, groundwater, which has historically been a vital source of supply for SJW, was all the more critical during the recent drought. The following table

shows the actual amount of water supplied to SJW's distribution system from each source in 2015 as well as projected amounts until 2040.

Table 7: Current and Projected Water Supplies[1] (AF/yr)

	2015	2020	2025	2030	2035	2040
Valley Water Treated Water	63,796	76,670	79,383	82,255	85,376	88,651
SJW Groundwater	37,888	54,160	56,078	58,106	60,307	62,621
SJW Surface Water	4,766	9,606	9,606	9,606	9,606	9,606
Recycled Water	1,964	4,072	6,853	8,350	8,369	8,369
Total System Demand	108,415	144,508	151,919	158,318	163,658	169,246

[1]Projected potable water supply volumes based on a 10-year average (2006-2015) of usage by type and holding surface water constant @ 10-year average.

WATER SUPPLY VULNERABILITY

SJW has identified multiple sources of water for the Diridon Station Area Plan Amendment, which would provide a high quality, diverse and redundant source of supply. For added backup, SJW incorporates diesel-fueled generators into its facilities system, which will operate wells and pumps in the event of power outages. Since Valley Water influences on average about 90% of SJW's annual water supply, SJW will continue to work with Valley Water to ensure water supply is reliable, while the impact to the existing Santa Clara Valley Subbasin is minimal.

TRANSFER AND EXCHANGE OPPORTUNITIES

SJW's distribution system has interties with the following retailers in the San Jose area: City of Santa Clara, City of San Jose Municipal Water, City of Milpitas, and Great Oaks Water. SJW currently has no plans to use these interties for normal system operation as they are exclusively used for potential emergency sources.

WATER SUPPLY RELIABILITY

To assess water supply reliability it is critical to first identify constraints on water sources and compare total projected water use with expected water supply.

Constraints on Water Sources – SJW has three sources of potable water supply: groundwater, imported treated surface water and local surface water. These three sources of supply are constrained in one or more ways, driven by legal, environmental, water quality, climatic, and mechanical conditions. Additionally, there is a potential for interruption of supply caused by catastrophic events.

Table 8: Factors Resulting in Supply Inconsistency

Supply	Legal	Environmental	Water Quality	Climatic	Mechanical
Local Surface		x	x	x	x
Groundwater		x	x	x	x
Imported Treated Surface Water	x	x	x	x	x

Legal - Valley Water is responsible for managing water resources in Santa Clara County, including the long-range planning for additional supplies and/or conservation needed to meet future water demands. SJW and other retailers work closely with Valley Water to coordinate the purchase of treated imported water and the extraction of groundwater from retailer-owned wells. This activity is important to the operation of the countywide water supply and distribution system and the retailers are dependent on Valley Water's long-range resource planning.

In determining the long-range availability of water, considerations must also be given to decisions at the state or federal level that are out of the Valley Water's control. Valley Water has contracts for water deliveries with both the State Water Project and the Federal Central Valley Project. Due to flow restrictions for the protection of water quality and the habitat of fish and wildlife in the Delta, water deliveries may be reduced from previous levels. During critical dry periods the Valley Water can expect additional reductions in water deliveries. Long-range planning success depends on the Valley Water's ability to obtain adequate imported water supplies and on proper management of the local groundwater basin.

Environmental & Climatic - Valley Water contracts with the State of California to receive raw water from the California Central Valley through the State Water Project. Water supplied through this aqueduct (which originates from the Sacramento-San Joaquin Delta) may be limited because of subsidence problems, which are beginning to occur in that area and due to pumping restrictions associated with the protection of endangered species. Valley Water has also contracted with the Federal Central Valley Project to supply raw water from the San Joaquin Valley via the Santa Clara Conduit. The reliance of water from inland sources through the State Water Project or the Federal Central Valley Project is very critical; the loss of any or all of these sources due to pipe failure, levee failure, earthquake, or human intervention can have an extreme effect on SJW's water supply. Given the above factors which could result in an inconsistent water supply, it is crucial that SJW have sufficient backup wells and pumping capacity to supply customers for as long as several months solely from groundwater sources. SJW believes it has this capacity in an emergency if mandatory conservation is enacted.

Water Quality - The quality of groundwater in the basins, surface water from the Santa Cruz Mountains, or the raw water supply to Valley Water's treatment plants could decrease or be contaminated such that existing treatment facilities are not adequate to meet current drinking water standards. Contamination could cause a source of supply to become unusable until further treatment techniques are utilized, or the contamination is no longer a threat to the source of supply.

Mechanical Failures - All sources of water require mechanical equipment to bring water to the public. Mechanical failures may cause water service shutdowns until repairs are made. To reduce the occurrence of failures, SJW routinely inspects above-grade facilities at all stations. In addition, SJW

has developed comprehensive asset management plans to determine risks associated with all major asset types (wells, pumps, tanks, pipelines, line valves, control valves, electrical equipment, and emergency generators) in the distribution system through probability of failure and consequence of failure evaluations. These asset management plans establish effective capital investment and operations and maintenance strategies.

Groundwater Supply Reliability – Groundwater supplies are often a reliable supply during normal and short-term drought conditions because they are local and their large storage retains available supply when surface flows become limited. However, groundwater supply availability does become threatened when overdraft occurs and when recharge and inflow decrease.

Some threats to groundwater supply reliability include:

- *Overdraft* – Under extended supply pressures, groundwater basins can enter overdraft conditions, which can have a series of consequences including subsidence.
- *Climate Change* – Climate change could increase the potential for overdraft by increasing demand, reducing other sources of supply, and reducing natural recharge and inflows from surface water and precipitation. Climate change is having a profound impact on California water resources, as evidenced by changes in snowpack, sea level, and river flows. These changes are expected to continue in the future and more precipitation will likely fall as rain instead of snow. This potential change in weather patterns will exacerbate flood risks and add additional challenges for water supply reliability.
- *Regional Growth* – Population growth could increase demands on groundwater supplies, potentially creating risk of overdraft. Regional growth could also increase the amount of contaminants entering groundwater basins as a result of increased urban runoff or other activities. Growth can also impact recharge areas by expanding impervious surfaces into areas that would otherwise represent entry points for surface water recharging local aquifers.

The Santa Clara Valley Subbasin is able to store the largest amount of local reserves and Valley Water, as the groundwater management agency for Santa Clara County, is tasked with maintaining adequate storage in this basin to optimize reliability during extended dry periods. As groundwater is pumped by SJW and other retailers and municipalities in Santa Clara County, Valley Water influences groundwater pumping reductions and thus reliability through financial and management practices to protect groundwater storage and minimize the risk of land subsidence.

Imported Treated Surface Water Supply Reliability – Valley Water was founded in 1929 and is the primary wholesale water supplier for Santa Clara County. Some of their core responsibilities are to provide safe, clean water for a healthy life, environment and economy. Valley Water's supply originates from several sources including local reservoirs, the State Water Project and the federally funded Central Valley Project San Felipe Division. Water is piped into SJW's system at various turnouts after being treated at one of three treatment plants owned and operated by Valley Water.

Valley Water's current water supply reserves are insufficient to meet SJW needs throughout an extended drought. In addition, there are increasing concerns about the reliability of imported treated

surface water during average years, driven by risks associated with climate change, reductions in imported water supplies, revenue requirements, and threats to infrastructure.

- *Climate Change* – In Santa Clara County, climate change is anticipated to decrease the frequency of precipitation events, but the intensity of precipitation events may increase. Climate change is expected to decrease imported water supplies as a result of reduced snow pack. Potential effects of climate change on Delta-conveyed imported water supply availability have been incorporated into Valley Water's water supply projections.
- *Reductions in Imported Water Supplies* – Over the last 15 years, major changes to state and federal water project operations have resulted from regulations to protect Delta water quality and help the recovery of endangered and threatened fish species. These regulations result in a reduction of Delta exports at certain times of the year. There is a possibility that Delta exports will be further impacted by future regulations.
- *Revenue Requirements* – Increased funding will be required for Valley Water to implement a program of activities to ensure water supplies are diversified and reliable to meet current and future demands and that treated water quality standards are met.
- *Threats to Infrastructure* – Valley Water's imported supply infrastructure must travel large distances to reach turnouts. As California is a seismically active state, infrastructure could be damaged and the result would be a disruption to water supply availability. California's water supply infrastructure is also potentially a target for acts of terrorism.

SJW actively worked with Valley Water during the development of their WSMP 2040 to ensure the following principles were considered:

- Promotion of additional sources of local water supply, such as indirect potable reuse, direct potable reuse, desalination, additional conservation, and an expanded recycled water distribution system
- Coordination of operations with all retailers and municipalities to ensure as much surplus water as possible is available for use in dry years
- Pursuit of innovative transfer and banking programs to secure more imported water for use in dry years

Valley Water's previous call for a 30 percent reduction during the recent drought and current call for a 20 percent reduction in water usage highlights that more investments in local water sources are necessary to ensure a reliable source of supply during multiple-dry water years. Valley Water plans short- and long-term investments with the goal of requiring no more than a 20 percent water use reduction from the community during a multi-year drought as outlined in its 2040 Water Supply Master Plan. Valley Water will retain the same level of service goal during the planned work on Anderson Reservoir, including draining the reservoir, even though that work will extend for many years. Valley Water has a source of backup supply outside the County and has always relied on multiple supply sources, such as imported water contracts, to supplement existing long-term resources when necessary. Valley Water will continue to rely on supplemental resources such as these as needed during the Anderson outage.

Supply Reliability by Type of Water Year – Valley Water's Urban Water Management Plan identified average, single-dry, and multiple-dry years for water supply reliability planning. According to Valley Water, these years correspond to:

- Average Year (1922 – 2015): average supply over the hydrologic sequence of 1922 – 2015.
- Single-Dry Year (1977): Within the historic record, this was the year with the estimated lowest amount of total supply
- Multiple-Dry Years (2013 – 2015): this is a multiple dry year period that puts the most strain on the county's water supplies

Water supplies presented below are based on Valley Water's water evaluation and planning system model. According to Valley Water, this model simulates their water supply system comprised of facilities to recharge the county's groundwater basins, local water systems including the operation of reservoirs and creeks, treatment and distribution facilities, and raw water conveyance systems. The model also accounts for non- Valley Water sources and distribution of water in Santa Clara County such as imported water from San Francisco Public Utilities Commission, recycled water, and local water developed by other agencies.

Table 9: Basis of Water Year Data

Year Type	Base Year	% of Average Supply
Average Year	1922-2015	100%
Single-Dry Year	1977	100%
Multiple-Dry Years 1st Year	2013	95%
Multiple-Dry Years 2nd Year	2014	85%
Multiple-Dry Years 3rd Year	2015	66%

Average Water Year – The average water year represents average supply over the hydrologic sequence of 1922 through 2015. SJW anticipates adequate supplies for years 2020 to 2040 to meet system demand under average year conditions.

Table 10: Supply and Demand Comparison – Average Water Year (AF/yr) [1]

	2020	2025	2030	2035	2040
Demand	140,435	145,066	149,967	155,289	160,877
Demand Met by Water Supply	140,435	145,066	149,967	155,289	160,877
Demand Met by Conservation	0	0	0	0	0

[1]Does not include recycled water or raw water and includes demands associated with the Diridon Station Area Plan Amendment

Single-Dry Water Year – The single-dry year was the year with the lowest amount of total supply. Table 11 shows supplies, with the use of reserves, can meet demands during a single-dry year through 2035 assuming reserves are at healthy levels at the start of a year and projects and programs identified in Valley Water's WSMP 2040 are implemented. If reserves are low at the beginning of a single-dry year, Valley Water may call for water use reductions in combination with using reserves. As later discussed within the Water Demand Management Measures section, SJW has filed with the California

Public Utilities Commission (CPUC), water-waste provisions promoting conservation that would go into effect during a drought. The result of these provisions would assume to be a reduction in anticipated demand due to conservation such that demand equals available water supplies.

Table 11: Supply and Demand Comparison – Single-Dry Water Year (AF/yr) [1,2]

	2020	2025	2030	2035	2040
Demand	140,435	145,066	149,967	155,289	160,877
Demand Met by Water Supply	140,435	145,066	149,967	155,289	151,308
Demand Met by Conservation	0	0	0	0	9,569

[1]Does not include recycled water or raw water and includes demands associated with the Diridon Station Area Plan Amendment.
[2]In 2040, there is a shortage of water available compared to the demand typical of that type of year. Valley Water has established a level of service goal of 100% during normal years and 80% during drought years to minimize water rates, and thus a 20% call for conservation will meet this deficit.

Multiple-Dry Water Years – The multiple-dry year period used in this analysis assumes a repetition of the hydrology that occurred in 2013 through 2015, which is the multiple-dry year period that puts the most strain on the county's water supplies. During multiple-dry year droughts, voluntary and mandatory conservation will be needed. Valley Water will continue to work on reducing multiple-dry year deficits by securing more reliable or diverse water supplies.

Table 12: Supply and Demand Comparison – Multiple-Dry Water Years (AF/yr) [1,2]

		2020	2025	2030	2035	2040
First Year	**Demand**	140,435	145,066	149,967	155,289	160,877
	Demand Met by Water Supply	140,435	145,066	149,967	155,289	160,877
	Demand Met by Conservation	0	0	0	0	0
Second Year	**Demand**	140,435	145,066	149,967	155,289	160,877
	Demand Met by Water Supply	125,373	144,471	138,815	132,742	131,428
	Demand Met by Conservation	15,062	595	11,152	22,547	29,449
Third Year	**Demand**	140,435	145,066	149,967	155,289	160,877
	Demand Met by Water Supply	97,550	122,945	112,926	100,779	95,089
	Demand Met by Conservation	42,885	22,121	37,041	54,510	65,788

[1]Does not include recycled water or raw water and includes demands associated with the Diridon Station Area Plan Amendment.
[2]In the second and third year of the worst-case historical multi-year droughts, there is a shortage of water available compared to the demand typical of that type of year. Valley Water has established a level of service goal of 100% during normal years and 80% during drought years to minimize water rates, and thus there can be up to a 20% call for conservation to meet this deficit (or more short-term conservation until additional water supplies are secured).[6] Over the next 20 – 30 years, Valley Water is pursuing over $1 billion in water supply projects to meet the 80% level of service goal for all drought years.

[6] Valley Water Board Agenda Memorandum, January 14th, 2019.

Regional Supply Reliability – Valley Water's Ensure Sustainability water supply strategy has three key elements:

1. Secure existing supplies and facilities
2. Optimize the use of existing supplies and facilities
3. Expand water use efficiency efforts

As part of this strategy, Valley Water's WSMP 2040 includes developing at least 24,000 AF/yr of additional recycled water (above and beyond the current target of 33,000 AF/yr of non-potable reuse) by 2040. Developing these local sources and managing demands reduces reliance on imported water supplies. In addition, Valley Water is working with multiple water agencies to investigate regional opportunities for collaboration to enhance water supply reliability, leverage existing infrastructure investments, facilitate water transfers during critical shortages, and improve climate change resiliency. Projects to be considered will include interagency interties and pipelines; treatment plant improvements and expansion; groundwater management and recharge; potable reuse; desalination; and water transfers. This program may result in the addition of future supplies for Valley Water.

WATER DEMAND MANAGEMENT MEASURES

SJW is a signatory of the California Urban Water Conservation Council (CUWCC) and signed the CUWCC Memorandum of Understanding (MOU) in February 2006. The CUWCC is a partnership of water suppliers, environmental groups, and others interested in California water supply who have come together to agree on a set of Best Management Practices (BMPs) for water conservation in the state. Additionally, SJW has its own water-waste provisions that come into effect when there is a water shortage. The CPUC has set forth the rules regarding water waste and water shortages governing investor owned utilities such as SJW. The CPUC rule relating to this is Rule 14.1.[7] This rule states that when there is a low-level water shortage that prompts a call for voluntary conservation by customers, a list of water-waste provisions goes into effect. Rule 14.1 also has provisions for high-level water shortages when mandatory conservation measures are deemed necessary.

SJW provides a full range of water conservation services to customers. The cornerstone of SJW's conservation programs is the CATCH program. The CATCH program empowers customers to understand and optimize their water use. With this free program, a water efficiency expert will check for customer leaks and recommend critical water and money-saving improvements.

Valley Water offers conservation programs, such as rebates for high efficiency toilets and washing machines. SJW takes advantage of all regional rebate programs and all of Valley Water's rebate programs are offered to SJW customers. Typically, customers are directed to specific rebate programs during the course of a water audit based on a customer's need. Customers can also access rebates directly from retail outlets when purchasing equipment such as high efficiency washing machines. SJW collaborates with Valley Water on public outreach and education including such items as customer bill inserts and conservation campaign advertising.

[7] https://www.sjwater.com/customer-care/help-information/tariff-book

SJW has also increased the outreach and educational programs on outdoor water use. SJW constructed a water-smart demonstration garden that is open to the public. Customers can visit the garden in person or take a virtual tour on SJW's website. SJW also developed a dedicated water wise landscaping website where customers can access a plant information database that includes hundreds of low water use plants as well as a photographic database of water wise gardens in the San Jose-Santa Clara County area. The landscaping website and demonstration garden tour is accessible from SJW's homepage.

In addition to these programs, SJW engages in other activities that contribute to the overall goal of reducing water waste, but are not specifically designated as conservation or water management programs. These include SJW's meter calibration and replacement program, corrosion control program, valve exercising program and metering all service connections.

SUMMARY

This Water Supply Assessment represents a comprehensive water supply outlook for the Diridon Station Area Plan Amendment. In summary:

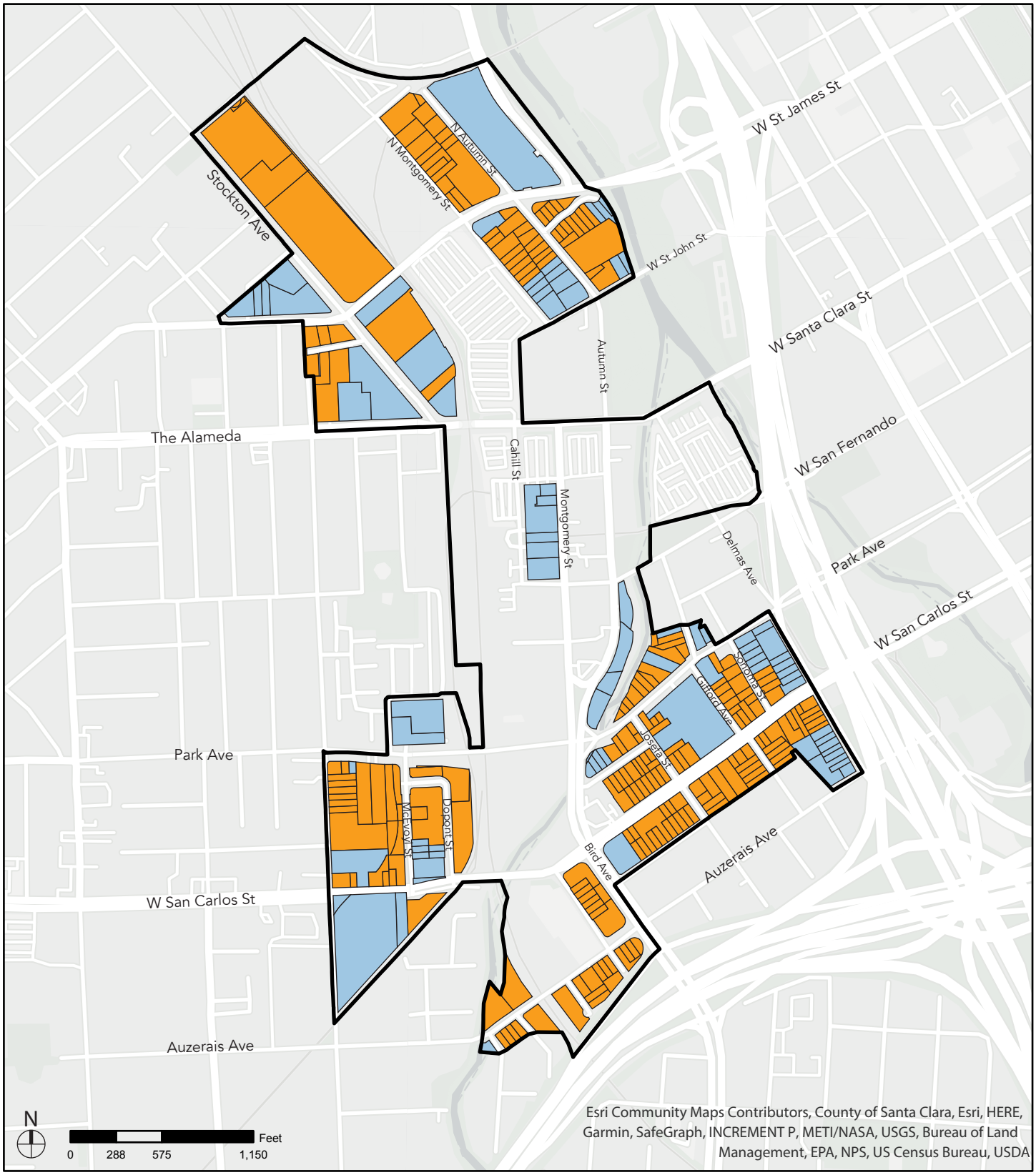
(1) Total net potable water demand for the Diridon Station Area Plan Amendment is estimated at 2,550 acre-feet per year and represents a 1.74% increase in total system usage when compared to SJW's pre-drought 2013 potable water production. The increased demand is consistent with SJW's 2015 Urban Water Management Plan, which projected a 12.3% increase in total system demand between actual 2013 demand and projected 2040 demand.

(2) SJW currently has contracts or owns rights to receive water from the following sources:
1. Groundwater – from the Santa Clara Valley Subbasin
2. Imported and local surface water – from Valley Water
3. Local surface water – from Los Gatos Creek, Saratoga Creek, and local watersheds
4. Recycled water – from South Bay Water Recycling

(3) SJW works closely with Valley Water to manage its demands and imported water needs. The projected water demand for this development is within previously determined growth projections for water demand in SJW's system.

SJW is able to meet the needs of the service area through at least 2035 for average and single-dry years without a call for water use reductions. The impact of this project is not consequential and SJW has the capacity to serve this project through buildout based on current water supply capacity and Valley Water's proposed water supply projects. According to Valley Water, it is pursuing water supply solutions to ensure that no more than 20 percent conservation will be required during any future drought, even with Anderson Reservoir drained, and SJW is committed to working with Valley Water to meet future demand and mitigate future shortages. After comparing estimated demand associated with this project to water supplies, based on both the SJW and Valley Water Urban Water Management Plans, SJW has determined that the water quantity needed is within normal growth projections and there is sufficient water available to serve the Diridon Station Area Plan Amendment.

Figure 1: Amended Diridon Station Area Plan Boundary



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RESOLUTION NO. _____

A RESOLUTION OF THE COUNCIL OF THE CITY OF SAN JOSE ADOPTING THE DIRIDON STATION AREA PLAN AMENDMENT ADDENDUM TO THE DOWNTOWN STRATEGY 2040 FINAL ENVIRONMENTAL IMPACT REPORT, AS ADDENDED, FOR WHICH AN INITIAL STUDY WAS PREPARED, ALL IN ACCORDANCE WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

WHEREAS, prior to the adoption of this Resolution, the Director of Planning, Building and Code Enforcement of the City of San José prepared an Initial Study and an Addendum for the Diridon Station Area Plan Amendment, Planning File Nos. PP19-082 and GP20-007 (the "Initial Study/Addendum"), all in accordance with the requirements of the California Environmental Quality Act of 1970, together with state and local guidelines implementing said Act, all as amended to date (collectively "CEQA"); and

WHEREAS, the Diridon Station Area Plan Amendment (the "Project") analyzed under the Initial Study/Addendum consists of the General Plan Amendment amending the "Planned Job Capacity and Housing Growth Areas by Horizon" table in Appendix 5, the Land Use/Transportation Diagram showing land use designations on certain properties within the boundaries of the Diridon Station Area Plan (sometimes referred herein as "Plan") and transportation street typology designations, expanding the Diridon Station Area Plan Boundary, and the Diridon Station Area Plan, which includes other text amendments and amendments to diagrams for the Diridon Station Area Plan to reflect the updates to the Plan including the addition of equity as a critical component, increases in maximum building height limits, transportation network changes, changes to parks and open space and infrastructure in the Plan areas, updated design guidelines, implementing of Climate Smart San José and updated GHG Reduction Strategy and Parking strategy, and aligning the amended Diridon Station Area Plan to the City's Downtown Strategy 2040; and

DRAFT – Contact the Office of the City Clerk at (408) 535-1260 or CityClerk@sanjoseca.gov for final document.

WHEREAS, the Initial Study/Addendum concluded that implementation of the Diridon Station Area Plan Amendment would not result in substantial changes due to any new impacts not considered in the prior certified Downtown Strategy 2040 Final Environmental Impact Report (Resolution No. 78942), and all addenda thereto; and

WHEREAS, the Initial Study/Addendum concluded that implementation of the Diridon Station Area Plan Amendment would not result in substantial increase in the severity of previously identified significant effects in the prior certified Downtown Strategy 2040 Final Environmental Impact Report; and

WHEREAS, the Initial Study/Addendum concluded that implementation of the Diridon Station Area Plan Amendment would not result in substantial changes with respect to circumstances that will require major revisions to the prior certified Downtown Strategy 2040 Final Environmental Impact Report; and

WHEREAS, the Initial Study/Addendum concluded that implementation of the Diridon Station Area Plan Amendment would not affect one or more significant effects discussed in the prior certified Downtown Strategy 2040 Final Environmental Impact Report due to substantial new information or information of substantial importance, and

WHEREAS, the Initial Study/Addendum concluded that implementation of the Diridon Station Area Plan Amendment would not affect one or more significant effects previously examined that will be substantially more severe than those disclosed in the prior certified Downtown Strategy 2040 Final Environmental Impact Report; and

WHEREAS, the City of San José is the lead agency on the Project, and the City Council is the decision-making body for the proposed approval to undertake the Project; and

DRAFT

WHEREAS, the City Council has reviewed and considered the Initial Study/Addendum for the Project and intends to take actions on the Project in compliance with CEQA and state and local guidelines implementing CEQA; and

WHEREAS, the Initial Study/Addendum for the Project and the Downtown Strategy 2040 Final Environmental Impact Report are on file in the Office of the Director of Planning, Building and Code Enforcement, located at 200 East Santa Clara Street, 3rd Floor Tower, San José, California, 95113, are available for inspection by any interested person at that location and on the Department of Planning, Building, and Code Enforcement's website and are, by this reference, incorporated into this Resolution as if fully set forth herein;

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SAN JOSE:

THAT THE CITY COUNCIL does hereby make the following findings: (1) it has independently reviewed and analyzed the Initial Study/Addendum and other information in the record and has considered the information contained therein, prior to acting upon or approving the Project, (2) the Initial Study/Addendum prepared for the Project has been completed in compliance with CEQA and is consistent with state and local guidelines implementing CEQA, and (3) the Initial Study/Addendum represents the independent judgment and analysis of the City of San José, as lead agency for the Project.

The City Council designates the Director of Planning, Building and Code Enforcement at the Director's Office at 200 East Santa Clara Street, 3rd Floor Tower, San José, California, 95113, as the custodian of documents and records of proceedings on which this decision is based.

THAT THE CITY COUNCIL does hereby find that based upon the entire record of proceedings before it and all information received that there is no substantial evidence

DRAFT – Contact the Office of the City Clerk at (408)535-1260 or CityClerk@sanjoseca.gov for final document.

that the Project will have any new significant effect on the environment and does hereby adopt the Addendum prepared for the Project (Planning File Nos. PP19-082 and GP20-007). The Initial Study/Addendum is: (1) on file in the Office of the Director of Planning, Building and Code Enforcement, located at 200 East Santa Clara Street, 3rd Floor Tower, San José, California, 95113 and is posted to the Department of Planning, Building, and Code Enforcement's website and (2) available for inspection by any interested person.

ADOPTED this ____ day of _____, 2021, by the following vote:

AYES:

NOES:

ABSENT:

DISQUALIFIED:

SAM LICCARDO
Mayor

ATTEST:

TONI J. TABER, CMC
City Clerk

DRAFT

DRAFT – Contact the Office of the City Clerk at (408)535-1260 or CityClerk@sanjoseca.gov for final document.

March 2, 2021

Dear City of San Jose,

Thank you for this opportunity to comment on the October 2020 Diridon Station plan. Soft Lights is a disability rights advocacy group focused on ensuring that those with light sensitivity disabilities are protected from the harms of artificial light.

After having reviewed the March 2021 Diridon Station Area Plan Amendment, we provide the following summary and requests:

1) The light pollution requirements lack quantifiable restrictions and therefore are unacceptably weak. We request that the city add the following restrictions related to light pollution for this project:
    a. Maximum color temperature of all outdoor lighting is 2700 Kelvin.
    b. Recommended color temperature is 2200 Kelvin or less.
    c. Maximum luminance at the eye from any light source shall be 50 candela per square meter.
    d. Digital advertising billboards shall be prohibited.
    e. All outdoor lighting shall be shielded to prevent light trespass and diffused (no bare-diode LEDs).
    f. No outdoor lighting shall exhibit sub-sensory flicker.
    g. Blinking/flashing/strobing lights shall be prohibited.

2) In our review of the San Jose Municipal Code, we found only one reference to either "luminance" or "color temperature":

    Quote: "Any Sign, visible from a wetland, burrowing owl habitat or Riparian Corridor, shall be dimmed automatically one hour after sunset to 5% of their daylight luminance setting"

    While this code is certainly helpful, it should be enhanced. According to research studies, the human tolerance threshold for luminance in a nighttime environment is less than 1 candela per square meter. In addition, contrast ratios should not exceed 20:1. Therefore, we recommend that the maximum luminance at the eye for a riparian area should be set to 1 candela per square meter and the maximum luminance at the eye for a non-riparian area should be 20 candela per square meter.

    In addition, the code should be updated to specify the maximum color temperature of any outdoor light at 2700 Kelvin for business areas, and 2200K for residential areas.

3) We saw no references to the Americans with Disabilities Act or Section 504 of the Rehabilitation Act. We request that the city add language to the Diridon plan that explicitly states what steps are being taken to protect those with light sensitivity disabilities. We wish to ensure that outdoor lighting does not exceed tolerance levels, whether it be color temperature, luminance, strobing, contrast, or sub-sensory flicker.

4) The city is proposing to purposely increase light pollution. This wasteful use of energy is contrary to the city's climate policy goals. Natural night is a fundamental resource that is critical to the proper functioning of nearly all biological systems, including humans. Polluting the natural night with artificial light damages the natural night resource, which in turn leads to human diseases such as cancer, diabetes, and psychological disorders.

   Instead of adding light pollution, this project should focus on restoring the natural night. The moon and the stars provide a substantial amount of light. Small amounts of artificial light could be added for functional purposes, but there should no superfluous light that pollutes the natural night resource.

   We request that the following text be added to this proposal: "Sky Brightness at any location within the project boundary shall be a minimum of 20.5 mpsas."

5) Soft Lights requests to be included in the city's dialog with the disability rights community for this project. We wish to ensure that those with light sensitivity disabilities will be able to enjoy and navigate through this project without undue discomfort or harm.

Sincerely,



Mark Baker, B.S.E.E.
Soft Lights
mbaker@softlights.org
www.softlights.org
Facebook: Soft Lights
Twitter: @softlights_org

From: [redacted]
To: Hill, Shannon
Subject: RE: FILE NOS: PP19-082 & GP20-007
Date: Wednesday, March 3, 2021 1:41:05 PM

[External Email]

Hello Lead Agent,

I am looking to do a research Project to amend Diridon Station Area. Is there an EIR report available? Your reponse will be highly appreciated.

Regards,
Hyon Lee

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

From: [redacted]
To: Hill, Shannon
Subject: Diridon Station Area Plan
Date: Wednesday, March 3, 2021 2:02:30 PM

[External Email]

To Whom it May Concern,

My name is Kanyon Sayers-Roods. I am writing this on behalf of the Indian Canyon Band of Costanoan Ohlone People as requested, responding to your letter dated : Mar 3,2021

As this area in question is adjacent to a site that has been identified and recorded as culturally sensitive, we recommend that a Native American Monitor and an Archaeologist be present on-site at all times. In the event that any disruptive surveying or earth movement transpires.

Kanyon Konsulting, LLC has numerous Native Monitors available for projects such as this, if applicable, along with Cultural Sensitivity Training at the beginning of each project. This service is offered to aid those involved in the project to become more familiar with the indigenous history of the peoples of this land that is being worked on.

Kanyon Konsulting, LLC believes in having a strong proponent of honoring truth in history, when it comes to impacting cultural resources and potential ancestral remains. We have seen that projects like these tend to come into an area to consult/mitigate and move on shortly after. Doing so has the strong potential to impact cultural resources and disturb ancestral remains. Because of these possibilities, we highly recommend that you receive a specialized consultation provided by our company as the project commences.

As previously stated, our goal is to **Honor Truth in History**. And as such we want to ensure that there is an effort from the project organizer to take strategic steps in ways that **#HonorTruthinHistory**. This will make all involved aware of the history of the indigenous communities whom we acknowledge as the first stewards and land managers of these territories.

Potential Approaches to Ingenious Culture Awareness/History:
--Signs or messages to the audience or community of the territory being developed. (ex. A commerable plaque or as advantageous as an Educational/Cultural Center with information about the history of the land)

-- Commitment to consultation with the native peoples of the territory in regards to presenting messaging about the natives/Indigenous history of the land (Land Acknowledgement on website, written material about the space/org/building/business/etc)

-- Advocation of supporting indigenous lead movements and efforts. (informing one's audience and/or community about local present Indigenous community)

We look forward to working with you.

Best Regards,

Kanyon Sayers-Roods
Creative Director/Tribal Monitor
Kanyon Konsulting, LLC

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

From: Kanyon Konsulting
To: Hill, Shannon
Subject: Re: Diridon Station Area Plan Amendment: Draft Initial Study/Addendum to Downtown Strategy 2040 EIR
Date: Wednesday, March 3, 2021 12:00:11 PM

[External Email]

I, Kanyon Sayers-Roods, daughter of Tribal Chairwoman Ann-Marie Sayers has been added to the Native American Heritage Commissions list of MLDs/Native Tribal Consultants regarding all previous and subsequent projects, that have potential in disturbing-disrupting-impacting cultural resources and ancestral remains, transpiring in Ohlone territory. I would like to be added to your list when it comes to projects that impact my ancestral homelands.

My email address:
kanyon@kanyonkonsulting.com

Ann-Marie Sayers - shifted to: ams@indiancanyons.org

Kanyon "Coyote Woman" Sayers-Roods

Co-Founder - CEO | Kanyon Konsulting, LLC

Mobile (831) 207-9331 | kanyon@kanyonkonsulting.com

www.kanyonkonsulting.com

Indian Canyon Mutsun Band of Costanoan Ohlone People

www.indiancanyonlife.org/ksr

http://about.me/kanyon.coyotewoman

On Wed, Mar 3, 2021, 9:51 AM Hill, Shannon <Shannon.Hill@sanjoseca.gov> wrote:

> Hello,
>
> Our notice sent yesterday to ams@indiancanyon.org was returned undeliverable. Is this email address no longer valid?
>
> Please refer to the following notice, and let me know if there is another email address the City

should use for noticing.

Best regards,

Shannon Hill
Planner, Environmental Review
Planning, Building & Code Enforcement
City of San José | 200 East Santa Clara Street
Shannon.Hill@sanjoseca.gov | (408) 535 - 7872

Please Submit Comments by Thursday, April 1, 2021 at 5:00 p.m.

To Whom it may concern:

The City of San Jose prepared an Initial Study/Addendum to the Downtown Strategy 2040 EIR for the proposed Diridon Station Area Plan Amendment. The Initial Study/Addendum can be found at: https://www.sanjoseca.gov/your-government/departments-offices/planning-building-code-enforcement/planning-division/environmental-planning/environmental-review/diridon-station-area-plan-amendment.

Project Description: Project would amend the existing Diridon Station Area Plan (DSAP) to align it with the other adopted and ongoing plans; integrate equity considerations; and support DSAP implementation through private development and public investments. Information on the DSAP Amendment, including a draft of the Plan, can be found here: https://www.diridonsj.org/fall2020-dsap.

To Submit Comments: Please submit comments on the Draft Initial Study/Addendum to Shannon Hill, Planner III, in one of the following ways:

1. E-mail: shannon.hill@sanjoseca.gov

2. Mail to: City of San Jose Department of Planning, Building, and Code Enforcement

   Attn: Shannon Hill
   200 E. Santa Clara Street, T-3
   San Jose, CA 95113

Please submit comments on the Draft Initial Study/Addendum by **Thursday, April 1, 2021 at 5:00 p.m.**

For more information on the DSAP Amendment, including upcoming outreach events, public hearings, and updates, please visit www.diridonsj.org.

Shannon Hill
Planner, Environmental Review
Planning, Building & Code Enforcement
City of San José | 200 East Santa Clara Street
Shannon.Hill@sanjoseca.gov | (408) 535 - 7872

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

From: [redacted] Mary Cassel
To: Hill, Shannon
Date: Friday, March 5, 2021 9:29:49 PM

[External Email]

Dear Shannon, thank you for your email. I would love to see a park or garden at the 615 Stockton

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

From: [redacted]
To: Hill, Shannon
Cc: [redacted]
Subject: Comment #2 on Diridon Station Area Plan Amendment Addendum to the Downtown Strategy 2040 Environmental Impact Report
Date: Saturday, March 6, 2021 9:42:10 PM

[External Email]

Dear Ms. Hill,

First, there is a composition error in Table 4 on page 17 of Appendix D, "Transportation Analysis".

The "Descriptions" of item B27 and B28 are identical: "Completion of the last reach of the Los Gatos Creek Trail including design, land acquisition and environmental review."

That description is valid for item B27. However a different description for item B28 would be more appropriate.

And second, it seems to me that there is an error in the text of the "Project" for item B33: Three Creeks Trail: W est from Los Gatos Creek Trail/Lonus St to Guadalupe River

The Three Creeks Trail ends at Lonus Street, where it joins the Los Gatos Creek Trail. And in any event, to go from that location to the Guadalupe River, you don't go west; instead you go mostly north. I am not sure what is intended for B33, but the current project text seems erroneous.

Sincerely,

Martin Delson
[redacted].
San Jose, CA [redacted]

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

From: [redacted]
To: Hill, Shannon
Cc: [redacted]
Subject: Comment on Diridon Station Area Plan Amendment Addendum to the Downtown Strategy 2040 Environmental Impact Report
Date: Saturday, March 6, 2021 8:47:28 PM

[External Email]

Dear Ms. Hill,

Item 7 in Table 3 on page 15 of Appendix D, "Transportation Analysis" reads as follows:

"Convert Montgomery Street between Santa Clara Street and San Fernando Street from a one-way (southbound) street to a two-way street. Create cul-de-sac at southerly end of Montgomery Street, just north of Park Avenue."

My suggestion is to create a gap in the planned cul-de-sac at the southerly end of Montgomery Street on the western side of the street wide enough for bicycles traveling south on Montgomery to proceed directly through to Park Avenue and beyond.

Montgomery Street - Bird Avenue is one of the few north-south corridors across I-280, and provides direct access to and from the Diridon Station Area. A gap in the cul-de-sac will allow cyclists heading from Diridon Station or the Arena, or from the planned amenities in the Diridon Station area to take the most direct route south without having to go East to Autumn Street just to come back to Montgomery Street.

Sincerely,

Martin Delson
[redacted].
San Jose, CA [redacted]

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

County of Santa Clara

Roads and Airports Department
Planning, Land Development and Survey

101 Skyport Drive
San Jose, CA 95110-1302
(408) 573-2460 FAX 441-0276

March 29, 2021

Shannon Hill
Planner, Environmental Review
Planning, Building & Code Enforcement
City of San José | 200 East Santa Clara Street
Shannon.Hill@sanjoseca.gov

SUBJECT: Draft Initial Study/Addendum to the Downtown Strategy 2040 EIR for the Diridon Station Area Plan Amendment

The County of Santa Clara Roads and Airports Department (The County) appreciates the opportunity to review the Draft Initial Study/Addendum to the Downtown Strategy 2040 EIR for the Diridon Station Area Plan Amendment and is submitting the following comments:

- Did the City provide a Supplemental Local Transportation Analysis (LTA) for this Amendment?
- We did not see one in the Transportation Analysis Section of the Supplemental EIR. Can we request the City to provide that?

If you have any questions or concerns about these comments, please contact me at 408-573-2462 or ben.aghegnehu@rda.sccgov.org

Thank you.

Board of Supervisors: Mike Wasserman, Otto Lee, Susan Ellenberg, S. Joseph Simitian, Cindy Chavez
County Executive: Jeffrey V. Smith

Pacific Gas
And Electric Company

Corporate Real Estate
Strategy and Services

U.S. Mail
Mail Code N15G
Pacific Gas and Electric Company
P O Box 770000
San Francisco, CA 94177-0001

Overnight Mail:
Mail Code N15G
Pacific Gas and Electric Company
245 Market Street
San Francisco, CA 94105-1702

March 30, 2021

Jose Ruano, DSAP Project Manager
Shannon Hill, Planner Environmental Review
Department of Planning, Building, and Code Enforcement
City of San Jose
200 E. Santa Clara Street, T-3
San Jose, CA. 95113

Delivered via email to Jose.Ruano@sanjoseca.gov and shannon.hill@sanjoseca.gov

RE: Draft Diridon Station Area Plan (DSAP) and EIR Comments
Cinnabar Service Center - APN's 259-27-027, 259-26-020, & 259-26-019

Dear Mr. Ruano and Ms. Hill:

Thank you for providing the opportunity to comment on the Draft Amended Diridon Station Area Plan (DSAP) and the accompanying Draft Initial Study/Addendum to the EIR (EIR). PG&E has reviewed the Drafts from a land use policy perspective and has the following comments.

PG&E in general supports the overall vision and objectives of the DSAP and the policies contained throughout, and specifically supports:

- Maximizing height potential in certain areas to generate more urban vitality and economic activity. PG&E supports the increase in maximum building height allowed on the Cinnabar Service Center site owned by PG&E.
- Creating a pedestrian-focused mixed-use urban district with appropriate transitions to surrounding lower-density residential neighborhoods.
- The focus on creating new affordable housing units, preserving housing affordability for lower-income residents, and protecting vulnerable residents from displacement. PG&E supports the City's adoption of the commercial impact fee to help finance affordable housing within walking distance to the Diridon Station.
- Providing for a variety of housing, commercial and mixed-use opportunities throughout the DSAP area.
- The policies and objectives that focus on enhancing mobility to and throughout the station area.

PG&E would, however, like to raise the following issues as they are depicted in the DSAP and EIR applicable to the Cinnabar Service Center site. The Service Center site is bounded by Stockton Avenue to the west, the railroad tracks to the east, W. Julian Street to the south, and Lenzen Avenue to the north:

- **Land Use Designation:** PG&E notes that the proposed General Plan land use designation for the Cinnabar site is Commercial Downtown. This proposed land use excludes any residential uses. PG&E believes that given the size of the parcel, its location west of the railroad, and the neighboring existing residential uses to the west, it would be more appropriate for the site to be designated as "Downtown", like the neighboring land south of W. Julian Street. This would permit a possible mix of uses to be developed, and also allow for appropriate transitions to the neighboring residential areas which is a policy goal of the Plan, as mentioned above. PG&E believes this land use change can be made without impacting the DSAP Maximum Development Capacity Limits stated in the EIR, since these are not site specific and are more than adequate for the entire station area.

- **Greenways:** PG&E is generally supportive of the proposed Active Greeways. These include A1 which would run under the elevated railroad tracks along the east side of the Cinnabar site; A2 which would be a proposed extension of Cinnabar Street that would cross the site and pass under the elevated railroad tracks; and A3 which would run along Lenzen Avenue and also cross under the elevated tracks. PG&E would, however, request that the City of San Jose collaborate with it on any decisions regarding the exact location, design and function of these proposed Greenways.

- **Parking Policy:** PG&E supports prioritizing shared parking and dispersed parking throughout the Station Area. However, PG&E would appreciate additional information regarding parking minimums and maximums for individual developments, and specifically for the Cinnabar site given its location at the far northern end of the DSAP area.

- **Continued Use as a Public Utility Service Center:** PG&E requests assurance that its current use and operation as an active Service Center be allowed to continue for the foreseeable future, in order to continue providing the required level of utility services and response times to the surrounding areas within the City of San Jose.

Once again, PG&E supports the DSAP's comprehensive overall land-use vision. But as owner of one of the largest parcels within the DSAP boundaries, we hope you will agree that the potential future use of the Cinnabar site is worthy of further consideration.

We look forward to working with the City of San Jose and would be pleased to discuss our comments with you. You can reach me at M2Rw@pge.com.

Sincerely,



Mark Redford
Principal Real Estate Transaction Manager
Corporate Real Estate Strategy & Services

April 1, 2021

City of San José, Department of Planning, Building, and Code Enforcement
Attn: Shannon Hill, Planner III
200 East Santa Clara Street, T-3
San José, CA 95113-1905

Via USPS and email: shannon.hill@sanJoséca.gov

Re: Comments on Initial Study/Addendum to the Downtown Strategy 2040 EIR for the Diridon Station Area Plan Amendment

Dear Ms. Hill:

Thank you for including the City of Santa Clara (Santa Clara) in the environmental review process for the Initial Study/Addendum to the Downtown Strategy 2040 EIR (Addendum) for the Diridon Station Area Plan Amendment (the "DSAP Amendment" or "Project"). Among other changes, the DSAP Amendment would include:

- Expanding the DSAP boundaries from approximately 250 acres to 262 acres;
- Increasing maximum development capacity to permit up to 7,838,000 square feet of office/commercial capacity and 7,044 residential units (not including Google's Downtown West project); and
- Increasing maximum height limits to the limits as established by the Federal Aviation Administration's (FAA's) United States Standard for Terminal Instrument Procedures (TERPS) for the Norman Y. Mineta San José International Airport (Airport).

The following comments are provided following our review of the Addendum.

1. Transportation

a. Congestion Impacts

The Addendum finds that the DSAP Amendment is expected to increase congestion beyond acceptable levels under Valley Transportation Authority's (VTA's) Congestion Management Plan (CMP). However, no analysis is provided regarding the severity of the increase in congestion or where it may occur. Though congestion is no longer a CEQA impact, San José is still required to implement VTA's CMP requirements for evaluating the Project's impacts on CMP facilities and to mitigate impacts to those facilities. Additionally, page 39 of San José's 2020 Transportation Analysis Handbook states that intersections outside San José's boundaries with potential to be affected by a project shall be evaluated per the transportation standards of the corresponding

external jurisdiction. The City of Santa Clara uses the VTA Transportation Impact Analysis Guidelines as a basis for determining study intersections. Accordingly, in addition to CMP facilities, Santa Clara intersections with ten or more project trips per approach lane must be analyzed, including intersections along the corridors of Stevens Creek Boulevard, Coleman Avenue, El Camino Real, Newhall Street, and Pruneridge Avenue within Santa Clara. Cumulative conditions including other reasonably foreseeable projects such as the Downtown West project must be evaluated as well. By failing to evaluate impacts to CMP facilities and Santa Clara intersections, the Transportation Analysis failed to comply with state law and San José's transportation analysis requirements.

b. Impacts to Transit Services

The DSAP Amendment will significantly increase the number of residents and employees in the Project area. Accordingly, it will significantly increase the demand for transit services. The Addendum focuses on whether pedestrian, bicycling, and transit facilities are accessible and analyzes average vehicle speeds in Transit Priority Corridors during the AM peak hour. However, it fails to evaluate the Project's impacts on average vehicle speeds in Transit Priority Corridors during the PM peak hour. Page 32 of San José's 2020 Transportation Analysis Handbook states that large projects should be assessed for its effects on transit operations. To identify these potential impacts, the Transportation Analysis should analyze average vehicle speeds in Transit Priority Corridors during the PM peak hour and should work with the VTA to identify any feasible transit priority measures to address increased transit vehicle delays.

Additionally, San José's General Plan Policy TR-1.2 specifically mandates San José to "[c]consider impacts on overall mobility and all travel modes when evaluating transportation impacts of new developments or infrastructure projects." By failing to adequately analyze impacts on transit services, the San José failed to implement Policy TR-1.2, and the Addendum fails to fully evaluate whether the Project would be consistent with applicable policies. Accordingly, the Addendum's conclusion that the Project would not contribute to new or worsened conflicts with an applicable program, plan, ordinance, or policy addressing the circulation system is not supported by substantial evidence.

2. Affordable Housing

The need to guarantee affordable housing within the Project area is clear, but neither the DSAP Amendment nor the Addendum includes an affordable housing requirement. The DSAP Amendment also discusses the link between adequate and integrated affordable housing and improved public health outcomes and its importance to environmental sustainability. Integrated affordable housing is also prioritized by San José planning documents related to sustainability. For instance, Strategy 2.2 of Climate Smart San José recognizes the need for affordable housing to minimize climate change impacts. However, rather than committing to requiring affordable

housing on site, the DSAP Amendment provides an unenforceable goal of 25 percent affordable housing.

Santa Clara requests that the DSAP Amendment meet its affordable housing requirement fully through the provision of onsite affordable housing and that this be included as an enforceable requirement in the Addendum. Without an enforceable requirement, developers may simply pay the inclusionary housing fee without ensuring affordable housing will be built in the DSAP area. This may lead to public health outcomes that have not been considered in any planning document and may result in increases in VMT, which in turn increase air quality, GHG, and energy impacts.

3. Flight Patterns

The DSAP Amendment will permit significantly increased residential density within the 65 dBA CNEL noise contour. Additionally, it will permit residential uses in the Airport's Outer Safety Zone despite the fact such development is discouraged by the Santa Clara County Airport Comprehensive Land Use Plan (CLUP) due to potential aviation accidents. Further, the DSAP Amendment will allow an increase in building height from 90-100 feet to 180-205 feet in the area closest to the airport. The Addendum also indicates potential for future development projects that could exceed the FAA imaginary surfaces or potentially conflict with CLUP policies.

Santa Clara is concerned that the increase in residential density and building heights near and within the Airport Influence Area and Outer Safety Zone may induce the FAA to change the flight paths into and out of the Airport, which in turn could lead to increased noise and safety impacts in Santa Clara. Though the Addendum claims the Project "would continue to avoid impacts to air traffic patterns," it does not appear that the FAA, which has exclusive control over flight paths, has been consulted with regards to this issue. Instead, the Addendum aligns its conclusion that the Project would not impact air traffic patterns with its discussion of impacts related to airport hazards. However, the fact that the Addendum finds no significant impacts related to airport hazards does not guarantee there will be no impact related to air traffic patterns, which San José has no control over. Because the determination that the Project will not cause changed flight patterns has not been confirmed by the FAA, it is not supported by substantial evidence. Santa Clara requests that San José consult with the FAA to confirm that this scale of development will neither cause the FAA to shift flight patterns nor be a factor in determining future changes to flight patterns into and out of the Airport. If the FAA may shift flight patterns due to the Project, this must be publicly disclosed, and the potential noise and safety impacts must be analyzed.

4. Changed Impacts trigger the requirement to prepare an SEIR

a. <u>The Addendum discloses emissions will be substantially more severe than anticipated in the Downtown Strategy 2040 EIR</u>.

An addendum may not be used where changes to a project result in new or substantially more severe environmental impacts than analyzed in a prior EIR. (See CEQA Guidelines, §§ 15162(a) & 15164(a).) The Addendum shows that emissions of criteria air pollutants will substantially exceed those anticipated in the prior EIR, the Downtown Strategy 2040 EIR. Table 10 shows that the DSAP will increase annual ROG emissions by 74.96 tons per year (tpy); NOx by 42.98 tpy; and PM_{10} by 38.20 tpy. Each of these substantially exceeds the 10 or 15 tpy threshold of significance. Daily emissions will increase by 405.3 lbs/day for ROG; 235.5 lbs/day for NOx; and 209.3 lbs/day for PM_{10}. Again, each substantially exceeds the daily threshold of significance of 54 or 82 lbs/day. Additionally, these increased levels do not include Google's Downtown West project, which would further increase emissions in the DSAP area and require further amendment to the DSAP. These are clearly substantially more severe impacts than those evaluated in the Downtown Strategy 2040 EIR.

The Addendum dismisses these substantially more severe significant impacts by stating that overall General Plan development will not increase and alleging that this means the Project will not increase emissions in the air basin as a whole. However, this rationale does not excuse the requirement to prepare an SEIR here. The Addendum is to the Downtown Strategy 2040 EIR, not the General Plan EIR or any other environmental review document. Therefore, the only relevant inquiry is whether air quality emissions exceed those anticipated by the Downtown Strategy 2040 EIR, which they do. Accordingly, comparison to air quality emissions under the General Plan as a whole is irrelevant to the issue of whether an SEIR to the Downtown Strategy 2040 EIR is required. Because impacts related to ROG, NOx, and PM_{10} emissions will substantially exceed those in the Downtown Strategy 2040 EIR, an SEIR is required.

Thank you for your consideration of and attention to Santa Clara's comments on the Initial Study/Addendum to the Downtown Strategy 2040 EIR for the Diridon Station Area Plan Amendment.

Sincerely,

Andrew Crabtree

Andrew Crabtree
Director of Community Development

DANG
Diridon Area Neighborhood Group

April 1, 2021

City of San Jose
Planning Building & Code Enforcement
Jose Ruano, DSAP Project Manager
200 East Santa Clara Street
San Jose, CA 95113
Sent via email

RE: Diridon Station Area Plan CEQA document amendment

To whom it may concern:

The Diridon Area Neighborhood Group (DANG) would like to reintroduce the issues raised in our last comments to the DSAP amendment. Those comments are below:

The Diridon Area Neighborhood Group (DANG) would like to reiterate its consternation and frustration concerning the DSAP revision process. Commenting on this Draft Amended DSAP document was difficult due to the lack of a straightforward nature of messaging, community input, and document creation. We have several issues of concern that we want to have clarified.

1. Presenting the Draft Amended DSAP document merely as an amendment does not constitute a full guiding document to be used for future development. We believe that this should be a supplemental or new DSAP EIR.
2. When the Downtown Strategy Update 2018 was being approved, at no time was there mention that there would be no further opportunity for the community to address any building height or neighborhood interface issues for the Diridon Station area. The public should have had the ability to comment on these issues during this process.
3. Piecemealing of various documents for the purpose of taking a short cut and not letting the surrounding neighborhoods know the full extent of the mitigation issues of this change in the DSAP is unprofessional at best, creating a Frankenstein-type monster of a CEQA document.
4. Another item of concern is located within the document ***Downtown Update Strategy 2040 EIR***, page 208, which states:
   The proposed 4,000-unit increase in residential capacity to 14,360 units would be achieved by transferring residential units from outlying (beyond the general

vicinity of Downtown) Urban Villages and other Growth Areas identified in the 2040 General Plan.

The statement above does not declare that the 4,000 units are to be assigned specifically to the Diridon Station area. Since this document does not specifically assign these additional residential units to the station area, staff should eliminate all specific numbers of residential units from the Draft Amended DSAP. If, in fact, these units are assigned specifically to the station area, please cite the location in the EIR document.

Furthermore, DANG requests that you:

1. Provide information about the criteria used to determine that an amendment to the DSAP was the appropriate process instead of a supplemental or new DSAP EIR. DANG believes that a supplemental or new EIR should be the appropriate process because of the major changes being allowed, such as Council's decision to no longer follow the OEI guidelines and the massive increase in development potential for the DSAP area due to the dramatic building height increases.
2. Provide the proposed increase of commercial development in square feet and number of housing units from the 2014 DSAP to the current draft DSAP amendment.
3. Provide information about the impact of the crane heights on development heights.

Regardless of the impediments created to limit public comment, please see below other DSAP comments from DANG.

Thank you,

Kathy Sutherland	Bert Weaver
Laura Winter	Sarah Springer
Edward Saum	Harvey Darnell
Helen Chapman	Bill Rankin
Mary Pizzo	Norma Ruiz
Kevin Christman	Jake Smith

Our research shows that the following documents and referenced pages guide development height in the Diridon and specifically the Delmas Park neighborhood.

Downtown Strategy 2040, Integrated Final EIR

December 2018

Page 209

Diridon Station Area Plan (DSAP)

The majority of the DSAP area is within the Downtown Strategy 2040 boundaries. The Downtown Strategy 2040 does not propose changes to the DSAP. Development occurring in the DSAP area would be subject to land use regulations and policies established in the DSAP. The project, therefore, would be consistent with the DSAP.

Diridon Station Area Plan (DSAP)

June 2014

Page 4-9 number 5 states the following:

ASSUMPTIONS AND EXCLUSIONS

The height limits used in the development of the test-fit plan are consistent with, and in most cases below, the height limits established in the Urban Design Section of this Plan. Building heights used in the test-fit plan are also below the maximum building heights established by Federal Aviation Administration (FAA) Part 77, as discussed below. In the southern zone building heights were set to respect the scale of the adjacent neighborhoods and the recommendations in relevant Strong Neighborhood Initiative (SNI) documents. (underlined for emphasis)

Page 4-16

STRONG NEIGHBORHOOD INITIATIVE ZONES

Project sub-areas D (Dupont/McEvoy) and F (Park/San Carlos) both fall within existing SNI (Strong Neighborhood Initiative) boundary and both of these areas have had SNI Neighborhood Improvement Plans and/or Business Improvement Plans prepared in the recent past. Delmas Park SNI Neighborhood Revitalization Plan gives general guidance on the community's preferred land uses, and desirable massing/heights/densities of buildings. The proposed uses, block and street patterns and building heights indicated in the 'test-fit' DSAP - Final Plan Report are intended to be respectful of and consistent with the community's recommendations.

2002 Delmas Park Neighborhood Improvement Plan

Approved and accepted by City Council and the Planning Commission

Amended in 2007 without changes to this language by City Council and Planning Commission

> Page 30 states the following: Infill Development Criteria During the planning process community members made specific recommendations for infill development within the West San Carlos corridor, including height, density, tenant mix, and architectural character. Height/Density Community members support significant density and height for new development, provided it is sensitive to adjacent neighborhood conditions.
>
> The “Infill Location and Heights” graphic on the following page illustrates height/density criteria. Infill recommendations for specific locations are:
>
> > • West San Carlos Street Frontage - Replace existing auto and light industrial uses with housing over commercial; 4-5 stories average height along the frontage, stepping down to 3 stories adjacent to single-family areas on the north and south.
>
> Page 31 includes a map clearly identifying the site as a redevelopment area with 4 -5 stories.

Draft Amended DSAP

Page 49

Lot Line and Right of Way step back Plane

From the mid-block Lot Line and Right of Way Setback Plane lines to W. San Carlos, how many square feet of land does this section include? How many square feet of land are in the entire DSAP?

Page 51

The Lot Line step back Plane figure 2-4-8a demonstrates how this will work for a Rear Shared Property Line.

The Lot Line step back Plane does not apply to only rear property lines.

The majority of the property lines are side property lines with only three (3) foot setbacks.

Provide an additional figure to demonstrate the proposed setback plane under these conditions.

In the DSAP area (with the exception of Downtown West), on a map please show developments built within the past 20 years, projects currently under construction, entitled projects, development proposals which are scheduled to be approved before the final version of this amendment, development proposals which have held publicly noticed meetings.

Provide information about the loss of "theoretical capacity" for commercial and residential development in the DSAP due to the above projects

Provide information about the loss of "theoretical capacity" due to newly acknowledged crane height concerns

Provide information about the loss of "theoretical capacity" if the 3 half-blocks on the south side of W San Carlos between Bird and Delmas were developed to the following heights as called out in the Delmas Park Neighborhood Improvement Plan:

"West San Carlos Street Frontage - Replace existing auto and light industrial uses with housing over commercial; 4-5 stories average height along the frontage, stepping down to 3 stories adjacent to single-family areas on the north and south."

Bicycle and Pedestrian Facilities

The proposed project would conflict with a bicycle-or pedestrian-related program plan or policy if it would create a hazardous condition that currently does not exist for pedestrians or bicyclists, or if it conflicts with planned facilities or local agency policies regarding bicycle and pedestrian facilities

Several areas both within the project plan and adjacent to the project plan will have significant negative impacts on bicycle and pedestrian safety, conflicting with Envision **San Jose 2040 General Plan Land Use Goal TR-2**: "improve walking and bicycling facilities to be more convenient, comfortable, and safe**,** so that they become primary transportation modes. Although the Downtown West and adjacent areas will greatly improve pedestrian, bicycle, and other micromodality transportation modes due to the proposed improved network of streets and access to transit, the following locations need greater scrutiny to assure compliance with Safe Routes to Transit, San Jose Bike Plan 2020, and Vision Zero: Onsite Improvements

1. "Off-street path connections along Los Gatos Creek within the project site to fill in gaps in the existing trail, with an off-street path connection running along the western edge of Los Gatos creek between Auzerais Avenue and Park Avenue, as well as along the eastern edge of the creek from West San Fernando Street to West Santa Clara Street. These trail segments would be connected by on-street protected bikeways along

Autumn Street between Park Avenue and the VTA tracks." A safe pedestrian and bicycle undercrossing is imperative here to assure safety for both recreational uses and transit access for commuters. This will be a major vehicular/bus intersection that will be incompatible with the heavy pedestrian, bicycle and other micromodality uses expected for the project area.

"Controlled at-grade crossing (crosswalk and curb improvements) for the Los Gatos Creek Trail across West Santa Clara Street at or near Delmas Avenue. This crossing would connect the existing segment of the Los Gatos Creek Trail within Arena Green, along the west side of the creek, with a new portion of the trail to be developed as part of the project on the east side of Los Gatos Creek between the VTA tracks and West Santa Clara Street." This area is slated for a much more intense use than at present: an office building, two residential buildings, an events center, the adaptive re-use of the San Jose Water Building, a large plaza, the Los Gatos Creek Trail, the Guadalupe River Park Trail, plus Arena Green and SAP center all converge here. Simple controlled-grade crosswalk and curb improvements are grossly insufficient for this level of activity on both sides of West Santa Clara Street. We are aware that an undercrossing is unfeasible. An overcrossing needs to be studied for this location along with a more robust analysis of pedestrian and micromobility issues.

1. West Santa Clara Street at Cahill Street is another location that will be unsafe for pedestrian and micromodalities. Two possible solutions might be to include a second BART station entrance at the north side of Santa Clara Street in front of SAP Center or an overcrossing.

2. Provide a detailed safety analysis with proposed solutions for Bird Avenue over Highway 280. The Gardner Academy on the south side of 280 in the Gardner Neighborhood includes an enrollment boundary north of Highway 280 and is currently a pedestrian and bicycle nightmare. A parallel pedestrian/bicycle bridge may be the safest solution here.

3. West San Fernando Street between Race Street and the project area is proposed to be a protected bike lane and currently experiences heavy pedestrian, motorized scooter, skateboard, and other micromodality usage and the bikeway includes a portion of Cahill Park's promenade. The public safety issues with this bikeway is alarming. An analysis and safety recommendations for this section of West San Fernando Street must be made.

4. A detailed micromdality management plan needs to be produced with robust community involvement and input.

Roadway Network Changes

Autumn Street and Almaden Avenue do not connect to a major highway, as does Delmas Avenue; this would potentially increase VMT and lead to driver confusion, especially with egress for SAP Center, a new project Events Center and Logistics Center. The Arena Traffic and Parking Management Plan is a very detailed document created with the input of the adjacent residential neighborhoods and for 30 years has worked flawlessly to minimize traffic impacts from SAP Center on said neighborhoods. Removing Delmas Avenue between West Santa Clara Street and West San Fernando Street will have a significant negative impact from visitors to SAP Center, the new Events Center and the new Logistics Center. Google Maps and Waze, if not programmed properly, will automatically send drivers through residential neighborhoods in order to get to the nearest freeway onramp to the south of the project area, the Highway 87 southbound onramp at Delmas and Auzerais Avenues. The TPMP goals must continue to be met and the navigation apps must not send drivers into a residential neighborhood.

DANG recommends a pedestrian crossover on West Santa Clara Street: Elevated crosswalk with stairs, elevators and escalators for safe pedestrian crossing over W. Santa Clara close to Diridon Station.

DANG also recommends an elevated trail connection in the north end of the DSAP based upon the outcome of the DISC development. The final determination of the location and termination points would be coordinated with the public before the Diridon Station work has begun.

GUADALUPE RIVER PARK CONSERVANCY

April 1, 2021

Ms. Shannon Hill
City of San Jose – Department of Planning, Building, and Code Enforcement
200 E. Santa Clara Street, T-3
San Jose, CA 95113
Via Electronic Mail: shannon.hill@sanjoseca.gov

Re: Initial Study/Addendum to the Downtown Strategy 2040 Environmental Impact Report for the Diridon Station Area Plan Amendment File No.: PP19-082; SCH #2003042127; Council Districts 3 and 6

Dear Ms. Hill:

The Guadalupe River Park Conservancy has reviewed the Addendum for the DSAP Amendments and are disappointed that Arena Green, the largest park in the DSAP area, continues to be outside the DSAP boundary. In a letter to the Deputy City Manager, Kim Walesh, on June 15, 2020 "Re: Inclusion of the Guadalupe River Park in the DSAP Boundaries", we expressed that to achieve shared visions of a vibrant, healthy, and well-maintained park, and to achieve the City's General Plan Goals for the Guadalupe River Park to be a "Grand Park" for San Jose, there needs to be formalization of the park as part of the broader DSAP district and downtown area to ensure that the park and Downtown can develop and prosper together.

We continue to be concerned about the lack of parkland included in the Google project and encourage the City to require future projects in the DSAP to provide parkland consistent with current City codes, goals, and policies.

Our request should be seriously considered, especially given the stated visions for the parks and public spaces in the area. A number of the parks and trails images shown in the Draft DSAP Plan are placed to inspire aspirational goals around open space design, stewardship, and programming. These open spaces also are supported by various value capture and reinvestment districts. Without formalizing the boundaries that encompass the network of parks and open spaces in the district (Guadalupe River Park, Los Gatos Creek, and all the existing and planned parks and plazas), there is not a foundation to support the future development of these spaces to meet the park and public space goals stated in the document.

If further revisions are being made to the Plan as part of the approval process, we ask that this change also be made. This would allow for the serious recognition of the importance of this public open space area consistent with San Jose's General Plan, ActivateSJ, San Jose Downtown Vision, Guadalupe River Master Plan, and a number of other plans, community priorities, and guiding principles developed through countless community meetings, task forces, and public input. As a trusted nonprofit partner, we want to ensure that the City is aware of the opportunity in front of them to develop a value capture and stewardship foundation that would turn our downtown open space network into a case study for success, and avoid another missed opportunity to actualize this long-held priority.

Additionally, if the DSAP includes allowing taller buildings that could shade Arena Green (east and west), we would like the Addendum to include a thorough discussion of this environmental impact.

As the largest open space in the district, both currently and after the buildout of this Plan, this is a major concern that needs clarification. We can find no discussion of how the project will ensure that proposed development would not result in a 10 percent or greater increase in shadow cast onto an open space area.

As we stated in our letter regarding the proposed Downtown West (Google) project, shade and shadow impacts from that development were incorrectly compared to the entire river park. Table 26 of the Addendum confirms that Arena Green (east and west) is an individual park within the Downtown area. The evaluation of shade and shadow impacts of that project should be re-evaluated, and a determination of significant impact should be corrected.
The Addendum states the following:

"Future development proposals for parcels within 100 feet of the riparian corridor of Los Gatos Creek or the Guadalupe River shall assess the effects of the proposed structures (shading and thermal radiation) on riparian vegetation and creek temperatures. Projects that will result in a 20 percent or more increase in shade or any increase in average daily temperature within the river corridor shall be required to: 1) alter their design to reducing shading; or 2) implement other measures to reduce instream water temperatures. Such measures could include increasing the setback or planting of additional shaded riverine aquatic habitat."

We agree that to shade the Guadalupe River and Los Gatos Creek are significant impacts, but we wonder how the re-design of projects (including the Google project) will occur as a result. Does the Addendum include the evaluation of this impact or does the Google project, which is actually proposing development? These resources and Arena Green must be protected, and we support greater setbacks from these sensitive areas. The viewshed from the park must also be protected and impacts identified.

The Guadalupe River Park and Arena Green are outdoor living rooms where community members can gather and connect, both for events and as part of their daily lives. Changes in the Diridon Station Area will certainly impact GRP, just as changes in GRP will impact the Diridon Station Area. This necessitates that the open space strategy considers how these will interact and be managed and funded in the long term. Including Arena Green and the trail within the boundaries of the DSAP will provide a more guaranteed consideration of these important resources as further planning occurs.

We concur that the pedestrian and bicycling network is important and support the footbridge over Los Gatos Creek and hope that it will allow travel for both pedestrians and bicyclists. We also support the concept of "Active Greenways"; however, any that are located in proximity to the Guadalupe River or Los Gatos Creek must respect the natural environment of these ecological resources. We support the proposed extension and off-street alignment of the Los Gatos Creek Trail from W. St. John Street to Auzerais Avenue as long as it abides by all General Plan goals and policies related to the protection of resources and park and trail facilities.

We are concerned that the objectives of the DSAP Amendments do not support or elevate parks, open spaces, areas for public life, public art and the existing natural resources in the area. These are key elements to achieve goals around creating a regional destination (goal 1), and equitable planning goals later in the same chapter. Without specific objectives to meet the baseline public life and civic commons amenities needed, we are concerned that these community priorities would be overlooked.

As the goals do not expressly support the health and restoration of the adjacent natural resources, ecology, and open spaces, the plan creates an innate opposition between supporting development and preservation and restoration of our City's defining unique assets. We encourage the City to revisit the draft plan and first identify elements of the district which are special and unique to us, and plan for and invest in them to become characteristics of our economic, cultural, and social competitive advantage in the region.

The Guadalupe River Park (GRP) is one of the largest parks in San José and provides parks, recreation, and transportation amenities throughout the Downtown and DSAP areas. However, the importance of Arena Green as a stand-alone park must also be recognized. The Downtown West (Google) project DEIR did not assess the impacts of

shade and shadow on Arena Green specifically and attempted to dilute impacts of shading by applying the impacts to the GRP as a whole. This and any future lack of autonomy for impacts to Arena Green would be partially rectified by the inclusion of Arena Green within the DSAP Boundaries.

One of the key strategies of the Plan is to provide "19 acres of easily-accessible public and private open space, including plazas and neighborhood parks, dispersed through the existing neighborhoods and the proposed new developments." We would appreciate clarification in the DSAP Amendment as to how the proposed 19 acres is factored into the requirements of the Google project, which includes "semi-private" and "project sponsored-owned open space". We would also like to see more details on what a "plaza" is considered to be and whether they should be considered to be active open spaces. We agree that people coming to and moving around the Diridon Station Area will frequently use the streets, parks, trails, and plazas as part of their journey. Therefore, we would appreciate more detail as to how "these parts of the public realm are designed to seamlessly connect for people walking, bicycling, or using other forms of human-powered transportation."

We also agree that "the combination of enhanced mobility, robust open space and public life provide opportunities for residents to come to the Diridon Station Area for a unique experience and then move easily to the vibrant spaces of Downtown." We believe the Plan should describe how Arena Green and the GRP are vital to achieve this unique experience.

The Draft Plan would be enhanced by a discussion of how future and existing parks and trails will be maintained. We are also very interested in the connectivity of all the parks described in the Plan.

The revised DSAP states that some parks will have a "floating" designation of where parks may or may not be located. It then states that the specific size, exact location, and configuration of such park sites will be finalized only through future development of particular parcels in the Diridon Station Area. We assume this includes the Google project; however, details as to how that project is going to meet the City's Level of Service requirements for parks was not very specific. We are concerned that the actual locations and sizes of future parks may not be sufficient as future development is proposed, leaving future residents with an inadequate amount of park land leading to an environmental justice impact.

We agree with the intent to provide a trail on the west side of the Guadalupe River between W. Julian and W. St. John Streets. This trail is in the GRP Master Plan. However, consistent with the City's Riparian Corridor Policy, such a trail can occur within the 50-foot riparian corridor – and not outside of it. We have found that the farther away the trail is from the river, the harder it is to maintain such areas and keep them safe. Therefore, we ask that future and important trail connection be consistent with the Riparian Corridor Policy.

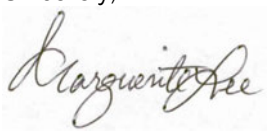
Additional Comments

Including the GRP and Trail in the DSAP boundary will provide the opportunity to better focus the building strategy of the DSAP around public life, not only in terms of environmental benefits provided in air filtration and reduction of urban heat island effect, but also in terms of the physical and mental well-being of a community. Our parks and open spaces have never been more important than right now in this time of pandemic, as mentioned in the DSAP Amendment. The increase in usership of these kinds of spaces has been substantial, and inclusion of them in the planning process should be of high priority for future open space planning.

Including the Guadalupe River Park into the DSAP boundaries allows for a more comprehensive plan that helps address public health, equity, ecology, and recreational impacts the development will have in the district and city. The placemaking, circulation and access goals of the DSAP will be greatly enhanced by the inclusion of the largest open space and dense trail system on its doorstep in the planning process and we welcome the opportunity to participate and provide leadership for the future.

We fervently believe that the DSAP process will benefit from the inclusion of the Guadalupe River Park and Arena Green to ensure that these open space resources support DSAP development and quality of life goals. This is an opportunity for the City of San Jose to redefine success by connecting growth and circulation goals to ecology, equity, and public health. GRPC urges our city leadership to include GRP and Arena Green in the DSAP boundary.

Sincerely,



Marguerite Lee
GRPC Board President

438 Coleman Avenue
San Jose, CA 95110
408-298-7657
guadalupeconservancy.org
EIN: 77-0166797

County of Santa Clara

Parks and Recreation Department

298 Garden Hill Drive
Los Gatos, California 95032-7669
(408) 355-2200 FAX (408) 355-2290
Reservations (408) 355-2201
www.parkhere.org

April 1, 2021

City of San Jose
Planning, Building & Code Enforcement
Attn: Shannon Hill
200 E Santa Clara Street, T-3
San Jose, CA 95113

SUBJECT: Draft Initial Study/Addendum to the Downtown Strategy 2040 EIR for the Diridon Station Area Plan

Dear Shannon Hill,

The County of Santa Clara Parks and Recreation Department (County Parks Department) is submitting the following comments on the Notice of Availability of a Draft Initial Study/Addendum to the Downtown Strategy 2040 EIR for the Diridon Station Area Plan (Plan).

In regard to the Plan, the County Parks Department's review is primarily focused on potential impacts related to the *Santa Clara County Countywide Trails Master Plan Update* (*Countywide Trails Plan*), an element of the County General Plan (adopted by the Board of Supervisors on November 14, 1995), relative to countywide trail routes, public access and regional parks. There are two *Countywide Trails Plan* trail route in the vicinity of the Plan:

> *Guadalupe Sub-Regional Trail* (S3)- a hiking and off-road bicycle route following the Guadalupe River
>
> *Los Gatos Creek Sub-Regional Trail* (S4)- a hiking and on-road bicycle route following the Los Gatos Creek

The segment of the Guadalupe River Trail in the Plan vicinity is already completed. The segment of the Los Gatos Creek Trail located within the Plan vicinity is incomplete, however there are completed segments both north and south of the Plan boundaries.

It is noted in the Plan that "planned improvements to the Los Gatos Creek Trail and the Guadalupe River Trail would be conducted in fulfillment of the Santa Clara County Trails Master Plan" (Section 2.3.1.2 Access and Circulation, page 12).

The County Parks Department supports the collaborative efforts between various City of San Jose departments and other local agencies in regard to this Plan and future site improvements. The County

Board of Supervisors: Mike Wasserman, Cindy Chavez, Otto Lee, Susan Ellenberg, S.Joseph Simitian

County Executive: Jeffrey V. Smith

Parks Department also supports the Plan's efforts to develop new pedestrian and bicycle routes within the development and improve the safety of existing and proposed trail crossings in the Plan vicinity.

Thank you for the opportunity for County Parks Department to provide comments on the Notice of Availability of a Draft Initial Study/Addendum to the Downtown Strategy 2040 EIR for the Diridon Station Area Plan. If you have any questions, please email me at kelly.gibson@prk.sccgov.org

Sincerely,

Kelly Gibson

Kelly Gibson
Assistant Planner

SANTA CLARA COUNTY PARKS

Board of Supervisors: Mike Wasserman, Cindy Chavez, Otto Lee, Susan Ellenberg, S.Joseph Simitian

County Executive: Jeffrey V. Smith

SAN JOSE DOWNTOWN ASSOCIATION

March 31, 2021

Shannon Hill
Environmental Project Manager
City of San José Department of Planning, Building & Code Enforcement
200 East Santa Clara Street, T-3 San José, CA 95113

RE: Diridon Station Area Plan Amendment (PP19-082 and GP20-0070); Downtown Strategy 2040 FEIR (SCH # 2003042127)

Dear Mrs. Hill,

The San Jose Downtown Association (SJDA) provides the following comments on the Amended Final Environmental Impact Report (FEIR) for the development of the Diridon Station Area Plan (DSAP). As a SAAG member, we appreciate the level of detail and consideration staff have put into this FEIR with considerable changes throughout the years.

General Plan 2040:
As the latest addendum relates to the General Plan 2040, we support this update as it would respond to the opportunity to create more housing and jobs by "transferring 4,000 dwelling units and 10,000 jobs from later horizon General Plan growth areas to Downtown capacity available now." The need for consistent land use and zoning is paramount for expanding areas of downtown, such as reflected in this document, converting former land use designations to Commercial Downtown outside of the Downtown West project boundary. As noted, the Downtown Strategy 2040 has a development capacity of 14,360 residential units, 14.2 million square feet of office uses, 1.4 million square feet of retail uses, and 3,600 hotel rooms. The additional 12 acres to be included (from 250 acres to 262 acres) would continue to convert underutilized spaces into a "mixed-use urban neighborhood anchored by a world-class transportation hub and the SAP Center." Building off of the Downtown Design Guidelines and Standards would facilitate an improved aesthetic continuity and higher standards for the DSAP built environment.

Although actual development in the area may not transpire for many years and detail on specific projects will remain vague until they are phased in, we generally support this amendment.

Height Limits and Capacity:
Per City Council's request and Federal Aviation Administration's Terminal Instrument Procedures (TERPS) for the Mineta San Jose International Airport, we appreciate the newly established consideration of maximizing building heights to provide increased density and the guidelines for even higher temporary construction crane allowances. From the prior low maximum of 130 feet to a new height maximum of 295 feet, this is a positive significant delta that will increase density in and near downtown to help establish the bustling urban vibe San Jose warrants and deserves. Subsequently, we are also proponents of the increased maximum of office/commercial capacity to 7,838,000 square feet and residential development capacity to 7,044 units, a net gain of 2,874,600 square feet and 4,456 units, respectively, from the previous plan. The DSAP area is the best place in San Jose for this kind of density and will help create the urbanism much warranted by expanding the city's downtown footprint.

Traffic Circulation/Network Changes, Access:
As noted in the section 2.1 FEIR, "the goal is to develop a sustainable and equitable plan around Diridon Station that capitalizes on an anticipated possible build-out of new transit-oriented development." We are in favor of multiple components here such as reducing GHG and VMT, increasing capacity and multimodal options, and adding bike lanes and connectivity; however, the ramification of certain decisions regarding infrastructure changes should also be considered. For example, we agree an analysis should be conducted if a project surpasses the threshold of VMT Policy 5-1. Components related to permanent infrastructure and development, such as the Autumn Parkway extension, should be examined to allow optimal urban development efficacy. Can a simultaneous extension of Autumn Parkway occur with the development of an interim parking lot? Further studies and updated data must be required to address the DSAP's overall traffic circulation and access, proposed street closures and restrictions, and bike paths. We find the FEIR insufficient in this regard.

To ensure proper ingress and egress from the Downtown West project and DSAP, and its impact on surrounding neighborhoods -- most notably the downtown core -- we also encourage proper vetting of any current and future lane reductions, street closures, and bike paths. For example, the FEIR does not adequately document numerous access and circulation assumptions such as bike path on San Fernando Street or dedicated bus lane on Santa Clara Street. The unintended long-term consequences of such actions may preclude proper access and circulation to numerous impacted properties, businesses, residences and special events. It should be noted that Santa Clara Street is the only east-west thoroughfare in the entire downtown and the FEIR is insufficient in its analysis of how future densities from the DSAP plan will impact this and other downtown streets. Further analysis should be also conducted vis-á-vis the Santa Clara Street complete streets concept.

Parking:
Regarding Section 2.3.1.5, **"**Parking The 2014 DSAP" indicates there was a preliminary concept plan for DSAP. With a total of an anticipated 11,950 parking spaces, "approximately 8,960 spaces would be located in off-street surface lots and structure parking garages and the remaining 2,990 spaces would be provided in underground parking facilities." With an approximate 1,403 spaces aforementioned to serve transit-based demand, it seems there would be a prominent "deficit of approximately 810 spaces" that should be re-evaluated as there are several editions to this updated FEIR. We are cognizant that DSAP will be a predominately transit-oriented development project but if DSAP is leveraging exclusively current allocated parking spaces without building or accommodating for new spaces, this warrants further analysis, and the FEIR is insufficient in its parking supply and demand data.

SJDA thanks staff for their diligence and engagement throughout this process.

Sincerely,



Scott Knies
Executive Director

cc:
Chu Chang, PBCE Acting Director

From: [redacted]
To: Hill, Shannon
Subject: comments on DSAP
Date: Thursday, April 1, 2021 3:32:04 PM

[External Email]

1). make sure the lenzen avenue development is only a walkway no cars bicycles and pedestrians only
2). buy more land for food production to address urban sustainability and a world without fossil fuels
3). buy 630 stockton avenue a diesel bus depot and 615 stockton avenue a large parking lot should be bought for food production and as a demonstration project of turning our asphalt back into the valley of hearts delight so we as humans have food locally and don't become cannibals when the fossil fuels are turned off this is resiliency--growing food locally

4) all residential developments should have a companion kitchen garden a food garden required in all residential developments
5). the hotels should be turned into housing we should not be traveling we need to reduce our fossil fuel use to zero and working from home solves this problem
6). there should be a community garden as the center piece of the guadalupe gardens and for downtown by the train station
7). a large battery backup system should be built as a backup for our rooftop solar to have all. our power green and not on transmission lines
8). pedestrian friendly in every way
9). override SAP center's committment for car parking due to climate crisis
10). fix stockton avenue:

These photos are the most recent of many speeding collisions on Stockton avenue this past weekend.

The reason for these many collisions on Stockton ave are the engineering of the Roads that can be fixed:
*. Too wide of a road
! Too high of a crown
! Road needs three traffic circles with trees planted I. In The circle to stop speeding
! Road needs more curbside trees in Road to reduce width of road
! On sides of Stockton ave: Tree trenches and tree boxes are vegetated engineered landscape practices designed to filter or infiltrate stormwater runoff. They can be incorporated into a wide variety of landscaped areas, including ultra-urban landscapes. Technically, tree boxes and tree trenches are bioretention practices, but their design, construction, maintenance, and benefits merit a separate discussion
! All developers in this area must put into fixing Stockton avenue
! All homeowners should have a property tax to fix Stockton avenue to build the three 1.5 million dollar roundabouts and tree engineered landscape to reduce pollution in our CARE community: the garden alameda neighborhood is part of a COMMUNITY AT RISK for high exposure to pollutants!

! I would like a documented case number for fixing Stockton avenue as itemized above that is submitted to all developers especially google development and on the books —the radar the city plans, the budget of the department of transportation and city planners and our representatives.
! All intersections of Stockton avenue need improved Street lights, ZEBRA STRIPING, at crosswalks and dedicated left hand turn signals to avoid the deaths and injuries at Lenzen at Stockton and Taylor street at Stockton.

10). no car roads for as many as possilble
11). all cars must be in garages or behind fences, no cars no on street parking, make DSAP and downtown san jose car free with congestion pricing for cars very high cost.

1). fix all roads to not have a swoop corners by squaring off corners and increasing the radius to slow traffic
2). speed bumps, tree lines medians, roundabouts bulb out traffic calming engineered into the roads
3). more open space 40 percent more! as required by the general plan and turning significant amount of the green space into food production.

Warm regards,

Tessa Woodmansee
President, Garden Alameda Village Association

--
Clean Air and Quiet Neighborhoods--A Natural Right.

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

From: [redacted] Tessa Woodmansee
To: Hill, Shannon
Subject: DSAP comments from the first san jose community input
Date: Thursday, April 1, 2021 11:42:19 PM

[External Email]

What resonates most to me is saving life on earth and listening and following the science that says we need to be at zero emissions by 2025 . The same human activities that drive climate change and biodiversity loss also drive pandemic risk through their impacts on our environment.
COVID-19 is at least the sixth global health pandemic since the Great Influenza Pandemic of 1918, and although it has its origins in microbes carried by animals, like all pandemics its emergence has been entirely driven by human activities--FLYING, DRIVING AND not being VEGAN! IN ADDITION,

Both nature and nature's contributions to people are vital for human existence and good quality of life (human well-being, living in harmony with nature, living well in balance and harmony with Mother Earth, and other analogous concepts).While more food, energy and materials than ever before are now being supplied to people in most places, this is increasingly at the expense of nature's ability to provide such contributions in the future, and frequently undermines nature's many other contributions, which range from water quality regulation to sense of place. The biosphere, upon which humanity as a whole depends, is being altered to an unparalleled degree across all spatial scales. Biodiversity – the diversity within species, between species and of ecosystems – is declining faster than at any time in human history. WE ARE IN THE SIXTH GREAT MASS EXTINCTION AND WHEN over million species are threatened with extinction in the next decade or two, we humans are on that train and if not going extinct will have a mass dieoff since our growth to almost 8 billion has been driven by fossil fuels and the science says we have to get off of fossil fuels by 2025 or we will experience greater and worse mass human suffering and catastrophic climate collapse and the end to organized human society.

We are NOT reducing our fossil fuel use we are "speeding" in the other direction with our fossil fuel and consumption of earth's resources. Climate crisis and pandemic are telling us the same thing : WE need to STAY HOME!

In my neighborhood we have been totally ignored:
We have a diesel bus depot 630 Stockton Avenue destroying our health and needs to be removed from our community. Diesel Bus DEPOT OR FOOD: you can't eat money or diesel!

We do not need any private diesel buses since all whitecollar workers are working from home as we need to fight the pandemic and reduce our fossil fuel use to zero.

We should not be expanding the airport.

The airport should become an eco village...it's flat like Nebraska. Nebraska is having trouble growing food due to climate crisis, e.g. the record setting derecho that Early estimates say the derecho flattened at least one-third of Iowa's crops – about 10 million acres, according to Iowa Gov. Kim Reynolds. In addition, tens of millions of bushels of grain that were stored at co-ops and on farms were damaged or destroyed as bins blew away. We need to have local agriculture. WE need to grow our food locally.

This land at 615 stockton avenue was originally in general plan 2020 to be RESIDENTIAL
Then in 2008 at the economic downturn the land was given the general plan designation of commercial neighborhood and only commercial buildings NO HOUSING.
This was to make money for the city.
Now a 5 story 80 room with underground parking of 40 cars Hotel is being submitted by the owner and considered by the san jose city planners for 615 Stockton Ave.

After the SJ city council rejected the original hotel that included the residence at 623 Stockton Ave and the 615 stockton ave an affordable housing project was proposed by the property owner, Alan Nyguen in this corner lot since the neighbors did not want a hotel and fought against the rezoning of the residential historical home to commercial.

The affordable housing that was proposed by Alan Nyguen and submitted to the city it was middle income affordable housing for home ownership and the city REJECTED THIS affordable housing even through affordable housing can override the general plan BUT our city said that NO RESIDENTIAL DEVELOPMENT BECAUSE this property is across from heavy industry i.e. there is so much pollution in our neighborhood that the city won't allow housing to be built in our neighborhood.

QUESTION To be answered by our city:

Why did you let my husband and I buy the commercial building now rezoned residential and now our home for 16 years at 641 stockton avenue when it was across the street from the same noisy, toxic air contaminant, cancer causing , heart disease ailments, auto-immune and asthma causing idling DIESEL BUS DEPOT and idling diesel CALTRAIN Maintenance yard. This was not safe for myself and my family. If 615 stockton avenue can not be developed as residential why was 641 stockton avenue allowed to convert from commercial to residential. Actually if the city said that we could not buy this property though the general plan was for the entire west side of Stockton avenue to become residential as shown by our rezoning as a conforming rezoning from commercial to residential means it met the general plan for the entire west side of stockton avenue. Yet now, 16 years later you the city is saying to the proposed owner of 615 stockton ave Alan Nyguen that He can not build affordable housing he proposed since it is across from heavy industry...again Cinnebar commons and Avalon Morrison Park residential development has occurred across from heavy industrial zoning.

But then in 2008 the city to make money went out and financialized our lands to make money for themselves and all the fossil fueled ways they use our money to fly and drive anywhere they want with our support which needs to stop and of course go on global work/vacations with all expenses paid by lobbyists for their entire family to get the support that developers builders and corporations want from politicians. So, 615 stockton Avenue since it was seen by the city drones as a commercial lot was targeted for the 2040 general plan to stay commercial and NOT GO RESIDENTIAL AS planned by the 2020 general plan up until 2008.

Pierluigi Olivario past council member and planning commissioner said: “When a family saves up to buy a single-family home, city zoning promises that their block will remain intact, even if San Jose continues to grow around them. This was not so in our case on Stockton AVenue. We bought our property as a single family home zoning and 8 years later the city changed the general plan for my block and now its corner lot the headstone of the historic neighbotrhood is zoned only for commercial use and a hotel makes millions for the city! Now the plan for 615 stockton avenue corner lot is a 5 story hotel planned at the entrance to my historic block-- Schiele Avenue.

So then when Alan Nyguen asked for residential development on this 615 stockton avenue parcel he should be able to override the commercial neighborhood designation since affordable housing is able to override all general plans. BUT THE planning department REJECTED the housing and said no housing at 615 stockton avenue since it is across from heavy industry.

First of all heavy industry needs to go away the diesel bus depot should not be in our residential neighborhood when we are a CARE COMMUNITY. THE Bay Area Air Quality Management District has designated through their extensive research that our part of San Jose is a CARE community a Community at Risk from AIR POLLUTION

THE CITY WAS SUPPOSE TO MITIGATE THE HIGH DIESEL EMISSIONS AND OTHER AIR POLLUTANTS IN OUR NEIGHBORHOOD BUT NOTHING HAPPENED!

THE SUGGESTIONS FOR MITIGATIONS OF AIR POLLUTANTS IN OUR CARE COMMUNITY ARE: And i realize the DSAP has limited its scope to Lenzen avenue and Stockton Ave but that is ridiculous Stockton AVenue needs to by fixed and you have to fix the whole street to make a difference!

- REmove the diesel bus depot

- Remove Maaco car repair and painting
- Make Royal Coach Tours properties into an eco village , fruit orchard and farm
- No commercial traffic on stockton avenue
- Intense Traffic calming for stockton avenue
- Tree lined medium
- Three large roundabouts that have a large fruit tree in the middle with other native plants
- Bicycle lanes with three feet of separation lines painted
- All streets that intersect stockton avenue fix the radius where square corners are engineered to slow the turning traffic; no swoops, no more designing our roads like onramps to highways.
- Put zebra stripes on all corner crosswalks
- Add street lights on all corners intreresecting stockton avenue like Villa that needs a street light
- Add left turn signals to both Lenzen avenue and Taylor street which have been the location for many accidents that have caused death and disability from oncoming uncontrolled traffic turning.

The Garden Alameda neighborhood is a CARE COMMUNITY: Community Air Risk Evaluation Program
Air District Community Health AB 617: Community Health Protection Program
Community Air Risk Evaluation (CARE) Program
The Community Air Risk Evaluation Program unites government, communities, and businesses to address areas of concentrated air pollution and related public health effects in the Bay Area.

While overall air pollution continues to decrease in the Bay Area, some communities still experience higher pollution levels than others. These communities are generally near

pollution sources (such as freeways, busy distribution centers, and large industrial facilities) and negative impacts on public health in these areas are greater. The CARE Program aims to reduce these health impacts linked to local air quality.

The goals of the CARE Program are to:

Identify areas where air pollution contributes most to health impacts and where populations are most vulnerable to air pollution.
Apply sound scientific methods and strategies to reduce health impacts in these areas.
Engage community groups and other agencies to develop additional actions to reduce local health impacts.
Impacted Areas
The map below shows areas with elevated pollution levels based on detailed emissions inventories and air dispersion modeling that the Air District has identified as impacted. ArcGIS shapefiles for these areas as well as a PDF map(3 Mb PDF, 1 pg, posted 01/25/18) are also available.

CARE Program Report
In 2014, the Air District issued a report summarizing the accomplishments of the CARE Program and appointed Task Force over the past decade. The report describes how the program provides a useful framework for guiding policy decisions, developing effective air quality programs in impacted areas, and fostering positive partnerships with community groups.

This report, local field studies, and other CARE Program documents are available for review.

I HAVE WORKED WITH BAAQMD AND BREATHE CALIFORNIA on park avenue with Margo Sidener CEO. ON research on the heavy impacts of diesel emissions in our CARE COMMUNITY in the garden Alameda neighborhood. which have been well documented in this neighborhood by BAAQMD. BUT NO MITIGATIONS EVER HAPPENED!.

SO THE city says now no housing since its too polluted. Ok So now I say lets have a DEMONSTRATION GARDEN LETS. MAKE STOCKTON AVENUE A GRAND BOULEVARD. LET'S MAKE THE EARTH A GARDEN AGAIN...THE MOST IMPORTANT WORK WE CAN DO FOR OUR SURVIVAL: HOTEL OR FOOD? THE CHOICE IS CLEAR!

The bus depot needs to become an orchard and a garden producing food.
The scientists say that any open land that does not have a building on it should become food producing and native gardens to produce the full ecosystem to support life on earth.

WE have single tone backup beepers that need to change since they destroy OUR HEALTH.

615 Stockton avenue the city has rezoned this property to be commercial.

Another reason for Royal Coach Tours to be moved out of this neighborhood:

They attacked our family when we were trying to have them follow the state laws to not idle their diesel buses.
they are a polluting source in our neighborhood that is highly impacted from diesel pollution.
Royal Coach Tours blasted their horns at us 24/7 to get us to leave the neighbrohood
The city has no noise controls SO WITH IMPUNITY RCT blasted their gate, car and bus air horns 24/7.
Now that everyone needs to work at home the need for buses and cars and public transit goes away as it should since we need to live very local and fossil fuel free.

The problems in our neighborhood started with Royal Coach Tours but Salvation Army is another area that needs to be fixed. all bus and industrial operations on stockton Avenue and city wide need to use BroadBand backup and warning devices the broadband is a good neighbor warming alarm. When construction or any use of warning alarms are near residential housing then broadband backup beepers need to be used. Also waste management garbage pickup trucks should have broadband backup beepers to be a good neighbor since their pickups can be during quiet time.

Stockton Avenue needs to be fixed.

BART: Bart should not go to Santa Clara BArt should end at Diridon.
LENZEN AVE should be a pedestrian corridor a green space no cars no BS “that cars pay taxes so they should have access to all roads.” No!!!!!! Cars do not pay the taxes necessary to deal with the mess they make i.e. climate change and pollution!
TAYLOR STREET and Stockton AVenue corner needs lots of repair to make it walkable it needs to be redesigned like Campbell avenue near Bascom that made it beautiful walkway separated from the car traffic to make it a beautiful walkable space
SAP NO CARS. The SAP center has to go too. It is a boat anchor of the past. We don’t need entertainment, we need to grow food and have our own entertainment from our family friends and neighbors. In addition, the fact that the SAP is saying they need 5,000 plus car spaces shows they are a true boat anchor to the past.

We need to build the DSAP car free and the buildings should all be homes and gardens to support the residents with food and local ecosystems. The home buildings can be high rise but they should be Arcology designed with integration of food production on every other floor and outside the building and on the roof tops food production to support the

inhabitants.

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The area around the diridon station should be a central parklands with native plants, food production and fruit trees interspersed with places to sit and eat our own food.

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ALL THE GROUNDS NEED TO PRODUCE FOOD AND NATIVE GARDENS TO HELP TO REBUILD OUR ECOSYSTEM THAT IS COLLAPSING IF WE DONT BRING RADICAL CHANGE SAYS The Intergovernmental Science-Policy Platform on Biodiversity and Ecosystem Services (IPBES) is an intergovernmental organization established to improve the interface between science and policy on issues of biodiversity and ecosystem services.[1] It is intended to serve a similar role to the Intergovernmental Panel on Climate Change.[2]

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MAKING THE EARTH A GARDEN AGAIN for the human race. It's something we can all agree upon is food for survival instead of becoming as we are seeing now fascistic around the color of our skin we need to be bound together the true definition of fascia is to be bound, but we as humans need to be bound to be unified around our shared need for food , to have food, food security, food sovereignty, and to grow food everywhere so we can survive.

Hotel or food? Which one do you want at the end of life on earth, civilization, organized human society climate and ecological collapse?
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Each of the 25 eco villages and farm centers will offer teaching, training, research and extension activities for college students, families and members of the community it serves. These centers are designed to protect ecosystems services and allow the residents or

nearby community members to complete all their life cycle needs without travel.Clean air, clean water, healthy soil, nutritious sustainable food, renewable energy, local waste management, human health and well being, education and direct connection to nature and locally restored ecosystems for children, families and members of a diverse community..

What resonates most to me is saving life on earth and listening and following the science that says we need to be at zero emissions by 2025 . “The same human activities that drive climate change and biodiversity loss also drive pandemic risk through their impacts on our environment.
COVID-19 is at least the sixth global health pandemic since the Great Influenza Pandemic of 1918, and although it has its origins in microbes carried by animals, like all pandemics its emergence has been entirely driven by human activities--FLYING, DRIVING AND not being VEGAN! IN ADDITION,
Both nature and nature’s contributions to people are vital for human existence and good quality of life (human well-being, living in harmony with nature, living well in balance and harmony with Mother Earth, and other analogous concepts).While more food, energy and materials than ever before are now being supplied to people in most places, this is increasingly at the expense of nature’s ability to provide such contributions in the future, and frequently undermines nature’s many other contributions, which range from water quality regulation to sense of place. The biosphere, upon which humanity as a whole depends, is being altered to an unparalleled degree across all spatial scales. Biodiversity – the diversity within species, between species and of ecosystems – is declining faster than at any time in human history. WE ARE IN THE SIXTH GREAT MASS EXTINCTION AND WHEN over million species are threatened with extinction in the next decade or two, we humans are on that train and if not going extinct will have a mass dieoff since our growth to almost 8 billion has been driven by fossil fuels and the science says we have to get off of fossil fuels by 2025 or we will experience greater and worse mass human suffering and catastrophic climate collapse and the end to organized human society.
WEe are speeding in the other direction with our fossil fuel and consumption of earth’s resources. Climate crisis and pandemic are telling us the same thing : WE need to STAY HOME!

In my neighborhood we have been totally ignored:
We have a diesel bus depot 630 Stockton Avenue destroying our health and needs to be removed from our community. Diesel Bus DEPOT OR FOOD: you can’t eat money or diesel!

We do not need any private diesel buses since all whitecollar workers are working from home as we need to fight the pandemic and reduce our fossil fuel use to zero.

We should not be expanding the airport.

The airport should become an eco village...it's flat like Nebraska. Nebraska is having trouble growing food due to climate crisis, e.g. the record setting derecho that Early estimates say the derecho flattened at least one-third of Iowa's crops – about 10 million acres, according to Iowa Gov. Kim Reynolds. In addition, tens of millions of bushels of grain that were stored at co-ops and on farms were damaged or destroyed as bins blew away. We need to have local agriculture. WE need to grow our food locally.

This land at 615 stockton avenue was originally in general plan 2020 to be RESIDENTIAL Than in 2008 at the economic downturn the land was given the general plan designation of commercial neighborhood and only commercial buildings NO HOUSING.
This was to make money for the city.
Now a 5 story 80 room with underground parking of 40 cars Hotel is being submitted by the owner and considered by the city for 615 Stockton Ave.

After the SJ city council rejected the original hotel that included the residence at 623 Stockton Ave and the 615 stockton ave an affordable housing project was proposed in this corner since the neighbors did not want a hotel and fought against the rezoning of the residential historical home to commercial.

The affordable housing that was proposed by Alan Nyguen and submitted to the city it was middle income affordable housing for home ownership and the city REJECTED THIS affordable housing even through affordable housing can override the general plan BUT our city said that NO RESIDENTIAL DEVELOPMENT BECAUSE this property is across from heavy industry i.e. there is so much pollution in our neighborhood that the city won't allow housing to be built in our neighborhood.

QUESTION To be answered by our city:

Why did you let my husband and I buy the commercial building now rezoned residential and now our home for 16 years at 641 stockton avenue when it was across the street from a DIESEL BUS DEPOT. This was not safe for myself and my family. If 615 stockton avenue can not be developed as residential why was 641 stockton avenue allowed to convert form commercial to residential. Actually if the city said that we could not buy this property though the general plan was for the entire west side of Stockton avenue to become residential as shown by our rezoning as a conforming rezoning from commercial to residential means it met the general plan for the entire west side of stockton avenue. Yet know 16 years later you the city is saying to the proposed by the owner of 615 stockton ave Alan Nyguen that He can not build affordable housing he proposed since it is across from heavy industry...again innebart commons and Avalon Morrison Park residential development has occurred across from heavy industrial zoning.

But then in 2008 the city to make money went out and financialized our lands to make

money for themselves and all the fossil fueled ways they use our money to fly and drive anywhere they want with our support which needs to stop and of course go on global work/vacations with all expenses paid by lobbyists for their entire family to get the support that developers builders and corporations want from politicians. So, 615 stockton Avenue since it was seen by the city drones as a commercial lot was targeted for the 2040 general plan to stay commercial and NOT GO RESIDENTIAL AS planned by the 2020 general plan up until 2008.

Pierluigi Olivario past council member and planning commissioner said: “When a family saves up to buy a single-family home, city zoning promises that their block will remain intact, even if San Jose continues to grow around them. This was not so in our case on Stockton AVenue. We bought our property as a single family home zoning and 8 years later the city changed the general plan for my block and now its corner lot the headstone of the historic neighbotrhood is zoned only for commercia use and a hotel makes millions for the city! Now the plan for 615 stockton avenue corner lot is a 5 story hotel planned at the entrance to my historic block-- Schiele Avenue.

So then when Alan Nyguen asked for residential development on this 615 stockton avenue parcel he should be able to override the commercial neighborhood designation since affordable housing is able to override all general plans. BUT THE planning department REJECTED the housing and said no housing at 615 stockton avenue since it is across from heavy industry.

First of all heavy industry needs to go away the diesel bus depot should not be in our residential neighborhood when we are a CARE COMMUNITY. THE Bay Area Air Quality Management District has designated through their extensive research that our part of San Jose is a CARE community a Community at Risk from AIR POLLUTION

THE CITY WAS SUPPOSE TO MITIGATE THE HIGH DIESEL EMISSIONS AND OTHER AIR POLLUTANTS IN OUR NEIGHBORHOOD BUT NOTHING HAPPENED!

THE SUGGESTIONS FOR MITIGATIONS OF AIR POLLUTANTS IN OUR CARE COMMUNITY ARE: And i realize the DSAP has limited its scope to Lenzen avenue and Stockton Ave but that is ridiculous Stockton AVenue needs to by fixed and you have to fix the whole street to make a difference!

REmove the diesel bus depot
Remove Maco car repair and painting
Make Royal Coach Tours properties into an eco village , fruit orchard and farm
No commercial traffic on stockton avenue
Intense Traffic calming for stockton avenue

Tree lined medium
Three large roundabouts that have a large fruit tree in the middle with other native plants
Bicycle lanes with three feet of separation lines painted
All streets that intersect stockton avenue fix the radius so there is no square the corners
Put zebra stripes on all corner crosswalks
Add street lights on all corners intreresecting stockton avenue like Villa that needs a street light
Add left turn signals to both Lenzen avenue and Taylor street

The Garden Alameda neighborhood is a CARE COMMUNITY: Community Air Risk Evaluation Program
COMMUNITY HEALTH
AIR POLLUTION AND COMMUNITY HEALTH
AB 617: COMMUNITY HEALTH PROTECTION PROGRAM
AB 617 Expedited BARCT Implementation Schedule
Grant Program
Richmond Area Community Health Protection Program
West Oakland Community Action Plan
Carl Moyer Program Survey
Community Air Risk Evaluation (CARE) Program
FACILITY RISK REDUCTION PROGRAM
AIR POLLUTION CONTROL MEASURES
CALIFORNIA "HOT SPOTS" PROGRAM
Air District Community Health AB 617: Community Health Protection Program
Community Air Risk Evaluation (CARE) Program
undefinedundefinedundefinedundefinedundefinedundefined
The Community Air Risk Evaluation Program unites government, communities, and businesses to address areas of concentrated air pollution and related public health effects in the Bay Area.

While overall air pollution continues to decrease in the Bay Area, some communities still experience higher pollution levels than others. These communities are generally near pollution sources (such as freeways, busy distribution centers, and large industrial facilities) and negative impacts on public health in these areas are greater. The CARE Program aims to reduce these health impacts linked to local air quality.

The goals of the CARE Program are to:

Identify areas where air pollution contributes most to health impacts and where populations are most vulnerable to air pollution.
Apply sound scientific methods and strategies to reduce health impacts in these areas.
Engage community groups and other agencies to develop additional actions to reduce local

health impacts.
Impacted Areas
The map below shows areas with elevated pollution levels based on detailed emissions inventories and air dispersion modeling that the Air District has identified as impacted. ArcGIS shapefiles for these areas as well as a PDF map(3 Mb PDF, 1 pg, posted 01/25/18) are also available.

CARE Program Report
In 2014, the Air District issued a report summarizing the accomplishments of the CARE Program and appointed Task Force over the past decade. The report describes how the program provides a useful framework for guiding policy decisions, developing effective air quality programs in impacted areas, and fostering positive partnerships with community groups.

This report, local field studies, and other CARE Program documents are available for review.

I HAVE WORKED WITH BAAQMD AND BREATHE CALIFORNIA on park avenue with Margo Sidener CEO. ON research on the heavy impacts of diesel emissions in our CARE COMMUNITY in the garden Alameda neighborhood. which have been well documented in this neighborhood by BAAQMD. BUT NO MITIGATIONS EVER HAPPENED!.

SO THE city says now no housing since its too polluted. Ok So now I say lets have a DEMONSTRATION GARDEN LETS. MAKE STOCKTON AVENUE A GRAND BOULEVARD. LETLS MAKE THE EARTH A GARDEN AGAIN...THE MOST IMPORTANT WORK WE CAN DO FOR OUR SURVIVAL: HOTEL OR FOOD? THE CHOICE IS CLEAR!

The bus depot needs to become an orchard and a garden producing food.
The scientists say that any open land that does not have a building on it should become food producing and native gardens to produce the full ecosystem to support life on earth.

WE have single tone backup beepers that need to change since they destroy OUR HEALTH.

615 Stockton avenue the city has rezoned this property to be commercial.

Another reason for Royal Coach Tours to be moved out of this neighborhood:

They attacked our family when we were trying to have them follow the state laws to not idle their diesel buses.
they are a polluting source in our neighborhood that is highly impacted from diesel pollution.

Royal Coach Tours blasted their horns at us 24/7 to get us to leave the neighbrohood
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google could also be made by our city to take the homes on Julian ave three historic homes scheduled for demolition and move them to 615 stockton ave. These homes should be put in a circle facing each other and the commons where they grow food together in the middle. This would be a demonstration project to show how to build a resilient neighborhood. Neighbors knowing each other and working together. for the greater good: growing food and being producers of all the other essentials we need hyper locally. the homes would be renovated to be ecologically advance solar of grid water capture etc LEED certified green as another example of the best of human development and let go of the fossil fueled past.

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Clean Air and Quiet Neighborhoods--A Natural Right.

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

From: Lisa Brancatelli
To: Hill, Shannon
Cc: Colleen Haggerty
Subject: FW: Diridon Station Area Plan Amendment: Draft Initial Study/Addendum to Downtown Strategy 2040 EIR
Date: Thursday, April 1, 2021 4:56:48 PM
Attachments: image001.png

[External Email]

Hello Shannon,

Valley Water has reviewed the Draft Initial Study (IS)/Addendum to the Downtown Strategy 2040 EIR for the Diridon Station Area Plan Amendment (DSAP), received on March 1, 2021 and have the following comments to be considered:

1. Valley Water owns fee title property and easements along both Los Gatos Creek and the Guadalupe River within and adjacent to the DSAP Area. Any work on Valley Water's easement or fee title property will require the issuance of a Valley Water encroachment permit as per Valley Water's Water Resources Protection Ordinance. Issuance of a Valley Water encroachment permit and any agreements with Valley Water, such as Joint Use Agreements, are discretionary acts and require Valley Water to be considered a responsible agency under CEQA.
2. Section 2.4.6 Parks and Open Space, including Figures 6 and 7 propose planned park and trail improvements within Valley Water fee title property and easement. Valley Water is currently working with the City regarding the Los Gatos Creek Trail Reach 5 Phase 1 from Park Avenue to San Carlos Street which is a part of the larger Reach 5 extension from W. Santa Clara Street to Auzerais Avenue. Valley Water has also begun early talks with Google regarding proposed open space and linear parks as part of the Downtown West Mixed-use Plan. The DSAP should note that any new trails will require a Valley Water permit as well as a joint use agreement in addition to permits for use of Valley Water property. Improvements to existing trails may require an amendment of the existing joint use agreements. It should also be noted that anything within the limits of the Downtown Guadalupe Flood Protection Project will require a Valley Water permit.
3. Valley Water has easement along the Guadalupe River which contain several native plant mitigation sites related to past flood protection improvements along the river. The DSAP discussions related to riparian mitigation should note that no planting for mitigation or replacement tree planting can occur on Valley Water property or within existing Valley Water mitigation sites as mitigation on Valley Water property is reserved for Valley Water projects. However, if the work will occur on sections of the Guadalupe River that are outside of Valley Water property, Valley Water as the local sponsor of the USACE improvements constructed on the river will still need to review and permit the proposed work to ensure no impact to flood protection improvements.
4. It appears based on various figures in the DSAP that additional pedestrian crossings (both overcrossings and undercrossings) of Los Gatos Creek and the Guadalupe River are proposed.- Continued development of the park and trail system around the creek and river will require close coordination with Valley Water to avoid impacts to the flood control improvements, mitigation areas, the riparian corridor, and creek hydraulics. Also, a joint use agreement will be required to allow public use of any Valley Water owned areas. The design for the redevelopment of the area will also need to include measures to protect the quality of runoff from the area based on new requirements from the Regional Water Quality Control Board.
5. One of Valley Water's primary responsibilities is not only to plan and implement flood protection measures in the City, but to protect and enhance the river's benefits though stream stewardship. The greatest benefit to the river's habitat value are the setback requirements from the riparian corridor for structures and hardscape. The importance of these setbacks cannot be over emphasized since the Guadalupe River has been designated critical habitat for the threatened

steelhead trout and Chinook salmon by the National Marine Fisheries Service (NMFS). As part of the Guadalupe River Flood Protection Project, the NMFS has imposed protection requirements from the river on Valley Water. The main requirement is the need to keep the temperature of the river suitable for fisheries survival. This is best accomplished by protecting the riparian canopy, under story, and vegetation along the river. Adequate setbacks buffer the river from development, provides improved aesthetic prospects, and present opportunities for riparian restoration. Los Gatos Creek also provides habitat for these threatened species; and therefore, the same considerations should be incorporated into development along Los Gatos Creek.

6. The DSAP Amendment notes in multiple places that impacts to the riparian corridor will be minimized by enforcement of the City's Riparian Corridor Policy, but in some places the corridor is very small and/or degraded. As an area plan, goals, and opportunities for enhancement of the riparian corridor should also be included and discussed in the plan. Valley Water strongly encourages the City to maximize the setbacks to the riparian corridor, using 100 feet where possible, though the riparian corridor policy includes various circumstances where reduced setbacks may be used, such as in-fill areas and areas in and near downtown.

   In addition, Valley Water encourages the City to also utilize the Guidelines and Standards for Land Use Near Streams (G & S) developed by the Water Resources Protection Collaborative in which the City participated. The Guidelines and Standards include additional guidance that complement the Riparian Corridor Policy, particularly since easy to read guide sheets are included that can be provided to developers and property owners. Of particular importance are setbacks, appropriate land uses near the riparian corridor, and use of appropriate plantings adjacent to the riparian corridor. In particular, the use of box size locally native tree species and large nursery containers for shrubs and ground cover adjacent to the riparian corridor should be avoided to protect the genetic integrity of the existing native riparian plants. Instead, for areas adjacent to the riparian corridor where large container plants are desired ornamental and/or non-local natives should be used (see G & S Design Guides 2, 3, 4). Locally native riparian plant species used should be grown propagule from Los Gatos Creek or Guadalupe River watershed stock.

7. Pages 45 and 46 Table 6 Lighting – low light pollution note blue and white LED lights have been found to have greatest impacts on wildlife, compared to yellow, amber, and green.

8. Page 76 – Special Status Species

   - Identify other special-status fish or wildlife species with potential to occur (SSC).
   - Please clarify if a CNDDB/potential to occur search done for this project, or if the plan is relying on EIRs for other projects. An independent analysis should be conducted for this project if that has not occurred.

9. Page 77 Section 3.4.1.2 Changes to Environmental Conditions references the incorrect reach of the Guadalupe River. Reach E8 extends from Highway 280 to Blossom Hill Road. All improvements within the downtown reaches of Guadalupe River have been completed.

10. Page 78 Table 14 – states no instream wetlands observed; however, the channel qualifies as a palustrine wetland. Work in wetlands should require an official wetland delineation to quantify habitat types.

11. Page 81 – 50' riparian setback should consider reduction in woody debris input to the stream, area to support terrestrial insect input into streams, reduction in wildlife corridor, reduced ability to trap sediment and filter pollutants to protect water quality, reduced nesting cavities and structure (birds and bats), reduced food sources (insects, fruits, acorns), maintain stream channel and floodplain stability and adjacent wetlands. Larger water bodies with intense adjacent land use may require larger setbacks to provide water protection and wildlife habitat. Forested riparian areas reduce the temperature of groundwater entering surface waters. This may be important in mitigating temperature effects in urban areas, where pavement and other impervious surfaces can cause air and ground temperatures to be warmer.

12. Page 85 Bullet 2 – might want to consider a temperature for discharge of water as a percentage of existing water temps to account for seasonal changes or day vs. night temperatures.

13. Page 85 Bullet 3 – Please clarify if an assessment of the effects of proposed structures (shading

and thermal radiation) on riparian vegetation and creek temperatures has been completed.

14. Pages 85 notes that for "minor" work in the creek or river additional measures may be required by regulatory agencies to project special status fish that may be present. It is unclear why this measure specifies only "minor" work as all work within the creek/river is subject to regulatory permitting that may require additional measures to protect special status species.
15. Page 86 Impacts to Special-Status and Protected Species – Nesting Raptors and Migratory Birds, work should be scheduled, including vegetation removal, to avoid the nesting season when feasible.
    - Note January 15 to September 1 is standard nesting bird season in permits issued to Valley Water instead of February 1 through August 15 as noted in the DSAP; Anna's hummingbird (ANHU), for example, tend to nest early.
    - Recommend nesting bird surveys occur no more than 14 days before work in a given area for the entirety of the breeding season. The biologist should inspect trees and other possible nesting habitats including buildings, bridges, shrubs, grass, and bare ground/gravel (vegetation, anthropogenic structures, and other habitats which could provide nesting substrate for birds).
    - Clarify if the buffer zone will be marked in the field and by what methods. Recommend re-surveying if construction ceases for 14 days or more during nesting bird season.
    - Nesting bird buffers are typically 50' for songbirds, 250' for raptors.
16. Page 87 – Western red bats have been detected downtown on Coyote Creek and have potential to occur in downtown along Guadalupe River or Los Gatos Creek; potential to forage around streetlights. Potential to occur in low numbers.
17. Page 87 - Measures to Reduce and Avoid Impacts to Bats, Bullet point 2: bat boxes may be sufficient for crevice/cavity nesting species, and *possibly* species using buildings; however, western red bat roost primarily in tree foliage or vegetation, and as such bat boxes would not mitigate lost roost habitat for this species. Suitable roost trees should be installed. Replacement roost structures should resemble lost habitat as closely as possible (i.e., temperature, structure).
18. Page 88 – First sentence states "The DSAP Amendment would not require increased disturbance to areas with potential nesting or roosting sites." The project appears to expand east of Autumn Parkway, which includes a bridge over Guadalupe River, the riparian area surrounding Guadalupe River, and additional buildings. All of these areas could provide suitable roosting habitat for bats.
19. Page 88 - Impacts to Wildlife Migration Corridors – in addition to birds, reducing the size of the riparian corridor reduces habitat suitability for small mammals, deer, reptiles, and amphibians.
20. Page 95 Historic Resources – it may be of note that a mammoth skeleton was found along the Guadalupe River just north of Trimble Road in 2005.
21. As indicated throughout section 3.7.2.1, dewatering is required during construction because shallow groundwater occurs in the Plan Area. Valley Water recommends that the construction dewatering system be designed such that the volume and duration of dewatering are minimized to the greatest extent possible. Valley Water also recommends that a more detailed analysis of construction dewatering be conducted, including estimating dewatering volumes/durations and evaluating related impacts if volumes are expected to be significant and impacts of the discharge on water temperature in Guadalupe and Los Gatos Creek. We also recommend that the geotechnical investigation identify the waterproofing that will be required to avoid the need for permanent dewatering after construction is complete. This comment also applies to other mention of dewatering activities in the DSAP.
22. In the Hazards and Hazardous Materials section 3.9.2.1, we suggest including the following text about Valley Water's Well Ordinance 90-1 to the discussion of Demolition and Construction Activities: "Permits for well construction and destruction work, including exploratory boring for groundwater exploration, and projects within Valley Water property or easements are required under Valley Water's Water Resources Protection Ordinance and District Well Ordinance."

In addition to Valley Water's Well Ordinance, we recommend adding the following text about abandoned wells. "Due to the long agricultural history of the Santa Clara Subbasin, and subsequent land development, there are likely many abandoned wells in the subbasin. While some of these abandoned wells may have been sealed prior to well permitting requirements, many have open casings and may be discovered during project construction. It is not uncommon for these wells to have significant artesian flow, which may impact dewatering and construction activities. If encountered during the proposed project, abandoned wells must be properly destroyed, with related work permitted by Valley Water."

23. The discussions under Section 3.10.2.1, Flooding Impacts, should note the site is subject to inundation from the Guadalupe Dam in addition to the Leroy Anderson Dam and the James J. Lenihan Dam on Lexington Reservoir. Also, please note the Anderson Dam project is expected to start Spring of 2021 and finish by 2031.
24. Page 146 Clean Water Act – On October 20, 2020, the State Water Resources Control Board adopted the 2018 proposed 303(d) list of impaired waters, which listed lower Los Gatos Creek as impaired for cold freshwater habitat and migration beneficial uses.
25. Page 149 Changes to Environmental Conditions – second sentence states "Los Gatos Creek and the Guadalupe River continue to flow through Downtown and *have not been the subject of human modification*." This statement is unclear and should be clarified as there has been substantial modifications to both.
26. Page 153 states the DSAP does not propose any modifications of Los Gatos Creek and the Guadalupe River except for the possible replacement of new or replaced storm drain outfalls. The DSAP also states that new developments will be required to build new storm drain systems to meet the 10-year storm event design standard. Based on this requirement it will be necessary to upgrade the outfalls in the creek and/or river. Valley Water has land rights over most of Los Gatos Creek and the Guadalupe River, in the project vicinity, and outfall work will likely require a Valley Water permit in addition to other regulatory permits.
27. Page 196 states a new extension of the Los Gatos Creek Trail from W. Saint John to Auzerais Avenue was analyzed as part of this amendment; however, the potential impacts due to the trail and mitigation measures do not appear to be part of the discussion.
28. Page 197 Park Avenue to San Carlos Street mentions a future trail connection via tunnel under San Carlos Street; however, this tunnel is not part of the plans for Los Gatos Creek Reach 5. Please clarify this crossing and if it is intended at this location or at the proposed Park Avenue crossing.
29. Page 218 Table 29 Item #4 refers to a Los Gatos Creek trail crossing and San Carlos Street via bridge or undercrossing; however, there is not a creek side trail along the east bank. It is unclear if this is in reference to the proposed on-street bike facility. Please revise for clarity.
30. Page 245 Cumulative Biological Effects, Paragraph 2 – building heights have increased but riparian setback has not; Please clarify if it is still accurate to say shading impacts will be limited.

We appreciate the opportunity to review and comment on this document. Please forward any CEQA documents and future development plans to Valley Water for review, comment, and permit. Reference District File No. 29131 on further correspondence regarding this project. If you have any questions or need further information, you can reach me at (408) 691-1247.

Thank you,

LISA BRANCATELLI
ASSISTANT ENGINEER II (CIVIL)
Community Projects Review Unit
lbrancatelli@valleywater.org
Tel. (408) 630-2479 / Cell. (408) 691-1247
CPRU Hotline: (408) 630-2650

Santa Clara Valley Water District is now known as:

Clean Water • Healthy Environment • Flood Protection

5750 Almaden Expressway, San Jose CA 95118
www.valleywater.org

From: CPRU-Dropbox <CPRU@valleywater.org>
Sent: Tuesday, March 9, 2021 10:28 AM
To: Lisa Brancatelli <LBrancatelli@valleywater.org>
Subject: FW: Diridon Station Area Plan Amendment: Draft Initial Study/Addendum to Downtown Strategy 2040 EIR

LISA BRANCATELLI
ASSISTANT ENGINEER II (CIVIL)
Community Projects Review Unit
lbrancatelli@valleywater.org
Tel. (408) 630-2479 / Cell. (408) 691-1247
CPRU Hotline: (408) 630-2650

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From: Hill, Shannon <Shannon.Hill@sanjoseca.gov>
Sent: Monday, March 1, 2021 10:15 PM
To: Hill, Shannon <Shannon.Hill@sanjoseca.gov>
Subject: Diridon Station Area Plan Amendment: Draft Initial Study/Addendum to Downtown Strategy 2040 EIR

NOTICE

Draft Initial Study/Addendum to the Downtown Strategy 2040 EIR for the Diridon Station Area Plan Amendment Available for Public Review and Comment

Please Submit Comments by Thursday, April 1, 2021 at 5:00 p.m.

To Whom it may concern:

The City of San Jose prepared an Initial Study/Addendum to the Downtown Strategy 2040 EIR for the proposed Diridon Station Area Plan Amendment. The Initial Study/Addendum can be found at: https://www.sanjoseca.gov/your-government/departments-offices/planning-building-code-enforcement/planning-division/environmental-planning/environmental-review/diridon-station-area-plan-amendment.

Project Description: Project would amend the existing Diridon Station Area Plan (DSAP) to align it with the other adopted and ongoing plans; integrate equity considerations; and support DSAP implementation through private development and public investments. Information on the DSAP Amendment, including a draft of the Plan, can be found here: https://www.diridonsj.org/fall2020-dsap.

To Submit Comments: Please submit comments on the Draft Initial Study/Addendum to Shannon Hill, Planner III, in one of the following ways:

1. E-mail: shannon.hill@sanjoseca.gov

2. Mail to: City of San Jose Department of Planning, Building, and Code Enforcement
   Attn: Shannon Hill
   200 E. Santa Clara Street, T-3
   San Jose, CA 95113

Please submit comments on the Draft Initial Study/Addendum by **Thursday, April 1, 2021 at 5:00 p.m.**

For more information on the DSAP Amendment, including upcoming outreach events, public hearings, and updates, please visit www.diridonsj.org.

Shannon Hill
Planner, Environmental Review
Planning, Building & Code Enforcement
City of San José | 200 East Santa Clara Street
Shannon.Hill@sanjoseca.gov | (408) 535 - 7872

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Santa Clara Valley Transportation Authority

April 1, 2021

City of San José Department of Planning, Building, and Code Enforcement
200 E. Santa Clara St., 3rd Floor
San José, CA 95113

Attn: Shannon Hill
By Email: shannon.hill@sanjoseca.gov

Dear Shannon,

VTA appreciates the opportunity to comment on the Draft Amended Diridon Station Area Plan (DSAP) Amendment to the Downtown Strategy 2040 Environmental Impact Report. We understand that this Amendment will be incorporated into the larger DSAP document we reviewed in the fall of 2020. VTA has reviewed the document and has the following comments:

Public Service Lanes

VTA appreciates the inclusion of public service lanes on Santa Clara Street in the transportation analysis and throughout the document. As stated in previous letters, we look forward to working with you on the forthcoming feasibility study and design for public service lanes on Santa Clara Street.

VTA's BART Silicon Valley Phase II Extension Project

Project Name

The name of the project should be consistent throughout the document as "VTA's BART Silicon Valley Phase II Extension Project."

Additional Comments

Page 8 Footnote 6: Revise sentence to "...BART service to Diridon Station will be substantially completed by 2028, followed by testing, pending acquisition of full funding for the subsurface extension of the BART line to Berryessa Station in North San José."

Page 11: Revise location to state "...from North San José to..." as Phase I of the project connected to Fremont.

Figure 4b (Page 14): Requesting clarification on what heights are allowed for the buildings included in the grey shading. Please send your response to my email address shared at the bottom of this letter.

Table 29: Transportation Projects within DSAP

VTA recommends a footnote or other language in the table that indicates that some projects are subject to change based on decisions to be determined through the Diridon Integrated Station Concept (DISC) process. This also applies to Appendix E: Diridon Station Area Plan Transportation Project Descriptions. For example, Project #12 has changed and VTA intends to keep bus service for the station

on Santa Clara Street.

For Project #14, VTA recommends the text be revised to state, "The Concept Layout proposes an access point to BART via the lobby of a proposed future building on the parcel south of Santa Clara, between Montgomery and Cahill Streets. The Partner Agencies are considering additional access points, which could be completed as part of the Concept Layout project."

California Public Utility Commission (CPUC)

CPUC requires the filing of a Safety Certification per CPUC General Order 88-B for all changes that will be occurring across rail tracks. VTA provides technical assistance and review for concurrence for this process, but the City should be the applicant for filing and submitting the GO-88B to CPUC.

Thank you again for the opportunity to review this project. We look forward to working with the City to realize the goals set forth in this plan. If you have any questions, please do not hesitate to contact me at 408-321-5830 or lola.torney@vta.org.

Sincerely,



Lola Torney
Transportation Planner III

SJ1110

SILICON VALLEY LAW GROUP
A LAW CORPORATION

April 1, 2021

Via Electronic Mail: shannon.hill@sanjoseca.gov

Ms. Shannon Hill, Planner III
Department of Planning, Building, and Code Enforcement
200 E. Santa Clara Street, T-3
San Jose, CA 95113

RE: Sharks Sports & Entertainment LLC Comments Regarding Initial Study/Addendum to the Downtown Strategy 2040 Environmental Impact Report for the Diridon Station Area Plan Amendment
File No.: PP19-082; SCH #2003042127; Council Districts 3 and 6

Dear Ms. Hill:

Sharks Sports & Entertainment LLC (SSE) submits this comment letter regarding the Initial Study/Addendum (Addendum) to the Downtown Strategy 2040 Final Environmental Impact Report, dated March 2021 (FEIR) for the **Diridon Station Area Plan Amendment** (the DSAP Amendment; also referred to as the project). This comment letter should be reviewed in conjunction with SSE's comment letter dated December 8, 2020, for Google's related project as described in the Downtown West Mixed-Use Plan Draft Environmental Impact Report dated October 2020 (Google DEIR). [1]

SSE supports the redevelopment of the Diridon Station area, consistent with the objective of the Diridon Station Area Plan (DSAP) to "*ensure the continued vitality of the San Jose Arena, recognizing that the San Jose Arena is a major anchor for both Downtown San Jose and the Diridon Station area, and that sufficient parking and efficient access for San Jose Arena customers, consistent with the provisions of the Arena Management Agreement, are critical for the San Jose Arena's on-going success*" (p. 12 of the proposed DSAP Amendment). [2] Ensuring the success of the Arena is also an objective of the FEIR (page 25).

However, we believe that a subsequent (supplemental) Environmental Impact Report should have been prepared for the proposed DSAP Amendment, rather than an Addendum. Pursuant to the CEQA Guidelines §15164, an Addendum is not appropriate in this case. Here the amount of proposed additional development is substantial, which triggers the requirement for a

[1] Our comments on the Google DEIR are incorporated by reference.
[2] The proposed DSAP Amendment refers to the draft DSAP dated October 2020.

subsequent EIR in accordance with §15162 of the CEQA Guidelines. Moreover, the expanded project includes rezonings, which are project-level approvals and therefore inappropriate to be addressed in an Addendum to this program-level FEIR. In addition, we can find no document that evaluates the cumulative impacts of the Downtown Strategy 2040, the Downtown West Mixed-Use Plan (Google project), and the proposed DSAP Amendment.

The FEIR is a **program**-level document that did not include actual rezoning of parcels in Downtown or the DSAP area. Under City policy, which is in accordance with CEQA, rezonings are considered only in **project-**level CEQA compliance documents. The Addendum to the FEIR clearly includes proposed project-level rezonings on specific parcels as shown on Figure 3b (page 9), yet the Addendum does not provide project-level environmental review which has always been required by the City for other rezoning projects – especially of this magnitude. Please clarify whether the Addendum is a program- or project-level CEQA review and if it is a program-level review, please explain the authority for using it to approve rezonings.

The cumulative scenario for the DSAP Amendment is not clearly defined or consistent in the Addendum. Has a cumulative impacts analysis been undertaken? If so, please identify where and when this required analysis has been accomplished. Which projects are included in it? Without clear information, the public and decision makers have no ability to ascertain the actual impacts of over 14.6 million square feet of office/retail development and 12,619 residential units within the DSAP area, and therefore a subsequent EIR is required.

The Addendum fails to provide the City Council and the public with the information necessary to make an informed decision regarding the project, which must consider the potential project-level and cumulative negative effects of the project on the neighborhoods in the DSAP area and around the Arena. It is our sincere hope that by drawing attention to these issues now, a subsequent (supplemental) EIR can be prepared to provide complete, accurate, and realistic information to the City Council, as well as to the general public, and the expanded project can be modified and mitigated as needed.

OVERVIEW

SSE is the parent company of San Jose Arena Management, LLC, which manages the SAP Center (Arena) – an 18,000-seat regional multipurpose event center located adjacent to the planned Diridon Station – pursuant to an Arena Management Agreement (AMA) executed with the City on August 15, 2018. The AMA formalizes the City's long-standing obligation to work closely

with SSE on all development projects near the Arena to ensure that appropriate measures are taken to protect Arena operations. (See Sections 21 and 23 of AMA attached as **EXHIBIT A**.)

This commitment was reiterated in the "Side Letter Regarding Future Discussions" (AMA Side Letter, attached as **EXHIBIT B**), which was signed concurrently with the AMA. In the AMA Side Letter, the City and SSE agreed to the following mutual intention: "We believe that with proper planning, the Diridon Station area can support robust corporate development, a multi-modal transportation system, and a successful world-class sports and entertainment arena. However, the plan must also address critical needs of the SAP Center regarding transportation and parking."

With over 170 events in a typical year, the Arena is one of San Jose's most consistent and impactful economic catalysts, and a critical asset to the City's economic success. The SAP Center operations support over 5,000 FTE jobs, generate more than $250 million in annual economic impact, and provide millions of dollars in direct general fund revenue for the City.

As a regional event center, the Arena usually attracts more than 1.5 million people every year to San Jose's downtown area, drawing a diverse crowd from throughout Santa Clara, San Mateo, Santa Cruz, and Alameda counties and beyond. One of the reasons the Arena has been so successful is because of the excellent access to its location by major highways and surface streets with adequate capacity. The geographic region from which the Arena draws is primarily suburban, and therefore, mass transit is not a viable option for the majority of the Arena's guests. Although in some areas transit opportunities may be improving for daily commuters, transit generally does not work well for Arena guests who attend evening or weekend events on an occasional basis.

Because attendance at events is discretionary for Arena guests, if they cannot travel to and from the Arena in a reasonably convenient and efficient way, they may choose not to attend at all. Accordingly, the Arena's success depends on a large supply of convenient nearby parking, as well as the existing highly functional and efficient vehicle ingress and egress. This important fact has been acknowledged by the City since the construction of the Arena and the inception of the original AMA, and has been reaffirmed by the City on numerous occasions.

Past predictions of mass transit use for Arena events have been grossly overestimated. After approximately 20 years of light rail operation, the use of light rail to attend Arena events is trivial – typically averaging less than 2% of patrons for regular Sharks games, and even less than

that for special events. Similarly, travel by Caltrain for Arena events is minimal – less than 5% of patrons for regular Sharks games, and fewer than that for special events.

There is no evidence in the record that this situation has dramatically changed (or will change). The 2040 San Jose General Plan, supported by Traffic Demand Modeling by Hexagon Transportation Consultants Inc., predicts that 20 years from now 60% of all trips will still be by automobile. The 2019 General Plan Annual Performance Review indicates that the drive alone mode currently is used by over 75% of San Jose commuters – down only a few percentage points in the last decade. The fact is that automobiles are the primary means of transportation in the South Bay, and will be for the foreseeable future, notwithstanding "goals" and "predictions" put forth in the proposed DSAP Amendment and the related Google DEIR.

According to the proposed DSAP Amendment, about 85% of total trips within the Diridon Station area (trips that start and/or end in the Diridon Station area) currently are made by automobile – 60% of which are in single-occupancy vehicles and the remaining 25% of which are in carpools and/or shared ride services. The goal stated in the DSAP Amendment would flip this around by 2040, such that 75% of the trips within the DSAP area will be via transit, carpooling, walking, or biking. However, there is no discussion as to how this goal was selected, nor any evidence that it is likely to be achieved.[3]

In this Addendum, all of the traffic, noise, air quality, and greenhouse gas analyses have underestimated impacts by assuming, without any supporting data or scientific analysis, that 75% of all trips in the area will be via transit or on foot. There are no facts in the record or studies to confirm this to be the case. This assumption appears to be based on the premise that by severely limiting the availability of parking, the vast majority of people will use mass transit as their primary means of travel, because they will have no other choice. However, such premise is unfounded, as we describe further below. Furthermore, in the case of Arena guests, whose attendance at events is optional, they may make the choice to simply not attend – the consequences of which will be disastrous for the Arena, the downtown San José entertainment industry, and the City as a whole.

The conclusions in the Addendum are undermined by the analysis of SSE's traffic engineers Krupka Consulting and Wenck Associates and SSE's parking consultant, Watry Design.

[3] Even if the share of drive alone trips were to dramatically drop in the next 20 years from the current 60% (as reported in the DSAP Amendment) to the targeted 25%, the massive increase in density would mean that the total automobile trips in the Diridon Station area will still increase dramatically.

(**EXHIBITS C, D, and E**) These experts have undertaken professional analyses of the relevant transportation, circulation, and parking impacts in the Diridon Station area. The memos attached as exhibits hereto are incorporated by this reference into this comment letter. We ask that responses be provided for each of these memos, as well as our other attached exhibits, as they were prepared to address critical deficiencies in the Addendum.

In actuality, the parking shortfall and traffic congestion, as revealed by a realistic analysis, will be far worse than can be readily discerned from the Google DEIR and the Addendum. Development under the Google project and the DSAP Amendment, when combined, would increase the area population twentyfold and increase daily car trips dramatically (from 19,200 to 136,600) over existing conditions, while reducing street lane capacity on the two, primary north-south and east west corridors by 50%. It defies City experience to assert that traffic congestion will not worsen significantly under this growth scenario or that operating conditions for the Arena will not be harmed.

With respect to parking, Watry Design has reviewed the relevant public documents for the DSAP Amendment/Addendum, as well as for the Google project/Google DEIR and the Downtown Strategy 2040/FEIR (together which actually constitute the entire project as described in the "Segmentation" section below). These public documents suffer from not having the actual parking calculations and assumptions set forth and available for review. (See Section 8 of the **Watry** Memo). The Watry review reveals that these segmented pieces of the project use wildly different and confusing assumptions regarding parking and transportation. Moreover, these documents deviate from actual practice regarding what the City actually approves and the zoning code. Nonetheless, after reviewing the publicly available information, Watry calculated a 47% parking shortfall or 14,548 spaces for the development proposed!

The Addendum fails to cite any industry-standard parking analysis for the DSAP and Downtown areas. VTA and the High Speed Rail Authority incorrectly based their parking assumptions on a mere inventory of existing and future parking in the area without addressing demand, and therefore could not legitimately identify how many spaces would be publicly available to meet the applicable parking demand. It is baffling that there continues to be no scientific study of parking impacts from development in the DSAP area, including the Google project.

Many documents, including the Goggle DEIR, continue to promise the preparation of a parking study or assessment that has yet to materialize. Meanwhile, the Google project is planning to provide significantly less parking than is typically required at even the lowest levels specified

under the Municipal Code, and if that should prove problematic (which is bound to happen), then as a back-up plan the project plans to utilize unidentified off-site parking in unspecified amounts or locations. Please identify the back-up parking locations. Please also identify the information indicating the back-up locations are feasible.

We remind the City that an industry standard, scientific parking assessment has been promised for years, and as required under Section 21 of the AMA, must be prepared for the Diridon Station area. To date, there exists no evidence-based assessment that can support a finding that adequate publicly available parking will be provided to replace parking lost due to these projects, sufficient to meet the parking demands created by those projects and to ensure safe and convenient access for workers, residents, patrons of the Arena, and transit users at Diridon Station.

For the foreseeable future, access to the Diridon Station area and the Arena will remain automobile dependent. To mitigate adverse environmental effects, adequate parking must be included in the project under any reasonable planning horizon. We can find no evidence in the record that a "minimal parking" plan has been analyzed or will work. Please provide an industry standard study in the Addendum that justifies the parking assertions.

SSE'S INVOLVEMENT IN PLANNING REVIEW

SSE has been actively engaged in nearly every environmental or planning process affecting the Diridon Station area over the last twenty-five years, including the DSAP, the BART Phase II Extension to San Jose, the Caltrain Electrification project, the High Speed Rail to San Jose project, and the more recent Diridon Integrated Station Concept (DISC) plan. SSE has participated in scoping and identifying issues related to travel access, increased traffic volumes, parking supply and demand, pedestrian safety, and construction impacts, by submitting multiple comment letters related to the projects.

Page 5 of the Addendum notes the following known area of controversy:

> Combined effects of DSAP Amendment, Downtown West, DISC Plan, and other major projects implementation – particularly related to coordinated design, construction management, traffic, parking, and the San José Arena operations.

SSE is concerned about all aspects of development in and around the Arena, in large part because the potential impacts from such development could negatively affect the successful

operation of the Arena, both during construction and permanently. As indicated by the "known area of controversy" noted above, the City is well aware of these concerns. In the AMA executed on August 15, 2018, the City reaffirmed its obligation to work closely with SSE on all development projects near the Arena to ensure that appropriate measures would be taken to protect Arena operations.

For example, with respect to parking, Section 21.1.1 of the AMA provides that:

> "City shall coordinate with Manager regarding significant land use and development decisions within the 1/2 Mile Radius, to ensure that the required number of Available Parking Spaces is maintained." [That section further provides that] "projects would be required to analyze and identify the projected parking demand, demand management strategies, and the parking supply to be provided by the project. The analysis would identify the impacts of the project on the existing parking supply within the Diridon Station Area and suggest ways to mitigate the impact if it is deemed significant. The analysis would also include an assessment of spaces impacted or needed during construction."

Section 21.2.3 of the AMA provides that the City must coordinate with SSE "regarding any material changes to the design, configuration or operation of the major streets and intersections in the vicinity of the Arena to the extent that they may have a direct impact on the safe and efficient flow of vehicular, bicycle, and pedestrian traffic to and from the Arena, including Autumn Street and the intersection at Autumn Street and Park Avenue." It goes on to state that the parties "shall work together in good faith with the goal of achieving the best overall function of the streets and intersections for the benefit of both the Arena and all other development in the Diridon Area.

The City's acknowledgement of SSE's critical role and interest in development around SAP Center, and its commitment to work with SSE to ensure that new development will not threaten the viability of the Arena, were key reasons for SSE's willingness to extend the term of the AMA. Unfortunately, although the City and SSE have had numerous meetings and discussions about many of the issues described in this comment letter, the City has not yet adequately addressed SSE's concerns. We hope that by again presenting our concerns in this comment letter, the City will work with SSE to ensure that the project will not impair the success of the Arena.

As stated in the AMA Side Letter:

> We understand that the issues surrounding the development of the Diridon Station Area are complex, and the situation is constantly evolving. It will likely be many years before the parking and transportation "ecosystem" in the Diridon Station Area is stabilized.
>
> Until such stabilization occurs, we will need to meet and confer regularly and often to discuss the ongoing public and private development projects in the Diridon Station Area, to try to find ways to facilitate the transformation of the Diridon Station Area into a master-planned transit-oriented community while meeting the access and parking needs of the SAP Center.

A Subsequent or Supplemental EIR is the Appropriate CEQA Document for the Proposed DSAP Amendment

The Addendum describes a modified project that is far different from the original project described in the FEIR, based on significant changes to the types and mix of uses allowed under the land use plan; new zoning districts; expansion of the geographic area; reallocation of development capacity from other areas of the City; the intensification of development including substantially different massing, height limits, and concentration; and an exponential increase in both employees and residents in the Downtown. In addition, there are significant changes in the circumstances under which the modified project will be developed, including the concurrent Google project, major transportation projects, the DISC plan, and other public infrastructure projects. Because the modified project presents new and/or increased severity of the environmental effects, especially on a cumulative basis, under CEQA Guidelines §15162 (a) a subsequent EIR should have been prepared, rather than an addendum to the FEIR.

The greatly expanded project allows the additional development of over **14.6 million sq. ft**. of office/retail uses and **12,619** residential units. When added to the development already included in the Downtown Strategy and the development proposed by the Google project, the capacity of Downtown will go from 15.6 million square feet of office/retail and 14,360 residential units[4] to a staggering 29.7 million square feet of office/retail and 28,151 residential units[5] without sufficient environmental review – even at a program level. The expanded

[4] Table 2.4-1, *Proposed Downtown Strategy 2040 Development Capacities*, page 9, Integrated Downtown Strategy Final EIR, December 2018.
[5] Table 3, *Maximum DSAP Amendment Development Capacity and Proposed Maximum Downtown Strategy 2040 Development Capacity*, page 19 DSAP Addendum.

project is a massive amount of new development and it will result in more severe impacts than described in the Downtown Strategy 2040 FEIR.

Moreover, the City's "reallocation of development capacity" from unknown areas of the City is a huge change to development patterns, with unexamined impacts throughout the City. As more and more development is moved to the Downtown and DSAP area, impacts are concentrated in those areas. Not all impacts are "city-wide" impacts, and it must be concluded that impacts within the greater Downtown, especially in terms of pedestrian and bicyclist safety, noise, and air quality, will be significantly greater with the proposed project. Again, this change would require a subsequent EIR pursuant to CEQA Guidelines §15162.

The DSAP Amendment also includes a boundary change that allows an additional 12 acres of land to be included within the DSAP area boundaries, including land in proximity to the Guadalupe River. This is also a significant project change, but the Addendum does not evaluate the new uses within the new area.

Under CEQA Guidelines §15164, an Addendum to an EIR is only appropriate if there are not significant new effects or more severe effects arising from modifications to the project or circumstances surrounding the project, per CEQA Guidelines §15162. The use of an Addendum to a program level EIR to support new project level approvals is a novel CEQA application. It is certainly not a mere technical change. There is nothing in CEQA that authorizes an Addendum to be used for this purpose. What is the authority for this unique use of an Addendum?

The Downtown Strategy 2040 FEIR states on page 27 (Section 2.6.2.1 ***Future Actions***) that "Updates to the Zoning Ordinance and rezoning of properties in conformance with the Downtown Strategy 2040 and General Plan Land Use/Transportation Diagram" are a "future action that will implement the Downtown Strategy." However, the Addendum to the FEIR for the DSAP Amendment includes proposed project-level rezonings as shown on Figure 3b (page 9). The Addendum does not provide project-level environmental review as has always been required by the City for other rezoning projects – especially those of this magnitude. What is the basis for this change in City approvals? Please clarify whether rezonings will be approved without further project level CEQA review.

To rezone property is a project-level discretionary action, requiring a discussion of the specific development that is allowed on distinct parcels of land and consistency with the zoning ordinance. In fact, once a rezoning is approved, only site development permits with limited

environmental review, would be required especially if a project is consistent with the zoning. The public and stakeholders will get little to no opportunity to review such projects and their environmental impacts. In addition, a rezoning project requires that a Local Transportation Analysis (LTA) be prepared for the project to evaluate circulation, parking, and access issues, at a minimum. This was not done, which is a violation of City policy.

Inadequate Project Description

The project description included in the Addendum is not adequate for project-level environmental review. The City is required by CEQA to provide enough project description information to allow for an accurate evaluation and review of environmental impacts needed for the discretionary actions that rely on this Addendum (CEQA Guidelines Section 15124).

The City released (October 23, 2020) "CEQA Findings" for an amendment to the San José Downtown Strategy 2040 for the amendments to the DSAP which are required to allow additional development plus the Google project. **(EXHIBIT F, Circlepoint Memorandum**) Apparently, a CEQA Addendum to the Downtown Strategy 2040 FEIR was prepared in advance of the release of the Google DEIR, but not released for public review. The combined additional allowed development of these two actions (DSAP and Downtown Strategy amendments) is approximately 14.6 million square feet of office and 12,619 residential units[6] in excess of what was originally approved in 2014 for the DSAP area.

To assume the approval of the DSAP Amendment as a foregone conclusion and to not release the Addendum that was prepared in advance of the release of the Google DEIR was a violation of CEQA because public input was not included in the process. Confusingly and contrary to City policy and CEQA practice, the process here seems to be that rezonings can be approved prior to the approval of General Plan program-level designations. Is this what the City is contemplating? Under normal practice the DSAP would have already been amended at a program-level prior to the DSAP Amendment rezonings and the PD rezonings included in the Google project. Please explain the process being followed in the Addendum. Is the Addendum being used to support rezonings of certain parcels prior to changing the designations in the General Plan? To release the Addendum for the proposed DSAP Amendment (which is required

[6] Table 3, *Maximum DSAP Amendment Development Capacity and Proposed Maximum Downtown Strategy 2040 Development Capacity*, page 19 DSAP Addendum.

to approve the Google project) after the release of the Google DEIR is highly irregular and potentially misleading.

As stated in our comment letter related to the Google DEIR, there is no way the public or stakeholders can divine what is being proposed when the design standards and guidelines for development are still in draft form and it is unknown which would apply. In fact, design standards and guidelines that only provide illustrative renderings without specific development information such as the siting, massing, orientation, appearances, and access locations makes it impossible for the reader to imagine what both the Google and the DSAP Amendment projects might entail. The same flaw is applicable here.

EIRs approved in San Jose for rezoning projects typically have extensive, detailed renderings and site plans showing the public the rezoning project. Further, rezoning applications must be on-file with the City prior to circulation of any environmental documents. This has not occurred for this Addendum. This is a violation of City policy and CEQA.

Projects that rezone properties must include detailed information related to massing, heights, building materials, orientation, access, setbacks, street orientations, grading, tree removals, drainage, depths of excavation, and parking details at a minimum. Because this required information was not included, as is required for rezonings, stakeholders are all left to imagine the overall look, feel, interaction, and circulation, and to guess what the impacts to surrounding neighborhoods and structures will be, both in the long-term and during construction. This is contrary to what the City always requires for a rezoning. The basis for this deviation from City policy needs to be explained.

Now the public and decision makers have one program-level document that professes to be a project-level document (the Google DEIR) and a minimal Addendum that is actually attempting to allow project-specific development. The process is confusing and unexplained. Further, decision makers and the public cannot be expected to comb through multiple documents to

determine which standards and guidelines are applicable to the project. This situation is confusing and compromises the Addendum as an informational document.

Worst-Case Scenario and the Project Description

Section 2.4.2 (page 19) of the Addendum states the following related to development capacity changes:

> The City evaluated two development capacity scenarios based on a capacity study conducted by Skidmore, Owings & Merrill LLP in January 2020: one with a residential focus and one with a commercial focus. For the purpose of this CEQA analysis, a maximum envelope including the greatest possible residential and commercial capacities from each scenario is assumed. Table 3 shows the proposed maximum buildout compared to the original DSAP assumptions contained in the Downtown Strategy 2040 EIR.

The growth shown in Table 3 of the Addendum is a summary of planned growth capacity in the 2014 DSAP and planned 2040 General Plan development capacity equivalent to over 14.6 million square feet of office/retail space and 12,619 housing units which are proposed to be reallocated to Downtown from other planning areas identified in the 2040 General Plan to support transit-oriented development.

With this description, how is the public to know what will actually be approved, especially since very limited environmental review has been completed for the approval of rezonings? How can the public be certain the caps of 7.8 million sq. ft. of office and 7,044 housing units will actually be approved when over 14.6 million square feet of office/retail and 12,619 residential units have been included in this confusing and abbreviated process? This is not an accurate, stable and finite project description as required by CEQA. To evaluate a worst-case scenario does not give the public an accurate picture of what will actually be approved. This is a violation of CEQA and recent case law (see, for example, *stopthemillenniumhollywood.com v. City of Los Angeles* (2019) 39 Cal. App. 5th 1, 28).

Inadequate Analysis and Mitigation Measures

The implementation of General Plan policies for mitigation is a program-level environmental exercise and is not appropriate for a project-specific project that includes rezoning property. While the FEIR states that “standard measures” are included in the mitigation section of the

FEIR, there is no way, without doing the actual analyses, of knowing if their implementation would reduce impacts to a less than significant level.

Section 15126.4 of the CEQA Guidelines (B) states:

> Where several measures are available to mitigate an impact, each should be discussed and the basis for selecting a particular measure should be identified. Formulation of mitigation measures shall not be deferred until some future time. The specific details of a mitigation measure, however, may be developed after project environmental review when it is impractical or infeasible to include those details during the project's environmental review provided that the agency (1) commits itself to the mitigation, (2) adopts specific performance standards the mitigation will achieve, and (3) identifies the type(s) of potential action(s) that can feasibly achieve that performance standard and that will considered, analyzed, and potentially incorporated in the mitigation measure. (Emphasis added.)

Mitigation measures must include performance criteria to substantiate that the mitigation measures will result in a quantifiable reduction in impacts. (*Sierra Club v. Cty. of Fresno*, 6 Cal. 5th 502, 522 (2018)). Performance standards should be objective, measurable, realistic, and stated clearly. The Addendum discusses a generic Transportation Demand Management (TDM) plan that will purportedly reduce air quality impacts to a less than significant level, we can find no such TDM plan for the project in either the Addendum or the FEIR. Further, a TDM plan seems to be required only to reduce travel demand, and not trip generation. Is this correct? If so, this does not meet the requirements of CEQA.

The City of San Jose requires rezoning projects to prepare TDM plans. There is no evidence that the TDM plan that is discussed but has no specifics will be successful to reduce air quality impacts. TDM is not included in the project to reduce impacts related to travel demand, greenhouse gas emissions, or parking impacts. Furthermore, the preparation of a TDM plan is not adequate mitigation under CEQA if there is no ability to determine if the measure will, in fact, reduce the impact. Please include evidence of how the TDM measures will reduce impacts, including an industry standard analysis of the specific measures and their effectiveness. Additionally, the lack of a project-level project description makes it impossible to know if one TDM plan will be prepared or multiple plans as development will be presented. Please clarify the TDM plans discussion.

It is not impractical or infeasible for the project to include details and calculations now as to the extent to which air quality impacts would be reduced with the proposed TDM plan. There is no information on the exact specific measures included in the TDM plan that can be analyzed and ensured to reduce impacts to a less than significant level. Further, there is no evidence that the TDM program will be maintained during the life of the project. Please provide this information.

Again, no studies have been provided to show that the proposed TDM measures will be successful, and we know of no other projects in San José that have been allowed to provide such low rates of parking. The analysis prepared in response to this comment must include a proper and complete review of the critical assumption that the TDM measures will result in a non-single occupancy vehicle rate of up to 65 percent, especially in light of the failure of efforts by Google in Mountain View (**EXHIBIT I ARTICLE**), which similarly tried to enhance transit and bicycle options for travel. Please provide evidence in the record justifying the assertion that the TDM reduction of 65% is likely to be successful.

Page 5 of the Addendum notes the following known area of controversy:

> Combined effects of DSAP Amendment, Downtown West, DISC Plan, and other major projects implementation – particularly related to coordinated design, construction management, traffic, parking, and the San José Arena operations.

Yet, neither the Addendum nor the FEIR includes a discussion of a construction management and how a lack of such management will affect Arena operations. A Temporary Traffic Control Plan (TTCP) for either the entire DSAP development or individual rezoning projects, which should be a mitigation measure for significant construction-related impacts, is not properly presented in the Addendum. This TTCP must include measurable performance standards.

For example, TTCPs are intended to provide continuity of movement for traffic, pedestrians, bicyclists, transit operations, and access to property/utilities at any time a roadway's normal function is suspended. Therefore, the TTCP must also include consideration of Arena ingress and egress for event days and allow for efficient movement and safe conditions for patrons of the Arena. The preparation of TTCP's must be completed in advance and included in the environmental review document so the plans can be evaluated based on success criteria. SSE must be allowed to review any such plans as required by the AMA.

Since many projects will be under construction simultaneously, how will construction management treatments, including those related to parking, be implemented and when? If

there is no way to travel through the area and to SAP Center when all streets are closed, how can the existing land uses survive? Providing these answers is required now because that is the only way that feasible mitigation per the CEQA Guidelines Section 15126.4 can be included in the project that is likely to reduce impacts to a less than significant level.

The locations of the parking that will be provided during construction must be identified. Only if the parking is identified will it be possible to evaluate whether it is adequate.

The only mention of neighborhood traffic and parking intrusion we can find in the FEIR is on page 270 related to on-street primary bicycle facilities street typologies. It is mentioned that "Neighborhood traffic management strategies **may be** implemented to slow and discourage through automobile and truck traffic." "May be" is insufficient – these strategies must be known now for both construction and long-term operational conditions. This vitally important impact must be disclosed.

It is not credible, given the amount of development proposed and vehicle trips generated by the project, to conclude that the cut-through traffic and parking spillover will not occur within the surrounding neighborhood. This impact is a direct impact to pedestrian and bicyclist safety in the project area. Baseline monitoring should have been conducted as part of the project – not deferred to some unknown future environmental review process. It needs to be done now, so that the public and decision makers know what existing conditions are now. Then they would be able to determine the significance of this impact. This is a basic tenet of a CEQA document – to be an informational document.

Additional details are not provided regarding how the City will go about monitoring the effectiveness of the required transportation management plans, both during construction and in the long-term. For example, how will carpooling, transit, walking, and biking by project employees and visitors be encouraged and evaluated for effectiveness? The public should have been involved in the development of a baseline condition. Similarly, a parking plan would be greatly enhanced by knowing the parking situation in the project area now. Then a supportable analysis can be provided showing what conditions will be in the future compared to the existing condition. Yet, no industry-standard parking analysis has been completed for the area or the project. Instead, the Addendum defers the development of these important mitigation measures to the future.

If the lack of parking and preparation of TDM plans results in a condition where residents and employees are circling the area for hours, how will the health and safety of Arena patrons and residents of the surrounding neighborhoods be affected? These impacts must be considered to be significant during construction and in the long-term. These impacts must be assessed and mitigation in the form of specific, implementable, and feasible measures must be provided in a new subsequent (supplemental) EIR to reduce these serious impacts to a less than significant level.

Many standard analyses have not been provided in the Addendum. For example, there was no analysis in the FEIR or Addendum of hazardous materials impacts in a historically industrial area. Impacts due to a loss of trees and historical structures have not been determined. What are the specific shade and shadow impacts to existing and future public parks? Will the proposed buildings in proximity to a natural waterway, particularly where the DSAP boundary is being expanded, be constructed of reflective materials that can be detrimental in terms of bird safety, night sky, and heat island effects? Because this project includes the rezoning of up to 181 acres, this vital information is needed to assess potential project-level impacts and determine if site specific mitigation measures are adequate. This level of disclosure and analysis is required by CEQA and the City on all other rezoning projects.

The FEIR admits that noise reports, human health risk assessments, and air quality modeling to assess toxic air contaminants (TAC) exposure have not been completed. And it seems that most impacts are dismissed with the same broad-brush statement that because "development capacity would be reallocated to the DSAP area from other growth areas identified in the General Plan", there is "no net new growth" in the City "beyond what is anticipated in the 2040 General Plan EIR or Downtown Strategy 2040 EIR".

This statement is not sufficient for either the determination of program- or project-level impacts. The impacts will occur Downtown, rather than distributed throughout the City. Some traffic trips will be shorter, but they will all occur Downtown. This results in greater pedestrian and bicyclist safety, air quality, and noise impacts to future and existing residents and workers within the DSAP area and Downtown. There is no analysis of the transfer of impacts from elsewhere in the City to the project area. Please include this information.

The proposed DSAP Amendment is intended to adapt the DSAP to updated circumstances and to "support and facilitate DSAP implementation relative to both private development and public investment." We must remind the City that these "initiated" amendments to the DSAP

were released three weeks after the Google DEIR, and environmental review of the DSAP Amendment has not been completed.

The rezoning of properties was not included in the FEIR for any parcels within Downtown and this action is specifically deferred to "future project-level environmental review" throughout the FEIR. For example, on page 62 of the FEIR, it is stated that the determination of construction-related "fine particulates (PM2.5), carbon monoxide, and ozone precursors" will be determined during "future project-level environmental review" that "will be required of individual development project to account for their construction impacts."

Yet, that was not done in the FEIR or Addendum, and in the case of these types of air quality impacts, project-specific air quality analyses were not completed "to identify the potential for significant construction TAC impacts." Specific property related mitigation measures are therefore not included in the FEIR or Addendum to reduce construction emissions to a less than significant level (page 66 of the FEIR). This example shows that project-level mitigation measures are considerably different from those analyzed in the program-level Downtown Strategy 2040 FEIR. This is one more reason why a subsequent EIR must be prepared.

Lack of an Accurate Cumulative Impacts Discussion

Because a subsequent EIR was not prepared for the proposed DSAP Amendment, a consistent and accurate evaluation of cumulative impacts has not been completed.

Section 15355 of the CEQA Guidelines defines cumulative impacts as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.

> (a) The individual effects may be changes resulting from a single project or a number of separate projects.
>
> (b) The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time."

This is certainly the case for the proposed DSAP Amendment. With the DSAP Amendment, the Downtown Strategy 2040, the Google project, and DISC projects all happening at the same time

or certainly within the next 10 years or so, cumulative impacts are foreseeable and must be adequately evaluated.

Section 2.3.3 (page 16) of the Addendum states:

> The Downtown West project is currently undergoing separate, project-level environmental review. Therefore, this document only evaluates changes proposed under the Downtown West project as part of the cumulative scenario. (Emphasis added)

Then, Table 18 on page 127 of the Addendum [**Downtown Strategy 2040 and the DSAP Amendment GHG Emissions (MT of CO2e per Service Population)**] includes the following footnote under the "Cumulative Scenario 2040":

> The Downtown West analysis is included for informational purposes only.

This leaves stakeholders confused as to what the cumulative condition is for the DSAP Amendment given that it allows so much more development in the Downtown than was evaluated at the program-level in the FEIR.

Section 15130(b)(1)(A) and (B) of the CEQA Guidelines identify the elements that are necessary for an adequate discussion of significant cumulative impacts. As stated in the Guidelines, the discussion must include "a list of past, present, and probable future projects producing related or cumulative impacts" or "a summary of projections contained in an adopted local, regional, or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect." We can find neither in the Addendum. Where has this required analysis been conducted?

Further complicating the issue, Section 2.4.3 on page 21 of the Addendum states:

> While most other designations would remain the same or similar, nearly all land uses would be intensified to accommodate the increased development capacities described in Table 3. As shown in Figure 2b, while the revised DSAP boundary includes the entirety of the Downtown West project area, the new uses proposed for this area are not analyzed within this document, except as part of the cumulative scenario. (Emphasis added)

So, the boundaries are being expanded, but the Addendum is not evaluating the new uses within the new boundary? Why not? Please explain where this required analysis is being accomplished. This should be part of the project and the cumulative scenario.

Further confusing the public is that the cumulative scenario for the Addendum is not described in the Addendum. Because so much new development is included in the DSAP Amendment compared to the 2018 Downtown Strategy project and FEIR, a new discussion of cumulative impacts is required. Please identify where cumulative impacts are being evaluated.

With no discussion of what is included in the cumulative scenario as required by CEQA, it is impossible to know if the entirety of the impacts has been evaluated in either the Addendum or the FEIR. Since the DSAP Amendment were effectively "approved" prior to release of the Google DEIR, there is no evidence in the record that the baseline conditions are accurate – the cumulative impacts certainly are not. To rely on the cumulative scenario of the Downtown Strategy 2040 FEIR at this junction, given the amount of development anticipated in the DSAP, is not justified. Please identify the evidence in the record demonstrating that the cumulative scenario of the Downtown Strategy 2040 FEIR is accurate in light of all the other projects moving forward in the area.

Table 30 on page 224 of the Addendum (**Cumulative Development Capacity within DSAP Amendment Boundary**) states that the office/retail component of the Google project is 6,775,000 square feet with 5,575 residential units. This is significantly less than what is described in the Google DEIR (page S-2) which states that the project includes 7.3 million square feet of commercial office space with 5,900 residential units in addition to over 700,000 square feet of active, event, conference, and logistics center space.

In addition, the retail square footage included in the DSAP Amendment is not shown (424,100 square feet). Therefore, the cumulative scenario and the entire traffic analysis has underestimated project and cumulative scenario impacts. This amount of new development is in excess of the development described in the FEIR and is a cumulatively considerable contribution towards the cumulative impact. Where is a complete cumulative impacts analysis presented?

Segmentation

The DSAP Amendment is integral to approval of the Google project. Breaking apart the analysis of these two projects is segmenting the whole of the action and hinders developing a comprehensive mitigation strategy for the same area of Downtown.

The Addendum must be replaced with a subsequent (supplemental) EIR that includes all components and approvals required for the proposed project. Section 15378 of the CEQA Guidelines requires an analysis of the whole of the action. Because a new EIR was not completed for the entire increase in development proposed in the DSAP area including the massive Google project, an analysis of the additional 14.6 million square feet of office/retail and 12,619 residential units has not been completed.

The analysis and identification of impacts should be in one document. The public should not have to read the Downtown Strategy 2040 FEIR, the Google DEIR, and now the Addendum to determine how the DSAP area will be affected by this massive new development.

To reiterate, the approval of the Google project requires amendments to the DSAP. The DSAP Amendment and the Google project are one project as they include many of the same properties and are interdependent, and therefore breaking them up into two different projects is segmentation under CEQA. The City has essentially admitted that they are inextricably tied together, by considering them and approving them all together as described on the City's webpage at https://www.diridonsj.org/diridon-station-area-plan-google-project. That page states:

> The DSAP amendment process will consider and incorporate Google's proposal. The City Council will consider approval of the City-initiated DSAP amendments, Google planning entitlements, and all associated environmental documents and legislative changes as part of a comprehensive planning process. The City aims to complete this process by mid-2021.

The 2014 DSAP project underwent extensive public involvement and reflects the desires of the community. Changes to that plan must therefore be approved and in place prior to approval of the Google project that must conform to the plan. Not the other way around. The DSAP Amendment is required for approval of the Google project, yet details of the proposed (but not approved) DSAP Amendment were not known at the time the Google DEIR was circulated. To

have broken the projects into two separate environmental documents dilutes the disclosure and mitigation of the impacts of both. This is the definition of segmentation.

Reallocating Development Capacity Throughout the City

In many sections of the Addendum, including almost all of the environmental and cumulative analysis sections, it is stated that 14.6 million square feet (**up to 70,000 jobs**) and 12,619 residential units will "be reallocated to Downtown from other planning areas identified in the 2040 General Plan to support transit-oriented development."

This proposal could greatly affect other areas of the City, especially those *Urban Villages* slated for transit-oriented development along Bus Rapid Transit lines. This would be in direct conflict with the goals and policies of the Envision San José 2040 General Plan and compromise the future success of vital transit projects. A City's transportation network must work on a system-wide basis. People must be able to conveniently travel throughout the City, not just within Downtown. If a lack of development outside of Downtown compromises the success of bus transit systems, suburban areas will falter. Traffic impacts of how the transfer of development from other parts of the City to the project site must be evaluated now in conjunction with the Google project and DSAP Amendment, and not relegated to the future.

Because there are many projects, including *Urban Village* amendments, that have claimed this "reallocated development" in San José, how are stakeholders to know if there is even any extra development available in these unidentified areas of the City? How can this tactic be claimed to "support transit-oriented development" when it is moving allowed development from other transit-oriented projects to the DSAP area? What will be left in these areas and how will there be enough development to support transit in areas farther afield that depend on transit to access Downtown and the DSAP area for jobs? How does this constant transfer of development actually affect VMT, congestion, transit use, and pedestrian and bicyclist safety – both in the Downtown and DSAP area as well as other parts of the City? This impact is not disclosed in any of the documents, in violation of CEQA. Nor is there any apparent accounting of the transfers.

This is all vital information with respect to a new or significant increase in environmental effects, not suitable for an Addendum. The moving of development capacity all over the City without transparent accounting and environmental review as required by CEQA must be rectified.

Future Actions

The lack of information regarding the major elements of the project leads to an inability to correctly and adequately name the future approvals that will be required and will use the Addendum for environmental review, as required by Section 15124 (d)(1)(A-D) of the CEQA Guidelines.

Section 2.4.9 **Future Actions** of the Addendum states the following:

> This Addendum will provide the basis for tiering the subsequent environmental review of future actions.

It is established that the project evaluated in the Addendum includes the rezoning of property. There is no ability to legally tier from the Addendum. The Addendum must be considered with the original FEIR to allow tiering.

Future actions based on the Addendum include rezonings, grading and drainage permits, tree removal permits, demolition permits, construction plans, and TDM plans, to include a few. Rezoning projects in San José are required to not only have applications on file, but also General Development Permits for Planned Development (PD) zones. Conforming rezonings must be available for review depending upon the project proposed. The process in San José has been developed over many years to guarantee that the public is aware of all future approvals and able to participate in the process. However, this Addendum circumvents this established process. What is the legal basis for using this Addendum to approve these future actions from an environmental perspective?

Under the relevant AMA provisions (**EXHIBIT A)**, the City has an obligation to work closely with SSE on all development proposals near the Arena to ensure that appropriate measures will be taken to protect Arena operations. This includes referring notification of preliminary review applications, environmental documents, traffic and parking analyses, construction traffic management plans, and transportation and parking management plans, among others. Therefore, the future preparation of any plans as it relates to the proposed DSAP Amendment must come to SSE in draft form for review and comment. This includes the TDM plan, all subsequent Transportation Analyses (TAs), Local Transportation Analyses (LTAs), construction management and staging plans and schedules, construction worker parking schemes, recommended Temporary Traffic Control Plans (TTCP), proposed street network changes, truck haul routes, etc. It is difficult to see how the City will be able to comply with its obligations

when these standard documents have not been prepared as part of the Addendum for this project. How will this be accomplished?

Inconsistent Boundaries

The amended DSAP boundaries are shown on Figures 2b and 3b, yet they do not appear to match the Diridon Station Area Plan Extension shown on Figure 1. The additional area north of W. St. John along the Guadalupe River is not depicted. There also appears to be an expanded area south of Park Avenue, east and west of Sonoma Street that does not appear on Figure 1. What exactly is the proposed boundary of DSAP? As the City well knows, the parcels along the Guadalupe River are very sensitive and the required development setbacks of the City's Riparian Corridor Policy must be considered.

In addition, Section 2.4.1 states the following:

> As part of the DSAP Amendment, the DSAP boundaries would be expanded by approximately 24 acres, increasing the total DSAP area from approximately 250 to 262 acres, an increase of 12 acres.

So, is it 24 or 12? Again, the maps are of no help in determining the actual increase or the areas to be included. Figure 2b does not depict the proposed boundary changes that are described on page 19. None of the boundary changes are shown on Figure 4b "Proposed Building Height Limits," which is very important to surrounding neighborhoods. Please correct and harmonize these statements.

Further, page 20 of the Addendum seems to be saying that the DSAP Amendment includes additional development in "outlying areas" that "would allow up to 24,166 square feet of office/retail space and up to 2,761 residential units" that appear to be included in the development capacity, but "will be tracked separately for planning purposes." Is this the development contained within the "expanded boundary" areas? Not only is this confusing, but it seems to overstate the process and leaves the community with a cloudy conception of how their neighborhoods and the rest of the DSAP area will be changed and ultimately, impacted. Please explain.

Incorrect Zoning being Applied to Lots E and Milligan

As stated in the **Watry Design Memo (<u>EXHIBIT E</u>)**, both the Lot E and Milligan sites are anticipated to be interim parking lots and potentially, new parking structures in the future as

stated in the Addendum. However, the proposed zoning designations for these sites are shown on Figure 3b as *Downtown Primary Commercial*. We believe that these proposed zoning designations have the potential to preclude the ability to develop these sites for either parking lots or structures that would allow them to be efficient for Arena parking. The provision of the parking is required by the AMA.

We ask that the sites be zoned for *Public/Quasi-public* uses to allow the construction of public parking facilities. We are also concerned that requiring the future structures to be "wrapped with active uses" will cause access and safety impacts to pedestrians accessing the parking from either the Arena or other nearby uses. Preserving the ability to extend Autumn Parkway through the Milligan site should be retained. Because there is a potential for both sites to be used for *interim* parking uses, 5.4 *Surface Parking Lots* of the *Downtown Design Standards and Guidelines* (DDGs) should not be required. Please clarify that the future interim parking lots will not be required to comply with the DDGs.

In addition, because these future required parking facilities must provide for safe and efficient ingress and egress that supports access to the street network, consistent with the objective of the DSAP to ensure the continued vitality of the Arena consistent with the provisions of the AMA, the future parking lots and structures on these sites must not be required to be consistent with Section 3.5.3 *Parking and Vehicular Access Location* of the *DDGs*. The ability of parking facilities to best serve Arena events is tantamount to pedestrian safety and transportation management. Please clarify that these guidelines do not apply to these future parking facilities.

Promised Parking Study

On page 16, Section 2.3.3, once again, the public is promised an "updated parking study and strategy." This study should have been completed years ago and a parking strategy should have been developed based on scientific data rather than anecdotes. Because neither VTA nor High Speed Rail are providing any necessary parking, the lack of sufficient parking could create impacts that will be crippling for Arena operations and lead to the City's inability to satisfy its off-site parking obligations under the AMA.

The Addendum wholly fails to identify, evaluate, propose mitigation for, or otherwise address the parking issues raised previously by SSE in multiple City documents. Neither the Downtown Strategy, this Addendum, or the Google DEIR include an actual parking availability and demand

study, nor do they analyze parking availability after the removal of large swaths of parking that will occur as a result of planned Downtown Strategy and DSAP development.

As explained in CEQA Guideline §15125. Environmental Setting:

> [T]he purpose of this requirement [to accurately describe the environmental setting] is to give the public and decision makers the most accurate and understandable picture practically possible of the project's likely near-term and long-term impacts.

In this case, we can find no accounting in the Addendum as to how many parking spaces will be lost as a result of the proposed project. While the Google project will provide a dramatically reduced number of spaces when compared to the Municipal Code, based on a TDM program, there are with no specific performance measures or means of accounting for success in either document.

As stated in the **Watry Design Memo (EXHIBIT E)**, it is interesting to note that the original DSAP included 11,950 parking spaces for a development of approximately 5.4 million square feet of office/retail development and 2,588 residential units. The Addendum (Section 2.3.1.5 ***Parking***) states "Of these, approximately 8,960 spaces would be located in off-street surface lots and structure parking garages and the remaining 2,990 spaces would be provided in underground parking facilities. Approximately 1,403 spaces were allocated for transit demand."

What the analysis fails to state is that DSAP office development is now growing by 9.18 million square feet and residential units provided will increase by 10,031 units which are increases of 184% and 388% respectively **with no increase in parking proposed**. Per the 2014 DSAP, parking ratios should be 1.51 stalls per 1,000 net square footage of office, one stall for every residential unit, and 0.2 stalls for every hotel room. Therefore, the DSAP Amendment should provide 30,833 stalls. With the Google project deficits in required parking, the DSAP area will have a whopping total deficit of 14,548 parking stalls, as shown in **EXHIBIT E**.

All the various users are apparently supposed to share parking, but experience within the parking consultant industry shows that office and transit do not share parking well. Residential shares some with transit and office, but in practice generally only about 40-50% of the spaces will share. This is not accounted for in the Addendum. Residential development does not share well with event parking and this reality is also not addressed. Therefore, the assumptions are seriously flawed. Coupling that with the dramatic reduction in parking being proposed by the

Google project and the fact that existing parking is being removed without replacement **(EXHIBIT G Parking within 1/3-mile**), and no new parking is included in the future BART and HSR projects (an identified demand in the 2014 DSAP of 1,353-2,213 spaces), the DSAP area will be short by thousands of parking spaces**.**

A transportation and parking evaluation is something the City of San Jose would require in an environmental document for any other large project in the Diridon Station area. The City, per relevant provisions in the AMA (**EXHIBIT A**), is obligated to consider and mitigate adverse impacts on the Arena caused by major projects in the Diridon Station area, particularly impacts related to parking and transportation. The AMA states:

> For the BART and High Speed Rail transit projects, the City will request that the lead agency conduct a project parking analysis – The analysis should include a projection of parking demand, demand management strategies, recommended supply solutions, and potential impacts on the existing parking supply within the Diridon area, including suggested ways to mitigate the impact if it is deemed significant. The results of any parking analysis will be provided to Arena Management for review and comment. The City will consider Arena Management's timely feedback in formulating comments that the City forwards to the lead agency as part of the project development and approval process.

Page 2-4 of the Google DEIR states that "The City will also prepare implementation plans for shared parking, infrastructure financing, and affordable housing." As previously stated, this information has not been forthcoming and it is unclear when it will be provided. The discussion on page 2-46 of the Google DEIR provides that "As part of its current broader effort to update the DSAP, the City is also updating the parking analysis." This updated parking analysis should be part of the proposed DSAP Amendment project, as well as the Downtown Strategy 2040 and Google projects. When will the implementation plans be prepared?

There is no evidence as to where off-site parking, shared or not, will be located or what actual parking demands will be. The implementation plans for the DSAP Amendment, Google project, Downtown Strategy 2040, and General Plan must be known now for meaningful evaluation of environmental impacts of this project. There are far too many moving parts for the public and decision makers to have the ability to meaningfully participate in the environmental process for the project.

The amount of parking proposed does not come close to meeting the minimum stated requirements set forth in the DSAP. Per the Google project documents "Some commercial parking could also be provided at off-site location(s), should such off-site parking be developed separately from the project in the future. In addition, a portion of the residential parking spaces could be designated as shared spaces, meaning that they could be used by office employees when not occupied by residential users." It is presumed that this off-site parking is the Lot E parking structure which was also identified in the Addendum as usable for transit parking. Transit and office parking are not compatible for sharing parking. Again, it is unclear how all the parking supply will serve the demand for all of the uses.

In the City of San Jose, all projects are required to include a detailed description of where and how parking requirements will be met. We are perplexed that such a large project is not being required to meet this basic project requirement. We know that many high-tech firms do not allow shared parking with residential and other uses for security reasons. Similarly, residential projects do not typically share with other uses, particularly for evening uses such as Arena events. For this reason, a comprehensive shared parking arrangement, based on a parking study that utilizes proven scientific data is long over-due.

The Addendum has no discussion of where or how parking will be provided, and the FEIR states on page 27 that future actions will include the "Adoption of ordinances, policies, and plans that implement the Downtown Strategy such as the Transportation and Parking Demand Management Plan or Design Guidelines." The preparation of a project-level TDM plan must be done now, as is usually done for a rezoning project, and not deferred to some later date.

The extent to which parking is even discussed in the FEIR includes program-level "Parking Measures" for air quality impacts to include:

- Provide preferential parking (e.g., near building entrance, sheltered area, etc.) for carpool and vanpool vehicles
- Implement parking fees for single occupancy vehicle commuters
- Implement parking cash-out program for employees (i.e., non-driving employees receive transportation allowance equivalent to value of subsidized parking)

Further the document seems to state, without pointing to any evidence, that the implementation of a VMT Policy in the Downtown Strategy 2040 will take care of parking by

reducing minimum parking space requirements for residential uses, expanding unbundled parking opportunities for all uses, and adding TDM options.

The above does not come close to being a parking analysis and it certainly does not solve the problem of the lack of replacement parking in the Downtown area. To depend on parking in terms of policies to be determined in the future that have not been proposed and may not exist is improperly deferring a potential impact to a later time. Again, a parking study that is based in proven science must be completed now.

There is also no evidence that increased parking demands caused by future transit riders at the San Jose Diridon Station and new development would be met by any available parking in existing or new parking facilities. The City has not prepared a comprehensive parking study for the Downtown and/or DSAP area. This is especially important as the BART and HSR projects do not include any parking for transit users or valid parking studies.

The fact that the future BART and HSR projects coming to the Diridon Station will not be providing any parking for transit users means that the parking demands created by those projects will put pressure on the already-paltry parking supply planned to be included in the project. The project certainly does not include enough parking for transit users, and there is no analysis to demonstrate that there are offsetting effects associated with increased transit service at the station such that parking demands of station users and SAP Center patrons would be met (in addition to the demands created by the project) without secondary environmental or socioeconomic effects.

Further, a true unconstrained parking study with actual scientific modeling was not completed for either the proposed project or future transit projects. The Google DEIR posits, without evidence, that parking is available in the project area and Downtown that can be used by residential and commercial development, the Arena, and transit users. Indeed, many other projects in the DSAP area and Downtown are proclaiming to be able to utilize “under-utilized” and “commercially available” parking downtown. However, a scientific, industry-standard analysis has not been completed. Accordingly, there is no evidence in the record to support these statements.

A new project-level environmental document should be prepared for the DSAP Amendment project that discloses off-site parking locations so that surrounding neighborhoods and businesses, including the Arena, are able to evaluate potential impacts in advance of the

project. Without knowing locations, how can impacts be adequately described and mitigated? Impacts related to construction vehicle traffic is also deferred to the future. A project-level EIR must be prepared that includes an evaluation of these impacts now.

Lack of Parking and Resulting Safety Impacts

Currently, the project is inconsistent with General Plan Land Use Policy LU-3.5 which states:

> Balance the need for parking to support a thriving Downtown with the need to minimize the impacts of parking upon a vibrant pedestrian and transit oriented urban environment. Provide for the needs of bicyclists and pedestrians, including adequate bicycle parking areas and design measures to promote bicyclist and pedestrian safety.

If the lack of adequate parking results in many workers or residents driving around for an extended period of time looking for parking, impacts to air quality and greenhouse gas emissions could occur, as well as safety impacts to bicyclists and pedestrians

The lack of adequate parking both during construction and in the long-term will result in many situations where the safety of bicycle and pedestrian facilities will be compromised. When parking is not available, the occurrence of illegal on-street parking (in loading zones and restricted parking areas or across driveways and sidewalks) affects the ability of pedestrians and bicyclists to have a good line of sight, and the quality of pedestrian and bicycle paths of travel is compromised and could result in injury or death.

The project includes a dramatic reduction in parking when compared to Municipal Code requirements, and a vast amount of existing parking will be removed and not replaced as a part of the project (**EXHIBIT G Parking in 1/3-mile**). In addition, future Diridon Station transit projects do not include any parking. Therefore, the area will be short by thousands of parking spaces. This shortage should be disclosed, analyzed, and mitigated.

Users of the transit opportunities will not just live and work in the Downtown West area and the DSAP area. They will be living and working in other locations and driving to the Diridon area. The lack of parking in the DSAP area will be a barrier to optimal use of the station, which will diminish the environmental benefits it might provide. It also jeopardizes the success of the project. Please explain why Google is not being required to provide parking at levels even close to the minimum standards in the Municipal Code.

The General Plan predicts that more than 20 years from now, 60% of all trips will still be by automobile. Yet, the DSAP Amendment and the Google project appear to assume that 75% of all trips within the DSAP will occur via transit. This is confusing, and is unsupported by any study. It is a goal – not reality. The idea that providing inadequate parking will reduce parking demand to the level of parking actually provided has not worked and there is no evidence that it would work in the project area.

There is no information in the DEIR that points to any study showing South Bay residents will no longer rely on automobiles to access public transit. In complete contradiction to the City's argument that the General Plan supports the removal of parking, previous traffic analyses completed since at least 2008 show that over 75% of commuters to and from San Jose were in single-occupant vehicles. The General Plan's "goal" for 2040 is still 40% drive alone mode share for commuters, and that does not include the approximately 10% who carpool and will also need parking. Please provide a study to evaluate this assumption.

The problems caused by parking shortages are well known. As an example, when transit projects fail to provide adequate parking at their stations, spillover occurs. In other words, unlike the undocumented speculation that removing parking means drivers will no longer drive to an area, actual experience shows the drivers still drive and they create spillover parking in the surrounding neighborhoods. SSE is attaching a collection of articles documenting this point. (**EXHIBIT H, Articles Re BART Parking**). In addition to documenting the negative impacts a lack of parking has on BART ridership, the articles describe negative effects on the neighborhoods where BART stations are located and on local businesses. Particularly instructive is the article about Stoneridge Mall having to chain up its parking lots because BART riders were taking it over.

These articles also document the burdens on businesses and infrastructure when a project proponent fails to adequately disclose and mitigate its construction impacts. These are just a few examples of what happens when projects fail to provide adequate parking to meet the demand caused by the project – the burden is shifted to innocent parties.

The lack of parking spaces in the Diridon area will be a hardship to SAP Center's employees and customers. For some events, SSE may have well over 400 employees who need to park within walking distance, many of whom arrive early in the day to start work and many others who arrive mid-day but leave late at night. In addition, some events occur during weekday daytime hours. All of these factors should be studied. A scientific, data-driven parking demand analysis

using realistic data based on demand created by all the projects in this area must be completed and included in the environmental review document. At the very least, the Addendum should be revised to include this vital information to reduce pedestrian and bicycle safety impacts.

Lack of Replacement Parking for The Arena

The proposed Google project includes the development of Lots A, B, and C (which currently provide the Arena with vital parking), with commercial and residential uses. Therefore, the loss of this parking is an impact of that project. The DSAP Amendment will also result in the loss of parking for the Arena as result of providing parking at levels much lower than the Municipal Code.

This is a direct impact to a public use that will occur as a result of the project and it should be identified and mitigated as part of the proposed project – not deferred to some later date, which is a violation of CEQA. This is especially true since we have no assurances of when future environmental review will occur for the "replacement" parking. This is also inconsistent with the City's obligations under the AMA. If parking for a public use is being removed as part of the project, it needs to be replaced as part of the project, which is true for any similar situation in San José.

Moreover, under agreements signed by Google concurrently with its option agreement with the City, the development of certain replacement parking spaces, specifically on Lot E and the Milligan site, is a condition precedent to Google's right to develop its properties along Delmas Avenue at Santa Clara Street. Therefore, replacement parking on Lot E and the Milligan site is inextricably linked to the project. The City is obligated to construct parking on those two sites under the AMA and its agreements with Google. Therefore, the zoning of these two future parking locations must be *Public/Quasi-public* and not *Downtown Primary Commercial*, as proposed by the DSAP Addendum (**Watry Design Memo, EXHIBIT E**). Please have this clarified.

In furtherance of its obligations, the City has prepared plans for these parking facilities. Thus, environmental review for them could have been included in the Google DEIR or the Addendum, or a new project-specific EIR that should be prepared for the DSAP Amendment. There is no explanation of why development of these parking facilities is not included in these projects. The details regarding their construction should be, at least, as detailed as those of the proposed Google project.

As for the other options that the City believes can provide replacement parking for SAP Center events, the Platform 16 project is on-hold without any date known for completion, and negotiations with the County over the West Julian Street parking have stalled. Further, Table 29 on page 217 of the Addendum seems to state that the City is promoting modifications to prioritize the use of the Julian Street/SR 87 interchange as "the primary Downtown gateway for regional vehicular traffic on SR-87" to "connect vehicles to key parking locations outside the core station area."

As stated in **EXHIBIT C (Krupka Consulting Memo)**, this proposed modification is not supported given the above-described lack of parking off of Julian Street and the fact that the DSAP Amendment would reduce parking supply north of Santa Clara Street. As for the Adobe project, SSE has reviewed the plans and has determined that the parking in that structure does not have adequate post-event egress, among other issues.

The Google project and presumably the Downtown Strategy 2040 all assume there are other potential parking sites that are available throughout the DSAP area. These parking facilities either would not exist post-project or have not been identified, in which case it is not possible to determine if any of them are conducive to Arena event parking. The point is, enough is known about the existing situation to have allowed environmental review for the required replacement parking. Therefore, please include a full parking analysis.

Transportation Document Review

The comments in this section pertain to the following environmental documents for the DSAP Amendment:

- Addendum
- Appendix C: Transportation Analysis (TA)
- Appendix E: Transportation Project Descriptions

Our comments below are based, in part, on the professional judgment of Krupka Consulting (**EXHIBIT C**) and should be considered to be a high-level summary of this technical memorandum. Therefore, please respond to each specific comment in **EXHIBIT C**, as well as all other Exhibits.

Addendum

As we previously mention, Figure 3b (p. 10) presents substantial zoning changes to allow for increased development densities. Respective zoning requirements stipulate details that would affect access, circulation and parking for all uses including SAP Center. These details are sufficient to require a Local Transportation Analysis (LTA) for the Addendum, which was not done. Please explain the rationale for not requiring an LTA for the DSAP Amendment project.

The general discussion of development capacity changes on page 19 is over-generalized. Please discuss where specifically (i.e., what areas and traffic analysis zones) these land uses transferred from, and include detailed procedures, illustrations, and results of the work. In addition, the transportation projects listed in Section 2.4.5 of the Addendum must be included in a subsequent EIR for the project.

On page 213, the VMT per capita analysis was discussed generally, which is typical for environmental documents prepared after the law was changed to address VMT instead of intersection levels of service. The essence of the change in VMT, the document explained, would *decrease*, that is improve, because population density would *increase* relative to the Downtown Strategy 2040 condition and such new population would be situated near new jobs and extensive opportunities to use non-automobile modes of travel, thereby *decreasing* the VMT created by residents and employees Downtown.

This may seem somewhat intuitive to a transportation professional but is not at all substantiated by facts. Please provide sufficiently detailed examples to illustrate how the findings in Table 28 *VMT Analysis* were derived. Also, please discuss the significance of change in the noted values about the threshold. In other words, for example, how different are the numbers 10.12 (threshold) and 6.78 (estimated)?

On Page 214, the VMT per Service Population analysis was summarized in a couple of sentences and the reader was advised to "see Appendix C for a full discussion." The reader deserves to see facts and examples in this document. For information, the "full discussion" in Appendix C contains a generic discussion of methodology and no facts or examples. Please provide a discussion in the Addendum based on the facts and circumstances covered by the Addendum.

The summary of the Journey to Work Mode Share analysis and the Average Vehicle Speeds in Transit Priority Corridors analysis also suffer from brevity. Please provide a discussion of procedures and results in the Addendum based on facts and circumstances covered by the

Addendum. For reference, simply adding tabular information, like that in Table 28 VMT Analysis (p. 213), for each of these analyses, and providing discussion about their meaning, would help the reader interpret, compare, and contrast results.

On page 217, the modifications proposed at Santa Clara Street and Julian Street interchanges on SR-87 appear grand in scope but are merely generalized in Table 29. Substantial planning and engineering and environmental efforts are required now in a subsequent EIR to render reasonable improvement plans and describe potential impacts. The proposed changes would introduce major access, circulation and parking tradeoffs for major activity centers including SAP Center. For example, the reference to a purported benefit of the interchange improvements – to "connect vehicles to key parking locations…" is not supported given that the DSAP Amendment would, in fact, reduce parking supply north of Santa Clara Street. Finally, the "bus-only" (page 22) and "exclusive public service lanes" mentioned regarding Santa Clara Street are not documented and would also have substantial implications regarding access to SAP Center. Please provide the necessary documentation.

Appendix C: Transportation Analysis (TA)

Please explain this sentence on page 7: "The DSAP Amendment removes the Autumn Street extension." The statement does not provide any context related to rationale and expected disposition of this facility and is not consistent with the Addendum which states on p. 22 that the "City is currently considering two options regarding the remaining segment of the Autumn Parkway extension," including retention and removal.

Changes listed in Table 3 (p. 15) related to Autumn Street, Montgomery Street, Park Avenue, Bird Avenue and Santa Clara Street will substantially change access and circulation to major activity centers including SAP Center, which have not been documented. Please provide the necessary documentation.

On page 47, the estimated Journey to Work Mode Share for drive alone is 71% under the "Plus DSAP" scenario (Table 13) and 70% under the "Cumulative GPAs" scenario (Table 16, p. 51). These values are far from the 2040 goal for the DSAP area, which is 25%.[7] Granted, these values are in different units – one is related to work trips and one is (presumably) total daily trips. However, the implication is clear and raises a somewhat paradoxical question. *Why does*

[7] City of San Jose, Draft Amended Diridon Station Area Plan, October 2020.

the DSAP Amendment not result in mode share performance that more closely matches the 2040 goal? Please provide an explanation.

Finally, it is important to note that the "Goal-Based Project Buildout Conditions" in the Google DEIR assume that the project will achieve a mode share drive alone of 25%, yet the analysis of Journey to Work Mode Share is nowhere near that value (Table 12 in Appendix J1 of the DEIR shows 70%). Please provide a suitable explanation to assist the reader.

Appendix E: Transportation Project Descriptions

On page 4, Project ID T5, Santa Clara Street Complete Street with Dedicated Public Service Lanes, contains no details and likely would also have substantial implications regarding access to SAP Center. Project ID C1, Santa Clara Street SR-87 Off-ramp Closure, differs from the general discussion in Table 29 of the Addendum, which does not call for a ramp closure. The proposed changes would introduce major access, circulation and parking tradeoffs for major activity centers including SAP Center. See previous comment under Addendum at p. 217. Please explain how these impacts are being managed.

Project ID C2, Julian Street SR-87 Interchange Modifications, which references a purported benefit of the interchange improvements – to "connect vehicles to key parking locations…" - is not supported given that the DSAP Amendment would in fact reduce parking supply north of Santa Clara Street. See comment under Addendum at p. 217, above. Please provide sufficient information to allow the reader to evaluate how the interchange improvements connect vehicles to key parking locations. Diagrams would be helpful.

Lack of a Local Transportation Analysis (LTA)

As we stated previously in this letter, we are very concerned about the lack of project information included in the Addendum. This inadequacy results in an incomplete analysis of traffic impacts.

The City of San José requires every rezoning project to include an analysis of driveway operations in an LTA. Driveway operations are very important to ensure the safety of motorists, pedestrians, and bicyclists, especially in light of the volume of traffic expected by the proposed project. To not discuss the potential impact of driveway operations and their effect on these important transportation modes now, when the environmental review process is occurring, is in violation of City policy and CEQA. We are dismayed as to why this project is not being treated the same as other projects in Downtown.

As a result, the Addendum is incomplete because it does not sufficiently address site access and local circulation. For example, critical intersections in the area, including N. Montgomery Street at W. Julian Street, W. Santa Clara Street, W. San Fernando, Park Avenue at N. Autumn Street, and the intersection of W. San Fernando at Almaden Blvd. were not evaluated. Please provide this information. The City could have and should have developed a complete scope of analysis in cooperation with stakeholders. This was an imperative step that should have been included in a subsequent EIR, yet it was not completed. In addition, in accordance with the AMA, SSE should be involved in the preparation and review of the LTA.

The Wenck Associates Memo (**EXHIBIT D)** assessed street segments in the DSAP area for capacity, circulation, and access to parking. We must point out that all street network changes must be extensively studied from a design and engineering standpoint, which was not done as part of the environmental review for the project. SSE requests additional input during the planning and design stages of any street conversions, closures, or re-striping projects. Once they are implemented, they would be irrevocable, and their effects could be detrimental for both SAP Center events, the surrounding neighborhood, and project traffic conditions.

Impacts During Construction

The apparently project-level Addendum does not include any specific construction information nor are construction staging locations, lengths of street closures or modifications, detours, street circulation changes or any other pertinent construction-related information included. The impacts caused by the construction of this massive project are not disclosed or mitigated. Please correct.

Construction traffic will undoubtedly occur outside the peak hours in the mornings and evenings. In fact, these are prime times for when construction begins and ends. If streets are closed for days on end, adding construction-worker traffic (for which there may not be any parking) would only exacerbate an intolerable situation, especially after 6 pm on event nights at SAP Center. If BART and HSR are also under construction in the next 10-year timeframe, gridlock will be guaranteed.

Because the mitigation measures of the FEIR upon which the Addendum is tiering are program-level, all mitigation measures are deferred and unknown. Off-street parking areas are not identified for construction-related vehicles; therefore, impacts as they apply to surrounding land uses cannot be determined. There are no measures to ensure that pedestrian and bicycle

access is maintained or how accessibility will be provided. Truck haul routes, equipment staging locations, and street detours are not identified. Mechanisms to prevent roadway construction activities from reducing roadway capacity during special events presumably to occur at SAP Center are not identified.

CEQA Guidelines §15126.4 requires that mitigation measures must be feasible and fully enforceable and include the adoption of specific project-level performance measures to ensure that mitigation can reduce or avoid impacts. Further, the mitigation must identify "the type(s) of potential action(s) that can feasibly achieve that performance standard and that will be considered, analyzed, and potentially incorporated in the mitigation measure." The mitigation measures included in the Addendum and FEIR do not meet this standard for project-level analysis. If the project description were more developed, which a project of this magnitude should and can be, mitigation could be designed in compliance with CEQA.

The Addendum does not evaluate traffic disruptions during construction, nor how they will be mitigated. The project will have extensive and atypical construction impacts throughout Downtown San José. We must assume that construction will take many years and given the long duration and the heavy amount of construction work along major arterials and adjacent to existing businesses and residences in Downtown and the DSAP area, including the Google development, gridlock will ensue. This is why the project-level evaluation of construction impacts now is so vitally important. Mitigation measures must be identified now especially since only site development permits may be required in the future for the proposed development. Therefore, this is the last chance for this evaluation.

One important ingredient of an EIR is the discussion of steps that can be taken to mitigate adverse environmental consequences. The requirement that an EIR contain a detailed discussion of possible mitigation measures flows both from the language of CEQA and, more expressly, from CEQA's implementing regulations.

Consistency with plans and policies is not adequate mitigation under CEQA for project-specific impacts. While Appendix G of the CEQA Guidelines does not specifically mention event centers, Question X. Land Use and Planning (a) asks: "Would the project physically divide an established community?" Multiple years of lane closures, lost parking, and disruptive construction activity immediately adjacent to long-established businesses (including the SAP Center) and residents, could significantly impact the viability of these businesses and would

constitute physically dividing an established community. This impact is erroneously not identified, analyzed, or mitigated in the Addendum or FEIR.

Neither the Addendum nor the FEIR even mentions street or lane closures (and impliedly sidewalk closures) on any streets in the DSAP area. Therefore: (1) The document does not accurately identify these potential adverse impacts both during construction and in the long-term; and (2) The Arena will suffer significant adverse impacts if any portion of any sidewalks are inaccessible to pedestrians or if the vehicular capacity of the surrounding streets is diminished. As to the first issue, the Addendum is deficient on its face due to the lack of identification of a certain impact. As to the second issue, SSE is strongly opposed to any intrusion onto Santa Clara, Montgomery, and Autumn Streets by the project construction.

Because it is not discussed in either the Addendum nor the FEIR, we must point out that any street closures will interfere with not only emergency services traffic in the area, but also affect pedestrian and bicycle facilities. As we know, most construction projects, especially Downtown, depend on street rights-of-way for construction and equipment staging, including the placement of cranes. How can a high-rise structure be built "on-site", especially those in the final stages of construction on a particular site? This needs to be explained before the proposed mitigation measure can be evaluated.

Truck haul routes whether for construction or long-term equipment should be identified in a project-level environmental review document. The Addendum states (page 68) that "a community risk assessment of construction activities related to future development in the DSAP area would be conducted at a project level to address these impacts." We must point out that specific construction plans and schedules for construction should be disclosed for this project, and it is possible to quantify the impacts and determine impact significance now. We discourage the use of existing residential streets as haul routes to avoid both on-site and off-site sensitive receptors. These routes could be used regularly for at least 10 years and should be known now. If they are changed, how will residents be notified?

The program-level Addendum and FEIR do not describe mitigation measures for construction traffic emissions due to congestion. Scientific performance criteria are not provided and mitigation is deferred. Significant impacts can occur to existing and future sensitive receptors in violation of CEQA. Again, we believe that the lack of project-specific information for a rezoning project is in violation of CEQA and a subsequent EIR should be prepared that contains an accurate identification of impacts and project-specific mitigation.

Further construction information detail is required to determine impacts to the surrounding neighborhoods. What measures will be included to reduce single-occupant vehicle trips by construction workers? Will shuttles be used during construction to drop workers off and pick them up? Where will they be located? How will a plan for construction worker parking be measured and enforced? How will pedestrian and cyclist safety be affected by these actions? Indirect safety impacts to pedestrians and bicyclists during construction are also not addressed.

Economic Consequences

The lack of a project-level environmental analysis with a stated cumulative scenario and an adequate evaluation of impacts with feasible mitigation measures for a project so large is unacceptable. There will also be significant long-term socioeconomic impacts that will burden the Arena, the Diridon Station area (including the surrounding neighborhoods), and the City as a whole. Travel to Arena events is unlike commuter transportation analysis. Like other sports and entertainment venues, travel to the Arena is discretionary. Thus, worsening transportation or parking conditions, which may not deter a commuter from making a required trip to work or home, will often completely deter a patron from going to an Arena event. Consequently, good transportation access is required in order for the Arena's on-going success, both in the long-term and during construction. A proposed development project that damages the transportation and parking experience can have ruinous economic impacts on the continued vitality of the Arena.

The San Jose City Council approved the extension to the Arena Management Agreement in 2015 based on the community and economic asset the Arena had become under SSE's management, noting in a memo from 5 councilmembers recommending the approval that "[W]ith tens of millions in annual economic impact, the building annually generates over $5 million in sales, hotel and other tax revenues for the General fund, supporting the City's provision of basis services."

As noted in this comment letter, a reduction in adequate parking supply and street capacity impacts the ability of SSE to successfully operate the Arena because patrons cannot easily access the facility and so are less likely to attend events. This results in reduced revenue to the City, as well as the likely potential for a loss of jobs. The economic impact of reduced Arena operations is being felt by the City now due to the shutdown arising from the Covid-19 pandemic, and some similar impacts associated with the project are expected. The economic studies which are included in the environmental review documents do not account for the

impact to the Arena as a cost of the project and should be assessed, particularly since the DSAP goals include ensuring the continued successful operation of SAP Center.

CONCLUSION

In closing, I would like to reiterate the mutual intention of the City and SSE as expressed in the AMA Side Letter two years ago:

> We believe that with proper planning, the Diridon Station Area can support robust corporate development, a multi-modal transportation system, and a successful world-class sports and entertainment arena. However, the plan must also address critical needs of the SAP Center regarding transportation and parking.

Consistent with this, SSE supports the City's desire to redevelop the Diridon Station area. However, an Addendum is the wrong CEQA tool. A new subsequent EIR that includes a project-level project description, suitable analysis based on evidence (not assumption), and definitive, enforceable mitigation of the significant adverse environmental impacts must be prepared. It is SSE's belief, grounded in long experience, that this will result in a project that can achieve the goals of the City, while preserving the viability of the Arena.

Sincerely,

Silicon Valley Law Group

By: /s/
Jeffrey S. Lawson

JSL

cc: Jim Goddard, Executive Vice President JGoddard@sapcenter.com
Lucy Lofrumento, LMA Law lal@LMALLP.com
Nanci Klein, Director of Economic Development Nanci.Klein@sanjoseca.gov
Cameron Day, City Attorney's Office Cameron.Day@sanjoseca.gov
Rosalynn Hughey, Deputy City Manager Rosalynn.Hughey@sanjoseca.gov

Exhibits A: AMA Excerpts (Sections 21 and 23)
B: AMA Side Letter
C: Krupka Consulting Memo
D: Wenck Associates Memo with Supplement
E: Watry Design Memo
F: Circlepoint Memorandum
G: Graphic of Parking within 1/3-mile
H: Articles re Parking Problems at BART Stations
I: Article re Mode Shift Issues at North Bayshore

SECTION 21. COORDINATION AND COOPERATION.

21.1 Parking Matters. City shall continuously monitor and evaluate development within the 1/2 Mile Radius, to help ensure that its parking obligations under this Agreement will continue to be met throughout the entire Term. Among other things, City reaffirms its intent to comply with the following obligations mandated by the City Council in connection with approval of the Diridon Plan:

21.1.1 Significant Land Use Decisions. City shall coordinate with Manager regarding significant land use and development decisions within the 1/2 Mile Radius, to ensure that the required number of Available Parking Spaces is maintained. Such coordination obligations shall include the following measures:

(a) City shall refer to Manager all development proposals on parcels within approximately 1/3 of a mile of the Diridon Station that have off-street public parking facilities, and are in excess of 25,000 square feet. Referrals shall include the cover letter, plan set, and other relevant materials the applicant provides as part of the project submittal. Referrals shall also include notification of preliminary review applications, initial studies, and environmental impact reports (including draft and final EIR's, amendments and addenda). Staff shall provide comments received in a timely manner from Manager to the applicant and consider them in formulating initial comments the City may provide on the proposed project.

(b) City shall require development proposals on parcels within the central and northern zone of the Diridon Plan that have off-street public parking facilities, and are in excess of 100,000 square feet of commercial space or in excess of 50,000 square feet of stand-alone retail/restaurant projects, to conduct a parking analysis for the project. City shall similarly request the same of development proposals within approximately 1/3 of a mile of the Diridon Station. These projects would be required to analyze and identify the projected parking demand, demand management strategies, and the parking supply to be provided by the project. The analysis would identify the impacts of the project on the existing parking supply within the Diridon Station Area, and suggest ways to mitigate the impact if it is deemed significant. The analysis would also include an assessment of spaces impacted or needed during construction.

(c) For the BART and High Speed Rail transit projects, the City shall request that the lead agency conduct a project parking analysis. The analysis should include a projection of parking demand, demand management strategies, recommended parking supply solutions, and potential impacts on the existing parking supply within the Diridon Station Area, including suggested ways to mitigate the impact if it is deemed

significant. The results of any parking analysis shall be provided to Manager for review and comment. City shall consider Manager's timely feedback in formulating comments that City forwards to the lead agency as part of the project development and approval process.

21.1.2 Shared Parking for Non-Residential Development. For non-residential development that would result in the substantial loss of Available Parking Spaces, City will strive to include shared parking as a condition of development if necessary to mitigate the loss of parking. The shared parking condition would require that the development's parking facilities be available for the general public, with or without fees, at times when the parking facilities within the development are not being fully used by the development.

21.2 Transportation Matters. City shall coordinate with Manager regarding transportation projects, transportation plans, and other transportation matters in the vicinity of the Diridon Station Area or that may otherwise affect ingress to and egress from the Arena, including as follows:

21.2.1 Transportation Projects. For transportation projects such as BART and High Speed Rail, City will request that the lead agency conduct a transportation analysis that evaluates potential adverse impacts on traffic and parking in the vicinity of the Diridon Station Area, with the objective of ensuring that appropriate mitigation measures are included to protect the Arena's operations from such adverse impacts. City shall also consider Manager's timely feedback in formulating comments that City forwards to the lead agency as part of the project development and approval process.

21.2.2 TPMP's. City and Manager shall coordinate regarding the Transportation and Parking Management Plan for the Arena as well as TPMP's for the Arena Green, BART, High Speed Rail, and other major development projects, all as set forth in Section 23 below.

21.2.3 Streets and Intersections. City and Manager shall also coordinate regarding any material changes to the design, configuration or operation of the major streets and intersections in the vicinity of the Arena to the extent that they may have a direct impact on the safe and efficient flow of vehicular, bicycle, and pedestrian traffic to and from the Arena, including Autumn Street and the intersection at Autumn Street and Park Avenue.

(a) City shall give Manager advance notice of any such material changes, including copies of relevant plans and specifications, and shall meet with Manager in advance of any work in order to discuss Manager's input and suggestions.

(b) The Parties shall work together in good faith with the goal of achieving the best overall function of the streets and intersections for the benefit of both the Arena and all other development in the Diridon Area.

21.3 **Coordination Meetings.** City and Manager agree that time is of the essence with respect to the obligations under this Agreement, and agree to use reasonable good faith efforts to meet and confer as often as necessary to prioritize and resolve parking, traffic and transportation issues in the vicinity of the Arena.

21.3.1 Meeting Participants. The City Manager's office, with the assistance of the Arena Authority, will engage the appropriate City departments and other agencies to participate in meetings with Manager as necessary, including the Department of Transportation, the Police Department, the Planning Department, the Public Works Department, SARA, and the VTA.

21.3.2 Issues to be Addressed. Issues to be addressed between the Parties shall include the following:

(i) The operation and management of Off-Site Parking Facilities;

(ii) The location and manner of providing the Minimum Employee Parking Requirements;

(iii) Any Temporary Conditions that impact the Available Parking Spaces and any requested Temporary Parking Agreements;

(iv) Preparation of the Parking Supply Report, the Parking Forecast Report, and the Schedule of Parking Solutions, and any issues related thereto;

(v) Preparation of the Parking Utilization Report, and any adjustments to the Minimum Off-Site Parking Requirements based on the results of such Report;

(vi) The design, construction and operation of BART, High Speed Rail and other transportation projects, including associated parking facilities and traffic impacts;

(vii) Development projects with the 1/3 Mile Ring and the 1/2 Mile Ring;

(viii) The identification and evaluation of sites for development of additional Off-Site Parking Facilities as needed, including both surface lots and structured parking facilities;

(ix) Shared parking in the vicinity of the Arena;

(x) The extension and realignment of Autumn Street;

(xi) Revisions to the TPMP's for the Arena, the Arena Green, transportation projects, and other major projects; and

(xii) Other on-site and off-site transportation and parking issues.

SECTION 23. TRANSPORTATION AND PARKING MANAGEMENT PLANS.

23.1 **Arena TPMP**. Manager and City have agreed to a traffic and parking management plan for the Arena, entitled "Transportation & Parking Management Plan, 6th Edition," a copy of which is attached as **Attachment No. 13** hereto (the "**Arena TPMP**"). The Arena TPMP identifies goals and strategies for: (i) the operation and management of the On-Site Parking Facilities; (ii) the provision of convenient Off-Site Parking Facilities for Arena employees and customers; and (iii) the provision of safe and efficient traffic and pedestrian movement of Arena customers.

23.1.1 Background.

(a) The parties agree that because of the lack of adequate On-Site Parking Facilities, the success of the Arena is dependent on an effective TPMP to move people to and from the Arena.

(b) Manager and City agree to use reasonable good faith efforts to correct by appropriate means and methods any material deficiencies in the provision of and effective use of the On-Site Parking Facilities and Off-Site Parking Facilities. This includes an obligation by the City to use its reasonable good faith efforts to devote sufficient operating funds and resources to make the movement of cars and people effective and efficient.

23.1.2 Contents of Arena TPMP. The Arena TPMP is intended by the Parties to address traffic, parking and pedestrian issues of concern to City, Manager, Arena customers and the neighborhood arising from the usage of the Arena. The Arena TPMP specifically addresses, among other things, the following:

(i) ingress and egress to the Arena Facilities and Off-Site Parking Facilities;

(ii) coordinated traffic control procedures for signalization, pedestrian flow movement, vehicular flow movement, and coordination of conflicts between same;

(iii) the provision, replacement and substitution of Off-Site Parking Facilities by City;

(iv) the use and availability of on-site and off-site parking spaces for Arena Events;

(v) off-site traffic control (including personnel and Arena Employee parking, bus parking, parking payments and charges);

(vi) guide signs on regional and local roadways and San Jose freeways for motorists coming to the Arena, guide signs for parking and pedestrians, public information promotion and signage;

(vii) coordination with mass transit authorities; and

(viii) all other provisions deemed necessary by the Parties to set forth the means by which they shall implement their respective rights and obligations pertaining to traffic and parking.

23.1.3 Modification of Arena TPMP. The Arena TPMP shall be subject to modification as the Parties may agree from time to time.

(a) The Arena TPMP is intended to be a working document and contains both the ability and the requirement to adjust to changing conditions, and to improve as the Parties may agree, provided that no such changes shall operate to limit or reduce the scope and purpose of the Arena TPMP.

(b) The Parties agree that as of the Execution Date, the Arena TPMP needs to be updated to address recent changes in the Diridon Station Area. The Parties shall work together in good faith to mutually agree upon appropriate revisions to the Arena TPMP as soon as reasonably practicable following the Execution Date of this Agreement.

(c) Manager and City shall consult and act reasonably to monitor performance of the Arena TPMP on an ongoing basis. At least every three years following the update described above, the Parties shall review the Arena TPMP together to determine whether any correction, minor modification, complete update or other revision is warranted based on then-current facts and circumstances. If needed, the Parties shall work together in good faith to correct, modify, update or otherwise revise the Arena TPMP and the security plans, with the common objective of providing the most effective use of the On-Site Parking Facilities and Off-Site Parking Facilities and security measures during Arena Events.

23.1.4 Legal Effect of Arena TPMP. Neither the Arena TPMP nor any modification thereto shall be construed to amend this Agreement, but the Arena TPMP may be used to help interpret the Parties' intentions and respective obligations under this Agreement. In the event of any conflict or inconsistency between the terms of this Agreement and the terms of the Arena TPMP, the terms of this Agreement shall control.

23.2 Transit Project TPMP's.

23.2.1 Definitions. In this Agreement, the following terms have the meanings given below:

(a) "**Transit Project**" means the High Speed Rail project or station, or the BART project or station.

(b) "**Project TPMP**" means a transportation and parking management plan for either an Assembly Venue or a Transit Project.

23.2.2 TPMP's and Construction Mitigation Plan Required. In the event that the City or SARA transfers real property for the construction of a Transit Project in the Diridon Area, City or SARA shall include in any document of transfer of property a requirement for a Project TPMP and a construction mitigation plan for the proposed project.

(a) Each Project TPMP shall adhere to the framework set forth on document entitled "Framework for Project Transportation and Parking Management Plans" attached as **Attachment No. 14** to this Agreement and incorporated herein by reference. The Project TPMP's shall be coordinated with, be consistent with and not be in conflict with the Arena TPMP.

(b) The Project TPMP's will be reviewed on a periodic and as needed basis by a TPMP committee which will include representatives from the City, the entity operating the Transit Project, and Manager. Amendments and updates to the TPMP's will be as needed in order to conform to changed circumstances, provided that any such amendment shall be consistent with and not in conflict with the Arena TPMP.

(c) The costs of administration and management of the TPMP's shall be addressed and provided for in the TPMP's.

23.2.3 Event Operations Committee. City and Manager will provide leadership and follow-through on Event Operations Committee to implement an extensive communications program for both Arena and other event producers to encourage parties to use routes and parking facilities that would minimize conflicts with each other.

SIDE LETTER REGARDING FUTURE DISCUSSIONS

This Side Letter Regarding Future Discussions ("**Side Letter**"), dated for reference as of August 15, 2018, is delivered by the City of San Jose ("**City**") and San Jose Arena Management, LLC ("**Manager**") as an expression of our mutual commitment to work together to help facilitate a bold new vision for the Diridon Station Area, for the good of the entire community.

BACKGROUND

On May 19, 2015, the City Council adopted Resolution number 77352 authorizing the City Manager to negotiate and execute a Second Amended and Restated Arena Management Agreement ("**AMA**") for the management of the City-owned SAP Center, extending the term of the 2000 Arena Agreement and amending other terms, consistent with the Term Sheet presented to the Council.

During the past three years of negotiations of the AMA, City and Manager have discussed future construction and development projects in the Diridon Station Area that may impact the availability and operation of parking facilities that serve the SAP Center, as well as access to and from those facilities.

The parties have now completed the drafting of the AMA consistent with the Term Sheet, including extensive provisions regarding on-site and off-site parking, transportation in and around the Diridon Station Area, and the need to anticipate and address changed conditions that result from new transit projects and/or private development projects.

THE NEED FOR CONTINUING DISCUSSIONS

Although the AMA is done and the parties are executing it concurrently with this letter, we know that our discussions are not done. We understand that the issues surrounding the development of the Diridon Station Area are complex, and the situation is constantly evolving. It will likely be many years before the parking and transportation "ecosystem" in the Diridon Station Area is stabilized.

Until such stabilization occurs, we will need to meet and confer regularly and often to discuss the ongoing public and private development projects in the Diridon Station Area, to try to find ways to facilitate the transformation of the Diridon Station Area into a master-planned transit-oriented community while meeting the access and parking needs of the SAP Center.

We believe that with proper planning, the Diridon Station Area can support robust corporate development, a multi-modal transportation system, and a successful world-class sports and entertainment arena. However, the plan must also address critical needs of the SAP Center regarding transportation and parking.

OUR MUTUAL COMMITMENT

Following the execution of the AMA, City and Manager will continue to meet in good faith to discuss long-term, integrated, and shared parking solutions for the benefit of the community and the key stakeholders in the Diridon Station Area, including transportation agencies and residential and corporate developers. These meetings will include discussions addressing (i) the City's desire to encourage construction and development projects in the Diridon Station Area; (ii) construction management plans, including mitigation of construction impacts; (iii) changes that may result from the new development; (iv) Manager's access and parking requirements in coordination with the transportation and development projects surrounding the SAP Center; and (v) alternative ways to achieve solutions for Manager's parking operations as part of the development of these projects.

Such discussions will recognize one of the primary objectives of the Diridon Station Area Plan, which is to "ensure the continued vitality of the San Jose Arena, recognizing that the Arena is a major anchor for both Downtown San Jose and the Diridon Station Area, and that sufficient parking and efficient access for Arena customers, consistent with the provisions of the Arena Management Agreement, are critical for the Arena's on-going success."

Without limiting the foregoing, Manager is open to the future possibility of relocating, reconfiguring, restructuring or otherwise reorganizing the parking facilities that serve the SAP Center, provided that any such reorganization is accomplished through a comprehensive plan that, on a holistic basis, preserves the access for SAP Center patrons and the overall quality of the parking ecosystem, including the operational and revenue-generating aspects of the parking as described in the AMA.

OUR MUTUAL INTENT

Nothing in this Side Letter modifies the AMA in any way. Further, nothing in this Side Letter obligates the parties to agree to any modifications to the AMA. This Side Letter does not constitute a binding contract, and does not create any contractual obligations or duties.

The purpose of this Side Letter is to reaffirm that the parties remain willing to meet and confer with each other as development plans for the Diridon Station Area evolve, to try to find mutually acceptable solutions for parking and transportation issues that arise over the next several years, with the express goal of helping to ensure that the SAP Center and its new neighbors will be able to co-exist successfully in a synergistic and dynamic transit-oriented community.

City of San Jose:

David Sykes, City Manager

San Jose Arena Management, LLC:

John Tortora, President

Exhibit B

krupka.

March 31, 2021

[*by email only*]

TO: Jim Goddard, Sharks Sports & Entertainment LLC (SSE)
FROM: Paul Krupka
RE: Draft Transportation Comments > Diridon Station Area Plan Amendment Initial Study Addendum to the Downtown Strategy 2040 Environmental Impact Report (ADDENDUM), March 2021

Krupka Consulting was engaged by SSE to review the technical content of transportation sections and appendices of the referenced ADDENDUM.[1] This memorandum summarizes the findings of this review and provides comments on the ADDENDUM. This memorandum is intended to be incorporated as an enclosure to a formal comment letter by SSE. Responses to these comments are requested from the drafters of the ADDENDUM.

This memorandum is organized by ADDENDUM element as listed below.

- IS/Addendum (IS/A)
- Appendix C: Transportation Analysis (TA)
- Appendix E: Transportation Project Descriptions

IS/Addendum (IS/A)

p. 10 Figure 3b presents substantial zoning changes to allow for increased development densities. Respective zoning requirements stipulate details that would affect access, circulation and parking for all uses including SAP Center. These details are sufficient to require a Local Transportation Analysis (LTA) for the ADDENDUM, which was not done. Please explain rationale for not requiring an LTA with the ADDENDUM.

p. 11 Under Transit Improvements in the last paragraph, "…planned Caltrain Electrification Program…" was noted, but Caltrain Business Plan was not. Please clarify whether Caltrain Business Plan service levels were included in Transit Improvements. The reader noted "Caltrain Business Plan Long Range Service Vision" was listed in Table 29 on p. 219 under the category "New Projects Planned within DSAP."

p. 19 Referring to discussion of development capacity changes, where specifically (i.e., what areas and traffic analysis zones) were these land uses transferred from?

p.22 The reader inferred that all transportation projects listed in this Section 2.4.5 and the referenced Section 3.17 would require discretionary actions and environmental review(s) separate from the ADDENDUM. Please confirm this.

[1] Krupka Consulting is a Sole Proprietorship with qualifications and experience represented by the enclosed resumé of Paul Krupka, Sole Proprietor.

p. 24 In Table 4:

- Where is the segment of Montgomery Street denoted "Cahill Street to Autumn Street"?
- Where is the segment of Saint John Street denoted "Cahill Street to Autumn Street"?

p. 213 The VMT per Capita analysis was discussed generally, which is typical for environmental documents prepared after the law was changed to address VMT instead of intersection levels of service. The essence of the change in VMT, the document explained, would *decrease*, that is improve, because population density would *increase* relative to the Downtown Strategy 2040 condition and such new population would be situated near new jobs and extensive opportunities to use non-automobile modes of travel, thereby *decreasing* the VMT created by residents and employees Downtown.

This is somewhat intuitive to a transportation professional but is not at all substantiated by facts. Please provide sufficiently detailed examples to illustrate how the findings in Table 28 VMT Analysis were derived. Also, please discuss the significance of change in the noted values about the threshold. In other words, for example, how different are the numbers 10.12 (threshold) and 6.78 (estimated)?

p. 214 The VMT per Service Population analysis was summarized in a couple sentences and the reader was advised to "see Appendix C for a full discussion." The reader deserves to see facts and examples in this document. For information, the "full discussion" in Appendix C contains a generic discussion of methodology and no facts or examples. See comment at p. 213 above. Please provide a discussion in the ADDENDUM based on the facts and circumstances covered by the ADDENDUM.

The summary of the Journey to Work Mode Share analysis and the Average Vehicle Speeds in Transit Priority Corridors analysis also suffer from brevity. Please provide a discussion of procedures and results in the ADDENDUM based on facts and circumstances covered by the ADDENDUM. For reference, simply adding tabular information, like that in Table 28 VMT Analysis, for each of these analyses, and providing discussion about their meaning, would help the reader interpret and compare results.

p. 217 The reader inferred that all improvements listed in Table 29 Transportation Projects within DSAP would require discretionary actions and environmental review(s) separate from the ADDENDUM. Please confirm this.

Case in point, the modifications proposed at Santa Clara Street and Julian Street interchanges on SR-87 appear grand in scope but are merely generalized in Table 29. Substantial planning and engineering and environmental efforts will be required to render reasonable improvement plans and describe potential impacts. The proposed changes would introduce major access, circulation and parking tradeoffs for major activity centers including the SAP Center. For example, the reference to a purported benefit of the interchange improvements – to "connect vehicles to key parking locations…" is not supported given the DSAP Amendment would in fact reduce parking supply north of Santa Clara Street. Finally, the "exclusive public service lanes" mentioned regarding Santa Clara Street are not documented and would also have substantial implications regarding access to SAP Center. Please provide the necessary documentation.

p. 223 The "Cumulative Downtown VMT" discussion suffers by generalization like the previous "project" VMT analysis. Therefore, the comments above at pp. 213 and 214 are directly relevant here. Please provide responses related to this topic.

Appendix D: Transportation Analysis (TA)

p. i As noted in the IS/A comment on p. 10 above, the fact that the DSAP Amendment presents substantial zoning changes that would affect access, circulation and parking for all uses including SAP Center, the TA should include a Local Transportation Analysis (LTA), which was not done. Please explain rationale.

p. 7 Please explain "The DSAP Amendment removes the Autumn Street extension." The statement does not provide any context related to rationale and expected disposition of this facility and is not consistent with the IS/A The IS/A states on p. 22 that the "City is currently considering two options regarding the remaining segment of the Autumn Parkway extension," including retention and removal

Referring to the second to last paragraph, discussing reallocation of commercial and residential growth, where specifically (i.e., what areas and traffic analysis zones) were these land uses reallocated from?

p. 15 Changes listed in Table 3 related to Autumn Street, Montgomery Street, Park Avenue, Bird Avenue and Santa Clara Street will substantially change access and circulation to major activity centers including SAP Center, which have not been documented. Please provide the necessary documentation.

p. 20 Please clarify whether Caltrain Business Plan service levels were included in 2040 Transit Service.

p.35 This VMT Evaluation provides a bit more depth regarding rationale for improvements than the IS/A, which is customary and very helpful to reader.

p. 47 The estimated Journey to Work Mode Share for drive alone is 71% under the "Plus DSAP" scenario (Table 13) and 70% under the "Cumulative GPAs" scenario (Table 16, p. 51). These values are far from the 2040 goal for the Diridon Station Area, which is 25% (City of San Jose, Draft Amended Diridon Station Area Plan, October 2020). Granted, these values are in different units – one is related to work trips and one is (presumably) total daily trips. However, the implication is clear and raises a somewhat paradoxical question. *Why does the DSAP Amendment not result in mode share performance that more closely matches the 2040 goal?* Please provide an explanation.

Finally, it is important to note that the "Goal-Based Project Buildout Conditions" in the Downtown West Mixed-Use Plan Draft Environmental Impact Report (DEIR) assume that the referenced Project will achieve a mode share drive alone of 25%, yet the analysis of Journey to Work Mode Share is nowhere near that value (Table 12 in Appendix J1 of the DEIR shows 70%).

Please provide a suitable explanation to assist the reader.

Appendix E: Transportation Project Descriptions

p.4 Project ID T5, Santa Clara Street Complete Street with Dedicated Public Service Lanes, contains no details and likely would also have substantial implications regarding access to SAP Center. See comment under IS/A at p. 217.

Project ID C1, Santa Clara Street SR-87 Off-ramp Closure, differs from the general discussion in Table 29 of the IS/A, which does not call for a ramp closure. The proposed changes would introduce major access, circulation and parking tradeoffs for major activity centers including the SAP Center. See comment under IS/A at p. 217. Please explain how these impacts are being managed.

Project ID C2, Julian Street SR-87 Interchange Modifications, which references a purported benefit of the interchange improvements – to "connect vehicles to key parking locations…" - is not supported given the DSAP Amendment would in fact reduce parking supply north of Santa Clara Street. See comment under IS/A at p. 217. Please provide sufficient information to allow the reader to evaluate how the interchange improvements connect vehicles to key parking locations. Diagrams would be helpful.

———————————————————

I appreciate the opportunity to provide these services to you. Please call me if you have any questions or other requests.

Sincerely,
KRUPKA CONSULTING

Paul J. Krupka, P.E.
Sole Proprietor

Registered California Professional Engineer (Traffic TR1574, Civil C47497)

_____
Enclosure: Resumé of Paul Krupka, Sole Proprietor of Krupka Consulting

krupka.

PAUL KRUPKA, P.E.

SUMMARY OF QUALIFICATIONS

- Experienced project manager and technical specialist in transportation, traffic and transit planning, engineering and design related to transit-oriented development, transit facilities (systems and stations), parking facilities, large and small development projects (infill and greenfield), institutional projects, transportation demand management, neighborhood, community, downtown, city, sub-area, county, and sub-regional plans, and transit and highway corridors.
- Proficient analyst of transportation impacts and mitigations supporting environmental impact reports for developments and improvements under the California Environmental Quality Act (CEQA).
- Forty years of diverse transportation project development experience in all project phases including preliminary assessment, conceptual planning, feasibility, design and construction.
- Excels in applying traffic and transit engineering principles to solve site design challenges as well as street and highway functional design and operations issues.
- Broad and deep work experience in San Francisco Bay Area and Monterey Bay Area transportation systems. Extensive project experience in Silicon Valley and the San Francisco Peninsula.
- Direct involvement with Caltrans branches responsible for project development as well as highway operations, traffic controls, facility design, construction phasing and transportation management planning.
- Well-versed in the core principles of business success and has applied them successfully in consulting firms small and large. Focuses on first understanding what the customer, internal or external, needs and wants.
- Experienced and proficient problem solver who emphasizes teamwork.
- Persuasive, with ability to communicate effectively with culturally diverse audiences. Has extensive public speaking and executive management briefing experience.

PROFESSIONAL EXPERIENCE

KRUPKA CONSULTING
Principal
2010 – Present
San Mateo, CA

KIMLEY-HORN AND ASSOCIATES, INC.
Associate
2002 – 2010
Oakland/Pleasanton, CA

MEYER, MOHADDES ASSOCIATES/ITERIS
Associate Principal
1996 –2002
San Mateo/Oakland, CA

NOLTE ASSOCIATES
Engineering Manager
1991 –1996
San Jose/Walnut Creek, CA

WILBUR SMITH ASSOCIATES
Associate/Transportation Engineer
1980 –1991
San Francisco/San Jose, CA

EDUCATION

B.E. TRANSPORTATION ENGINEERING
Thayer School of Engineering
Dartmouth College

B.A. ENGINEERING SCIENCES
Dartmouth College

REGISTRATIONS AND AFFILIATIONS

Civil Engineer, CA (C47497)
Traffic Engineer, CA (TR1574)

Member, WTS International
Member, Institute of Transportation Engineers

KRUPKA CONSULTING
Trusted Advisor | Transportation
650.504.2299
paul@pkrupkaconsulting.com

Exhibit C

Technical Memo

DIRIDON STATION AREA STREET NETWORK

WENCK
Responsive partner.
Exceptional outcomes.

To: Jim Goddard, SAP Center at San Jose

From: Jim Benshoof, Registered Traffic Engineer in California (TR 2289

Date: May 21, 2020

Subject: SAP Center Recommendations for Diridon Station Area Street Network

INTRODUCTION

This Technical Memo provides recommendations concerning certain transportation planning issues that are critical to the continuing success of SAP Center. These issues have arisen in connection with the City's current efforts to amend the Diridon Station Area Plan to accommodate Google's Downtown West project, the new integrated transit station, and other developments in the Diridon Station area. There are numerous transportation issues associated with the proposed developments, but this Memo focuses only on impacts related to potential changes to the street network, including changes shown on various plans posted by the City on its websites, and in particular the slide presentation dated April 3, 2020, entitled "Transportation" and presented by Ramses Madou (the **Transportation Slide Presentation**).

It is widely recognized that the construction of BART, High Speed Rail, Downtown West and other developments will cause severe traffic and parking problems for SAP Center, other downtown businesses and nearby neighborhoods for many years, if not decades. Even following completion of construction, SAP Center and others will be facing ongoing traffic and parking impacts caused by the intensification, such as an increase in traffic volumes on local roadways and an increase in parking demand (without a corresponding increase in parking supply).

Although the City has placed a strong emphasis on pedestrians, bicycles and mass transit to solve transportation issues in the downtown core, this effort seems disproportionate when considering that there has been no meaningful change in the drive-alone commute mode share since at least 2007. (Excerpts from the 2019 General Plan Annual Performance Review are attached as **Exhibit A**.) Studies have shown that automobile access will remain essential for the majority of SAP Center customers for the foreseeable future (including those arriving via ride share services), especially since most of SAP Center's customers live in areas not well-served by transit. Therefore, SAP Center must remain vigilant about reviewing development proposals in order to advise City planners of potential negative

impacts relating to accessibility, traffic capacity, parking, extraordinary traffic management measures, and so forth.

COORDINATION UNDER ARENA MANAGEMENT AGREEMENT

The Arena Management Agreement (AMA) requires close coordination between the City and SAP Center regarding transportation matters that may affect ingress to and egress from the Arena, with the objective of ensuring that appropriate mitigation measures are included to protect the Arena's operations from adverse impacts. Among other things, the City must coordinate "regarding any material changes to the design, configuration or operation of the major streets and intersections in the vicinity of the Arena to the extent that they may have a direct impact on the safe and efficient flow of vehicular, bicycle, and pedestrian traffic to and from the Arena." Prior to undertaking any work, the City must meet with Manager "to discuss Manager's input and suggestions." (AMA Section 21.)

This Memo is intended to be shared with the City as part of such coordination efforts, and includes specific recommendations to help ensure that any changes to the street network will not adversely impact SAP Center's operations.

STREET NETWORK ELEMENTS

When evaluating the street network in terms of efficient ingress and egress for SAP Center event customers, we believe that the following three elements are the most significant:

1. The location and arrangement of street segments between the Arena and freeway ramps in terms of their ability to provide direct, accessible routes for SAP Center customers;

2. The capacity of such street segments to handle the volume of traffic generated by Arena events when combined with peak hour traffic, based primarily on the number of traffic lanes included in each segment; and

3. The width of the traffic lanes in terms of the ability of traffic to flow freely and safely at a reasonable speed.

The Transportation Slide Presentation included information relevant to item 1 above, but not items 2 or 3. Both item 2, number of traffic lanes, and item 3, lane widths, are highly important regarding adequate functioning of the roadway system, and thus those items also are addressed in this Memo.

LANE WIDTHS

Historically, the standard traffic lane width has been 12 feet. Increasingly, in dense urban areas such as the Diridon Station Area, governmental agencies have used 11

foot lanes for through traffic and a 10 foot width for turn lanes. For all roadways in the Diridon Station Area, we recommend that all through traffic lanes remain at least 11 or 12 feet wide, and that all turn lanes remain at least 10 to 12 feet wide. Anything less could result in serious safety problems, road congestion, and other traffic issues. If a roadway includes flex lanes, those lanes can be used for parking, drop-off, loading or travel lanes if they are at least 10 feet wide. If narrower than 10 feet, they should not be used for travel lanes.

REVIEW OF ROADWAY SECTIONS

The remaining sections of this Memo describe and review each of the following roadway segments in terms of ingress and egress for SAP Center event customers:

a) Bird Avenue and Autumn Street between I-280 and Santa Clara Street
b) Santa Clara Street between Stockton Avenue and Almaden Boulevard
c) Julian Street between Stockton Avenue and Highway 87
d) Delmas Avenue between Santa Clara Street and Highway 87
e) Exit ramp from northbound Highway 87 to Santa Clara Street

The roadways listed in a) through d) are included in this Memorandum because, based on our experience over the years, these locations have shown to be especially important in effectively accommodating traffic ingress and egress for SAP Center events, a conclusion that is reinforced by traffic volume data. The sections discussing these four roadway segments also include the recommended number of traffic lanes necessary to adequately accommodate SAP Center traffic.

The freeway off-ramp listed in e) above is included in this Memo because it is being considered for closure by the City (which would be disastrous for SAP Center).

There are many other roadways, intersections and off-ramps that impact SAP Center, but the above are the ones that merit comment at his time based on the Transportation Slide Presentation.

Several sections in this Memo refer to traffic volumes for SAP Center motorists and total traffic volumes. The source for these volumes is Figure 8a, Background Traffic Volumes, San Jose Ballpark Supplemental EIR, produced by Hexagon Transportation Consultants, Inc. (This Figure is attached as **Exhibit B**.)

A. BIRD AVENUE AND S. AUTUMN STREET BETWEEN I-280 AND SANTA CLARA STREET

For the purpose of this section, two presumptions, per the City's plans, are 1) that S. Autumn Street will be converted to a two-way roadway between its existing intersection with S. Montgomery Street and Santa Clara Street and 2) that S. Montgomery Street will be converted to a two-way local street, which will extend only between San Fernando and Santa Clara Streets.

During the 6 to 7 pm hour before an SAP Center event, this route from I-280 accommodates about 500 vehicles traveling northbound to the event. During this hour, the total northbound traffic at San Carlos Street typically exceeds 1,100 vehicles. During the exiting peak hour from an SAP Center event, the number of southbound SAP Center vehicles exceeds 500 because a larger portion of the total attendees exit during this peak hour.

In the Transportation Slide Presentation, the Bird Avenue/Autumn Street route is shown to be a City Connector route. According to the City's 2040 General Plan, "These streets typically have four or six traffic lanes and would accommodate moderate to high volumes of through traffic within and beyond the City."

The recommended number of lanes along this route is as follows (which is consistent with existing conditions from I-280 to the existing S. Montgomery/S. Autumn intersection, and also consistent with the City's designation as a City Connector route):

- Bird Avenue between I-280 and San Carlos Street – three through lanes in each direction, with left and right turn lanes and a raised center median
- Bird Avenue between San Carlos Street and Park Avenue – three through southbound lanes, two through northbound lanes, with left and right turn lanes and a raised center median.
- S. Autumn Street between Park Avenue and Santa Clara Street, two through lanes in each direction, with a left turn lane and a raised center median, except that a third southbound lane is needed on the approach to Park Avenue.

B. SANTA CLARA STREET BETWEEN STOCKTON AVENUE AND ALMADEN BOULEVARD

During the 6 to 7 pm hour before an SAP Center event, westbound Santa Clara Street west of Highway 87 accommodates about 850 vehicles traveling to the event. The total westbound volume at this time and location on Santa Clara Street is about 1,500 vehicles. In addition to this heavy use of westbound Santa Clara Street west of Highway 87, eastbound Santa Clara Street also accommodates a

significant volume of SAP Center vehicles during the arrival peak period, many of which are destined to parking in the Cahill Lots.

In the Transportation Slide Presentation, Santa Clara Street is shown to be a Grand Boulevard. According to the City's 2040 General Plan, "Grand Boulevards serve as major transportation corridors that connect City neighborhoods. In most cases these are primary routes for VTA light-rail, bus rapid transit (BRT), and standard/community buses, as well as other public transit vehicles....These streets accommodate moderate to high volumes of through traffic within and beyond the city."

SAP Center would not be negatively impacted by the City's designation of Santa Clara Street as a Grand Boulevard. To effectively accommodate both regular traffic and Arena traffic in the 6 to 7 pm hour before events, it is recommended that this street maintain the existing two general traffic lanes in each direction, with left turn lanes and a raised center median. If a dedicated transit lane is considered, it should be in addition to the existing general traffic lanes.

C. JULIAN STREET BETWEEN STOCKTON AVENUE AND HIGHWAY 87

During the 6 to 7 pm hour before an SAP Center event, westbound Julian Street west of Highway 87 accommodates about 400 vehicles traveling to the event. During this hour, the total westbound volume at this location on Julian Street is about 800 vehicles. Eastbound Julian Street between Stockton Avenue and the parking entrance at N. Montgomery Street also accommodates a significant volume of SAP Center vehicles during the arrival peak period. A high volume of SAP Center traffic in the reverse directions also occurs during the peak period at the end of an event.

The City's 2040 General Plan shows Julian Street to be a City Connector between N. Autumn Street and Highway 87 and a Local Connector between N. Autumn Street and Stockton Avenue. The Transportation Slide Presentation does not address the function of Julian Street east of N. Montgomery Street and designates this street as a City Connector between N. Montgomery Street and the railroad tracks. According to the City's 2040 General Plan, a Local Connector is similar to a City Connector, except that it would accommodate lower volumes and generally provide just two traffic lanes.

Though there are some differences between the functional designation for Julian Street in the 2040 General Plan, as compared to the designation shown in the Transportation Slide Presentation, the basic emphasis of both documents designating Julian Street as a City Connector is acceptable for SAP Center. The same designation (as a City Connector) is needed between N. Montgomery Street and Highway 87, given the SAP Center parking access at N. Montgomery Street and the plans to possibly extend Cahill Street north to N. Montgomery Street and then Julian Street. If the City prefers designation of Julian Street as a Local Connector west of N. Montgomery Street, that would also be acceptable for SAP Center.

To adequately accommodate SAP Center event traffic, it is recommended that Julian Street between N. Montgomery Street and Highway 87 provide two through lanes in each direction, with a left turn lane and raised center median. Between Stockton Avenue and N. Montgomery Street, Julian Street should provide one lane in each direction, with a westbound right turn lane provided at Stockton Avenue and eastbound left and right turn lanes provided at N. Montgomery Street. All the above lane recommendations are consistent with the City's functional designations and with existing conditions.

D. DELMAS AVENUE BETWEEN SANTA CLARA STREET AND HIGHWAY 87

Delmas Avenue has served two highly important traffic functions for SAP Center:

- Access to large parking lots on both sides of Delmas Avenue between Santa Clara and San Fernando Streets that have been heavily utilized by SAP Center customers.
- Egress route from SAP Center parking in the Delmas and Diridon areas to a southbound Highway 87 entrance ramp from Delmas Avenue just south of Auzerais Avenue. This high volume exit route is estimated to accommodate at least 750 vehicles in the exiting peak hour, which is the volume of SAP Center vehicles during the arrival peak hour that turn left onto Santa Clara Street from the northbound Highway 87 exit ramp to Santa Clara Street.

The City's 2040 General Plan shows Delmas Avenue as a City Connector between Santa Clara and San Fernando Streets and appears to show this street as a Local Connector between San Fernando Street and Auzerais Avenue. The Transportation Slide Presentation shows Delmas Avenue as a Local Connector between Santa Clara and San Fernando Streets and does not address the functional designation south of San Fernando Street.

SAP Center would not be negatively impacted if the City designates Delmas Avenue as a Local Connector over the full distance between Santa Clara Street and Auzerais Avenue, so long as sufficient traffic lanes are provided to accommodate SAP Center traffic. Specifically, it is recommended that Delmas Avenue incorporate the same number and type of traffic lanes as are presented in the prior Delmas TOD development plans approved by the City, including:

- Two northbound lanes on Delmas Avenue approaching Santa Clara Street
- Two southbound lanes on Delmas Avenue approaching San Fernando Street
- Restriping Delmas Avenue between San Fernando Street and Park Avenue to provide two southbound lanes

E. EXIT RAMP FROM NORTHBOUND HIGHWAY 87 TO SANTA CLARA STREET

This exit ramp is one of several freeway interchanges that are critical in accommodating SAP Center motorists as they travel from the regional highway system to local streets that serve SAP Center. This particular exit ramp is addressed in this Memo, because the City is considering closing this ramp.

The Hexagon traffic information attached as Exhibit B to this Memo includes counts of SAP Center traffic during the 6 to 7 pm hour before an event at this exit ramp from northbound Highway 87 to Santa Clara Street, together with counts at the Highway 87 and Julian Street interchange and at the I-280/Bird Avenue interchange. These counts reveal that significantly more SAP Center event traffic uses the Highway 87 exit to Santa Clara Street than either of the other two interchanges:

- Total of 990 SAP Center motorists on the Santa Clara Street exit ramp – 760 turning left to the west on Santa Clara Street and 230 turning right to the east.
- Total of 515 SAP Center motorists on the two exit ramps to Bird Avenue from I-280
- Total of 390 SAP Center motorists on the two exit ramps from Highway 87 to Julian Street

A primary reason for the high counts on the Santa Clara Street exit ramp is that Santa Clara Street is centrally located relative to SAP Center parking both near the Arena and in the downtown area. Given the convenience of this access and its high usage for SAP Center customers, closure of this ramp would have two serious negative consequences:

- Require SAP Center customers to choose and navigate much less convenient routes to access their preferred parking locations.
- Likely cause serious congestion on the remaining entry routes, e.g. Bird Avenue from I-280 and Julian Street from Highway 87.

To avoid these serious negative impacts, it is imperative that the exit ramp from northbound Highway 87 to Santa Clara Street be retained, without change.

Excerpts from San Jose 2019 General Plan Annual Performance Review

MAJOR STRATEGY #1.1 – DESIGN FOR A HEALTHFUL COMMUNITY

The General Plan supports the physical health of community members by promoting walking and bicycling as travel options, encouraging access to healthful foods, and supporting the provision of health care and safety services. Specifically, the Land Use and Transportation Chapter includes a set of balanced, long-range, multi-modal transportation goals and policies that provide for a transportation network that is safe, efficient, and sustainable. One such policy includes reducing the automobile commute mode share to no more than 40% by 2040, with goals to increase various other modes accordingly (see Figure 18).

Figure 18. Commute Mode Split Targets for 2040

COMMUTE TRIPS TO AND FROM SAN JOSE		
MODE	**2017**	**2040 GOAL**
Drive Alone	75.4%	No More than 40%
Carpool	11.9%	At least 10%
Transit	5.0%	At least 20%
Bicycle	0.8%	At least 15%
Walk	1.4%	At least 15%
Other means (including work at home)	5.5%	See Note 1

Source: U.S. Census Bureau, 2017 American Community Survey 1-Year Estimates

Note 1: Working at home is not included in the transportation model, so the 2040 Goal shows percentages for only those modes currently included in the model.

In order to measure the proportion of commute travel using modes other than the single-occupant vehicle, data was collected from the ACS for the most recent available data (2013 through 2017) for San José. As shown in Figure 18, there has not been a meaningful change in commute mode shares. Out of the five targets set for commute modes, only the Carpool Target has been met. It should also be noted that 11.7% of San José residents work outside of Santa Clara County.

Figure 19. San José Commute Modes, Workers 16+ Years, 2011-2017

Mode	Year						
	2007-11	*2008-12*	*2009-13*	*2010-14*	*2011-15*	*2012-16*	*2013-17*
Drove alone	78.0%	77.8%	77.5%	77.7%	77.1%	76.3%	75.9%
Carpooled	10.6%	10.8%	11.3%	11.1%	11.3%	11.6%	11.7%
Public transit (excluding taxicab)	3.4%	3.5%	3.5%	3.7%	3.9%	4.1%	4.5%
Walked	2.0%	1.8%	1.7%	1.6%	1.6%	1.6%	1.7%
Bicycle	0.9%	0.9%	0.9%	0.9%	1.0%	0.9%	0.9%
Other means	1.4%	1.3%	1.3%	1.2%	1.2%	0.8%	1.2%
Worked at home	3.7%	4.0%	3.9%	3.9%	3.9%	4%	4.1%
Work outside Santa Clara County	11.2%	11.2%	11.1%	11.1%	11.3%	11.3%	11.7%

Source: United States Census Bureau, American Community Survey, 5-year Estimates, Table S0801

Reflective of development patterns and access to public transit, residents living in Downtown San José use a higher percentage of alternative transportation modes compared to citywide statistics, as shown by the table below.

Figure 20. Commute Modes for Downtown Block Groups, Workers 16+ Years, 2013 - 2016

Means of Transportation	*2009-2013*	*2010-2014*	*2011-2015*	*2012-2016*	*2013-2017*
Drove alone	61.7%	60.6%	63.3%	63.1%	63.7%
Carpooled	5.4%	5.7%	3.9%	5.1%	5.8%
Public transportation (excluding taxicab)	15.7%	13.4%	14.8%	15.8%	18.0%
Walked	7.5%	9.2%	7.3%	8%	6.7%
Bicycle	2.1%	2.7%	2.9%	1.9%	1.4%
Taxicab	0.5%	0.5%	0.7%	0.4%	0.3%
Worked at home	4.6%	4.8%	5.0%	4.3%	5.3%
Other means	2.2%	3.2%	2.0%	0.8%	0.3%

Source: American Community Survey, 5-Year Estimates, B08301



Other measures of determining whether San José is achieving a balanced transportation network include WalkScore, BikeScore, and TransitScore. These annual online assessments measure a geographical area's walkability, bikeability, and access to public transit. According to this year's analysis, San José has a WalkScore of 51out of 100 (somewhat walkable), a BikeScore of 59 out of 100 (bikeable – some bike infrastructure), and a TransitScore of 41 out of 100 (some transit). The City's WalkScore, TransitScore, and Bike Score stayed the same from the previous year.

The Santa Clara Valley Transportation Authority's (VTA) Next Network project is a redesign of the transit network and is one component of VTA's Transit Ridership Improvement Program. The Transit Ridership Improvement Program is an effort to make public transit faster, more frequent and more useful for Santa Clara County travelers. The Next Network project concerns VTA's transit operations and seeks to 1) better connect VTA transit with the Milpitas and Berryessa BART stations; 2) increase overall system ridership; improve VTA's farebox recovery rate. VTA's implementation of the Next Network project will support the commute mode split targets of the General Plan. The Next Network aims to align with the commencement of BART operations in the South Bay.

Bay Area Bike Share. In 2013, Bay Area Bike Share was introduced as a pilot program for the region. In December 2015, City Council unanimously approved plans to expand San José's bike share program to 1,000 bicycles with 100 parking stations over the next two years. In 2017, Motivate, the bike share operator, reinvented their bike share system with FordGo Bike and replaced existing equipment with new stations and bicycles. In 2017, the City hosted 45 bike share stations. During 2018, the City planned to add 38 more stations to its system for a total of 83 stations. As of August 2019, the City has 72 stations. Complete build-out of the 83 stations is expected in the next 3-6 months. During summer 2018, in

Exhibit D

Exhibit B

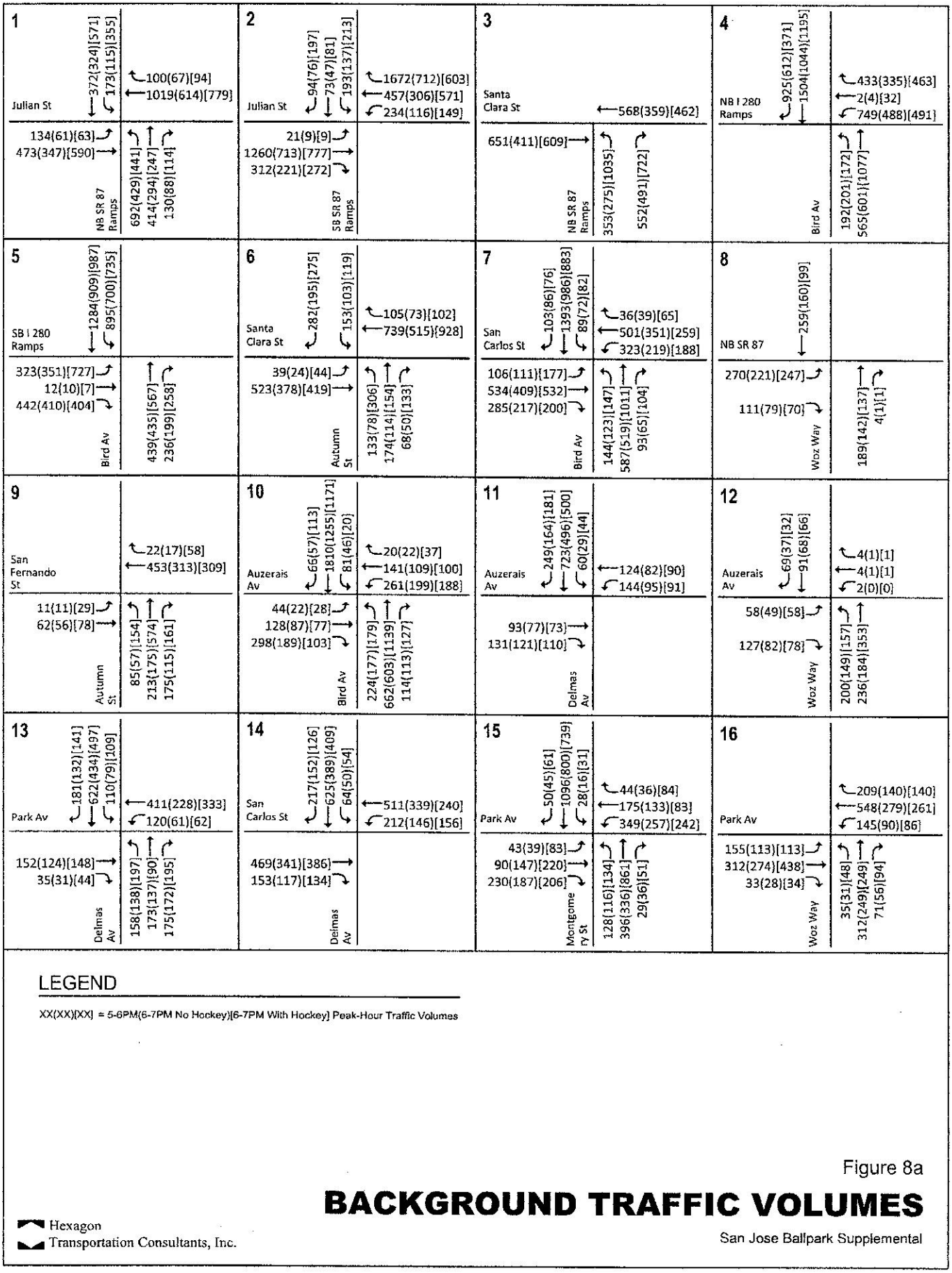


Figure 8a

BACKGROUND TRAFFIC VOLUMES

Hexagon
Transportation Consultants, Inc.

San Jose Ballpark Supplemental

Exhibit D

December 4, 2020

SUPPLEMENT TO WENCK MEMO DATED MAY 21, 2020, ENTITLED: "SAP CENTER RECOMMENDATIOS FOR DIRIDON STATION AREA STREET NETWORK"

BACKGROUND

The Wenck memo dated May 21, 2020, was based on information available at that time regarding the planned Downtown West Mixed-Use Development. The purpose of this document is to supplement that memo based on information presented in the "Downtown West Mixed-Use Plan, Draft Environmental Impact Report," dated October 2020 (DEIR). This document and the Wenck memo were prepared by Jim Benshoof, registered traffic engineer in California (TR 2289).

SUPPLEMENTAL COMMENTS REGARDING PARTICULAR STREET SEGMENTS

a) Bird Avenue between San Carlos and Park – A problem exists, because the recommended plan in the DEIR would eliminate an existing third southbound lane, would eliminate the existing southbound right turn lane at San Carlos, and would eliminate the existing northbound right turn lane at Park. In addition to causing capacity problems along this segment, these changes would cause a serious design transition problem through the San Carlos intersection.

b) Autumn Street between Park and San Fernando – The recommended plan for this segment would provide just one lane in each direction and a center left turn lane. This plan would cause insufficient capacity to accommodate the projected traffic and would cause a design transition problem through the Park intersection.

c) Autumn Street between San Fernando and Santa Clara – The recommended plan for this segment would provide just one lane in each direction, without a center left turn lane. This plan would result in insufficient capacity to accommodate the projected traffic and would cause a design transition problem through the San Fernando and Santa Clara intersections. Plans presented in the DEIR to extend Cahill Street to Park Avenue will not be able to overcome the capacity deficiencies on Autumn Street for multiple reasons, including:
   - Access for parking facilities is much more oriented to Autumn Street. Motorists will prefer to stay on Autumn Street for parking ingress and egress.
   - Cahill Street will stop at Park Avenue and will not have continuity to I-280. This lack of continuity would deter motorists from maneuvering between the south on Bird Avenue and the north on Cahill Street.
   - The intersection of Cahill Street and Park Avenue would be highly problematic. The steep grade on Cahill Street approaching Park Avenue, and the close spacing between the railroad overpass and the Autumn/Bird intersection would create operational problems.

d) Julian Street between Stockton and Hwy. 87. The plan recommended in the DEIR would eliminate the existing eastbound right turn lane at Montgomery Street, which would increase delays for eastbound traffic, including motorists traveling to SAP Center.

e) Delmas Avenue between Santa Clara and San Fernando – If this street segment is closed, it is important that all parking spaces can be accessed from both Santa Clara and San Fernando.
f) Delmas Avenue south of San Fernando – A condition of approval for the former Delmas TOD project is that the project includes restriping of Delmas between San Fernando and Park to provide two southbound traffic lanes. In order to avoid serious congestion after SAP Center events, it is highly important for this condition to be retained in an approval for development on the Delmas parcels.

SUPPLEMENTAL COMMENTS REGARDING TRAFFIC MANAGEMENT

Page 269 in Appendix M for the DEIR makes reference that Autumn Street could accommodate three lanes of traffic for southbound SAP Center egress. To provide that three-lane capacity, Autumn Street would have to be converted from a two-way street to a one-way street during the egress period for SAP Center events. This temporary conversion of the street from two-way to one-way operation would cause two serious problems: a) high expense for traffic management personnel and control equipment and b) disruption for non-event traffic accustomed to two-way operation. For these reasons, it is important to effectively accommodate SAP Center egress traffic without temporary conversion of one or more streets to one-way operation.

Architects • Engineers • Parking Planners

WATRY DESIGN, INC.

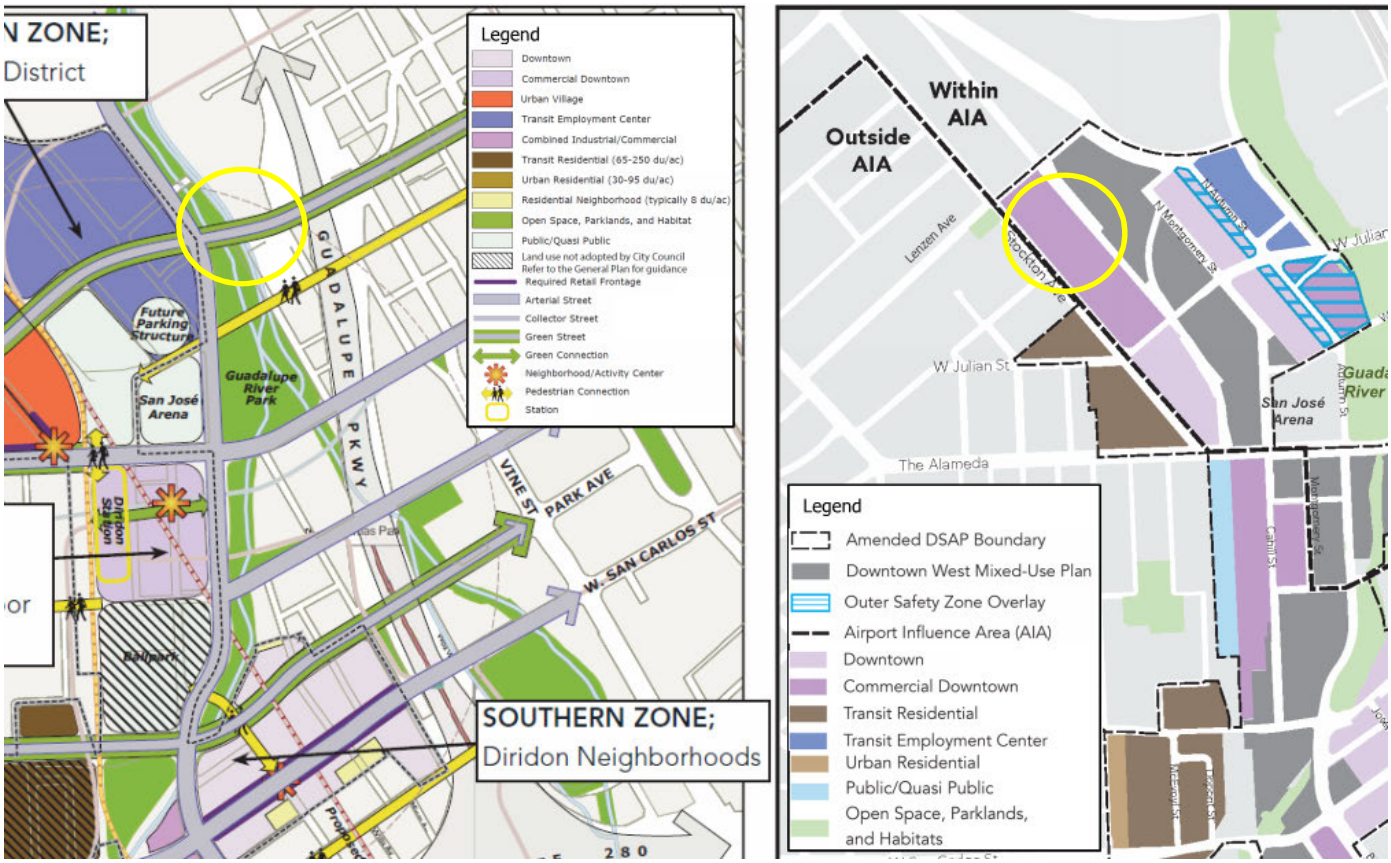
Memorandum

Date:	03.26.21	WDI No.:	05098.313
Project:	SAP Center		
From:	Michelle Wendler		
To:	Jim Goddard		
Regarding:	SSE/DSAP Amendment Addendum Review		

Per your request, we have reviewed the March 2021 Diridon Station Area Plan Amendment Draft Initial Study-Addendum (Addendum) for the purposes of understanding the impacts related to parking on SAP Center and the surrounding area. This review provides our observations and formal comments on the Addendum. It is our understanding this review will be submitted with SSE's comment letter on the Addendum and that the drafters will provide formal responses to these comments.

1. The Lot E Parking Structure site in the original Downtown Station Area Land Use Plan was shown as a *Public/Quasi Public* designation and identified on the map as a future parking structure. In the amendment, the Lot E site shows as a *Downtown* designation with an *Outer Safety Zone* along Autumn St. The Downtown designation "includes office, retail, service, residential, and entertainment uses." The *Outer Safety Zone* "would have a maximum occupancy of 300 people per acre, minimum open space requirement of 20 percent of gross area, and would preclude uses such as regional shopping centers, theaters, meeting halls, stadiums, schools, large day care centers, hospitals, nursing homes, or similar activities." To implement the planned parking structure, the Lot E Parcels should retain the original assumption of a *Public/Quasi Public* designation with reference to the future parking structure, preserving the ability, as originally envisioned and discussed with the City, to build a stand-alone parking structure on this site for event/public parking that is efficient and meets the objectives of serving event parking needs.

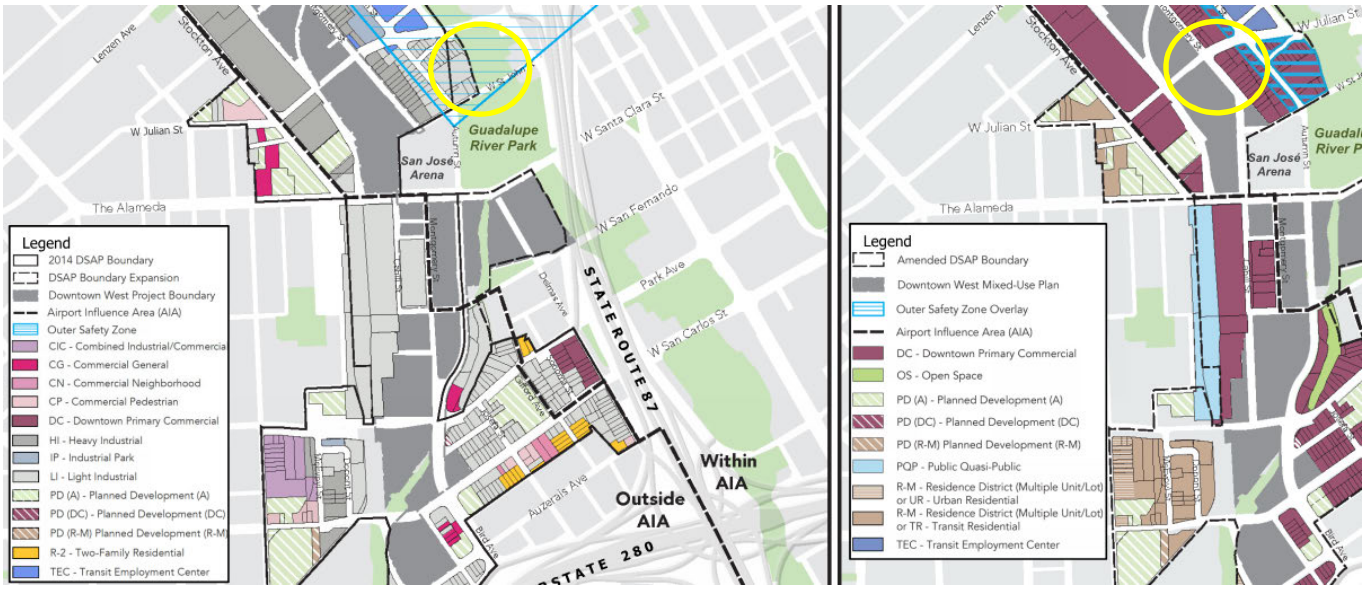
2. The Milligan Site in the original Downtown Station Area Land Use Plan was shown split as *Transit Employment Center* and *Open Space* due to Autumn Parkway bisecting the site. Since the Milligan site has been identified in discussions with the City as a parking structure site it should be addressed as such. In the amendment, the site is now shown as a *Commercial Downtown* designation which includes "a vibrant mix of retail, entertainment, office, and hotel development, with retail and entertainment uses located at the ground level and high intensity hotel or office development above. Residential uses are not allowed. Emphasis is placed on creating a walkable, pedestrian environment with active uses at the street edge. Parking should be structured and wrapped by active uses." There is an *Outer Safety Zone Overlay* as described above over the whole site. The designation of this site must include the ability to build a stand-alone parking structure on this site for event/public parking that is efficient and meets the objectives of serving event parking needs. The designation should also provide for adequate parking capacity if Autumn Parkway were to be extended which is still being addressed as an alternative. Please clarify that the planned stand-alone parking structure is allowed under the *Public/Quasi Public* designation.



3. The Lot E site has current zoning designations as *Heavy Industrial and Light Industrial*. In the proposed changes to the zoning designations it is labeled *Downtown Primary Commercial* which is "designated as the Ground Floor Active Use Overlay (AUA), which means ground-floor, street frontage, building space. The overlay requires "active uses," store front style façade design, and window transparency. Permitted uses include general retail, education and training, entertainment and recreation, food service, personal services but not financial services, medical and veterinary services, other general services, public, quasi-public and assembly," with an *Outer Safety Zone Overlay* along Autumn St. For the Lot E Parking Structure parcels the designation should be *Public/Quasi Public*. Preserving the ability, as originally envisioned, to build a stand-alone parking structure on this site for event/public parking that is efficient and meets the objectives of serving event parking needs.

4. The Milligan site has current zoning designations as *Light Industrial*. In the proposed changes to the zoning designations it is labeled *Downtown Primary Commercial* which is "designated as the Ground Floor Active Use Overlay (AUA), which means ground-floor, street frontage, building space. The overlay requires 'active uses', store front style façade design, and window transparency. Permitted uses include general retail, education and training, entertainment and recreation, food service, personal services but not financial services, medical and veterinary services, other general services, public, quasi-public and assembly," with an *Outer Safety Zone Overlay* over the whole site. The

designation of this site should be reviewed and should not preclude the ability to build a stand-alone parking structure on this site for event/public parking that is efficient and meets the objectives of serving event parking needs. The designation should also address the situation if Autumn Parkway were to be extended which is still being addressed as an alternative.



5. Section **2.3.1.5 Parking** refers to "a future planned parking structure, located northeast of Saint John Street and Montgomery Street with at least 900 spaces". This would be the Lot E Parking Structure site and should refer to a structure with "at least 900 spaces and up to 1200 parking spaces". The change will make the statement consistent with SSE's prior discussions with the City.

6. Per Section **2.4.8 Other Planned Development** "In addition to these projects, two lots (referred to as Lot E and the Milligan Lot) located near the San José Arena would be converted to surface parking as an interim use and potential future parking garages. Lot E is bounded by Montgomery Street, Saint John Street, and Autumn Street, and the Milligan Lot is bounded by Autumn Street, Saint John Street, and the Guadalupe River." The potential future parking garages should refer to parking garages on Lot E and Milligan with at least 900 spaces and up to 1200 parking spaces. In addition, as interim surface parking lots they should not be subject to **Section 5.4 of the Downtown Design Guidelines** referenced in the document in **Table 20**. Please clarify in the Response to Comments that the interim surface parking lots are not subject to Section 5.4 of the Downtown Design Guidelines.

7. Please confirm that per **Table 27**, referring to **DDG Guidelines Section 3.5.3 Parking and Vehicular Access Location** when the use of a site includes event parking it should not fall under these guidelines. The parking and vehicular access should be chosen based on the ability to provide for safe and efficient ingress and egress that supports the overall access to

these sites from the street network, therefore contributing to the stated objective in the DSAP to "ensure the continued vitality of the San José Arena, recognizing that the San José Arena is a major anchor for both Downtown San José and the Diridon Station area, and that sufficient parking and efficient access for San José Arena customers, consistent with the provisions of the Arena Management Agreement, are critical for the San José Arena's ongoing success."

8. Per the *Initial Study/Addendum to the Downtown Strategy 2040 Environmental Impact Report for the 2021 DSAP Amendment* **Section 2.3.1.5 Parking** - 11,950 spaces were proposed in the DSAP area in the 2014 Plan. Of these 11,950 spaces, 1,403 are allocated for transit demand, which leaves 10,547 spaces for office, residential, and hotel development. Per **Figure 2-8-1** in the *2014 DSAP*, below, 9,127 spaces were analyzed in the *2014 DSAP* for development with an average parking ratio of 1.51 stalls per 1000 net sf for office, 1 per unit for residential and 0.2 per room for hotel. Per **Figure 2-8-3** in the *2014 DSAP*, below, and **Section 2.3.1.5** of *the Addendum for the 2021 DSAP Amendment* a range of 1,353-2,213 transit spaces were anticipated based on ridership projections with the average being 1,783 not 1,403. **Section 2.3.1.5** in the *Addendum* is inconsistent with the description in the *2014 DSAP*.

   In addition, the *draft DSAP, Amendment (October 2020)* completely removes all analyses of the parking demand that will be necessary for the development. The *Initial Study/Addendum to the Downtown Strategy 2040 Environmental Impact Report DSAP Amendment* **Section 2.3.1.5 Parking** implies the amount of parking will remain at 11,950 outside of Downtown West. The Downtown West proposal utilizes parking ratios that are approximately half of the *2014 DSAP* analyzed parking ratios. The DSAP area will be dramatically under parked given that the square footage of office has been increased by 184% from 4,963,400 to 14,144,000 and the number of residential units has increased by 388% from 2,588 to 12,619. Per the analysis below, the DSAP area outside of Downtown West including SJ Water Co., will be 41% under parked and the Downtown West development including SJ Water Co., will be 53% under parked and the whole DSAP area will be 47% under parked. The Addendum should continue with the average parking ratio of 1.51 stalls per 1000 net sf for office, 1 per unit for residential and 0.2 per room for hotel in accordance with the 2014 DSAP.

   The reference in the *Initial Study/Addendum to the Downtown Strategy 2040 Environmental Impact Report for the DSAP Amendment* **Section 2.3.1.5 Parking** regarding transit parking utilizing the Lot E Parking Structure is in conflict with the fact that the Downtown West project refers to the use of offsite parking, presumably also the Lot E Parking Structure. This is inconsistent with the fact that both office and transit parking are used at the same time.

   Based on the information provided, it is not possible to determine the impacts to the area and the ability of the plan to meet the stated objective in the DSAP to "ensure the continued

vitality of the San José Arena, recognizing that the San José Arena is a major anchor for both Downtown San José and the Diridon Station area, and that sufficient parking and efficient access for San José Arena customers, consistent with the provisions of the Arena Management Agreement, are critical for the San José Arena's ongoing success." A proper analysis of parking supply and demand should be provided in the *DSAP* and analyzed in the *Addendum* in order to understand the impacts of the significant reduction in parking supply. Consistent with other industry standard parking studies prepared for the City, this parking study should include the location of parking and the demand per use.

FIGURES FROM 2014 DSAP

FIGURE 2-8-1: DEVELOPMENT-BASED PARKING DEMAND BY LAND USE CATEGORY AND ZONE

20% VMT reduction		Proposed Development by Land Use			
		Commercial	Retail/ Restaurant	Residential	Hotel
North	rate	1.9	0	1	0.2
A. Arena North		576,400	40,300		
B. Julian North		1,634,000			
C. Stockton Corridor		802,000	40,800	223	
	Total	3,012,400	81,100	223	0
South	rate	1.4	0	1	0.2
D. Dupont/McEvoy			61,000	1175	
E. Royal/Auzerias		805,000	12,000	155	200
F. Park/ San Carlos			130,000	1035	450
	Total	805,000	203,000	2365	650
Central	rate	0.55	0	1	0.2
G. Ballpark		0	0		
H. Station East		1,146,000	140,000		250
	Total	1,146,000	140,000	0	250
Total Development		4,963,400	424,100	2,588	900
Projected Parking Demand					
North	5,088	4,864	0	223	0
South	3,453	958	0	2365	130
Central	586	535	0	0	50
Total	9,127	6,357	0	2,588	180
Weighted Rate		1.51	0.00	1.00	0.20

Note: The parking ratios for commercial use are applied to net square footage, which is 85% of gross square footage listed in the figure above.

FIGURE 2-8-3:DIRIDON STATION TRANSIT ACCESS MODE SPLIT GOALS AND PARKING SPACES

	2030 Projection	10% PNR Mode Share Target	15% PNR Mode Share Target	20% PNR Mode Share Target
BART	2,585	260	390	520
Caltrain	2,281	600	900	1,200
Amtrak and Capitol Corridor	65	65	65	65
High Speed Rail*	3,800	428	428	428
Total		1,353	1,783	2,213

**Refer to HSR discussion below*

ANALYSIS OF PROPOSED PARKING DEMAND

		Office SF	Retail SF	Resid. Units	Hotel Rooms	Total Parking	Parking Shortage	
1	**Original DSAP (2014), a subset of capacity in Downtown Strategy 2040 (2018) (Per Figure 2-8-1 2014 DSAP)**	4,963,400	424,100	2,588	900			
	2014 DSAP Ratios	1.51/1000	none	1/unit	0.2/room			
	Supply per 2014 DSAP ratios	6,371	0	2,588	180	9,139		
	Supply proposed (Per Figure 2-8-1 2014 DSAP)	***6,357***	***0***	***2,588***	***180***	***9,125***	**USED AS BASIS BELOW**	
2	**Proposed DSAP Amendment Development Capacity (excluding Downtown West) (includes SJ Water Co.)**	7,838,000	424,100	7,044	0			
	2014 DSAP Ratios	1.51/1000	none	1/unit	0.2/room			
	Supply per 2014 DSAP ratios	10,060	0	7,044	0	17,104		
	Supply proposed (Per Figure 2-8-1 2014 DSAP)	***6,357***	***0***	***2,588***	***180***	***9,125***	***7,979***	**-47%**
2A	**Proposed DSAP Amendment Development Capacity (excluding Downtown West) (excluding SJ Water Co.)**	6,844,000	393,100	6,719	0			
	2014 DSAP Ratios	1.51/1000	none	1/unit	0.2/room			
	Supply per 2014 DSAP ratios	8,784	0	6,719	0	15,503		
	Supply proposed (Per Figure 2-8-1 2014 DSAP)	***6,357***	***0***	***2,588***	***180***	***9,125***	***6,378***	**-41%**
3	**Downtown West Project (excludes existing entitlement on SJ Water Co. Site)**	6,306,000	469,000	5,575	1,100		hotel is 300 hotel 800 long term corporate	
	2014 DSAP Ratios	1.51/1000	none	1/unit	0.2/room		hotel parking calculated on hotel only	
	Supply per 2014 DSAP ratios	8,094	0	5,575	60	13,729		
	Supply proposed (0.645/1000, .4/unit) Per Downtown West	***4,067***	***0***	***2,230***	***0***	***6,297***	***7,431***	**-54%**
3A	**Downtown West Project (including entitlement on SJ Water Co. Site)**	7,300,000	500,000	5,900	1,100		hotel is 300 hotel 800 long term corporate	
	2014 DSAP Ratios	1.5/1000	none	1/unit	0.2/room		hotel parking calculated on hotel only	
	Supply per 2014 DSAP ratios	9,308	0	5,900	60	15,268		
	Supply proposed (0.645/1000, .4/unit) Per Downtown West	***4,800***	***0***	***2,360***	***0***	***7,160***	***8,108***	**-53%**
4	**Proposed Maximum DSAP Amendment Development Capacity (including Downtown West Project) (includes SJ Water Co.)**	14,144,000	469,000	12,619	1,100		hotel is 300 hotel 800 long term corporate	
		185%	**11%**	**388%**	**22%**		**Percent increase**	
	2014 DSAP Ratios	1.51/1000	none	1/unit	0.2/room		hotel parking calculated on hotel only	
	Supply per 2014 DSAP ratios	18,154	0	12,619	60	30,833		
	Supply proposed (2014 DSAP+Downtown West,1+3A)	***11,157***	***0***	***4,948***	***180***	***16,285***	***14,548***	**-47%**
5	**SJ Water Co using 2014 DSAP ratios**	994,000	31,000	325	0			
	2014 DSAP Ratios	1.51/1000	none	1/unit	0.2/room			
	Supply per 2014 DSAP ratios	1,276	0	325	60	1,661		
	Supply proposed based on Downtown West ratios)	***733***	***0***	***130***	***0***	***863***		
6	**SJ Water Co. approved per PDP**	994,000	31,000	325	0			
	SJ outside downtown required with reductions	2.25/1000plus 10% red	none	1/unit	N/A			
	SJ outside downtown with reductions	1,711	0	325	0	2,036		
	Supply proposed					***2,446***		

Note for office parking calculation is based on 85% of gross square footage consistent with City of San Jose Zoning

TOTAL DEFICIT

Exhibit E

circlepoint

M E M O R A N D U M

TO: Rosalyn Hughey, City of San José
Robert Manford, City of San José

FROM: Audrey M Zagazeta, Circlepoint

SUBJECT: CEQA Findings for the Diridon Station Area Plan Amendment

DATE: October 23, 2020

Circlepoint has completed the environmental analyses for the Diridon Station Area Plan (DSAP) Amendment pursuant to our contracted scope of work. Our approach included the preparation of an expanded initial study, in the form of a California Environmental Quality Act (CEQA) Addendum that evaluates the DSAP Amendment changes in relation to analysis in the Downtown Strategy 2040 Environmental Impact Report (EIR), certified by the San José City Council in December 2018.

The Downtown Strategy 2040 EIR Addendum (Addendum) has been prepared in conformance with the CEQA Guidelines (Title 14, California Code of Regulations §15000 et seq.), and City regulations and policies.

This memorandum provides the overall CEQA findings for the Addendum, and our recommendation of the appropriate CEQA document based on the CEQA Guidelines presented below.

CEQA Guidelines for an Addendum

CEQA Statutes Section 21166 and CEQA Guidelines Sections 15162 and 15164 provide that an Addendum to a previously certified EIR can be prepared for a project if the criteria and conditions summarized below are satisfied:

- ***No Substantial Project Changes***: There are no substantial changes proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
- ***No Substantial Changes in Circumstances:*** Substantial changes have not occurred with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
- ***No Substantial New Information:*** There is no new information of substantial importance which was not known or could not have been known at the time of the previous EIR that shows any of the following:
  (a) The project will have one or more significant effects not discussed in the previous EIR;
  (b) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
  (c) Mitigation measures or alternatives previously found not to be feasible would, in fact, be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternatives; or
  (d) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative

Exhibit F

If the changes would involve new significant environmental impacts or a substantial increase in the severity of previously identified significant impacts, further environmental review (in the form of a Subsequent or Supplemental Environmental Impact Report) would be warranted per CEQA Guidelines Section 15162 and 15163. If the changes do not meet these criteria, then an Addendum, per CEQA Guidelines Section 15164, is prepared to document any resulting changes to environmental impacts or mitigation measures.

DSAP Amendment

The Addendum to the Downtown Strategy 2040 EIR analyzes the proposed increases in density and development capacity that would be added to the DSAP as part of the DSAP Amendment (see **Figure 1**). The Downtown Strategy 2040 EIR is the most recent planning-level EIR to evaluate development within 90 percent of the DSAP area.

The environmental analysis in the Addendum is based on the DSAP Amendment project description derived from the capacity study conducted by Skidmore, Owings & Merrill LLP (SOM) on behalf of the City, dated January 24, 2020. The SOM capacity study evaluated potential increases in development capacity in the DSAP resulting from the lifting of One Engine Inoperative (OEI) height restrictions. For CEQA purposes, the City decided to analyze the maximum office and residential capacities, with the caveat that actual development capacities may be less after the DSAP Amendment if finalized through the public outreach. **Table 1** below shows the proposed maximum buildout compared to the original DSAP assumptions contained in the Downtown Strategy 2040 EIR.

The growth shown in **Table 1** is a summary of planned growth capacity in the 2014 DSAP and planned General Plan development capacity equivalent to approximately 12,619 housing units and 14.1 million square feet of commercial office space. This growth is proposed to be reallocated to Downtown from other planning areas identified in the General Plan to support transit-oriented development, which in turn reduces vehicles mile traveled (vmt) and supports Smart Growth.

Table 1 - Change in Maximum DSAP Development Capacity

	Office (sf)	Retail (sf)	Residential (units)	Hotel (units)
Original DSAP (2014), a subset of capacity in Downtown Strategy (2018)	*4,963,400*	*424,100*	*2,588*	*900*
Proposed Amendment to DSAP Capacity (DSAP Amendment)	*7,838,000*	*-*	*7,044*	*-*
Proposed Amendment to DSAP Capacity (Downtown West Project)	*6,306,000*	*469,000*	*5,575*	*1,100*
Net Increase in DSAP Development Capacity	**14,144,000**	**469,000**	**12,619**	**1,100**

Source: City of San José 2020
sf = square feet; DSAP = Diridon Station Area Plan

Additionally, the DSAP Amendment would allow up to 24,166 square feet of commercial office space and up to 2,671 residential units located in areas within the DSAP but outside of the Downtown boundary. This portion of the DSAP Amendment-related growth would not represent an increase in development capacity above what was planned for in

the Downtown Strategy 2040 and is consistent with the official growth allocations and forecasts from the City's 2040 Envision San José 2040 General Plan and Association of Bay Area Governments (ABAG). **Table 2** below summarizes the net growth in Downtown Strategy 2040 development capacity from the Downtown West project and the DSAP Amendment.

Table 2 – Change in Maximum Downtown Strategy 2040 Buildout

	Office (sf)	Retail (sf)	Residential (units)	Hotel (units)
Original Downtown Strategy 2040 (2018)	*14,200,000*	*1,400,000*	*14,360*	*3,600*
*Proposed Amendment to DSAP Capacity within Downtown Boundary (*DSAP Amendment*)*	*7,813,834*	-	*4,373*	-
Proposed Amendment to DSAP Capacity (Downtown West)	*6,306,000*	-	*5,575*	-
New Total Downtown San José Development Capacity	**28,319,834**	**1,400,000**	**24,308**	**3,600**

Source: City of San José 2020
sf = square feet

Other Planned Development

A list of other planned development projects within the DSAP area is considered in the Addendum, including future reasonably foreseeable transportation projects within the DSAP area. New transportation projects planned under the DSAP Amendment include primarily pedestrian, bicycle, and transit upgrades, as well as several roadway improvements. In addition to these projects, two lots located near the San José Arena would be converted to surface parking as an interim use and potential future parking garages. The Downtown West project is a proposed development undergoing separate, project-level environmental review that would occupy approximately 81 acres of the DSAP area. Downtown West is currently under consideration for approval by the City and is undergoing a separate, project-level environmental review process.

CEQA Findings

The Addendum describes changes that have occurred in the existing environmental conditions within and near the DSAP area and Downtown, as well as environmental impacts associated with DSAP Amendment. The major changes proposed as a part of the DSAP Amendment process would intensify the planned densification of the Downtown Strategy 2040 EIR to allow for mixed uses and public infrastructure, strengthening the City as a regional employment center, entertainment destination, and significant hub for public life. The draft Addendum also includes an analysis of cumulative impacts of the DSAP Amendment in conjunction with other planned development, including the Downtown West project.

The environmental impacts of the Downtown Strategy 2040 were addressed by a Final Program EIR entitled, "Downtown Strategy 2040 General Plan Final Environmental Impact", and findings were adopted by City Council Resolution No. 78944 on December 18, 2018.

The Addendum includes an analysis of aesthetics, air quality, noise, historic resources, greenhouse gas emissions, transportation, and other topical areas consistent with the Appendix G CEQA Guidelines. Several technical studies were prepared to support the analyses in the Addendum including:

- Air Quality
- Greenhouse Gas
- Noise and Vibration
- Transportation

The environmental analysis presented in the Addendum indicates that there are no substantial changes proposed by the DSAP Amendment that would result in new significant environmental effects or a substantial increase in the severity of previously identified significant effects. Therefore, no major revisions of the existing EIR or preparation of an a new subsequent or supplemental EIR would be required. The technical reports and environmental analyses provides the substantial evidence required to support these findings and is presented in the Addendum and administrative record for the DSAP Amendment. Based on the conclusions of the environmental analysis and supporting technical reports, it is Circlepoint' s expert opinion that an Addendum is the appropriate CEQA document for this project.

Next Steps

The administrative draft Addendum was submitted to the City for review and comment on October 21, 2020. City Staff will review the document and come to an independent conclusion and CEQA finding based on the information provided in the report. We look forward to receiving the City's comments on the administrative draft Addendum. Please do not hesitate to reach out with any questions or comments in the interim.



Not To Scale

N

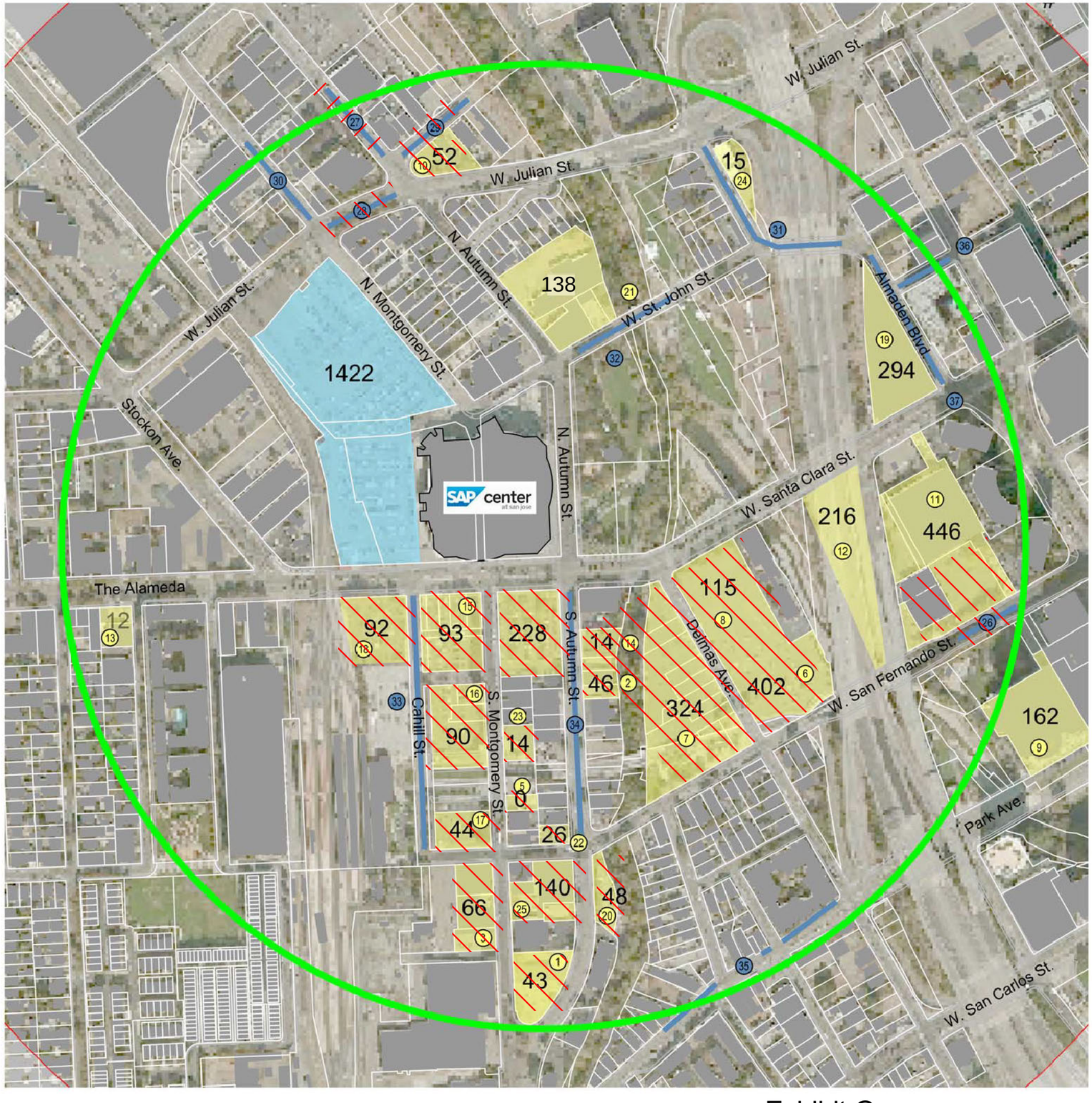
Legend

- Existing Diridon Station Area Plan
- Downtown Strategy 2040

Project Location Figure 1

Source: ESRI, 2020

Exhibit F



	B	C	D	E	F	G	H
4	ID	Existing	Ownership	Total Number of Striped Spaces	Number of Qualified Spaces	Ave. Number of Available Spaces at 6:30 p.m. on 9/27/17 and 10/5/17	Spaces Remaining
5		**Existing Facility**		**Existing**	**Existing**	**Existing**	
6	1	150 S. Montgomery (Navlets)	Google	62	62	43	
7	2	34 S. Autumn (Wine and Roses)	Google	46	46	46	
8	3	510 W. San Fernando (Stephens Meat)	Google	135	135	66	
9	4	65 North Almaden		43	-	-	-
10	5	80 S Montgomery (former Power Play Hockey)		14	-	-	
11	6	Adobe 1 (Water Co. East)	Google	453	453	402	
12	7	Adobe 2 (Water Co. West)	Google	324	324	324	
13	8	Adobe 3 (Water Co. Management)	Google	115	115	115	
14	9	Adobe Garage-20%		220	220	162	162
15	10	Akatiff-484 Old W. Julian		55	55	52	
16	11	Almaden Financial Plaza - with Adobe construction, surface lot will be closed		1,153	539	539	384
17	12	Arena Parking (Santa Clara under 87)		257	257	216	216
18	13	Babe's Muffler (The Alameda)		12	12	12	12
19	14	Borschs	Google	14	14	14	
20	15	Cahill 1		180	180	93	
21	16	Cahill 2		162	162	90	
22	17	Cahill 3 (closest to Stephen's Meat)		90	90	44	
23	18	Cahill 4		149	149	92	
24	19	Comerica Garage		609	383	294	294
25	20	CSC Security (Water District)		70	70	48	
26	21	Milligan		138	138	138	138
27	22	NW San Fernando/Autumn (Palmero)		26	26	26	
28	23	Templo la Hermosa		14	14	14	
29	24	Julian/N. Almaden (YA Title)		51	51	15	15
30	25	Montgomery/San Fernando (Patty's)	Google	140	140	140	
31	26	San Fernando E. of 87	Street	6	6	1	
32	27	Autumn N. of Julian	Street	8	8	1	
33	28	Julian W. of Autumn	Street	10	10	-	
34	29	Old Julian E. of Autumn	Street	10	10	5	
35	30	Montgomery N. of Julian	Street	3	3	1	1
36	31	N. Almaden/curve under 87	Street	44	44	6	6
37	32	St. John E. or River St.	Street	4	4	-	-
38	33	Montgomerty S. of Santa Clara	Street	79	79	48	48
39	34	Autumn S. of Santa Clara	Street	67	67	29	29
40	35	Park W. of 87	Street	34	34	28	28
41	36	Carlysle W. of Notre Dame	Street	16	16	1	1
42	37	N. Almaden N. of Santa Clara	Street	18	18	2	2
43	38	Lot D	Google	228	228	228	228
44		Subtotal Existing		5,059	4,162	3,335	1,564
45							**1,771**
46							**Spaces lost**

SPACES LOST

Map 2 - Existing Parking within 1/3 Mile

Available Spaces

9/19/2019

SAP center at san jose

Exhibit G

Table of Parking Spaces Lost due to Development

ID	Existing	Ownership	Total Number of Striped Spaces	Number of Qualified Spaces	Ave. Number of Available Spaces at 6:30 p.m. on 9/27/17 and 10/5/17	Spaces Remaining
	150 S. Montgomery (Navlets)	Google	62	62	43	
	34 S. Autumn (Wine and Roses)	Google	46	46	46	
	510 W. San Fernando (Stephens Meat)	Google	135	135	66	
	65 North Almaden		43	-	-	-
	80 S Montgomery (former Power Play Hockey)		14	-	-	
	Adobe 1 (Water Co. East)	Google	453	453	402	
	Adobe 2 (Water Co. West)	Google	324	324	324	
	Adobe 3 (Water Co. Management)	Google	115	115	115	
	Adobe Garage-20%		220	220	162	162
	Akatiff-484 Old W. Julian		55	55	52	
	Almaden Financial Plaza - with Adobe construction, surface lot will be closed		1,153	539	539	384
	Arena Parking (Santa Clara under 87)		257	257	216	216
	Babe's Muffler (The Alameda)		12	12	12	12
	Borschs	Google	14	14	14	
	Cahill 1		180	180	93	
	Cahill 2		162	162	90	
	Cahill 3 (closest to Stephen's Meat)		90	90	44	
	Cahill 4		149	149	92	
	Comerica Garage		609	383	294	294
	CSC Security (Water District)		70	70	48	
	Milligan		138	138	138	138
	NW San Fernando/Autumn (Palmero)		26	26	26	
	Templo la Hermosa		14	14	14	
	Julian/N. Almaden (YA Title)		51	51	15	15
	Montgomery/San Fernando (Patty's)	Google	140	140	140	
	San Fernando E. of 87	Street	6	6	1	
	Autumn N. of Julian	Street	8	8	1	
	Julian W. of Autumn	Street	10	10	-	
	Old Julian E. of Autumn	Street	10	10	5	
	Montgomery N. of Julian	Street	3	3	1	1
	N. Almaden/curve under 87	Street	44	44	6	6
	St. John E. or River St.	Street	4	4	-	-
	Montgomerty S. of Santa Clara	Street	79	79	48	48
	Autumn S. of Santa Clara	Street	67	67	29	29
	Park W. of 87	Street	34	34	28	28
	Carlysle W. of Notre Dame	Street	16	16	1	1
	N. Almaden N. of Santa Clara	Street	18	18	2	2
	Lot D	Google	228	228	228	228
	Subtotal Existing		**5,059**	**4,162**	**3,335**	**1,564**

Exhibit G

BART parking — looking for that sweet ($$$) spot

BART

Agency considers raising prices, aiming to free up spots in crowded lots

'THERE IS A TIPPING POINT'

ByNico Savidge

nsavidge@bayareanewsgroup.com

How much would you pay to park at your local BART station if you knew you could count on getting a spot?

Or, if you had the choice, how much would that spot have to cost before you'd give it up andwalk, carpool or take a bus to the station instead?

Those are some of the questions that could determine how much patrons pay to park at BART in the future, as the transit agency that once surrounded its stations with vast lots of free spaces considers price hikes for a shrinking inventory of spots.

The $3 fee BART charges for allday parking at many stations could double at some of the system's most popular lots and garages— or rise by even more— under ideas the agency's



Exhibit E to Comment

A driver looks for an open space in the parking lot at the Lafayette BART station in 2018.

JOSE CARLOS FAJARDO — STAFF ARCHIVES

BART parking — looking for that sweet ($$$) spot

BART

board will discuss at the annual retreat this week that serves as a preview of its priorities for the year.

Opponents, as well as many passengers who park and ride, resist the idea of paying more, warning it could lead more people to ditch BART and worsen the area's grinding rush-hour traffic.

"What other options are there?" said Albert Hahn, an accountant who drives to BART because bus service between the station and his home in Alamo is too slow.

Parking spaces are likely to become more scarce as BART swaps some stations' sprawling surface lots for new apartment buildings under a push to build 20,000 units of housing on the agency's property. BART officials stress that they consider each station's parking needs when deciding how many spaces to replace when a new development goes up, but many car-dependent commuters are wary.

Exhibit H

"I would probably drive a little more," said Lisa Winn, a meeting planner who lives in Danville and commutes to work by driving to the Walnut Creek BART station, then riding to work in Oakland. With free parking available at her job, Winn said, she might join the traffic on Highway 24 if BART's lots were too pricey.

"There is a tipping point," she said.

But supporters argue that BART parking suffers from a rare problem in today's Bay Area: It's too cheap.

By capping weekday parking fees for all but one lot at $3, there is little incentive for riders not to drive if they have another option — parking at BART is barely more expensive, for instance, than a bus fare. The exception is the West Oakland station, which is one stop away from San Francisco and has parking fees that run $10.50 per day.

The result is packed lots that fill up well before rush hour at some stations and waitlists tens of thousands of people long for the coveted monthly parking permits that guarantee a space.

Across the entire system, 29% of BART's weekday riders drove or carpooled to their stop in 2015, according to the most recent data that is available. That share is higher in more car-dependent suburbs. More than half of those commuters drove or carpooled to the Dublin/ Pleasanton and Orinda stations, where the lots typically fill well before 8 a.m.

"We clearly are not charging enough to have a big impact on demand," said BART director Rebecca Saltzman, who said she wants to see a more "market- based" parking rate.

Charge more for spots, the thinking goes, and the people who have another way to get to BART would use it. That would in theory free up a space for some other rider who really needs it — say, a parent who lives far from the nearest station and has to drop off kids before catching the train and can't show up before 8 a.m. to secure a spot.

At today's board retreat, agency officials will lay out a couple of scenarios for raising parking rates, though the board won't vote on any of them.

One option includes raising the cap on daily parking fees from $3 to $6. There could be similar price increases for single-day and monthly permits and a range of prices based on demand at each station. Drivers might pay $6 to park at the Dublin/Pleasanton station, for instance, but perhaps $2 at North Concord/ Martinez, which never fills up. BART estimates such an increase could bring in $10 million to $15 million in new revenue.

Or the agency could eliminate the cap entirely, replacing it with a system that allowed for increases every six months with no final limit on how high the price could go. BART forecasts an additional $12 million to $17 million annually from that model.

Board members also will consider ideas to lower parking rates when demand is lower, such as on Fridays or during holiday weeks, when lots are less likely to fill. There is no indication the system will start charging for parking during evenings or on weekends, when BART's ridership is way down.

BART spokeswoman Alicia Trost stressed those ideas are not specific proposals but rather "examples to get the discussion going." BART staff are now studying what impact higher parking costs could have on low-income riders, a first step toward potentially making those increases a reality.

And any price hike proposal is far from guaranteed — it would require approval from two-thirds of the BART board, which could be a high bar considering several directors come from suburbs where riders see few options but their cars for getting to stations.

"Every time you raise fares, every time you raise parking costs, it becomes less affordable," said Director Debora Allen, who represents four central Contra Costa County stations. Allen added that she would oppose raising parking rates any more than overall cost-of-living increases.

"We could be charging more and opening up some spaces for people who don't have another choice," Saltzman said.

Another Walnut Creek rider, Linda Fisher, didn't like the idea of pricier parking, noting that it comes as BART is also raising fares. But she may be an unwitting poster child for the concept.

Fisher lives less than a mile from the station, saying she drives because it saves her time. She wouldn't dream of driving to her banking-industry job in downtown San Francisco, with its traffic and astronomical parking costs.

"Even if they increased it $1 a day, that would be too much" to justify parking at the station, Fisher said. So she'd likely walk to BART or work from home more — freeing up a space in the lot.

Still others at the station said they would keep driving to BART, even if it meant paying more.

"Let's talk about how we're going to bring riders back — we are not going to do that by raising parking fees and reducing parking," she said.

The North Berkeley BART station parking lot is full on Tuesday.

ARIC CRABB — STAFF PHOTOGRAPHER

Thursday, 02/13/2020 Page .A01 Copyright (c)2020 The Mercury News, Edition. Please review new arbitration language here. 2/13/2020

Pleasanton Weekly.com

https://pleasantonweekly.com/news/print/2019/07/29/key-7-million-allocated-for-new-parking-garage-at-dublin-pleasanton-bart-station

Uploaded: Mon, Jul 29, 2019, 2:50 pm

Key $7 million allocated for new parking garage at Dublin-Pleasanton BART station

Construction expected to begin next spring, opening scheduled for mid-2021

by Elaine Yang

The effort to construct a new parking garage at the Dublin-Pleasanton BART station took another step forward last week as the Metropolitan Transportation Commission (MTC) announced the Tri-Valley project was among those to share in $9.3 million in funding from bridge toll revenue.

Based on project cost estimates, the $7 million allocated from Regional Measure 2 revenue to the Alameda County Transportation Commission (ACTC) represents the final piece of funding needed to build the new parking structure adjacent to the existing BART garage on the Dublin side of the station.

"This a great way to improve the quality of life for a lot of commuters who don't live within walking distance of a BART station or bus stop," Alameda County Supervisor Scott Haggerty, who is also MTC chair, said in a statement.

"Among the ways to reduce congestion on East Bay freeways is to make it more convenient for people to ride transit; and one of the best ways to improve convenience is to solve the chronic parking shortages at so many of our key transit stops," Haggerty said.

The proposed $34 million, 537-space parking structure aims to provide a needed addition to the parking supply at Dublin-Pleasanton, where the existing BART garage with nearly 3,000 spaces is often filled early on the morning commute. Haggerty joined state and local leaders in devising the plan after BART declined to move forward with building its own second garage at the station.

The project, which held a ceremonial groundbreaking last October, is expected to see onsite construction begin on the new garage next spring, with the opening scheduled for mid-2021.

The $7 million commitment from MTC supplements $20 million in state funds awarded to the Livermore-Amador Valley Transit Authority for the project through the Transit and Intercity Rail Capital Program, plus another $7 million in vehicle registration fee money contributed by the ACTC.

The other $2.3 million in funding awarded by MTC last week will go to completing a trio of commuter parking lots served by AC Transit's transbay buses through MTC's Bay Bridge Forward initiative. The three commuter parking lots now under construction in the East Bay -- two lots beneath Interstate 880 at High Street and Fruitvale Avenue in Oakland and a third lot adjacent to Interstate 80 at Buchanan Street in Albany -- are scheduled to open by the end of this year.

Regional Measure 2 was approved by Bay Area voters in 2004 and raised tolls by $1 on each of the region's seven state-owned toll bridges to finance highway and transit improvements in the bridge corridors and along their approaches, as well as to provide operating support for transit services in the bridge corridors.

BART Eyes $16M Parking Lot At New Antioch Station To Meet High Demand

October 26, 2018 at 2:51 pm

ANTIOCH (CBS SF) – So many riders are driving to Antioch's new BART station that the station's parking lots cannot meet the demand.

BART officials said the station has been a tremendous success and noted that daily ridership has far exceeded their original forecasts.

On Friday, BART officials announced that they have identified full funding for a proposed $16.4 million parking lot that will be able to accommodate more than 800 new parking spaces, nearly doubling the parking capacity at the station. The new BART station, which opened in May, has extended BART's yellow line further east from the Pittsburg/Bay Point station. Prior to opening, the station's daily ridership was expected to be 2,270, but it is currently at 3,050 daily riders, according to BART officials.

The proposed lot is on a piece of BART land located just east of the existing parking lots.

BART director Joel Keller, who represents East Contra Costa County said in a statement Friday, "We've made it a priority to ensure that every rider has access to the new service which takes drivers off the congested Highway 4 corridor." Funding sources for the proposed parking lot project include BART, Contra Costa Transportation Authority, the Metropolitan Transportation Commission, and the East Contra Costa Regional Fee and Financing Authority.

BART officials said they plan to bring the project to the BART Board of Directors in late 2018 and that if everything goes as planned, the new parking lot could be open in the fall of 2020.

Until then, riders can also consider utilizing the new BART station's shared use bicycle lockers, which cost 5 cents or less per hour, compared to the daily fee for car parking, which is $3.

BART extension to Antioch so popular there's no room at the station to park

Phil Matier July 29, 2018 Updated: July 29, 2018 6 a.m.



A new diesel-powered train sits at the Antioch Station during a test run of a new BART extension that runs from the Pittsburg-Bay Point station to Hillcrest Avenue in Antioch, Calif., on Wednesday, May 23, 2018. The new people moving line runs down the middle of Highway 4 for that length

Photo: Carlos Avila Gonzalez / The Chronicle

BART’s new East Bay extension to Antioch is already rocketing off the charts.

Opened in late May at a cost of $525 million, the 10-mile link from Pittsburg to Antioch is averaging 3,800 weekday riders — well above the 2,800 BART initially estimated.

“And there likely would be even more riders, but there’s no room in the parking lot,” said BART Board Director **Joel Keller**, whose east Contra Costa County district includes the new station.

The 1,006-slot parking lot, which already is being restriped to allow for more than three dozen extra vehicles, is usually filled by 5:55 a.m.

BART “underestimated the parking,” said Antioch Mayor **Sean Wright**. As a result, riders are parking all day on neighborhood streets.

Now the transit agency is moving to add 700 parking spaces on seven acres it owns adjacent to the station. But if that doesn’t do the trick, it could reopen the long-standing debate among BART directors over whether building more parking is the best way to promote the use of public transit.

Exhibit H

NEWS

BART's New Antioch Station Is Very Popular -- and Doesn't Have Enough Parking

By Dan Brekke
Published on June 1, 2018



Cars parked on a roadside just outside Antioch's new BART station. **(East County Today)**

By all accounts, people in eastern Contra Costa County love the brand-new eBART line from Pittsburg-Bay Point to Antioch. In its first week of operation, the service has far exceeded its projected ridership.

But here's something they don't like: The 1,012-space parking lot at the new Antioch station has been filling up in a hurry every weekday. That has led late-comers to try parking just about any old where so they can catch the new train.

This week, "any old where" has included nearby bicycle lanes and roadsides with tall, dry -- and potentially very combustible -- grass.

BART held a meeting Friday to discuss short- and long-term steps it can take to provide more space for commuters and how to deal with illegal and potentially dangerous parking.

BART spokeswoman Alicia Trost said that among the questions raised at the meeting are whether it's possible to find under-used parking nearby. Among others who have floated that idea is a local resident who posted a video suggesting using a partially empty shopping mall parking lot.

Trost said BART is also evaluating whether it could build additional parking on unused portions of its Antioch property. Among the factors the agency would need to address is how much parking could be provided, how quickly and at what cost.

In the short term, though, BART is going to do what it can to shut down outlaw parking around the Antioch property.

"We are going to be blocking off the illegal spaces people were discovering this week," Trost said. She added that many of the impromptu roadside parking areas pose a high fire danger.

"People were parking on top of tall, dry grass," she said. "Hot engines can spark a fire, so that is an extreme danger."

Many drivers chose to leave their vehicles in bike lanes around the stations, prompting Antioch police to write dozens of parking citations this week.

Trost said that by putting those areas out of bounds, commuters will be prompted to drive to either the new Pittsburg Center station or the Pittsburg-Bay Point station. She said the Pittsburg Center parking lot, which has 245 stalls, did not fill up during eBART's first week. And she said that Pittsburg-Bay Point had spaces open until after 10 each morning, a situation she called "completely unheard of."

"A lot of people who were driving to Pittsburg-Bay Point are going to Antioch," Trost said. "So the idea is it will smooth out. People are going to figure out if they just cannot get to Antioch early enough" they can try the other stations.

Of the 1,000-plus parking stalls, 225 are set aside for monthly and daily passholders and for those using the Scoop carpool app. There are very long waiting lists to get reserved parking at the station, but Trost says the Scoop option has been very lightly used so far.

So far, the parking woes have not put a dent in eBART ridership. The service was projected to record about 5,600 trips a day -- the total of entries and exits at the Pittsburg Center and Antioch stations. The total trips for eBART for the first three workdays this week ranged as high as 7,441, or 33 percent over the initial projection.

Trost said that the strong first-week ridership on the new line has been matched by a decline at Pittsburg-Bay Point, the old end of the system's Yellow Line.

Exhibit H

BART Pauses Planning for Dublin Parking Garage

Posted: Thursday, February 16, 2017 12:00 am

The BART Board of Directors voted to delay a decision on a proposed parking garage at the East Dublin Station. If it were to move forward, the garage would provide an additional 540 parking spaces adjacent to the current parking garage.

The vote was unanimous. Staff has 90 days to return with a report.

Directors decided they wanted to look at other options, such as finding nearby surface lots.

There were also questions about whether or not funding was in place to pay for the garage estimated to cost $37.1 million. Of that total, $8.6 million would be needed to pay to design the structure. Directors suggested that before spending the design money, they would like more information on where the $28.5 million to build the garage would come from.

The proposed six-story garage would replace a current surface parking lot of 118 spots, netting 540 more spaces.

John McPartland, who represents the Tri-Valley on the board, stated, "I really want to build this thing today. Arguments to look at other options are reasonable. I don't think surface parking is there."

He stated, that if the motion to delay the process passes, that doesn't mean the parking structure is dead; it's on pause for 90 days.

Director Nick Josefowitz, who made the motion to pause the process, suggested that more work needs to be done. He said that the agency should reach out to nearby neighbors, such as Oracle, who have parking available, to see if BART could lease some of the available spaces. He said he visited the area during a weekday and found over 1000 spaces that were not occupied.

He and other directors also wanted to look at multi-modal access for cars, buses, and bikes, not just cars. Josefowitz said, "There are real access needs in the Tri-Valley that we are not meeting. We need to strive to do so."

Director Joel Keller said that if BART could achieve the parking goals using less taxpayer money, it has an obligation to do so. Among the options would be surface parking away from the station with a shuttle to take passengers to the station.

Funding for the design portion is expected to come from the Metropolitan Transportation Commission and the Alameda County Transportation Commission.

BART General Manager Grace Crunican said it was her understanding that the MTC and ACTC would put in a "substantial amount" of money toward the project, but also want to make sure BART is contributing.

During the public hearing, Dublin Councilmember Don Biddle stated there is an immediate demand for parking in Dublin. He noted that statistics show a wait list for parking permits of 3,000 for the eastside station and 3700 for the station on the westside of the city. "If people don't arrive at the stations by 7:30 or 8 a.m. they are out of luck."

Cindy Chin from Assemblywoman Catharine Baker's office read a letter from Baker supporting the project. It echoed comments made by Biddle and others in support of the garage. The letter concluded, "The need is not going away."

BART TO LIVERMORE

The BART board also received an update on the BART extension to Livermore. It was noted that completion of the I-580 express lanes had eliminated the median.

There is $533 million in funding committed to the Livermore extension. While it would be cheaper to build in the median, there is no median. It will be necessary to widen the freeway 40 to 45 feet to make room for the extension.

It is anticipated that the draft EIR would be released in this spring and a project adopted in late 2017. If the board were to choose a capital intensive project, a federal environmental impact statement would be required. The final impact statement would be expected in 2020. Construction could be completed in 2026.

Capital intensive options include regular BART, a diesel multiple unit or electric multiple unit (similar to eBART), or enhanced bus service. The enhanced bus service would include direct access to the trains, necessitating construction of new infrastructure.

In looking at ridership, the board was told that extending to Isabel means that those from the Central Valley would park there, rather than at Dublin. This would provide slots in Dublin and Pleasanton for those who have been unable to park there.

http://www.independentnews.com/news/bart-pauses-planning-for-dublin-parking-garage/article_2a4c396c-f3c6-11e6-b3b1-bf671dbbe3ef.html

Pleasanton Working with BART, Stoneridge on Parking Possibilities

Posted: Wednesday, July 1, 2015 12:00 am

By Ron McNicoll, the Independent

BART and the owner of Stoneridge Mall have been talking separately to Pleasanton staff about the problem that some morning commuters find in trying to find a parking place on the Pleasanton side of the West Dublin/Pleasanton BART station.

BART passengers had been using the Stoneridge Mall lot across from BART when they could not find a parking place in the BART parking structure on Stoneridge Mall Road, the ring road around the mall.

However, in May, commuters found posts and chains blocking the way into all of the driveway lanes going into mall parking. The chains were hooked up every night after store hours; then removed after 9:30 a.m. the next day. More parking becomes available in the BART structure after 10 a.m.

Pleasanton residents communicated with vice-mayor Karla Brown, who forwarded their e-mails to the BART board.

The short-term result was removal of the chain barriers in much of the mall's huge lot.

The city used its leverage. Most of the mall had not gone through design review with the city for the chain modifications. "We told them to cease and desist," said City Manager Nelson Fialho.

Although the chains are gone from much of the mall parking lot, it is still private property. Motorists should be aware that mall security can order cars towed, although they cannot issue citations. BART also cannot issue citations there, since it is private property.

The anchor tenants control the parking next to their stores. The city allowed Nordstrom to continue to chain off the area next to its store, but a long-term solution clearly is needed, said Fialho. The Nordstrom lot is the closest one to the BART station.

The solution will require funding and investment, whoever solves it, added Fialho.

There is some vacant land east of the BART parking structure. It is owned by BART, and was zoned for housing at 15 units per acre. The housing was never built.

BART has given a 99-year lease on the land to Workday, which will use the land for a private parking garage. Fialho said that Workday has been cooperative in taking part in discussions with the city about its leased land.

The only apparent solution that could be controlled by BART would be to add two more floors to its existing structure to match the height of the garage on the Dublin side of the station, said Fialho.

Also, there may be a win/win solution with the mall if BART could explore permit parking in the mall lot for BART riders. BART could pay for it, or administer it, said Fialho.

Fialho said another possible tool is the park-and-ride lot at Stoneridge and Johnson drives in Pleasanton. It is across the street from the DSRSD waste-water treatment plant. The lot is used now by carpoolers who travel the freeways, but there is potential that Wheels might be able to run a shuttle to BART from there.

Brown is a member of the LAVTA board , which operates Wheels. She said that a study of routes is underway. The idea would be a good subject to add to the study.

Fialho said that in talking to other cities at the end of BART lines, he found that lack of parking is a common problem. Livermore could learn something for its BART extension from the current Pleasanton problem, declared Fialho.

"They need to be mindful of mistakes of the past. Parking needs to be adequate not only for Livermore, but also for the commute shed for the area. Right now East Dublin/Pleasanton is launch point for riders from Modesto and Tracy. The two stations (including West Dublin/Pleasanton) can easily be overrun with demand."

Talks will continue, with the city as a broker with BART, Workday and the mall, said Fialho.

http://www.independentnews.com/news/pleasanton-working-with-bart-stoneridge-on-parking-possibilities/article_338670e6-202e-11e5-922a-bbcad4a32df7.html

Barriers Stop BART Overflow Parkers From Using Stoneridge Lot

Posted:.Thursday, April 16, 2015 12:00 am

Stoneridge Mall has begun chaining off its parking lot each night after business hours, and opening it up again after 9:30 a.m. the next day in an effort to better control parking spaces for its customers and employees.

The mall lot is located close to the Pleasanton side of the West Dublin/Pleasanton BART station. Commuters have been using the Stoneridge lot when parking fills up in the BART parking ramp before 10 a.m. Spaces tend to be available after 10 a.m. in the BART structure.

Mall manager Mike Short said in a prepared statement to The Independent that convenient parking is "an amenity we want to preserve for those who are actively doing business at the center. A controlled parking program ensures the best spaces are available for Stoneridge shoppers and employees anytime of the day, any day of the week."

Short said, "There are signs posted indicating Stoneridge Shopping Center is private property. These signs have always been there."

A Pleasanton resident told The Independent that when her daughter, who goes to law school in San Francisco, showed up at BART on the morning of April 6, she found chains across the Stoneridge parking entrances. She drove on to San Francisco, and paid a high parking fee there. Subsequently, the daughter has been getting rides to BART from her mother.

The mother contacted Pleasanton Vice-mayor Karla Brown, who passed the mother's e-mail on to BART, and sent one of her own. Brown said that she, too, has has been unable to find parking in the BART lots, and "had to resort to driving to San Francisco in my car."

"I know many other drivers that have been stuck in the same position, and used their car instead of the preferred BART transportation," said Brown.

BART district secretary Kenneth Duron replied to Brown that he will share the e-mails with the board, and ask the BART Office of External Affairs and the Customer Access Department to investigate and respond.

The Independent talked to BART spokesperson Jim Allison on April 10. He said that he was not aware of the situation, but would look into it.

Allison said that BART averages 400,000 riders daily. Parking spaces are provided for fewer than 10 percent of that number.

"It's a natural tension. People want to drive to the station. Could we build a space for all, or encourage ride-sharing, cycling, buses, by limiting the amount of parking. It's a debate that goes on at the nine-member BART board, which has members from downtown San Francisco and the suburbs," said Allison.

BART tracks parking usage every six months, and reevaluates it at every station. BART looks at permit spots, and daily fees. There is a $3 cap at all stations, except West Oakland, where it is $7.

At the West Dublin station, there are 722 parking spaces inside the Dublin structure, and 468 on the Pleasanton side. The structures are split between daily users and monthly permit holders. It's possible to buy a permit for a specific day for $6 on-line, said Allison. He said that "guarantees" a parking spot in the rush time up to 10 a.m.

If vehicles are illegally parked in the permit area, BART checks regularly for violators, said Allison.

***Comment*:**

BART Parking

Ann Reichert, Livermore | Posted: Thursday, April 30, 2015 12:00 am

I loved your article about the Stoneridge Mall preventing BART riders from using its parking lot. You can't blame the Mall. It was surprising that it took this long for the barricades to go up.

The situation is entirely BART's fault. You can't have 400,000 riders and only provide parking for less than 10% of those riders and think everything is okay. Jim Allison gives the standard BART answer that he wasn't aware of the problems. Wouldn't that be his job to be aware? BART is never aware of the problems. I guess BART thinks that if you ignore problems they will somehow go away.

http://www.independentnews.com/news/barriers-stop-bart-overflow-parkers-from-using-stoneridge-lot/article_5c4602ba-e42b-11e4-a776-938a45e20df2.html

BART parking spaces filling up quickly

By Kelli Phillips | Bay Area News Group
PUBLISHED: March 25, 2008 at 9:17 am | UPDATED: August 17, 2016 at 4:01 am



A sign is posted at the Pittsburg – Bay Point BART station for additional parking at the North Concord / Martinez BART station on Wednesday, February 27, 2008, in Pittsburg, Calif. BART riders have a hard time finding parking at the stations closest to their homes and find themselves driving to other stations. (Bob Larson/Contra Costa Times)

Jessica Morgan wants to take her mind and her car off the road, but she can't find parking.

The Walnut Creek resident enjoys riding BART to work in San Francisco, but finding an empty space at nearby stations has become increasingly difficult.

"Lately, there are times when I've just given up and got on the freeway," Morgan said. "Once I drove from Walnut Creek to Lafayette and then Orinda, and there wasn't a single parking space."

On weekdays, more than half of BART's 46,392 parking spaces are filled by 8 a.m., and it jumps to at least 73 percent by 8:45 a.m., according to BART parking data analyzed by MediaNews.

Parking is an issue at several stations, and while a few lot expansions are in the works, BART says just building more parking lots and garages is a costly and impractical solution.

With 441 spaces, the West Oakland station is the first to fill on weekdays at 6 a.m., while Concord (2,367 spaces) and San Bruno (1,083 spaces) are the last to reach capacity at

8:45 a.m.

Pleasant Hill, which has the most parking at 3,011 spaces, is full by 8:30 a.m.

The West Dublin station, slated to open in 2009, will add another 1,200 parking spaces along the Dublin-Pleasanton line, and the Richmond, Ashby, Pittsburg-Bay Point and West Oakland stations are negotiating for additional parking over the next several years.

But the cost is significant.

The 1,200-space garage scheduled to open this spring at the Dublin-Pleasanton station carries a $42 million price tag — or $28,000 per parking space, BART spokesman Linton Johnson said.

"Having more parking in general will encourage people to live further out, which means they have to drive further back in," Johnson said.

"It's really environmental, cost and land planning. It's not just BART, but there are state-mandated goals to reduce greenhouse gases, and you do that by getting people out of their vehicles," he said.

Transit-oriented development, such as the transit village in Fruitvale or proposed sites in Pleasant Hill and Walnut Creek, are putting the land around BART stations to better use, Johnson said.

"There are people who say they don't want to live in a transit village, but there are people who would," he said. "That frees up a parking spot for those in the suburbs because (transit village residents) don't have to drive to the station."

Marci McKillian of Pinole takes public transportation to hiking-club activities around the Bay Area. During a recent trip to the El Cerrito del Norte station, McKillian found parking in a nearby neighborhood.

"I parked 41/2 blocks away because all the closer streets were either full or four-hour parking," she wrote via e-mail. "It was no problem to walk down to the station, but after hiking for almost five miles, another 41/2 blocks up El Cerrito hills was a bit much for an 83-year-old."

The Walnut Creek station's 2,089 spaces and Lafayette's

1,509 are taken by 8 a.m., and the 1,406-space lot in Orinda reaches capacity 30 minutes later.

Lots are filling faster each morning, but it's not deterring patrons. The transit agency saw a ridership increase of 23,000 between this February and last.

"Our parking hasn't increased that much, but we're seeing lots and lots of new riders," Johnson said. "The cost and convenience of commuting drives our ridership, and gas prices are one of the most volatile factors."

With a gallon of unleaded going for $3.50 or higher, more people are turning to BART instead of turning the ignition.

BART's average weekday ridership is about 360,000 people, up from 301,000 three years ago. "Even with this monstrous ridership increase, people are finding other ways to get to BART," Johnson said.

The transit agency is also encouraging those who can to carpool, walk or bike to nearby stations. BART is installing more than 2,000 electronic bike lockers systemwide, and it's working with County Connection and AC Transit to better inform riders of the "Bus to BART" option.

"There are only a couple of routes that don't hit a BART station," said County Connection spokeswoman Mary Burdick.

The bus agency is working to produce schedules that are more user-friendly to BART riders.

"There's a perception that our schedules don't mesh," Burdick said. "We're not going to meet every train, but to make (the schedule) more understandable, we've added the train (times) our buses are scheduled to meet."

AC Transit has 14 park-and-ride lots where BART riders can catch a bus to stations in Castro Valley, Fremont, Oakland and Richmond. "Part of our plan is to provide an available service for riders to get to BART," AC Transit spokesman Clarence Johnson said.

Linton Johnson said BART is trying to devise "all kinds of ways to help those who don't have to take their car to BART," but the agency realizes it's crazy to expect people to just "ditch their cars."

Some motorists, such as Jonathon Peacock, have found ways around the parking issue, at least for now.

The Pittsburg resident lives 10 minutes from the Pittsburg-Bay Point station, but he doesn't bother looking for a space because the lot is full by 7:40 a.m. "I don't leave until about 9 a.m., and parking is long gone by the time I'm looking," he said.

Instead, Peacock, who takes BART to the Montgomery station in San Francisco, slugs through Highway 4 traffic to the North Concord-Martinez station.

The detour adds 15 minutes to his commute, but it guarantees him an empty spot. But, even there, the number of available spaces is shrinking, he says.

"It's getting bad lately," Peacock said. "The lower lot is in three pieces. I was finding a space in the middle of the second portion, but now I find myself parking three-fourths of the way down the third portion. I'm going to have to start leaving earlier."

For those who have to drive, BART does offer a limited number of "single-day parking permits" at 11 stations and "monthly parking permits" at those stations and 21 others.

Monthly permits range from $30 to $115.50 per month, while single-day permits go for $3 to $6.

On Thursday, monthly permits were sold out at 22 of the 32 stations, including all seven in Contra Costa County, and single-day permits for the Walnut Creek station were sold out through April 2.

These permits guarantee the user a parking space at a specific location before 10 a.m. Monday through Friday.

Some motorists become so frustrated with parking that they risk a ticket by parking illegally. BART's Board of Supervisors voted March 13 to raise fines for permit violations from $25 to $40.

"A $25 fine is a bargain. It's cheaper than paying the bridge toll and trying to park in downtown San Francisco," Linton Johnson said. "We're hoping the higher fines will eliminate some parking poachers."

Reach Kelli Phillips at 925-945-4745 or kphillips@bayareanewsgroup.com.

http://www.eastbaytimes.com/2008/03/25/bart-parking-spaces-filling-up-quickly/

If You Can't Park, You Can't Ride / For a BART commuter in the suburbs, every workday morning begins with a race to claim one of the precious spots in the transit system's inadequate parking lots

By Michael Cabanatuan, San Francisco Chronicle

Published 4:00 am, Sunday, January 28, 2001

It's 7:45 a.m. -- witching hour at the BART parking lot in Orinda -- but Lark Hilliard is stuck a mile away in molasses-slow traffic on Moraga Way while the last available spaces are vanishing.

Hilliard, chief financial officer for a San Francisco architectural firm, tries to arrive early enough to find a spot in the BART lot but life sometimes gets in the way. On this rainy morning, for instance, trouble with her daughter's carpool forced Hilliard to shuttle the freshman through stop-and-go traffic to Miramonte High School before fighting her way back to BART.

By the time she arrives just after 8 a.m., there's little hope but Hilliard quickly circles the lot anyway before deciding to try her second option, a city park-and-ride lot a half-mile away across Highway 24 and up a hill. She arrives as the last spaces fill. Finally, around the corner, she finds a space on a steep side street just beyond signs limiting parkers to four hours. From there, it's a brisk 10-minute walk to the BART station.

"If I can't find a space, I end up driving," she said. "And I hate driving to San Francisco."

BART's parking shortage is fast becoming the transit agency's most pressing problem. At all but three of the 29 stations that offer parking, the spaces are gone by 8 a.m. To make matters worse, many communities with BART stations have imposed commuter-hostile parking limits on streets anywhere within walking distance.

With demand for parking growing along with ridership, but money to build lots and garages scarce, BART is slowly moving toward a future in which it will charge for parking for the first time in its 28-year history. Not all parking, perhaps, but some.

A recent survey shows that BART is putting a lot of would-be passengers on the highway because they can't find parking at its stations, and is likely to lose even more if it doesn't deal with the problem.

BART surveyed 602 customers who have ridden BART regularly and parked at the stations since 1998. It found that 17 percent of those riders stay in their cars and drive to their destinations

when BART lots are full. The rest park on neighborhood streets, get rides to BART, try to find spaces at other stations or figure out another way to get to the station. And if the parking shortage worsens, 27 percent said they would stop riding BART.

While BART is poised to begin small-scale experiments with paid reserved parking, satellite lots and commuter shuttles, it has no plans, no intent and no money to do what many commuters want: build big new lots or parking garages at every BART station whose lots fill early each morning.

BART's parking shortage is nearly universal. Most of the 41,666 spaces at the 29 stations with parking fill early each weekday. By 8 a.m., just three stations -- North Concord/Martinez, Richmond and Coliseum -- have empty spaces, according to a recent BART study.

BART stations have small reserves of parking spots they save for "midday" parkers that open at 10 a.m. But desperate commuters who could not find parking spots earlier in the morning often begin circling the lots or lining up outside well before the hour.

Several obstacles -- political, financial and philosophical -- stand in the way of more parking at BART.

Building parking is a pricey proposition, with a surface lot costing about $10,000 a space and a parking garage about $20,000 a space. Maintenance and security costs add up to about $1 a space per year, BART officials estimate.

With government funds for parking lots scarce and BART's board of directors averse to charging for parking, that leaves BART the option of raising fares or coming up with creative solutions, such as joint ventures with private developers.

While BART directors aren't ready to start charging for every space at BART, they are moving toward levying parking fees at new lots or stations but not charging for existing parking, which has always been free.

Sometime next year, BART will test the waters with a reserved parking program at a handful of stations. In return for paying a monthly or weekly fee, a BART user will be guaranteed a parking space close to the station.

In another program, BART and the Contra Costa cities of Orinda and Moraga are considering a shuttle bus service that would pick up patrons at church and park-and-ride lots and take them to and from the Orinda station.

BART is also preparing to see if it can interest developers in either building or leasing new parking garages on BART property -- and charging whatever they want.

Travelers bound for San Francisco International Airport on BART once the extension opens in a little more than a year may also be charged to leave their cars behind. BART officials, fearing fliers could tie up valuable parking spaces for days while they travel, are leaning toward opening

some long-term lots that would charge a fee. The matter of parking charges at airport extension stations has not been determined.

BART Director Dan Richard said the board seems to be headed toward a future in which it will build more parking but charge for it -- along with special parking services including reserved, long-term, perhaps even valet parking -- while existing lots and garages would remain free.

"The new parking is going to have to be provided on a different basis," Richard said.

But that's not enough for some BART directors like Roy Nakadegawa, who argues that people who don't drive to BART are paying higher fares and subsidizing the parking places for those who do. Nakadegawa would like to charge everyone who parks at BART and use the money to maintain parking -- and subsidize better transit to stations.

"The fact is, people will start paying when there is a demand," Nakadegawa said. "Why don't we take the big leap forward and just put in paid parking without putting in any additional parking?"

But Richard, voicing an opinion held by a majority of BART directors, believes it would be a mistake to start charging for parking that has always been free. "I think we'd have a revolt on our hands if we tried to take away something we have already given people," he said.

Joel Keller, a director who represents eastern Contra Costa County, contends commuters from the end-of-the-line Pittsburg/Bay Point station already pay excessive fares and can't afford an added parking charge.

"(Eastern Contra Costa) BART riders pay more for their trip than any other riders in the Bay Area," said Keller. "Any increased cost would be unfair." But Hilliard, whose last-resort parking spot was a couple of weeks later posted with a two-hour limit, says she would gladly pay for a place to leave her car.

"I wouldn't mind paying if I knew I would have a space," she said. "In fact, I'd pay almost anything."

http://www.sfgate.com/bayarea/article/If-You-Can-t-Park-You-Can-t-Ride-For-a-BART-2958316.php

Despite ambitious traffic goals, fewer employees are biking to work in Mountain View

by Kevin Forestieri / Mountain View Voice
Uploaded: Fri, Nov 13, 2020, 1:55 pm



Google's main campus in North Bayshore. Photo by Michelle Le.

Mountain View's vision for North Bayshore is banking on a car-lite future for the city's bustling jobs center, home to massive tech offices for Google, Microsoft and Intuit. But when it comes to getting commuters to bike to work, the city is missing the mark and losing ground.

Getting tech workers out of cars has been a critical strategy in building out the city's urban vision for the mostly low-density office park, and the bar is set high. The goal is to get the number of solo drivers down to 45% of the total commuters into North Bayshore, and hit a lofty goal of 10% commuters heading in by bike.

Failing to meet those goals threatens to jam roadways into and out of the area, some of which were arguably over capacity prior to the coronavirus pandemic and temporary telecommuting policies.

Starting in 2015, the city saw a surge in bike commuting into North Bayshore that reached about 6% of the total trips into North Bayshore, which amounts to about 1,500 employees, according to data collected by the city. That number remained steady through spring 2017, at which point it precipitously dropped to only 3% -- or about 750 employees -- and never

bounced back. Meanwhile, the number of solo drivers heading into North Bayshore hasn't budged, making up about 57% of the trips into the area in the spring this year.

When asked by the City Council about the puzzling change, particularly as the city priorities bike and pedestrian infrastructure, city staff could only speculate. It could have to do with busy construction activities in North Bayshore discouraging bike use, or it could be caused by differing methodologies used to count commuters.

Representatives from Google, North Bayshore's largest employer, did not respond to requests for comment.

Reaching 10% of commutes by bike may not be feasible, at least not yet. The future plans for North Bayshore include robust bike infrastructure that criss-crosses all of the major roads in the area intended to make it easy and safe to get to work. Many of the proposals in the North Bayshore Precise Plan call for dedicated bike lanes, including "cycle tracks" completely separate from the road and the sidewalk. The city is also planning to build a new bridge over Highway 101 for bicycles and pedestrians to commute between North Bayshore and the rest of the city.

A 2015 study by the city found that bike commuters prefer to use Stevens Creek Trail to get to work, followed by Middlefield Road, California Street and Shoreline Boulevard. The most loathed streets, considered the least bike friendly, including El Camino Real, Castro Street and San Antonio Road. At the time, 6.5% of the Mountain View's residents biked to work, significantly higher than the average across Santa Clara County but falling short of Palo Alto at 9.1%.

At a community meeting last month, residents overwhelmingly told city staff that they would like to see Mountain View prioritize bike infrastructure as a top priority, even over transit services, and ensure bike and pedestrian routes are both safe and convenient.

City officials closely watch commute patterns into North Bayshore as part of its "trip cap" policy for the area, which monitors traffic flows and whether they exceed the maximum roadway capacity into and out of the jobs center. Though the traffic lull during COVID-19 has given commuters a reprieve from the gridlock, data from earlier this year shows some city roads are already at or exceeding their "practical capacity." Shoreline Boulevard in the morning had 3,170 commute trips in the morning -- a touch over the 3,110 target set by the city -- while Rengstorff Avenue was clogged and overcapacity during the evening commute.

Looming over transportation decisions for North Bayshore is what, if anything, will happen to the area's commute patterns following COVID-19. During the approval of Google's Landings office project, Mountain View council members that met with company officials suggested that the tech company may shift gears, drop some of its office proposals and embrace telecommuting on a permanent basis. Google is currently reevaluating its need for additional offices, council members said at the time, and may not move forward with building the Landings project.

From: Squarespace
To: Severino, Lori
Subject: Form Submission - New Form
Date: Friday, February 21, 2020 6:11:12 PM

[External Email]

Name: Kenta Ikejiri

Email: kntikjr@gmail.com

Message: To whom it may concern,

I'm a Japanese graduate who is currently taking part in A PROJECT OF SAN JOSÉ LIGHT TOWER CORPORATION.

I'm aware this might look like an impossible task, but I'd appreciate it if you could consider to provide me the 3D digital models used for some presentations, the San Jose Diridon Integrated Station Plan, or it's appendixes?

Sincerely yours,
Kenta

(Sent via *Diridon Station Area*)

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

From: Squarespace
To: Severino, Lori
Subject: Form Submission - New Form
Date: Friday, February 7, 2020 3:56:01 PM

[External Email]

Name: Nina Taylor

Email: the5taylor@aol.com

Message: We own 4 duplexes on Fuller Avenue in San Jose and have been told they will be demolished to widen the train tracks. Please tell me when this is scheduled to happen. Thank you.

(Sent via *Diridon Station Area*)

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Draft amended DSAP comments

Roland Lebrun <ccss@msn.com>

Mon 1/11/2021 3:05 AM

To: Ruano, Jose <Jose.Ruano@sanjoseca.gov>
Cc: Rood, Timothy <timothy.rood@sanjoseca.gov>; Zenk, Jessica <Jessica.Zenk@sanjoseca.gov>; Klein, Nanci <Nanci.Klein@sanjoseca.gov>

[External Email]

Dear Mr. Ruano,

Thank you for the opportunity to comment on the Draft Revised DSAP.

Please allow me to start by stating that I am 100% in support of the theoretical maximal buildout. Having said that, I believe that we have multiple opportunities to achieve a superior outcome including higher densities in specific areas of the DSAP:

Challenge #1: DISC

The DISC boundaries should be adjusted to south of Julian in the north and west of the Historical Depot in the east. The ensuing reduction in DISC footprint will ensure the feasibility of the maximal buildout while eliminating any nexus between CEMOF, the Warm Springs line and the proposed elevated station (conceptual engineering available on request).

Challenge #2: Downtown West proposed street types

There are no issues with the proposed West San Carlos and West Santa Clara Grand Boulevards but every connector in the central zone other than the Autumn connector should be converted to a "local" (bike and ped only) connector. The resulting reduction in connector widths will in turn make it possible to increase the adjacent buildings' footprints thereby ensuring the feasibility of the maximal buildout even when factoring in potentially reduced building heights due to building crane height restrictions.

Challenge #3: Light rail alignment

VTA have correctly determined that the relocation of the Diridon LRT platforms opens an opportunity to eliminate the San Fernando station. VTA have also correctly identified the need to underground the LRT alignment between Sunol and Diridon but have so far failed to recognize that the alignment east of Diridon requires similar undergrounding (all the way to Delmas). Once this is resolved, Google will have an opportunity to redevelop the entire block between West Santa Clara and West Fernando and increase the footprints of the E1, E2 and E3 buildings thereby ensuring the feasibility of the maximal buildout.

I hope you find these comments useful.

Sincerely,

Roland Lebrun

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Roland Lebrun <ccss@msn.com>

Mon 1/11/2021 3:05 AM

To: Ruano, Jose <Jose.Ruano@sanjoseca.gov>
Cc: Rood, Timothy <timothy.rood@sanjoseca.gov>; Zenk, Jessica <Jessica.Zenk@sanjoseca.gov>; Klein, Nanci <Nanci.Klein@sanjoseca.gov>

[External Email]

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I hope you find these comments useful.

Sincerely,

Roland Lebrun

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is there a limit on the amount of input on each field for DSAP form comments?

Cat Woodmansee <cat.woodmansee@gmail.com>
Sun 1/10/2021 12:51 AM
To: Ruano, Jose <Jose.Ruano@sanjoseca.gov>

[External Email]

thanks Jose hopefully there is no limit on those fields youve set for us?????

this should have been articulated in the field that there is no limit for confidence to say A LOT
but you dont want to really hear from us
its really a farce that we go through
you dont listen to us the public or the science of climate change which is really dangerous!

warm regards,

tessa woodmansee

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DSAP proposed amendments

Thang Do <tdo@aedisarchitects.com>

Sat 11/28/2020 6:04 PM

To: Ruano, Jose <Jose.Ruano@sanjosecagov>; Dave Javid <dave@plantoplace.com>; Han, James <James.Han@sanjosecagov>

[External Email]

Thought I'd weigh in with a suggestion.

I understand the attempt to respect established residential neighborhoods such as Delmas, thus leaving a pocket between DSAP and 280. However, it would be good to create a DSAP sphere of influence, or a transitional zone, where developments are allowed to be more dense and intense than otherwise. It seems that these areas can all use more density to support the City's needs for more housing and more development.

Thanks.

Thang N. Do, FAIA
CEO
(408) 300-5155 direct

aedis
architects

387 S. 1st St, Ste 300
San Jose, CA 95113
(408) 300-5160 office

808 R St, Ste 201
Sacramento, CA 95811
(916) 970-0230 office

www.aedisarchitects.com

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FW: Virtual Office Hours - Building Heights Confirmation

Matt Love <matt.love@marwoodcompany.com>

Wed 8/12/2020 11:55 AM

To: Ruano, Jose <Jose.Ruano@sanjosecagov>
Cc: Erik Schoennauer <es@stanfordalumni.org>

[External Email]

Hi Jose, thank you for hosting the building heights discussion on Monday. As you know we own parcels along W San Carlos at Delmas and are also in planning discussions with other owners in the area for future development. Regarding the building height discussion, we obviously support a 295' height limit for Section E.

At this early stage in the planning process I would highly encourage the City to maintain the max heights allowable by the FAA. West San Carlos is poised to be a major thoroughfare connecting downtown to Stevens Creek and western San Jose. And we should be thinking not just about the next 10 years, but the next 50. The core downtown has had its height artificially restricted by the FAA for decades. Shorter buildings means less density and ultimately less of an ability to place-make and create vibrancy. I believe height limits have been a major contributing factor to San Jose's historical lagging in growth compared to other major cities in the Country. The Section E block is also adjacent to Hwy 87 and taller building heights here are a perfect opportunity to physically, visually and audibly separate the freeway from the neighborhoods in Diridon. For these reasons I strongly support leaving the envelop of potential heights at the maximum—and to address specific project heights on particular parcels as they arise.

Specific height limits for specific projects can be addressed through various design features when the time comes. For example, balconies and other solar shading features common on highrise buildings have the positive affect of limiting the downward viewing plane of occupants within the building. It may seem counterintuitive, but a highrise can actually provide greater neighbor privacy than a 5 over 2. While someone sitting on the 2nd or 3rd floor of an apartment could easily look through their window into the yard of a neighboring SFR, that same person on the 20th floor would have a view of only the horizon.

In addition, having greater heights allows for potentially less lot coverage while still achieving the necessary square footage to make a project viable. The height allows for additional design flexibility to address concerns from adjoining parcel owners.

In short, please keep the FAA height limits as the limiting factor when determining overall height guidelines for Section E (and other areas in the DSAP). And plan to address proper and thoughtful transitions between low and high density developments through specific findings for specific projects.

Thank you and please feel free to contact me if you would like to discuss further.

MATT LOVE
Managing Director | Marwood Company
650.504.2497 Cell | 408.212.6003 Main | matt.love@marwoodcompany.com

333 W. Santa Clara Street, Suite 805 | San Jose, CA 95113
One Market Street, Spear Tower, Suite 3600 | San Francisco, CA 95105
www.marwoodcompany.com

From: Jose Ruano <no-reply@zoom.us>
Sent: Monday, July 20, 2020 9:36 AM

To: Matt Love <matt.love@marwoodcompany.com>
Subject: Virtual Office Hours - Building Heights Confirmation

Hi Matt Love,

Thank you for registering for "Virtual Office Hours - Building Heights".

Please submit any questions to: Jose.Ruano@sanjoseca.gov

Date Time: Aug 10, 2020 12:00 PM Pacific Time (US and Canada)

Join from PC, Mac, Linux, iOS or Android: Click Here to Join
Passcode: Heights940
Note: This link should not be shared with others; it is unique to you.
Add to Calendar Add to Google Calendar Add to Yahoo Calendar

Or iPhone one-tap
US: +12133388477,,93704293575# or +16692192599,,93704293575#
Or Telephone:
Dial(for higher quality, dial a number based on your current location):
US: +1 213 338 8477 or +1 669 219 2599 or +1 669 900 9128 or +1 253 215 8782 or +1 346 248 7799 or +1 602 753 0140 or +1 720 928 9299 or +1 971 247 1195 or +1 267 831 0333 or +1 301 715 8592 or +1 312 626 6799 or +1 470 250 9358 or +1 470 381 2552 or +1 646 518 9805 or +1 646 558 8656 or +1 651 372 8299 or +1 786 635 1003
Meeting ID: 937 0429 3575
International numbers available: https://zoom.us/u/acJn32k3dY

You can cancel your registration at any time.

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Question on building heights

steppenwolfe@tuta.io <steppenwolfe@tuta.io>

Sat 8/8/2020 9:15 AM

To: Ruano, Jose <Jose.Ruano@sanjosecagov>

[External Email]

The area of the parking lots on the corner of W San Fernando and Delmas are not included in the Building Heights info sent out for Monday's meeting. As it is just across the street from me, I would like to be able to address it as it is indeed part of this whole Google thing. Can it be added, or if not, how will I be able to address it?

Step

--
Securely sent with Tutanota. Get your own encrypted, ad-free mailbox:
https://tutanota.com

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Re: Diridon Station Area Virtual Office Hours on Building Heights

Laura Winter <laurarwinter@gmail.com>
Sat 8/8/2020 11:08 AM
To: Ruano, Jose <Jose.Ruano@sanjosecagov>

[External Email]

Hi Jose,

Thanks for sending the questions and maps to the participants in Monday's meeting. I'm a bit shocked that there is absolutely NO context to the questions and maps, i.e., all the areas in question abut residential areas, are historic, and in the case of Area C, abuts Landmark District. In order to have a 'productive' conversation, this information is important and should have been included.

See you Monday,

Laura

> On Aug 8, 2020, at 8:45 AM, Ruano, Jose <Jose.Ruano@sanjoseca.gov> wrote:
>
> Hello,
>
> Thank you for registering for the Diridon Station Area Virtual Office Hours on Building Heights.
>
> These listening sessions are intended to collect ideas from the public including thoughts on existing conditions, aspirations, and concerns within the Diridon Station Area and greater Downtown. The Downtown Transportation Plan is now kicking off and initial input is appreciated. Staff will not be presenting during the Office Hours.
>
> In an effort to have a productive conversation, the Building Heights office hours will consider the Areas of Focus shown on the attached map and the following questions in addition to general comments:
>
> 1. Thinking about the building heights that staff is looking at for Area A in the DSAP (highlighted in pink and brown colors), Would you like to see heights that are:
>
>   1. Greater than 90 feet
>   2. A mix of different heights
>   3. 90 feet
>
> 2. Thinking about the building height that staff is looking at for Area B in the DSAP (highlighted in a brown color), Would you like to see a height that is:
>
>   1. Greater than 140 feet
>   2. 140 feet
>
> 3. Thinking about the building height that staff is looking at for Area C in the DSAP (highlighted in a purple color), Would you like to see a height that is:

    1. 285 feet
    2. Lower than 285 feet

4. Thinking about the building height that staff is looking at for Area D in the DSAP (highlighted in a light brown color), Would you like to see a height that is:

    1. Greater than 110 feet
    2. 110 feet

5. Thinking about the building height that staff is looking at for Area E in the DSAP (highlighted in a blue color), Would you like to see a height that is:

    1. 295 feet
    2. Lower than 295 feet

6. Thinking about the building height that staff is looking at for Area F in the DSAP (highlighted in a light brown color), Would you like to see a height that is:

    1. 110 feet
    2. Lower than 110 feet

7. Thinking about the building height that staff is looking at for Area G in the DSAP (highlighted in a blue color), Would you like to see a height that is:

    1. 290 feet
    2. Lower than 290 feet

8. Thinking about the building height that staff is looking at for Area H in the DSAP (highlighted in a blue color), Would you like to see a height that is:

    1. 290 feet
    2. Lower than 290 feet

Please feel free to reach out with any questions or if you have any difficulties accessing the meeting.

Thank you,

Jose Ruano, Planner II
Department of Planning, Building and Code Enforcement
City of San José I 200 E. Santa Clara St. 3rd Floor San José, CA 95113
408.535.3803 I www.sanjoseca.gov/planning

<08.07.20_DSAP_Building_ Heights_Office Hours.pdf>

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Diridon Station Area Plan

Cheung, Jonathan <Jonathan.Cheung@marcusmillichap.com>
Sat 8/1/2020 11:26 AM

To: Ruano, Jose <Jose.Ruano@sanjosecagov>
Cc: Sangiorgi, Fabio <FSangiorgi@mmreis.com>

[External Email]

Hi Jose,

Hope this email finds you well.

Where can I find the most up to date information regarding the zoning and allowed uses for properties located in the Diridon Station Area Plan?

Thank you,

Jonathan Cheung
Retail Specialist
(650) 391-1755 Phone
(650) 391-1710 Fax
Jonathan.Cheung@marcusmillichap.com
License: CA: 02077015
2626 Hanover Street
Palo Alto, CA 94304

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Re: DSAP Boundaries

Rood, Timothy <timothy.rood@sanjoseca.gov>
Mon 5/4/2020 3:58 PM

To: Jodi Starbird <starbirdjodi@gmail.com>
Cc: Ruano, Jose <Jose.Ruano@sanjosecagov>; Dave Javid <dave@plantoplace.com>

Thanks Jodi. I've copied Jose Ruano, the DSAP amendments project manager, and Diridon Station Area outreach lead, Dave Javid, to make sure your comments and the subsequent letter are included in the public record.

Thanks,
Tim

From: Jodi Starbird <starbirdjodi@gmail.com>
Sent: Monday, May 4, 2020 2:16:06 PM
To: Rood, Timothy <timothy.rood@sanjoseca.gov>
Subject: Fwd: DSAP Boundaries

[External Email]

Hi Tim-

Sorry - I had your wrong email address. This was also sent to Nicolle Burnham and Jon Cicirelli in PRNS. Thanks!

---------- Forwarded message ---------
From: **Jodi Starbird** <starbirdjodi@gmail.com>
Date: Mon, May 4, 2020 at 2:14 PM
Subject: DSAP Boundaries
To: <tim.rood@sanjoseca.gov>
Cc: Jason Su <jason@grpg.org>, Burnham, Nicolle <nicolle.burnham@sanjoseca.gov>, Cicirelli, Jon <jon.cicirelli@sanjoseca.gov>, Sarah Dreitlein <sarah@grpg.org>, Erica Carr <ecarr@adobe.com>

Hi Tim-

The Guadalupe River Park Conservancy, our board, and staff will be submitting responses to the DSAP survey currently being circulated and due on May 10th. We have one comment that we want to bring up that will be in our responses, but we don't want it to be overlooked. We ask that Arena Green, Confluence Point, and the River Park in proximity to DSAP, be included within the DSAP boundaries. In fact, when we look at the proposed new boundaries that move farther to the east north of W. St. John Street and south of Santa Clara Street, these areas are glaringly left out of the DSAP.

We believe that including the largest nearby parks and most utilized regional trail in the DSAP will enhance future planning, connectivity, activation, and community benefit for these very important resources. Please consider this comment as you move forward on the amendments to the DSAP. We are currently preparing a more comprehensive letter to this effect and will be getting it to you ASAP for your consideration.

If you have any questions or concerns, please contact me or our Executive Director, Jason Su. Thank you.

Jodi Starbird
Board President, Guadalupe River Park Conservancy

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EXECUTIVE DIRECTOR

February 17, 2021

Jose Ruano, DSAP Project Manager
Department of Planning, Building, and Code Enforcement
200 E. Santa Clara Street, T-3
San Jose, CA. 95113

Delivered via email to Jose.Ruano@sanjoseca.gov

RE: Downtown West (Google) Draft EIR Comments

Dear Mr. Ruano:

Thank you for providing the opportunity to comment on the Draft Diridon Station Area Plan (DSAP) Amendments. Joint Powers Board staff (Caltrain) has reviewed the Draft DSAP Amendments and is generally supportive of the document. As you know, Caltrain has a vested interest in the area as both a rail provider and a property owner. Caltrain is also an active DISC member and will continue to collaborate with DISC partners to develop and build the station area's vision.

Caltrain generally supports the overall vision laid out DSAP Amendment document, the objectives laid out within the Introduction (pages 12-13) and policies laid throughout the subseqenut chapters.

Caltrain support includes, but is not limited to, the following plan objectives and policies:

- Creating a pedestrian-focused mixed-use urban district with buildings that maximize height potential allows for more urban vitality and economic activity, with appropriate transitions to surrounding lower-density residential neighborhoods.
- The Plan's renewed focus on creating new affordable housing units, preserving housing affordability for lower-income residents, and protecting vulnerable residents from displacement to ensure low-income residents benefit from new development. Caltrain supports the City's adoption of the commercial impact fee to help finance affordable housing within walking distance to the Diridon Station. Finally, Caltrain will work with the City to implement the affordable housing strategies outlined in Section 2.5.

- "Maximizing height potential" in certain areas to create more urban vitality and economic activity while creating transition area closer to single-family neighborhoods.
- Providing for a variety of housing, commercial and mixed-use opportunities throughout the DSAP area. Caltrain also supports the continued "Employment/Commercial" land use and Commercial Downtown designation in the General Plan of the Caltrain owned station-adjacent parcels.
- Prioritizing shared parking and disperse parking through the Station Area (but please see additional comment on parking below)
- Several objectives and policies that focus on enhancing mobility to and through the station area and increasing multi-modal access and connectivity to Diridon Station. In general, Caltrain supports the many objectives that overlap with DISC goals and objectives.
- The amended DSAP's focus on equity and Equitable Transit-Oriented Development (E-TOD).

- The Plan's approach to maximum build-out (square footage caps), the land-use balance described within Table 2-1-1 of the document, as well as the densities and heights allocated to the various land-use designations.

- The Urban Design approach described in Section 2.4. In terms of the street frontage classifications, Caltrain looks forward to working with the City during the development of the Caltrain parcels to find the right ground-floors uses to activate street life and promote the use of public transportation.

As noted earlier, many of the objectives and programs detailed in the DSAP Amendments overlap with DISC related work. Caltrain looks forward to working with the City of San Jose and other DISC partners, but would like to raise the following issues as they are depicted in the draft plan:

- **Plazas:** Caltrain appreciates that the DSAP amendments will not determine the plazas' exact placement and size. The DISC Concept Layout mutually accepted by Partner Agencies in 2020 includes plazas extending onto Cahill Street. However, the DISC concept is also not finalized, and we look forward to refining the plaza areas with the DISC partners.

- **Cahill Street:** As noted in Caltrain's December 8, 2020 letter to the City regarding Google's Downtown West Development, Caltrain requests that the City of San Jose continue to collaborate with the Partner Agencies regarding Cahill Street's future. This includes decisions regarding typology assignment that reflect pedestrian priority and subsequent decisions regarding design and function of the street and adjacent development.

- **Parking Policy:** Caltrain supports prioritizing shared parking and dispersed parking throughout the Station Area. We are confident that the DISC process can address an overall parking strategy that includes station area parking, public parking, and

private development parking. However, Caltrain would appreciate additional information regarding parking minimums and maximums for individual developments.

- **VTA Station:** Within the Mobility Section (Page 115) it indicates that a new consolidated VTA stop (S2) could potentially be located on or directly adjacent to Caltrain owned property. While we agree VTA access to the station is critically important, our understanding is that more direct VTA access to the station could be facilitated when the Caltrain tracks and platform are elevated, without impeding on Caltrain's parcels, and expect that we will work closely with the City and VTA on this issue during DISC. We therefore believe it is premature to depict a location for a station that is currently only conceptual in nature, as it may not be necessary or feasible, and would directly impact Caltrain's ability to develop its parcels. We would appreciate a correction regarding this in the final DSAP document.

Once again, Caltrain supports the comprehensive DSAP Amendment's overall land-use vision. We look forward to working with the City of San Jose and other stakeholders in the area. If you have any questions, feel free to reach out to me at bouchardm@samtrans.com.

Sincerely,

Michelle Bouchard
Chief Operating Officer, Rail

CALIFORNIA
High-Speed Rail Authority

January 11, 2021

Jose Ruano, DSAP Project Manager
City of San José
Department of Planning, Building, and Code Enforcement
200 E. Santa Clara St., 3rd Floor Tower
San José, CA 95113-1905

Submitted via e-mail to Jose.Ruano@sanjoseca.gov

RE: Draft Diridon Station Area Plan Amendment

Dear Mr. Ruano:

We are pleased to provide this letter as the California High Speed Rail Authority's (Authority) comments on the Draft Diridon Station Area Plan (DSAP) Amendment dated October 2020. As mentioned in our December 8, 2020, letter commenting on the City of San José/Google Downtown West Mixed-Use Plan (Downtown West) (attached), we appreciate the ongoing partnership with the City of San José and your support for the delivery of high-speed rail passenger service to San José and the San Francisco Bay Area.

The Authority is supportive of the City of San José's amending the Diridon Station Area Plan in response to the Downtown West project and the Diridon Integrated Station Concept (DISC). Amending the DSAP is consistent with Authority policy to attract employment and housing to downtown station areas. Implementation of the DSAP will advance city regeneration and district-scale development consistent with our sustainability policies and vision for the integration of high-speed rail and local land use to transform California.

As discussed in more detail below, the Authority requests that the City of San José consider our feedback on the following topics on the DSAP:

1. Ensure right-of-way (ROW) preservation for high-speed rail needs;
2. Ensure that the DSAP provides the necessary station access as envisioned in the Authority's Draft EIR/EIS for the San Jose to Merced Project Section;
3. Confirm station development potential;
4. Incorporate coordination on inter-related projects, phasing, and capital improvement plan into the implementation chapter; and
5. Coordinate interim and final public improvements between the various projects and programs in the area.

The Authority looks forward to working with the City of San José on the coordination necessary to ensure the successful implementation of the Diridon Station Area Plan.

1. Rail Right-of-Way. Please update the DSAP to account for the Authority's high-speed rail alignment, as identified in the San Jose to Merced Project Section Draft EIR/EIS including the map figures.[i] For more detail on this, please refer to our attached Downtown West EIR letter, dated December 8, 2020.

2. Station Access. The Authority is highly supportive of the DSAP objective to "Improve pedestrian, bicycle, motorized, and transit connectivity between the station site and existing adjacent commercial and residential areas to ensure seamless multi-modal connectivity." We request consideration of the following to ensure station access improvements can meet our performance needs as envisioned in the Authority's Draft EIR/EIS for the San Jose to Merced Project Section:

    a. Cahill Street. Cahill Street is the point of arrival to the station and the City. The Authority's San Jose to Merced Project Section Draft EIR/EIS utilizes Cahill Street for walk, bike, transit, and vehicular access to the station. As the heart of a seamless passenger experience of multi-modal connectivity, there is a need for collaborative planning on how Cahill Street can be improved over time to meet all users' access needs as well as optimize pedestrian access to the station for each travel mode with the buildout of the DSAP.

    b. BART Station Access. Adding an entrance to the BART station that faces Diridon Station would substantially improve the user experience for passengers connecting from the heavy rail systems to BART. The BART station should have direct line of sight and connection to Diridon Station.

    c. Station Plaza. Please eliminate reference to plaza with regard to the entire station footprint as shown in Figure 4-4-6 Connection within the Station.

    d. Street Design. For more detail on street design please refer to attached Downtown West EIR letter from the Authority, dated December 8, 2020.

3. Station Area Development. To help achieve the objectives of the DSAP "to establish Diridon Station and the surrounding area as a local, citywide and regional destination where all residents and visitors, regardless of race, ethnicity, age, gender identity and income level can live, work and play," we would like to see the following clarifications to station area development for the Diridon Station site:

    a. General Plan Land Use Designation. To advance the DSAP principle "make more efficient use of scare transit-adjacent land and preserves natural resources by accommodating urban growth in the city's core instead of undeveloped areas at the city's edge", consider clarifying the text on page 33 under Public/Quasi Public to be consistent with the General Plan land use map so the text says that

the Diridon Station site has a Public/Quasi Public designation on the westside of the station and a Commercial Downtown designation on the east side of the station. The station site is not limited to only Public/Quasi Public uses. Given that the DISC vision has retail and employment uses extending to the west side of the station, the DSAP should permit these uses on the west side of the station. Figure 2-3-1: Land Use can be updated to be consistent with Figure 2-3-2: DSAP Preliminary GP Designations, which shows Commercial Downtown and Public/Quasi Public uses.

b. Height. To advance the DSAP objective "create a pedestrian focused mixed-use urban district with buildings that maximize height potential to allow for more urban vitality and economic activity...", we suggest considering updating Figure 2-3-4: Building Heights to show a maximum height designation for the Station. Per Figure 2-3-3 Airport Influence Area (AIA), Diridon Station is not within the AIA boundary so there is no FAA height restriction. Indicating the potential height at the station site would enable the opportunity to advance the City's interest for skyline-defining massing.

c. Street Frontage. To achieve the objective of "establishing the station and the surrounding area as a destination," we suggest updating Figure 2-4-3: Prominent Sites and Frontages to show both sides of Cahill Street as "image defining frontages". This will benefit travelers arriving to downtown San José on transit, as well as travelers arriving to the station to take transit. Figure 2-4-4: Podium and Pedestrian Level Framework can be revised from a Secondary Addressing Street designation to Primary Addressing Street, so there is an emphasis on active ground floor uses at the station and across the Cahill Street from the station. This will make the DSAP consistent with the Downtown Design Guidelines.

d. Transit Gateway. It would be beneficial to identify transit gateways for the BART station and the future location for the VTA light rail station below grade per DISC. Two interim conditions could be also considered in the text: 1) the existing location of Diridon Station, and 2) after HSR implementation with station entrances located both north and south of the existing historic station. This would be prior to the implementation of DISC. Figure 2-4-4: Podium and Pedestrian Level Framework shows four transit gateways as entry points to and from Diridon Station per the DISC Concept Layout.

e. Open Space and Public Life. For Figure 3-1-1: Open Space and Public Life Vision, we would like to coordinate on the location of the southern plaza to ensure there is a solution that works for our station entrance as envisioned in the Draft EIR/EIS. We also noted that the location of the two plazas differ from the DISC Concept Layout, which locates both plazas on the east side of Cahill Street.

4. Implementation. The challenge for the DSAP is the staged implementation of several major projects in the area over a prolonged period of time. The Implementation Chapter is an opportunity to address this, by considering how the DSAP can work to accommodate each project as implementation advances as a roadmap to realizing the overall vision of the DSAP. A few high-level suggestions on how to consider this:

    a. Inter-Related Projects. It would be helpful to have a single table of inter-related projects identified in the DSAP. The table can identify the Lead Agency and collaborating Agency roles and responsibilities, project scope, time frame and status, and inter-related projects that require coordination. This would clarify how each project contributes to the whole, as well as leverage investment for mutual benefit, minimize impacts and avoid duplicative efforts. This can also clarify what Downtown West and other private development is contributing to improve the function and quality of life of the station area.

    b. Phasing. It would be beneficial for the DSAP to include a phasing plan for public improvements. This would ensure station access improvements are in place to facilitate growth in ridership and support build-out of the station area. We suggest adding concepts for near, mid and long-term phasing of station access improvements based on anticipated completion dates for Caltrain modernization, BART – Silicon Valley Phase II and HSR service. For example:

        i) Near-term improvements (5 years) would be tied to completion of Caltrain Electrification and Phase 1 of DTW Plan.
        ii) Mid-term improvements (5-15 years) would be tied to completion of BART, HSR and Phases 2 and 3 of DTW Plan.
        iii) Long-term improvements (+15 years) would be tied to completion of DISC and buildout of the station area.

    c. Capital Improvement Plan. The DSAP could prioritize a list of capital improvements with a specific focus on station access. The list can include the scope of improvements, an estimate of costs, measures for financing each capital project, who is responsible for completing the improvements and timing. DSAP assumes that street frontages and utilities will be required to be improved or replaced with new development, however there are improvements that benefit the larger station area and cannot be built piece-meal. The DSAP can have an appendix with an update to the Diridon Station Area Infrastructure Analysis Report which was funded by the Authority. An update can identify a delivery program for improvements funded by the City's adopted Basic Infrastructure Impact Fee on development in the station area.

    d. Coordination Plan. The Implementation Chapter, at a high level, needs to frame future coordination efforts needed to implement the DSAP. The City is the Lead Agency for the approval of private development and associated public

improvements. This includes design and approval of multi-modal access improvements that serve the station. The topics raised above all require a coordination plan to ensure that all interested parties are engaged at the right level.

5. Diridon Integrated Station Concept.

   The DSAP presents the DISC Concept Layout as the future vision for the station. We suggest that the City work with the Partner Agencies to consider how space can be reserved "pre-DISC" for future station access for each mode, so the vision of DISC can be realized. Elevating the tracks/platforms and realigning light rail transit will create some, but not all space needed for station access, especially for light rail facilities, local/intercity buses and pick-up/drop-off space.

Thank you for the opportunity to comment. We look forward to our continuing collaboration with you and your staff. If you have any questions or concerns, please contact me at margaret.cederoth@hsr.ca.gov or (916) 882-1272.

Sincerely,

Margaret Cederoth

Margaret (Meg) Cederoth, AICP, ENV SP
Director of Planning and Sustainability

cc: Boris Lipkin, Northern California Regional Director
Serge Stanich, Director of Environmental Services
Kelly Doyle, Supervising Transportation Planner

Enclosure: Authority Comment Letter on Downtown West EIR, dated December 8, 2020

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[i] Figure 2-3-1: Land Use, Figure 2-3-2: DSAP Preliminary GP Designations, Figure 2-3-3 Airport Influence Area (AIA), Figure 2-3-4: Building Heights, Figure 2-4-3: Prominent Sites and Frontages, Figure 4-4-6 connection within the Station Area, and all other maps.

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High-Speed Rail Authority

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December 8, 2020

Shannon Hill, Environmental Project Manager
City of San José
Department of Planning, Building, and Code Enforcement
200 E. Santa Clara St., 3rd Floor Tower
San José, CA 95113-1905

Submitted via e-mail to shannon.hill@sanjoseca.gov

RE: Downtown West Mixed-Use Plan (Google Project)
File Nos: GP19-009; PDC19-038; PD19-029
Review of Draft Environmental Impact Report

Dear Ms. Hill:

Please accept this letter as the California High Speed Rail Authority's (Authority) comments to Google's proposed Downtown West Mixed-Use Rezoning and Development Plan (DTW Plan) Draft Environmental Impact Report (Draft EIR) to the City of San José dated October 7, 2020. We appreciate the ongoing partnership with the City of San José and your support for the delivery of high-speed rail passenger service to San José and the San Francisco Bay Area.

The Authority is supportive of the City of San José's efforts to develop the DTW Plan in the Diridon Station Area. The DTW Plan is consistent with Authority policy to attract employment and housing to downtown station areas. Implementation of the DTW Plan will advance city-regeneration and district-scale development consistent with our sustainability policies and vision for the integration of high-speed rail and local land use to transform California.

As discussed in more detail below, the Authority requests that the City of San José and Google consider the following specific revisions to the DTW Plan and coordination efforts:

- Inclusions to demonstrate conformity with the transit-supportive Goals and Policies of the Envision San José 2040 General Plan;
- Updates to the documents to account for the HSR rail alignment laid out in the Authority's San Jose to Merced Project Section Draft EIR/EIS;
- Further analysis to determine the impacts on high-speed rail ridership and modes of access/egress;
- Modifications to the design of the street network to meet the Authority's performance needs for station pick-up/drop-off (for all modes) and address functionality of dynamic lanes, bicycleways, and sidewalks for pick-up/drop-off in constrained right-of-way;

- Guidance for the future site planning of the BART station to ensure seamless rail-to-rail connectivity to minimize travel times for HSR travelers;
- Recognize and support the intent of the Diridon Integrated Station Concept (DISC) to create a world-class center of transit and public life integrated with surrounding development, especially given the significant level of investment in rail transit serving the Diridon Station area; and,
- Inclusion of a Comprehensive Construction Coordination Plan to avoid and minimize impacts on HSR construction, utility, infrastructure and station access.

The Authority looks forward to working with the City of San José and Google to ensure the coordination necessary to ensure the successful implementation of the respective policies, goals and plans for the Diridon Station Area and downtown San José.

Effects on the High-Speed Rail (HSR) Project Alternatives

On September 17, 2019, the Authority Board identified Alternative 4 as the Preferred Alternative for the San José to Merced Project Section for inclusion in the Authority's San Jose to Merced Project Section Draft EIR/EIS. Alternative 4 utilizes a blended at-grade high-speed rail/electrified Caltrain configuration through Diridon Station.

Although the Authority identified Alternative 4 as the Preferred Alternative for the San José to Merced Project Section, the final decision about the alternative to be implemented will not be made until after completion of the Final EIR/EIS for the San Jose to Merced Project Section. The EIR/EIS is considering three other alternatives (Alternatives 1, 2, and 3) that share a common aerial station design and aerial alignment through the San José Diridon Station area. Because it remains possible that an aerial alternative could be selected, the Authority has identified the following impact topics that affect all alternatives.

1) RAIL RIGHT-OF-WAY

The area around Diridon station is a constrained environment with plans for both rail upgrades and new development proposed in the DTW Plan Draft EIR. The Authority's planned rail right-of-way needs are laid out in the San Jose to Merced Draft EIR/EIS and would be impacted by the proposed project described in the DTW Plan Draft EIR. The Authority requests that the City of San José and Downtown West continue to collaborate with the Authority to update the documents to account for the HSR rail alignment laid out in the San Jose to Merced Draft EIR/EIS. This supports our shared goals for effective rail operations and feasible and high-quality station and development projects. It is critically important to reserve space for HSR to avoid challenging right-of-way negotiations in the future and the Authority stands ready to work with the City of San José and Downtown West on these issues. Please see the enclosed Table 1 Potential Right-of-Way and Temporary Construction Easement Impacts by Alternative. For the Authority's Preferred Alternative 4, development would impact planned ROW and preclude track, retaining structures, and temporary construction easements of the north approach to Diridon Station.

The DTW Plan should comply with the transit-supportive Goals and Policies of the Envision San José 2040 General Plan (see *Table 3.13-2 Land Use and Transportation Goals and Policies*) by, including the following in section 3.13.2 Regulatory Framework of Downtown West's EIR (p. 3.13-21):

- Goal TR-4 – Passenger Rail Service: Provide maximum opportunities for upgrading passenger rail service for faster and more frequent trains, while making this improved service a positive asset to San José that is attractive, accessible, and safe.
- Policy TR-4.2 – Work collaboratively with the California High-Speed Rail Authority to bring high speed rail to San José in a timely manner.

Downtown West's development application, submitted in October 2019, accounted for space for a future rail alignment (represented by the hatching and notes included on *Figure 2.09 Illustrative Framework* of the development application). *Figure 2.2 Downtown West Mixed-Use Plan* in the Downtown West Design Standards and Guidelines (DWDSG) does not similarly account for space needed for a future rail alignment. The proposed right-of-way (ROW) boundaries identified in the DTW Plan Draft EIR do not include development setbacks for parcels B1, C1, C2, F5, and G1. The lack of setbacks in these locations could complicate and/or impede the construction and staging of the Authority's project. Additional information on the construction staging of the DTW project would be helpful in evaluating additional impacts on the Authority's project. The Authority stands ready to work with Downtown West and the City of San José to find solutions for the permanent and temporary ROW interfaces between the DTW Plan and the Authority's project.

We noted that deviations from the DWDSG are allowed following implementation of DISC, per approval by the City Director (p. 242). The likelihood of major deviations being needed could be greatly reduced by the Downtown West documents better accounting for the future rail alignment including both HSR plans and the DISC Concept Layout. The Authority requests that the Downtown West documents be updated to account for this.

2) STATION ACCESS

The analysis in the DTW EIR requires further development and is insufficient to determine the impacts on high-speed rail ridership, modes of access/egress, and the implications for the transportation network (including all modes) around Diridon Station. The Authority's critical interaction with the DTW Plan is how high-speed rail passengers get to and from Diridon Station. The Authority's San Jose to Merced Project Section Draft EIR/EIS laid out a series of improvements around Diridon Station to improve access and ensure that passengers will be able to get from high-speed rail to other transportation modes, to the surrounding area, and to the entire service travel-shed surrounding Diridon Station. The DTW Plan proposes a variety of changes to the street network and various access points to the station that would impact the ability of high-speed rail passengers to use the station. Below is a list of specific areas that require further analysis and potential changes to ensure that high-speed rail and other passengers can get to and from Diridon Station. The DTW Plan EIR must ensure that the proposed modifications do not negatively impact high-speed rail passenger access as described in the San Jose to Merced Project Section Draft EIR/EIS.

The Authority supports creating urban walkable environments and requests that the Transportation Policies of the City of San José's General Plan (Chapter 6 - Land Use and Transportation, p. 37) be mentioned, and that the following Transportation Policies from *Table 3.13-2 Land Use and Transportation Goals and Policies in the Envision San José 2040 General Plan* be included in section 3.13.2 Regulatory Framework of Downtown West's EIR:

- Policy TR-1.8 – Actively coordinate with regional transportation, land use planning, and transit agencies to develop a transportation network with complementary land uses that encourage travel by bicycling, walking and transit, and ensure that regional greenhouse gas emission standards are met.
- Policy TR-1.5 – Design, construct, operate, and maintain public streets to enable safe, comfortable, and attractive access and travel for motorists and for pedestrians, bicyclists, and transit users of all ages, abilities, and preferences.

The Authority is highly supportive of DWDSG, Mobility Objectives:

> "Improvements throughout this chapter are crafted to enhance transit access and ridership by levering the Project's proximity to Diridon Station, which is served by multiple transit agencies, and where existing and new transit providers are planning future service enhancements."
>
> "Prioritize space for pedestrians and cyclists within streets to promote walkability and active mobility. Support walking, biking and public transit ridership with amenities that support non-vehicular choice to and from Downtown West."

The Authority's concerns regarding the DTW Plan are described below for each mode of access.

<u>Pedestrians</u>

The Draft Local Transportation Analysis (LTA) is underestimating pedestrian activity by omitting the consideration of the fact that all transit trips from the DTW development will require people to walk from transit to employment/housing. The analysis included only walk mode share trips generated by the project.

The Authority is particularly concerned about the assumption that all people going to the downtown area walk on the right side of the street and all people going to Diridon Station walk on the left side of the street, which undercounts the pedestrian flows, especially at intersections. The Authority recommends additional analysis that includes not only the walk mode share trip, but also the walk portion of the transit trips. Key areas for station access within the plan area are:

- Cahill Street and Santa Clara Street
- Cahill Street and Park Avenue
- Cahill Street and San Fernando Street
- Cahill Street and Post Street
- Montgomery Street and San Fernando Street
- Montgomery Street and Santa Clara Street

The DTW Plan shows excessive walking distances to cross Cahill Street to enter Downtown West, overloading pedestrian densities at Santa Clara Street, San Fernando Street and Park Avenue intersections. The DTW Plan creates two superblocks across Cahill Street from the station requiring pedestrians to walk over 1,000 feet to Park Avenue and Santa Clara Street, rather than a more walkable pattern of small city blocks with closely spaced intersections. The Authority requests street improvement plans with more frequent pedestrian crossings.

Bicycles

The DTW Plan should provide street design plan drawings to show how bicycle lanes are configured at intersections, given the high number of commuters accessing the station by bicycle and the high density of onsite workers who will be using bicycles in the station area on a daily basis. The Authority acknowledges the value of considering the quality of user experience in designing bicycle facilities to attract a diversity of riders.

Transit

Downtown West should comply with the transit-supportive policies of the Envision San José 2040 General Plan, and include the following Policy from *Table 3.13-2 Land Use and Transportation Goals and Policies in the Envision San José 2040 General Plan* in section 3.13.2 Regulatory Framework of Downtown West's EIR (p. 3.13-21):

- Policy TR-3.5 – Work with the Valley Transportation Authority (VTA) and other public transit providers to increase transit frequency and service along major corridors and to major destinations like Downtown and North San José.

The Authority requests that a Mobility Objective be added in the DWDSGs to improve transit access, reliability, and speed and that Downtown West's EIR documents, including through transit-supportive design by reserving space needed for transit.

Pick-Up/Drop-Off

The Authority recommends that the DTW Plan demonstrate how the design of the street network can meet the Authority's performance needs for station pick-up/drop-off. This is consistent with the following DWDSG Mobility Objective:

> "Enable efficient, intuitive and safe movement of cars, buses and trucks through a redundant street grid that is right-sized to traffic volume, has separated space for pedestrians and bicyclists and slows vehicle speeds."

High-speed rail travel choice, compared to flying and driving for inter-regional trips, is sensitive to door-to-door travel times. The Authority's Draft EIR/EIS Alternative 4 uses local streets for curbside pick-up/drop-off at Cahill Street, Montgomery Street, Otterson Street, Stover Street, and Crandall Street. The Downtown West Plan conflicts with Alternative 4 station access improvements by making the following changes:

- Precludes extending Stover Street with development of Site D6
- Precludes extending Crandall Street with development of Site D7
- Reconfigures Cahill Street from San Fernando Street to Otterson Street
- Reconfigures Montgomery Street
- Closes Otterson Street with development of Site F1

Active Streetscapes

The Authority has the following concerns regarding the functionality of the proposed active streetscapes:

- Location and width of dynamic lanes to serve station access and pick-up/drop-off
- Pedestrian/cyclist adjacency conflicts given highly constrained right-of-way
- Pick-up/drop-off conflicts with bikeways with inadequate sidewalk width between the curb and bikeways for safe pick-up/drop-off
- Inadequate sidewalk width for pedestrian through-movement
- Adequate buffer width for street trees

Per the Vesting Tentative Tract Map for Condominium Purposes PT20 - Downtown West, we want to highlight three examples:

- Exhibit TM-15, D Cahill Street Meander. DTW Draft EIR Alternative 3 is better for locating the bikeway on the east side of the street so that pick-up/drop-off can be located in front of the station. To accommodate a range of vehicles and use of the dynamic lane. For greater flexibility, they need to be 10 feet wide.

- Exhibit TM-15, N. Montgomery Street. Needs a third, new alternative with bikeway on east side of street to avoid conflicts with pick-up/drop-off serving the station on the west side of the street. Dynamic lanes need to be 10 feet wide. Alternatives 1 and 2 have pedestrian/bicycle conflicts when used for pick-up/drop-off.

- Exhibit TM-16, San Fernando Street F1 and F2. Both sections, at 55-foot and 60-foot right-of-way are too narrow to meet functional requirements, especially as the only cross street between two approximately 1,000-foot super blocks extending from Park Avenue to Santa Clara Street. Five-foot-wide sidewalks (after accounting for the one-foot transition) is not a functional width to serve a 280-foot-high building and primary access to the station. Sidewalks need to be at least 12 feet.

The Authority recommends continuing the on-going coordination with the Downtown West development team and the DISC Partner Agencies (defined below) to work together to review the multi-modal functioning of the street network to ensure street design meets the shared objectives of the Authority, DISC Partner Agencies and Downtown West.

3) CONSTRUCTION IMPACTS

Overlapping Construction Projects

A comprehensive construction coordination plan is needed to avoid and minimize impacts on HSR construction and station access during operations. The DTW Plan does not propose, and the EIR does not analyze, any solutions to the overlapping construction schedules for the HSR project, BART Silicon Valley Extension, and the DTW Plan to ensure that all projects can adequately meet their respective schedules and avoid substantial delays to these planned, critical transportation projects.

The DTW Plan proposes significant demolition, excavation and earth moving for utilities, district systems, street network changes and new buildings. Ten years of continuous construction is assumed starting in 2021 and continuing to 2031. Three phases of development are planned, and each phase includes development, utilities and street infrastructure to serve that increment of development.

The development and implementation of a Construction Traffic Control Plan needs to have multi-agency coordination and oversight to ensure that the Project Sponsor and their General Contractor(s) minimize and avoid impacts to transit service and station access for transit, bicycles, pedestrians, and vehicles. This includes early notification to affected agencies to ensure adequate time to coordinate construction management and formulate traffic control plans.

Future Focused Local Transportation Analysis (LTA)

When future focused LTAs are developed, there needs to be a method for the Authority and transit agencies to review changes to multi-modal access to the station in the plan area. Per the DTW Infrastructure Plan, "future focused local transportation analysis (LTA) will be done to address site access and on-site circulation, in addition to evaluation of multimodal access in the Plan area. Improvement plans deemed acceptable so long as they substantially comply with street sections for typologies shown in the DWDSG." The City needs to ensure responsiveness to transit agency feedback on these plans to maintain access to transit services.

4) BART AND DIRIDON STATION PASSENGER CONNECTIVITY

There is no information or guidance for the BART site in the DTW Plan. It is essential that the design of the BART Station and Diridon Station are seamlessly connected to minimize travel time between all rail services. The stations are inter-related projects. However, they have differing governance, funding, design parameters, construction timelines and service schedules. The DTW Plan should provide clear guidance to inform a future development application. The DTW Plan and DWSG should include the urban design of this site, as well as consideration of implementation over time, including how the BART station connects passengers to: 1) the existing Diridon Station, 2) modifications of Diridon Station for HSR service, and 3) implementation of DISC.

This site is to be jointly developed between Google and BART as a P3 project for the BART station and up to 500 units of housing and 18,000 SF of ground floor retail. The project description Figure 2-4 shows existing and proposed changes to General Plan Land Use Designations shows the site as D1, with a downtown land use designation, however Tentative Map Exhibit TM-9A and the Downtown West Design Standards and Guidelines (DWDSG) show this site as NOT part of the project.

5) DIRIDON INTEGRATED STATION CONCEPT

The Authority, City of San José, Caltrain, MTC and VTA (the Partner Agencies) entered into a 2018 Cooperative Agreement and mutually accepted a Concept Layout for the future Diridon Station in 2020 that defines a conceptual spatial layout for Diridon Station. The Concept Layout coordinates inter-related projects to realize the benefits from new Bay Area Rapid Transit (BART) service, new high-speed rail service, and additional Caltrain, Altamont Corridor Express (ACE), and Capitol Corridor service coming to Diridon Station. When BART, commuter rail, high-speed rail, light rail, and supporting bus services converge, Diridon Station will support more high-capacity transit connections than any other place in the Bay Area. The Partner Agencies' goal is to develop a world-class center of transit and public life that provides seamless connections between modes and integration with the surrounding neighborhoods.

The Authority supports Downtown West's delivery of a transit-oriented center with new jobs, residences and active uses. The variety of the mixed-use core will promote transit ridership and create an active public realm. The Authority requests that the DTW Plan orient these active uses towards Diridon Station.

The DTW Plan, however, does not anticipate the spatial layout of DISC. Recognizing DISC design elements is an opportunity to achieve excellence in integrating development and transit.

As presented in DWDSG Figure 3.5. Minimum Required Ground Floor Active Use Locations there are no building entrances or active ground floor uses oriented towards the station. Every development block that is adjacent to the station turns away from the station: F1, F5, G1, D1 and C2. It is particularly concerning to not see any information on site D1, which is the BART Station site. Figures 4.3 Character Zones of Downtown West's Open Space Network and Figure 4.4 Natural to Urban Open Spaces are opportunities that could be explored to create more directly visible and accessible open spaces to the station. For example, building entrances could be better oriented toward the station to welcome passengers arriving to downtown San José.

6) INFRASTRUCTURE

The DTW Draft EIR proposed several changes to the infrastructure in and around the Diridon station area. There is an ongoing need for the Authority and CSJ to communicate design evolution and coordinate construction sequencing, given the overlapping schedules. As the design of utilities and infrastructure continues to develop, there should be an emphasis on collaboration between the Authority, the City of San Jose and Google to eliminate conflicting information and simplify construction. The vision of the 2018 California State Rail Plan is to connect the most populous cities of the state together and integrate intercity and regional rail with high frequency service and competitive travel times for long distance and regional trips. High-speed rail will provide competitive travel times between major urban centers of California as well as high-capacity long distance regional and inter-regional travel. With integrated ticketing and fare coordination, high-speed and regional rail services is planned for seamless transfers.

7) HSR MODE CHOICE

The DTW Plan misses an opportunity to include HSR service as a commute travel mode choice as part of the travel analysis as part of TDM reduction strategies. There is no HSR ridership assumed, development period falls within planned HSR Service with Valley-to-Valley service in 2029 with up to 40 trains a day and with Phase 1 Service starting in 2033 with up to 148 trains by 2040. The vision of the 2018 California State Rail Plan is to connect the most populous cities of the state together and integrate intercity and regional rail with high frequency service and competitive travel times for long distance and regional trips. High-speed rail will provide competitive travel times between major urban centers of California as well as high-capacity long distance regional and inter-regional travel. With integrated ticketing and fare coordination, high-speed and regional rail services is planned for seamless transfers.

Thank you for your consideration of our comments. We look forward to our continuing collaboration with you and your staff. If you have any questions or concerns, please contact me at (916) 718-6981 or serge.stanich@hsr.ca.gov.

Sincerely,



Serge Stanich
Director of Environmental Services
(916) 718-6981
serge.stanich@hsr.ca.gov

cc: Boris Lipkin, Scott Rothenberg, Meg Cederoth, Gary Kennerley, Bryan Porter, Chris Diwa, Bruce Fukuji

Enclosure: Table 1 – Potential Right-of-Way and Temporary Construction Easement Impacts by Alternative

Table 1 – Potential Right-of-Way and Temporary Construction Easement Impacts by Alternative

Alternative	Right-of-Way and Temporary Construction Easement Impacts (Based on Figure 2-10 of DTW DEIR)
Alternative 4 (with 40mph design variant)	• Parcel A1: ~0.11 ac impact to planned ROW, precluding UPRR MT0 track and retaining wall structures; Sta B3050 to B3054. (Approximately 0.17 ac additional impact to proposed TCEs adjacent to planned ROW south to Cinnabar St.) • North-End Park: ~0.33 ac. impact to planned ROW, precluding UPRR MT0 track and retaining wall structures; Sta. B3058 to B3063. (Approximately 0.13 ac additional impact to proposed TCE need identified adjacent to planned ROW) • Parcel B1: ~0.02 ac. impact to planned ROW, precluding UPRR MT0 track and retaining wall structures; Sta. B3064 to B3066, ~0.02 ac. (Approximately 0.04 ac additional impact to proposed TCE need identified adjacent to planned ROW) • Parcel C1 and St. John Triangle: ~0.29 ac. impact to planned ROW, precluding UPRR MT0 track and retaining wall structures; Sta. B3066 to B3072. (Approximately 0.29 additional impact to proposed TCE need identified adjacent to planned ROW) • Parcel C2: ~0.14 ac. impact to planned ROW, precluding UPRR MT0 track and retaining wall structures; Sta. B3072 to B3075. (Approximately 0.14 ac additional impact to proposed TCE need identified adjacent to planned ROW) • Parcel C1: ~0.9 ac impact precludes replacing 116 displaced parking spaces and reconfiguring parking drive aisles and spaces to adjust to the planned ROW on SAP Center site.
Alternative 1 and 3	• Development of Parcels A1, B1, C1 & C2 precludes planned ROW & proposed TCE's required to build the planned alignment in the northern approach to Diridon Station. • Development of Parcel F5 impacts planned ROW for Diridon Station facilities. • Development of Parcel G1, H2, H3 & H4 precludes planned ROW & proposed TCE's required to build the planned alignment in the southern approach to Diridon Station.
Alternative 2	• Development of Parcels A1, B1, C1 & C2 precludes planned ROW & proposed TCEs required to build the planned alignment in the northern approach to Diridon Station. • Development of Parcel F5 impacts planned ROW for Diridon Station facilities. • Development of Parcel G1, H2, H3 & H4 precludes planned ROW & proposed TCE's required to build the planned alignment in the southern approach to Diridon Station.

CATALYZE SV

www.CatalyzeSV.org
advocacy@CatalyzeSV.org

January 8, 2021

San Jose Planning Division
Department of Planning, Building, and Code Enforcement (PBCE)
200 E. Santa Clara St.
San Jose, CA 95113

Memo: Diridon Station Area Plan

Dear Lori Severino and San Jose's Planning staff,

Thank you for considering Catalyze SV's Diridon Station Area Plan feedback based on input from the 2 Community Visioning Workshops and insights from our member's review of Downtown West. We applaud you and your colleagues' efforts on this important plan that will help shape the future of San Jose.

Background: In fall 2020, Catalyze SV (CSV) conducted 2 Community Visioning Workshops (including virtual site walks) about the Diridon area - one on 10/21 for the Vietnamese community and another on 11/21 for the artist and creative community.

CSV synthesized feedback from the 60 total workshop participants into two reports linked here:

- Community Visioning Workshop & Virtual Site Walk for Artists & Creatives
- Community Visioning Workshop & Virtual Site Walk for the Vietnamese Community

Meanwhile, Catalyze SV's members evaluated & scored Google's Downtown West project in October 2020 based on our project criteria.

Thus, our input below is based on a) the input we gleaned from both workshops; b) our general project criteria; and c) our specific evaluation of the Downtown West project.

City of San Jose's request to Catalyze SV: "The City team has tried to reflect the big picture themes (i.e., the vision for the area) in the Draft Amended DSAP and will consider adjustments based this fall's engagement. We would love your feedback on the DSAP vision statements and any suggestions on how to reflect the community input you helped us gather this fall! Most relevant are sections 1.2 (Vision), 1.4 (Planning for Equity), and 2.2 (Key Principles – land use and design), 3.2 (Key Principles – open space and public life), and 4.2 (Key Principles – mobility) …"

1.2 Vision:

In general, the Vision aligns with what we heard from the artist and Vietnamese community workshop participants, as well as with Catalyze SV values. While most of these are covered in additional sections, items that could be incorporated into the values include:

- Art in public space
- Abundant homes for people of all incomes and family sizes
- Pedestrian and bicycle wayfinding
- Micromobility
- Adaptable for changing times and needs
- Cultural/event space and community centers.

There are a few language choices in the Objectives that we wish to address briefly.

- "Create a pedestrian-focused mixed-use urban district with buildings that maximize height potential to allow for more urban vitality and economic activity, with appropriate transitions to surrounding lower-density residential neighborhoods."
    - The use of "appropriate" could have a range of meanings. As the most important transit hub in Northern California, we assume the continued expansion of density in surrounding neighborhoods as the Diridon Station Area is built out. We are concerned that hundreds of housing units won't be built because density will be limited near single-family homes that will benefit greatly from the new amenities.
- "Improve pedestrian, bicycle, motorized and transit connectivity between the station site and existing adjacent commercial and residential areas to ensure seamless multi-modal connectivity."
    - As a policy choice, improving "motorized" (car) trips in this area, and especially for through traffic, seems like the wrong goal. With the increased density and sustainable transportation focus, we recommend discouraging car trips passing through the area while prioritizing transit, walking, and biking.

1.4 Planning for Equity:

We are really glad that this is being called out as a separate section, but most of the actual implementation will come from specific choices made in land-use, public space, mobility, and other areas of planning. We encourage you to continue to actively reach out to different groups as you enabled us to do with the artist and Vietnamese communities. Some specific ideas include:

- Provide pedestrian, bicycle & transit wayfinding in Spanish and Vietnamese to make the area welcoming to residents that do not speak English.
- Ensure the area can be enjoyed at all hours, as some low-income workers that don't work normal hours should also be able to benefit from the new public space. This includes good lighting, safe pedestrian access, and active frontages. The Vietnamese community suggested having a night market, which could increase vibrancy after-hours while providing employment for small entrepreneurs.
- Small food carts within the neighborhood or temporary stands could be allowed for independent small businesses to operate similar to those found in East San Jose.

- Safe and secure bike parking not just at the station but in hubs throughout the area will benefit low-income residents who have the highest bike mode share in the United States.[1]

2.2 Key Principles – Land Use and Design:

Both the artist and Vietnamese workshop participants called for plenty of housing at all levels of affordability and different sizes of households. This is a principle with which Catalyze SV strongly agrees. We believe the following feedback/suggestions for land use fall in line with these principles.

- We hope the CEQA clearance allows for any housing or other uses that does not get built-in Google' Downtown West (DTW) area to still be developed. If Google only builds 4,000 units, then 8,900 are allowed in the area outside DTW to equal the maximum in the Station Area.
- "Urban Residential (30-95 du/ac) Density: 30-95 DU/AC; FAR 1.0 to 4.0" - This is a very low density and FAR for areas this close to Diridon Station. CSV believes taller buildings around a handful of single-family homes are an okay trade-off for adding hundreds of additional housing units. Can these areas be converted to Transit Residential or at least have the allowed DU/AC increased?
    - Example: CSV's Project Advocacy Committee evaluated a planned affordable housing development at 777 West San Carlos that falls within the Urban Residential zoning area. Using the state density bonus to build, the developer plans to maximize density with 126 DU/AC, and would have proposed even more affordable homes if it was not limited by the existing zoning. This is a direct example of how this zoning is reducing much-needed homes.
- In general for a site this close to Diridon Station, the City should match building heights with what is allowed based on FAA regulations. There is no reason for the city to limit the number of homes in this transit-oriented district through heights, maximum densities, or FAR.

Both workshops and Catalyze SV members were concerned about the Diridon Station area having a range of different housing types. This includes affordable housing and family units which we believe is being addressed in the plan. But we are concerned that, less conventional homes such as micro-units that are naturally affordable and work/live space for artists could be limited by density and parking regulations.

- By setting maximum densities, developers will be discouraged from proposing micro-units or co-living buildings that are space-efficient and can be naturally affordable.
- Parking is another area that often increases the cost of homes. We hope that there will be low parking maximums for residential buildings and no parking minimums. If development is being limited because of concerns about traffic, adding parking maximums is the best

[1] "National Household Travel Survey bike/walk data - Bike Lab." Accessed January 7, 2021. https://bike-lab.org/2019/01/04/national-household-travel-survey-bike-walk-data/.

way to address this issue. Additionally, buildings without parking minimums are more likely to have ground floor space available for work/live units.

Commercial space for small businesses: Attendees of the visioning workshops focused on providing small shops, business space, and "Mom & Pop" food production locations. This would provide a naturally affordable space for small entrepreneurs, increase the diversity of businesses, and provide amenities for people of all incomes. Would the City consider setting a minimum percentage of ground-floor commercial space that could be divided into smaller areas (maybe between 200-800 sq ft) for large developments or provide incentives for buildings that do?

3.2 Key Principles – Open Space and Public Life:

We're glad that the Guadalupe River Park is a key focus point in the DSAP principles on open and public space. From the community workshops, we believe this area and other parks could present a great opportunity for subsidized or affordable commercial space for low-income entrepreneurs. This could be in the form of more permanent space or small food carts, farmers markets, and other less formal commercial activities that provide lower-cost options to visitors and residents.

Additional ideas include:

- Connect health and wellness by providing outdoor exercise equipment, space for physical activity, and playgrounds for kids.
- Add signage and wayfinding in Spanish and Vietnamese to encourage use by residents with limited English ability and display San Jose's cultural diversity.
- Provide flexibility of the space and encourage art through temporary exhibitions and not just permanent art installations.
- Utilize the changing urban environment by placing art exhibitions, studios, and community space in underutilized lots as the area is built out. Instead of empty lots waiting to be developed, create vibrancy, and bring in the community.

4.2 Key Principles – Mobility:

Participants from both the artist and Vietnamese workshops were concerned about the pedestrian realm and creating an accessible place. While the DSAP does specify the importance of walking, Catalyze SV believes there is still too much focus on driving and enabling through-traffic for cars.

- We're glad to see a goal of only 25% drive alone trips for this area as compared to 35% in DTW by Google. But 25% of 44,000 jobs, 28,000 residents, and many additional visitors in the Diridon Station Area is still 35,000 plus drive alone trips a day. This site is the most important transit node in Northern California and should shoot for 85 or 90% of trips on foot or by public transit, bicycle, or other alternatives to single-occupancy vehicles.

- While pedestrian access and routes were covered, the flip side of a quality pedestrian environment is limiting vehicle traffic passing through the neighborhood and speeds which we hope could be directly called out in the principles. Though-traffic by cars should not be encouraged or convenienced. It could even be priced.

The Vietnamese community felt strongly about the need to prioritize public transit, which is a value shared by Catalyze SV. To help prioritize public transit and maximize the movement of people into and through the area, we offer the following suggestions:

- Look into creating a Transportation Demand Management District that provides all residents with VTA Smart Passes to encourage transit use. This would help improve equity, with low-income residents most likely to use public transit and benefiting the most from the reduced need to spend on transportation. A similar measure was adopted by the Tasman East District (see page 150) of Santa Clara with bulk VTA Smart Passes being purchased for all residents once the population reaches 3,000 and can receive the bulk VTA discount.
- Provide bus-only lanes on West San Carlos, West Santa Clara, and The Alameda to prioritized transit and increase bus speeds.
- Explore a major public space - such as a transit-mall - that does not allow car access outside Diridon Station.

Additional ideas/feedback include:

- A strategy around micro-mobility seems to be missing from this chapter. This includes parking spaces, areas for charging, bike share, and micromobility parking locations to organize these vehicles.
- While secure bike parking is mentioned at the station, creating additional bicycle parking hubs throughout the area will increase the attractiveness of cycling and maximize ridership.

The Diridon Station Area Plan (DSAP) will help bring thousands of new homes and jobs that prioritize sustainable transportation and vibrancy to this under-developed neighborhood of San Jose. We applaud the effort in developing the DSAP and look forward to seeing the final plan with our feedback taken into consideration. We welcome follow-up dialogue on these ideas if that would be helpful, & we look forward to continuing to engage in this important process.

Sincerely,
Gavin Lohry, Catalyze SV's Development Manager
Alex Shoor, Catalyze SV's Executive Director

About Catalyze SV
Catalyze SV's Project Advocacy Committee is comprised of community members who identify, evaluate, & lead advocacy efforts around specific development projects.



January 8, 2021

Jose Ruano, Diridon Station Area Project (DSAP) Manager
Planning Building and Code Enforcement
City of San Jose

Dear Mr. Ruano:

Please accept these comments from San Jose Parks Advocates on the Diridon Station Area Plan (DSAP) and park components of the Downtown West (Google) plan. SJ Park Advocates is a group of passionate park residents with a mission to bring parks into the public political consciousness, to make parks an issue in all discussions of civic priorities, neighborhood services, and community interactions with the City of San Jose.

The limited commitment to park land for an area for 24,000 new residents and 20,000 new office workers is shocking. The park space is wholly inadequate. The DSAP plan should more clearly acknowledge how COVID demonstrated the importance of public space for urban residents.

Parks, Recreation and Neighborhood Services has adopted *ActivateSJ* as guiding principles for the entire system. The over-riding goals for DSAP Parks and Open Space should be sorted according to the guiding principles of *ActivateSJ* and should be coordinated with those principles. Comments on the DSAP will be discussed within the context of those five guiding principles.

Stewardship: We take care of what we have and invest for the future.

1. **The plan should include clear specification about operational and decision-making responsibilities and the role of future residents in those decisions.** It alludes to the collaborative relationship with Guadalupe River Park Conservancy, but it is completely unclear what organization (City, Google, GRPC, or other) will:

a) operate the public spaces within DSAP and Downtown West (Google);

b) decide what amenities will be included—even though Downtown West (Google) has provided a proscriptive list for their properties and the lands they may dedicate;
c) program and select activities;
d) decide when facilities will be closed to serve private needs;
e) respond to future residents needs and wants.

Further, nobody knows what maintenance costs will be shared or born exclusively by the City. **It is fiscally irresponsible to establish a plan with no clear lines of responsibility.**

2. **The DSAP plan should state that park land that is accepted for dedication and/or for purchase will be evaluated for its robust usability and flexibility as well as its attractiveness for users.** Irregular shapes that can't be programmed or designed for different usages in the future should be rejected. The plan should acknowledge that the COVID pandemic has changed how people interact with parks and that many social scientists believe it will change how people interact with each other in the future and that parks and plazas should be acquired with scale and dimensions that allow responding to that change. **The DSAP should state the City will reject dedication of land that is shaded by tall buildings throughout the day.** All parks and plazas should be of a size and orientation so that they receive sun during peak usage from 10 am to 4 pm year-round. This builds on the experience of other cities that have popular, naturally and cost-effectively activated parks *when the parks have sunshine throughout the four seasons* and filtered shade from trees. **Land with southern exposure along a street should be preferred for park acquisition and dedication.**

3. **The DSAP plan should clarify that plazas are meant as places of respite, for people-watching, and for the development of social cohesion through interaction.** The current language suggests their primary purpose is for people movement—diluting the goal of building social cohesiveness through public space. Parks and plazas serve a different purpose than sidewalks. PRNS must invest in spaces that serve PRNS purposes, not transit. **The DSAP should make clear that PRNS properties are not places designed primarily for waiting for transit—** buses, Lyft, Uber, Airporter, or car rides.

4. **The DSAP park plan should specify the acreage of each type of property. While Downtown West (Googletown) claims 16 acres of "open space," only about 4 acres is possible city parkland.** The 16 acres over-inflates what may be usable by the public. The DSAP plan should seek to provide clarity. "Open space" does not mean "anything that is not a building;" it means "space where the public can feel openness to nature." In addition, the DSAP language should make clear that some of that potential parkland may go away with the construction of the Diridon Integrated Station Complex. (DISC) or if Google chooses to sell or not develop later phases.

5. **The DSAP should clarify the role of the upcoming development agreement and its impact on the park plan.** Specifically, the dedicated park lands should be a priority and should be dedicated in phase 1.

6. **The DSAP should make clear that PDO/PIO fees collected will be allocated according to the City's usual protocols.** PRNS must protect residents of the city and the integrity of the PDO/PIO process in the face of developer pressure to keep fees within the boundaries of their project even when it does not serve the City.

Nature: We protect, promote and preserve natural areas for all people.

1. **The plan should state how the City will protect existing parks and riverine environments, such as Arena Green West, from shade impacts and how the plan will mitigate any degraded natural experience from proposed buildings.** DSAP proposes very tall building heights without regard to shade impacts on existing parks and open space. The Downtown West (Google) DEIR shade analysis demonstrates the severe impact on the existing Arena Green West park, limiting the ability to keep any natural elements and reducing availability of natural elements to future residents. The DSAP makes no mention of this degradation and any compensatory action plans for the residents from the City. Since Arena Green West is less than 10% of the entire Guadalupe River Park, Downtown West (Google) does not have a CEQA obligation to mitigate the degradation. The DSAP plan suggests that Arena Green West will be providing the more natural experience, but the shade will degrade that experience and potentially eliminate natural from this park. (Also, it is unknown how much of this park will be turned to hardscape for the Urban Confluence project—potentially eliminating ALL natural elements in the Arena Green West). In addition, shade impacts were highlighted by the Joint Powers Board/Caltrain in its letter to the Downtown West EIR, the stated the shade impacts would damage their Los Gatos bridge habitat restoration. The Water Quality Control board similarly has expressed concerns on the impact of shading on the riverine environment. Activate SJ calls for the City of San Jose through PRNS to be a steward of park land and open space and *protect the assets.* The DSAP should explain how CSJ is protecting these assets from shade impacts.

2. **The DSAP plan should not include a proposal for an additional bridge across Los Gatos Creek between West San Fernando and West Santa Clara.** The currently proposed bridge violates the City's Riparian Habitat Study, Santa Clara County Consortium's Land Use Near Streams, and the Habitat Conservation Plan for minimum separations between bridges. There are already bridges nearby. This bridge would connect from one private property to another piece of private property and further damage the already fragile habitat.

3. **The DSAP should make clear that it follows the Habitat Conservation Plan with its minimum 35-foot setback for all recreational elements.** Downtown West (Google) has proposed extensive numbers of structures of various types within the minimum 35 ft. setback required by the Habitat Conservation Plan (HCP). The HCP plan is specific about the type and frequency of intrusions—seeking to minimize intrusions. The DSAP plan should specify that this area is NOT an appropriate area for intensive education experiences. The habitat is too fragile. **Educational experiences should be provided *outside of DSAP boundaries* and within the City's and County's regional parks that have more robust riverine environments,** such as Guadalupe River Park north of Coleman Avenue which is just outside the DSAP boundary and within a 20-minute walk of Diridon station.

4. **The DSAP plan should improve language around "urban form" to indicate that urban form with somewhat more hardscape does not equate to no nature.** Surveys conducted by multiple groups (eg Gehl, Santa Clara County Housing, People for Public Spaces, City of San Jose, New Yorkers for Parks, Trust for Public Land, as well as academics) show that people prefer urban parks with strong natural elements.

Equity and Access: We embrace people of all ages, cultures and abilities.

1. **The DSAP park plan should clarify how decisions will be made about programming and design.** The DSAP should indicate how the parks and plazas and programming will be updated over time as new residents join the community and wish to express their views. It appears that Downtown West (Google) has already decided about their spaces as evidenced by their proscriptive design guidelines where nearly all decisions are made and future residents and workers will have little input.

2. **The DSAP park plan should include language that describes *how* PRNS will be certain that persons of all ages, income levels, abilities and cultural preferences will have access to parks that meet their needs.** DSAP suggests a desire to provide a neighborhood that allows residents to surrender their cars which will limit access to amenities that are housed in distant neighborhoods. PRNS should provide a full palette of recreational categories. The published Downtown West (Google) design guidelines and their consultants indicate that their designs are based on western European public spaces. They have specified a color palette. The Downtown West (Google) plan's space names do not reflect the cultural or historic or technological diversity of San Jose—even though they affirmed a desire to design a place that says *San José*.

3. **The DSAP should indicate that PRNS will specifically counter-design to provide the diversity of design, culture and amenities that the Downtown West (Google) project does not provide.** For example, the City's public art could include the names IBM, HP, Adobe, Cisco, or Yahoo. The City's parks should include symbols, colors and park design elements from places other than western Europe so that all of the city's residents from around the world can feel comfortable in the public space including those who don't have money to spend at the coffee shops and restaurants proposed to line these Downtown West (Google) European-style public spaces.

4. **The DSAP should indicate that PRNS will carefully inventory amenities and will counter-design so that all public space needs, including active recreation, are met through appropriately sized amenities.** Although large residential development may provide certain amenities to their residents, the city should keep track and provide adequate amenities for residents who do not live in these expensive facilities as well as for those residents who have little interest in outdoor coffee shops for their recreation.

5. **The DSAP should specify that city park design guidelines shall supersede any developer's design guidelines when issues of equity and access are at stake, even if this was not**

discovered at the time of entitlement or the development agreement. For example, signage must be multi-lingual and all-access. Seating design must allow the less-able to rise independently either through the use of arms or appropriate heights.

6. **The DSAP park plan should include a discussion of potential low income housing and the impact on park fees collected.** An equity discussion should be included on how it is equitable that poor people will have less access to parkland. The DSAP should lay out what policy alternatives there are to backfill this discount so that poor people (who are primarily people of color or language minority) are not disadvantaged in park access. Typically, fewer recreational amenities are built within low income/affordable housing.

7. The DSAP Housing sections suggests that there will be further discounting of park fees and makes claims that the discounting will further the construction of inclusionary housing. **The claim—if true—should be documented with the research that supports additional discounts.** The claim should also indicate what percent park fees represent of total construction, marketing and development costs and should provide historic data on the park fees that have been foregone by this policy giving examples of how many inclusionary units have been built with the current discount policy. Housing built on this discount program should be mapped and access to parkland should be described. Equity issues should be discussed answering the question, "Does black and brown and poor mean less access to parks and less access to health and community building from public life?" The supporting documentation should be placed in appendix along with research that suggests what *other strategies*, such as direct subsidies, increase inclusionary housing.

8. **The DSAP plan should indicate the Diridon Station Area will continue to perpetuate discriminatory inequities that communicates non-European cultures are not valued if PRNS does not obtain enough PDO/PIO fees** or other monies to develop culturally sensitive public space that counter-balances the Euro-centric Downtown West (Google) design,

Identity: We aim to be a premier parks, recreation and neighborhood services system.

1. **The DSAP offers an appallingly small amount of public park and open space compared to similar major redevelopment projects in other cities nationally and internationally.** It is unacceptable that this plan is being presented with so little public space at a time when COVID has reminded everyone of the critical role of public space. Premier park systems identify parcels for acquisition. DSAP should contain stronger aspirational language about land acquisition. Downtown West (Google) offers only 4.7 acres of public parkland—where ALL of the DISC construction impacts will reduce those public park acres and none of the Downtown West (Google) highly commercialized, European-style, curated private open space. The city's portion of DSAP contains a guarantee for only one small plaza and the continuation of Arena Green West in some less usable form after the Urban Confluence project covers some or all of the park.

2. **The DSAP language should continue to emphasize the importance of acquiring prominent parkland on the Barack Obama Boulevard Gateway.** These parcels will set the stage for residents and everyone entering the Diridon Station Area. They can be designed to say "San José" with our cultural diversity, focus on nature, health, sun, and fun. They would allow an additional recreational opportunity for underserved residents from Downtown West (Google) residential buildings on Royal at West San Carlos (Old Orchard Supply Hardware site).

3. **PRNS should reject the Downtown West (Google) offer of dedication for several of the suggested properties. They are not compatible with a premier system. They are table scraps from one of the largest corporations in the world and shows disrespect for the City and its park system.** Specifically:

> 3a. **The City should reject dedication of the land behind the residential village on the old Orchard Supply Hardware.** The DISC construction will take this property. It is too narrow and there will be too much user conflict between those residents and the users of the trail. It is bad design and incompatible with the city's stated aspiration to being a premier system.
>
> 3b. **The City should reject the St. John Triangle from Downtown West (Google).** It will be fully shaded by buildings and receive sun for less than hour per day. It has an odd irregular shape and it will be hard to convince people to use during three seasons per year. Land is too valuable to be underutilized. Using this site for parkland is a mis-match for the state goals of DSAP;s park system.
>
> 3c. **The City should reject dedication of the "The Social Heart."** It is irregular shaped and dominated by the personality of Downtown West (Google)'s tenant businesses. It sits on top of planned Downtown West (Google) parking lot. The irregular property lines make it difficult to maintain and does not allow for changing tastes. It requires complex programming and interaction with the Downtown West tenants. *"Too many cooks spoil the broth."*

4. **PRNS should discuss within the DSAP land acquisition strategies to fully serve the periphery of DSAP, including McEvoy and Stockton Avenues neighborhoods.** The appendix should include a simple discussion of strategies in addition to the traditional PDO/PIO process, such as bonding against a parcel tax, floating commercial paper, or collaboration with San José's heritage developers seeking to reduce tax burdens from generational transfer of property.

5. **PRNS should include in DSAP a statement the City of San Jose will set aside staff or designer time to more aggressively shape public space both in and outside of Downtown West (Google) to create design reflective diverse cultural communities around the world—beyond Western European.**

6. **DSAP should indicate how community members will be notified when they are on public land and when they are on private land—even if it is publicly accessible.** Some members of the public may not want to be on the land of such a controversial company. The Downtown West (Google) design guidelines call for a proscriptive and narrow color palette for both the privately owned public open space and the turnkey City-owned parks. The identity of the City of San Jose may become blurred with Google's identity if there is such uniformity of design.

7. **The DSAP plan for a bicycle flyover addresses user conflict and would certainly be iconic, but it doesn't address human behavior and won't meet the stated goal.** The Flyover won't attract bicyclists in a hurry, they will use the trail at grade—perpetuating conflict--unless the city plans to build barricades (that people likely will remove). Looking ahead 30 years, the City's transportation plans hope the number of bicyclists will require something more than this flyover. More likely, lunchtime pedestrians will enjoy the view from a flyover—something like the highline. The iconic structure would build the city's identity, but considering the costs, is it the best use of money that will be limited due to the ongoing pressure from housing department managers and other city staffers to continue to discount PDO/PIO fees for nearly all types of housing? A single iconic structure does not counter balance table scraps and cold north-facing wind-swept plazas that no housed resident will use.

Public Life: We promote community spaces for a safe, fun and healthy San José.

1. **The DSAP plan should eliminate the promise of a Community Center. No PDO/PIO development fees from the park trust fund should be spent on another community center in this catchment area.** The language of the plan should reflect contemporary reality that under city policy few community centers are full service (hub). While the City owns many buildings, it does not program most of them, depending on a "partner program" with local non-profits. Gardner Community Center is located within one-half mile of Diridon Station. A modern facility, it has been converted to a "partner" program and left vacant most of the time since the start of the "partner" program. The Gardner partners never operated a full-service center and limited hours of operation. Gardner is located across the street from Gardner Elementary and the DSAP plan area is the catchment attendance area for the school. Children from DSAP area walk to Gardner elementary school every day during normal non-COVID times. It would not be unreasonable to expect DSAP residents to walk to this modern facility. Further, San Jose Unified School District Enrollment Projection report and the Downtown West (Google) DEIR have both indicated that few children are expected in the DSAP area. The City's current community center offerings city-wide focus on seniors and children with very, very, very few offerings for people between the ages of 25 and 55 which is the expected age of nearly all new residents of DSAP. Additionally, most of the "partner" non-profits the City depends upon to operate community centers are suffering greatly from the pandemic. Many are expected to fold. The model of using "Partners" does not appear to be sustainable. PRNS is not taking care of what they already have (e.g. the Gardner Community Center), and should not build anything else until they can. However, the Gardner Community Center property could be remodeled for

additional square footage and additional programming—if a future city-wide study of sustainable and equitable community center operation warrants it.

2. When describing urban parks, **the DSAP park section should have illustrations that show a greater variety of active and urban uses beyond eating and drinking at tables.** PRNS should make mention of Viva Calle, Viva Parks, and programming by Downtown Association and other event providers and how parks were a part of the al fresco program. Narrative could be supported by photos of a physical trainer, a ropes course, a tall rock climbing wall, other active activities or events like a "painting party", a youth camp, Indian "Holi" Color Festival, Mexican folklorico dancing, Japanese drumming or a concert. Illustrations should be reviewed with an eye towards equity, and diversity. If someone saw these pictures, would they see themselves? Their family? Grandma? Friends? Co-workers? The section should speak to each of these users. At present, they do not.

3. **The DSAP should have language about *how* PRNS will design to avoid user conflict.** At present, the Downtown West (Google) sketches appear to be replete with user conflicts. DSAP and the PRNS design guidelines should have specific language highlighting the importance of minimal user conflicts for safe parks. PRNS guidelines should take precedence over Downtown West (Google) plans. Particularly worrisome is the conflicts that appear to be likely between trail users and the thousands of residents and office workers who will be confined to narrow park and POPOS corridors in the Downtown West (Google) plan.

4. **The DSAP language should address this important significant role for parks: climate change management.** There should be a mention of the urban heat island effect, and the use of evapotranspiration to cool a local area. Parks enhance local wind patterns with a park breeze (cooler air over parks replaces warmer air in adjacent city neighborhoods). Parks sequester carbons and other pollutants as well as mitigate local precipitation anomalies caused by heat island issues. (The best place in Downtown San Jose on a 100-degree day is Arena Green West—next to the river and under the trees.) San Jose has little experience with highly urbanized areas. It should learn from other urbanized cities and address these climate change management strategies right here in this plan for what will be the most urbanized area of San Jose.

5. **The DSAP should indicate how public life will be measured without violating people's privacy.** The City should state that passive data collection via cell phone monitoring by private companies will not be tolerated. It should not be allowed with POPOS. However, if the law does not allow this limitation on the property, users of the POPOS should be warned via signage and a text every time they cross from the public domain onto the private property that they are being monitored through their cell phone.

6. **The DSAP should acknowledge how COVID has made clear the critical role of public parks as areas for exercise, recreation, and respite and safety from the intensity of interpersonal relations in small spaces.** Reference should be made to how COVID is likely to change human behavior to increase the desire for greater personal space. Building developers are already

modifying their designs to reflect this prediction. Americans already required more personal space in their public spaces than most world cultures. It would not be surprising if they require even more personal space in the future.

Great cities have great parks.
Great redevelopment projects include a great public realm with parks at the center.

Thank-you for the opportunity to comment.

Sincerely,

/s/

Jean Dresden
On behalf of San Jose Parks Advocates

cc.
SJ Parks Advocates Board
Nicolle Burnham, PRNS
Larissa Sanderfer, PRNS

Santa Clara Valley Transportation Authority

January 8, 2021

City of San José Department of Planning, Building, and Code Enforcement
200 E. Santa Clara St., 3rd Floor
San José, CA 95113

Attn: Jose Ruano
By Email: Jose.Ruano@sanjoseca.gov

Dear Jose,

VTA appreciates the opportunity to comment on the Draft Amended Diridon Station Area Plan (DSAP). VTA has reviewed the document and has the following comments:

Equity

VTA commends the City of San José for positioning equity - and leading with race - as an objective of the DSAP. VTA shares a commitment to examining the collective role of government in advancing equity, acknowledging historical inequities, working in partnership with our communities, and continuously building common understandings in order to recognize the true impact – including the benefits and burdens - of our work. VTA would like to deepen our City-VTA partnership to move toward equitable outcomes on this project and all future projects. VTA looks forward to engaging in ongoing, productive dialogue with City staff to discuss common definitions, processes, and overall understanding in order to drive equitable outcomes that will help make San José and Santa Clara County a place that is welcoming for all and where all people can thrive.

On Page 18, the DSAP notes that, "Development agreements — common for large, multi-phased projects — offer additional opportunity to increase benefits for residents and advance equity goals." VTA requests the DSAP provide more detail on ways the City will tailor development agreements to do so. If this is listed elsewhere in the DSAP, VTA recommends this section point readers to that location.

Diridon Station Integrated Concept (DISC)

The Diridon Integrated Station Concept (DISC) Program is a joint effort of the City of San José, the Peninsula Corridor Joint Powers Board (PCJPB, also known as Caltrain), VTA, the California High-Speed Rail Authority (CHSRA), and the Metropolitan Transportation Commission (MTC) (collectively referred to as the "Partner Agencies") to redesign the Diridon Station area. It is the goal of all our agencies to develop a world-class center of transit and public life that provides seamless connections between modes and integration with the surrounding neighborhoods. VTA supports the DSAP as it is consistent with the Partner Agencies' goals to attract employment and housing to downtown station areas and the increased transit ridership it will bring to the Diridon Station area.

VTA appreciates that the DSAP reflects the guiding principles of the DISC Concept Layout, which are elevated station platforms, station entrances at Santa Clara and San Fernando streets, and maintaining

track approaches that generally stay within the existing northern and southern rail corridors. The Concept Layout coordinates inter-related projects to realize the benefits from new Bay Area Rapid Transit (BART) service, new high-speed rail service, and additional Caltrain, VTA bus and light rail, Altamont Corridor Express (ACE), and Capitol Corridor service coming to Diridon Station.

As discussed in more detail below, VTA looks forward to continued collaboration with the City of San José and the other Partner Agencies to determine appropriate revisions to the DSAP and other supporting documents regarding:

- Reserving space for DISC rail alignments
- Land use designations in the immediate station area
- Identification of primary transit walking routes
- Active ground floor uses oriented toward Diridon Station and primary transit walking routes
- "Back of house" uses oriented away from Diridon Station and primary transit walking routes
- Comprehensive plans to coordinate overlapping transformational projects

One major feature of the DISC process is VTA's intent to keep bus service on Santa Clara Street instead of moving it off-street. Moving bus service off the roadway significantly increases travel time and therefore increases costs. Figure 4-4-4 on Page 116 shows bus service on the new Post Street. This should be changed and the text updated to state that bus service for the station will be located on Santa Clara Street.

The Metropolitan Transportation Commission (MTC) joined the DISC partnership in 2020. The DSAP should be updated to correctly describe the partnership throughout.

Reserving Space for the DISC Rail Alignments

The Partner Agencies, including the City of San José, have been working collaboratively to evaluate potential boundaries needed to accommodate DISC rail alignments that meet Partner Agency goals and requirements. This collaboration supports our shared goals for effective rail operations and feasible and high-quality station and development projects. However, the space needed for foreseeable DISC rail alignments is underrepresented in the draft DSAP (Pages 11 and 106). The DSAP should be updated to institute appropriate mechanisms to account and reserve space for future DISC rail alignments. It is important to reserve space for DISC rail alignments because heavy rail tracks are the least flexible element in a station design effort.

VTA supports the City's development goals and recognizes the City must make development decisions in the near term. The Partner Agencies are satisfied that an acceptable future rail envelope can be defined – and supporting requirements established – to allow for the advancement of near-term land-use decisions while also preserving the ability to deliver the DISC program in the future.

Cahill Street

VTA appreciates that the interconnected plazas included in the Concept Layout are referenced in the DSAP (Pages 76 and 102). These plazas are intended to be on the east side of the station adjacent to

station entrances and, as stated in the DSAP, be active public spaces that serve as San José's front door, be welcoming to everyone, allow for comfortable and easy transitions between travel modes, be well integrated with surrounding land uses, and serve as breaks in the urban fabric to make the station more visible from surrounding areas to help travelers orient themselves upon arriving at the station. The Concept Layout also includes plazas that extend across Cahill Street. While the exact locations, sizes, and design of the plazas are not finalized, the DSAP should be updated to accurately represent current levels of certainty regarding the location, sizes, and designs of the station plazas.

The Partner Agencies envision a highly-visible main entrance, iconic station hall, and active public space in front of Diridon Station. To achieve this, the Concept Layout envisions that Cahill Street will be open primarily to bicycle and pedestrian traffic between Santa Clara and San Fernando Streets but will be designed to accommodate emergency and other occasional service vehicles. Designating Cahill Street as a pedestrian- and bicyclist-only thoroughfare as part of the Diridon Station Plaza is crucial to the success of the Diridon Station development and the surrounding area. The Street Frontage Classification for Cahill Street between Santa Clara Street and San Fernando Street should therefore be changed to Paseo in Figure 2-4-4: Podium and Pedestrian Level Framework (Page 43). By classifying that segment of Cahill Street as a Secondary Addressing Street, readers could imply that motor vehicle traffic would be able to use it, when it has been established that it is envisioned to only be open for pedestrians and users of micromobility devices.

VTA would also like to note inconsistencies between the DSAP and the Downtown West DEIR released in October 2020. In Appendix M of the Downtown West DEIR, Cahill Street classified as a Primary Addressing Street between Santa Clara and San Fernando Streets (Page 188). In DSAP, it is classified as a Secondary Addressing Street (Page 43) and an Active Greenway (Page 109). It is also noted to allow regular vehicle traffic with separated bikeways installed along the entire roadway in the diagram on Page 118 of the DSAP and on Pages 262-263 of Appendix M of the Downtown West DEIR. The documents should be updated to be consistent.

Bicycle Facilities

As bicycles are a primary mode of access for BART, VTA would like to ensure that the bicycle access to station and storage facilities considers the need for BART, which is located along Santa Clara Street. For the BART station specifically, the Diridon BART Station access design principles state that there should be a minimum number of bicycle parking spaces within proximity to the BART headhouse. While these bicycle facilities will not be limited to BART users only, the DSAP should also consider bicycle facilities in the vicinity of the BART station (Page 117).

VTA appreciates the attention to bicycle and pedestrian facilities shown throughout the plan. VTA recommends Figure 3-5-1 on Page 79 be updated to include bicycle facilities on Autumn Street (as described on the previous page).

Development and Land Use

VTA applauds the inclusion of Transit Residential land use in the DSAP area. Specifically, VTA would like

to emphasize the statement, "All development within the Transit Residential designation is required to be pedestrian oriented with an emphasis on activating the ground level." VTA understands this to mean that developments with this designation will have a limited number of driveways/curb cuts where any garbage or parking access will share a driveway either through an alley or other location with minimal pedestrian and transit interaction and will not be located on Santa Clara Street/The Alameda or San Carlos Streets, the roadways designated as Grand Boulevards in DSAP (Page 107). This type of design is appreciated and will go a long way to make the Diridon Station Area a pedestrian- and transit-friendly place.

That said, VTA notes that land use designations that enable realization of the Partner Agencies' vision for Diridon Station are desirable, but the designations currently included in the DSAP likely do not enable the Partner Agencies' vision for Diridon Station. For example, retail uses will likely be desired within the footprint of the existing Diridon Station, but the Public/Quasi Public designation does not expressly allow retail. In another example, the Commercial Downtown designation does not expressly encourage or require active ground floor uses, nor does it allow for residential development – both things that may be sought by the Partner Agencies to achieve our shared goals for the Diridon Station area. The Partner Agencies request that the City of San José continues to collaborate with the Partner Agencies to appropriately assign land use designation(s) to properties within and adjacent to the land included in the DISC Concept Layout, much of which is land owned by agencies who are members of the DISC partnership.

VTA understands that the buildout of the Google Downtown West development will cover some of the proposed numbers, but in the case that if Google builds fewer residential units than planned, will the broader DSAP be able to meet the capacity? While the document explicitly states the plan will build "up to" 13,519 residential units, 14,444,154 square feet of office, 1,036,000 square feet of active uses, and 300 hotel rooms (for environmental analysis), we are concerned that the number of residential units built, for example, may be way lower than originally thought and that desired densities may not be realized. VTA recommends the DSAP include a minimum number of residential units, commercial square footage, hotel rooms, and office square footage so that a certain level of density is guaranteed for the area and corresponds with the level of planned transit investment.

VTA recommends the DSAP make note of minimizing service impacts during project construction. For example, the PCJPB parcel immediately south of the VTA parcel by Diridon Station contains the light rail cut and cover tunnel box, where the alignments swings under the tracks to get to the Diridon Light Rail station. Any future construction, such as foundation piles, on that PCJPB parcel needs to protect the light rail tunnel and avoid or minimize any service interruptions.

BART Silicon Valley Phase II Extension Project

The BART Silicon Valley Phase II Extension Project is misnamed several times throughout the DSAP. The name should be updated to VTA's BART Silicon Valley Phase II Extension Project."

The language used for the completion date for VTA's BART Silicon Valley Phase II Extension project

should be updated on Page 53 footnote and Page 113 to "will be substantially completed by 2028, followed by testing."

The language on Page 111 should be rephrased to the following: "...the BART Station entrance located on the parcel south of Santa Clara, between Montgomery and Cahill Streets..." Additionally, the language for proposed project [S1] on Page 115 should be updated to say, "The Concept Layout proposes an access point to BART via the lobby of a proposed future building on the parcel south of Santa Clara, between Montgomery and Cahill Streets. The Partner Agencies are considering additional access points, which could be completed as part of the Concept Layout project."

Public Life

VTA applauds the inclusion of public life in the DSAP. VTA recommends that the first sentence of the second paragraph on Page 94 be rephrased to say, "In contrast, private modes that are bigger, heavier, and faster tend to separate travelers from the surrounding urban environment." The current phrasing initially seems to include transit in the description, causing confusion. Transit riders engage in more social interactions than motorists so the section should place more emphasis on how private vehicles "hampers interactions" rather than all vehicles.

Transportation Demand Management (TDM)

VTA appreciates the DSAP including a Parking and TDM section as part of the Mobility chapter. VTA recommends Tables 4-5-1 and 4-5-2 on Pages 127 and 128 be updated to clarify what the asterisks (*) and Xs mean (right now only the table on Page 129 shows what the icons indicate). Additionally, it is unclear what the categories on these tables indicate and the acronym "Maas" should be defined.

VTA should be involved in the development of the curbside management plan noted on Page 126. VTA is a DISC partner and is permitted to operate along curbs within the city so a curbside management plan would benefit from more clarity about curbside management hierarchy, especially in the Diridon Station area. Additionally, VTA recommends that we be involved in the initial discussions around the development of the third-party Transportation Management Association (TMA). VTA programs are included in the TDM Measures tables in DSAP and appreciates the City working with us to ensure the TMA works for all stakeholders.

Project Status

VTA is concerned that some of the projects in the document are shown with more detail and definition than is reasonable. The projects that VTA is particularly concerned with are the Santa Clara Street Dedicated Public Service Lanes (Page 115) and the VTA Light Rail Grade-Separation and Realignment (Page 122). Neither of these projects have been defined or designed to any significant level and significant work will need to be conducted before their impacts on the local transportation network can be described. These projects should be shown as more visionary or long-term in their respective diagrams to emphasize how they are conceptual projects and highlight in the text that further study is needed. VTA looks forward to working with the City of San José on studying both projects to determine how to best meet the transportation goals for this area.

VTA would also like clarity on the current project status and for a few projects in mobility chapter of the document. From the descriptions in the DSAP document it is unclear what the status is of the Santa Clara Street/SR-87 Ramp Modifications (Page 117) and Julian Street/SR-87 (Page 117) projects. Both projects may have significant impacts to the transit network in the area, VTA would like to coordinate with the City of San José on developing these projects.

Railroad Change of Use

The DSAP indicates potential changes of use for railroad crossings. A General Order 88-B will need to be completed and submitted to California Public Utilities Commission (CPUC) prior to any changes.

Coordination of Overlapping Transformational Projects

VTA notes that the DSAP does not include plans to phase and coordinate design and construction of the multiple and overlapping transformational projects advancing in the Diridon Station area (e.g., Downtown West, VTA's BART Silicon Valley Phase II Extension, High Speed Rail, the DISC program, etc.). The City of San José should continue to collaborate with the Partner Agencies to develop comprehensive plans to phase, coordinate, and manage the design and construction of the multiple transformational projects in the Diridon Station area.

Draft Diridon Affordable Housing Implementation Plan

VTA was one of the three funders of the craft Affordable Housing Implementation Plan (AHIP) in support of affordable housing at transit. We previously commented to the City on the administrative draft document and offer the following additional comments on implementation. VTA looks forward to being part of the solution to build affordable housing and help reverse the displacement of Black and Latinx households that are currently undergoing gentrification in the Diridon Station area.

Strategies

Listed as a Housing Production Strategy, the Affordable Housing and Sustainable Communities (AHSC) grant does have the potential to enhance affordable housing production in the Diridon Station area. VTA has been a long-standing partner on AHSC applications with local jurisdictions in Santa Clara County. In VTA's experience, AHSC applications are lengthy and the lead times required for a successful application should not be underestimated. VTA strongly advises a shared, long-term (multi-year) AHSC strategy when identifying potential projects that envision transit investment, due to the need for advanced coordination of capital projects. This allows VTA to confirm that such projects are feasible and align with VTA's current transit strategy investment goals.

Figure 13 on Page 17 of Appendix B should be updated to include VTA's Green Line and Rapid 523 route along San Carlos Street. Including these routes will expand the location eligibility for AHSC, Transit Oriented Development, and Infill Infrastructure grant programs. VTA recommends an overlay of Figure 13 with planned future transit investments, within the next 10 years, to see the full realization of where AHSC applications may occur.

Racial Equity

VTA fully supports strategies aimed at reducing displacement of Black and Latinx households located within the Diridon Station area. At VTA, we want all people in Santa Clara County to be mobile, to thrive, and be heard. As such, VTA shares the City's vision for diverse housing opportunities in the Diridon Station area so people can take transit to do activities like get to jobs, medical care, and visit friends. VTA acknowledges that historic discriminatory housing policies have led to wide disparities across race. By partnering to provide access to affordable housing and jobs near transit, we address housing barriers, racial segregation in our communities, and its root cause: systemic racism.

VTA Transit-Oriented Development Site

VTA policy dictates a minimum of 20 percent affordable residential units on VTA-owned property. Therefore, we recommend that the sentence on Page 42 of Appendix B be updated to read, "provide a minimum of 20 percent of residential units…"

Gentrification

VTA recommends that a study by the American Public Transportation Association entitled "The Real Estate Mantra – Locate Near Public Transportation (2019)" be considered for literature review for the gentrification section of the AHIP. This study also references additional transit and real estate research in the bibliography to further support research in the AHIP. VTA also recommends additional external research be presented in the report to supplement those already produced by the report's author, Strategic Economics. Additional external-supporting research would provide more balance and context to aid the AHIP in achieving its goals.

Thank you again for the opportunity to review this project. We look forward to working with the City to realize the goals set forth in this plan. If you have any questions, please do not hesitate to contact me at 408-321-5830 or lola.torney@vta.org.

Sincerely,



Lola Torney
Transportation Planner III

SJ1110

sv@home

November 15th, 2020

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The Van Every Group

Staff
Leslye Corsiglia
Executive Director

Honorable Mayor Liccardo and Members of the City Council
City of San José
200 E. Santa Clara St.
San José, CA 95113

Dear Mayor Liccardo, Vice Mayor Jones, and Councilmembers Arenas, Davis, Diep, Carrasco, Esparza, Foley, Jimenez, Khamis, and Peralez,

On behalf of Silicon Valley at Home we write today to provide comments on the draft amendments to the Diridon Station Area Plan and the Affordable Housing Implementation Plan. As a member of the Station Area Advisory Group, SV@Home has been deeply engaged on all phases of the Diridon Station planning process. We are encouraged by the work city staff have undertaken to fulfill the vision of a vibrant, mixed-use Diridon neighborhood that is connected to the largest transit hub in the region and accessible to people of all incomes, backgrounds, and abilities.

Achieving this vision requires the City of San José to plan for a bolder, more inclusive future. **That is why we urge the City Council to continue to support a housing-rich Station Area Plan that includes at least 13,000 new homes, which adds to the roughly 2,000 units recently constructed or entitled to reach the goal of 15,000 homes in the Station Area, at least 25% of them affordable.** City staff has done tremendous work in creating a framework that is responsive to the full range of community interests. To keep us on track, the City must ensure that it does not constrain this housing potential through further reduction in height limits, or additional design constraints.

Downtown San José and Diridon are primed to become even more significant jobs centers, with well over 50,000 new jobs anticipated for the Station Area alone. Importantly, both the City and Google have committed to making housing a priority as well. Not only will this enhance the quality of this new urban center, it will begin to address the housing needs generated by these new jobs and avoid shifting affordability pressures to other parts of the city. We know that many of these new jobs will not pay the kinds of wages needed to afford San José's high housing costs; as a result, we need to also ensure that we create affordable housing in the Area that gives people of all incomes and abilities access to this new, vibrant neighborhood.

SV@Home has conducted its own analysis of potential development capacity in the Station Area, concluding that San José should plan for at least 15,000 new homes in the Station Area. Our analysis has been cross-checked with the excellent work done by city staff on the Diridon Station Area amendments process, and we believe that our figures coincide. The latest versions of the plans for Downtown West and DSAP amendments envisions around 13,000 new homes which, when added to the 2,000 homes that have been recently built or entitled, would meet our 15,000 new home goal. As with all planning processes, it is critical that this housing potential remain a priority, and that further adjustments to the plans not constrain our ability to actually build this housing we so desperately need.

350 W. Julian Street, Building 5, San José, CA 95110
408.780.8411 • www.svathome.org • info@siliconvalleyathome.org

With Google committing to at least 4,000, and up to 5,900 new homes (at least 25% of them affordable), San José must focus on how the remaining housing capacity can be realized. The latest proposed amendments to the Diridon Station Area Plan concentrate opportunities for new housing construction around existing residential developments in the southern end of the Station Area. SV@Home's calculations of the remaining housing opportunity parcels support staff's findings that, in order to reach the housing targets, roughly 75% of new residential development will need to be high-rise construction.

The draft Affordable Housing Implementation Plan goes a long way towards responding to these challenges. There is more work to do, but with continued commitment from all parties we are confident we can get there, and we can do so while being creative and accountable to the preservation and protection pieces that are going to fulfill the broader goals of keeping communities whole even as we grow. Thank you to the City Council for your commitment to achieving at least 25% of new homes in the Station Area as affordable, and thank you to Housing Department staff for beginning to develop plans to make this possible.

We ask that the Council support the Planning and Housing Department staff's efforts to realize the housing potential of the Station Area by:

- **Maintaining the maximum heights for residential construction throughout the entire Station Area, as originally planned;**
- **Actively embracing new construction technologies such as cross-laminated timber and modular construction;**
- **Committing to the required affordable housing subsidies that will ensure we are able to meet our affordability targets;**
- **Committing to feasibility without sacrificing our ability to produce needed affordable units. This will require new, innovative approaches to building and financing affordable homes as part of high-rise construction.**

Additionally, the City should give serious consideration to maintaining flexibility in converting commercial parcels or shifting designations in ways that maintain the broader goals and capacity targets, but that are responsive to the market and the Station Area as it is built out. Similarly, both Caltrain and VTA-owned parcels should be prioritized for housing development. These steps would take additional pressure off of individual residential parcels and provide more flexibility in meeting the goals for both jobs and housing.

The Diridon Station Area is a tremendous opportunity for the City of San José to create a vibrant new neighborhood with new jobs, new housing, new retail space, new parks, and a fully interconnected transit system. Great downtowns around the world have all of these things, and we must ensure that we plan for the housing and affordable housing that will make Diridon accessible to all. That is why the Council must act to ensure that we do not constrain the opportunities for residential development so we can fulfill the promise of a more equitable, vibrant Downtown San José for all residents.

Sincerely,



Leslye Corsiglia
Executive Director

350 W. Julian Street, Building 5, San José, CA 95110
408.780.8411 • www.svathome.org • info@siliconvalleyathome.org

Shasta/Hanchett Park Neighborhood Association
P.O. Box 28634 ▪ San José, CA 95159 ▪ info@shpna.org ▪ www.shpna.org

January 8, 2020

VIA EMAIL (jose.ruano@sanjoseca.gov)

Jose Ruano
Diridon Station Area Plan Project Manager
City of San Jose
Department of Planning, Building, and Code Enforcement
200 East Santa Clara Street, 3rd Floor Tower
San Jose, CA 95113

Re: Diridon Station Area Plan Draft Amendment

Dear Mr. Ruano:

I am writing to you as the Vice President and Director for Planning and Land Use of the Shasta / Hanchett Park Neighborhood Association (S/HPNA), on behalf of the NA, with our comments on the scope of the Draft Amendment to the Diridon Station Area Plan (DSAP). S/HPNA represents 4,500 households immediately west of Diridon Station, in the Garden Alameda, Shasta / Hanchett Park, and St. Leo's neighborhoods, directly adjacent to the western boundary of the DSAP; the easternmost portion of S/HPNA is within the DSAP boundaries. For more than thirty-five years, we have sought to work with the City of San Jose, developers, and our neighbors to create a vibrant neighborhood.

While we appreciate the fact that the City has posted the Draft Amendment at this early stage, we must take issue with the revision process itself. Given the scale of the Draft Amendment, we have several concerns regarding expedience taking precedent over thoroughness; our comments include, but are not limited to, the following:

- **Comment Period:** The City's website gives conflicting information as to when the comment period for the Draft Amended DSAP ends. PBCE's 'Diridon Station Area Plan' web page lists January 11th and includes a link to the online feedback form; this is the top search result for 'Diridon Station Area Plan Amendment Comment Period'. This is unacceptable and could be seen as a deliberate attempt to sideline commentary.

- **Use of Amendment Process:** A Draft Amendment that cites a previously completed, adjacent EIR, which never included any reference to the specific site, building height, and transit issues associated with the Diridon Station Area (DSA), cannot be considered a full guiding document for future development. This conveys a clear disinterest in any in-depth analysis of the specific challenges posed by the DSA. The revised Ignoring the 2014 DSAP allows PBCE to set aside the guides, considerations, and years of public input that preceded the 2014 document, in favor of unrelated analysis. The agreements and mitigations being consciously discarded include the Strong Neighborhood Initiative Zones, deference to residential building heights at the southern zone of the DSAP, and the 2002 Delmas Park Neighborhood Improvement Plan. Overruling years of community engagement, and multiple agreements and plans, should not be an Amendment process. It is a clean sheet undertaking.

- **Building Heights:** Using the amendment process circumvents the public's ability to comment on the building height and neighborhood interface issues. Projects of substantially smaller scopes have entailed supplemental or new EIRs, when there were no substantive changes to proposed building heights. To now cite an array of disparate documents, previously prepared without reference to the project area or

substantial increases in building height, as the heart of a CEQA document would be laughable, were it not for the decades of impact this document will have. This comes across as an attempt to sidestep the need to address the substantive mitigation issues, sacrificing the ability of the surrounding neighborhoods to engage in the process, for the sake of expedience.

- **Crane Heights:** The Draft Amendment ignores the fact that the substantial increase in building heights would require cranes that would violate FAA guidelines, rendering the achievement of these proposed heights logistically impossible. When asked this question multiple times, in a series of meetings, City staff chuckled, and acknowledged that it is a problem that will need to be addressed. Environmental Impact Reports and CEQA documents are exactly where these issues are to be addressed. Even an Amendment, crafted to circumvent the typical process, cannot be taken seriously if it does not address one of the fundamental challenges of development within the DSA.

- **Development Data / Metrics:** The Amendment should include documentation of all proposed, pending, entitled, and completed developments within the DSAP, dating back to at least 2002. This should also include any projects which are scheduled to be approved or entitled before the final version of this Amendment, including developments which have held publicly noticed meetings. This information is needed to properly understand the context of the DSAP. Individual S/HPNA residents should not have to compile the data themselves, and then provide it to City staff, who were admittedly unaware of the specifics; yet this is exactly what has happened. Planning staff that has no knowledge of the current Planning conditions cannot be relied upon to generate an accurate, complete CEQA document.

- **Separating Means of Transportation:** The City's General Plan Land Use Goals, and its embrace of Vision Zero, emphasize that walking and bicycling become primary transportation methods. The proposed Amendment includes significant negative impacts on bicycle and pedestrian safety, putting it in conflict with these goals. Connecting the Los Gatos Creek Trail across West Santa Clara Street with token crosswalk and curb improvements is inadequate. The Amendment calls for massive intensification of uses at this area; an office building, two residential buildings, an events center, the adaptive re-use of the San Jose Water Company Building, a large plaza, the upgraded Los Gatos Creek Trail, the Guadalupe River Park Trail, Arena Green (with the pending Urban Confluence structure), and SAP Center. The proposed improvements would only nominally improve the congestion caused by SAP Center alone and would do little to substantively protect cyclists and pedestrians. The City has cited an overcrossing as an 'ideal solution', at some future, undefined date. The overcrossing needs to be studied as part of the project proposal, and a solution, based on robust analysis of pedestrian and non-vehicular access, should be part of any development approval. An environmental document cannot rely on ideal future solutions as a means by which to address substantial shortcomings in pedestrian and bicycle safety.

  A pedestrian crossover on West Santa Clara Street, close to Diridon Station, would address further shortcomings. The lack of a BART station entrance on the north side of West Santa Clara Street will create a substantial uptick in traffic across West Santa Clara, as will the inevitable substantial developments to the north. The Amendment does not address this order-of-magnitude increase in crossings. A detailed micromodality management plan needs to be produced, with robust community involvement and input.

- **West San Fernando Street and Cahill Park Promenade:** West San Fernando Street between Race Street and the project area is indicated as a protected bike lane. This would bisect Cahill Park, eliminating the promenade between the playground and the open grass. West San Fernando Street is a narrow street that already experiences heavy pedestrian, motorized scooter, skateboard, and bicycle usage. The area was converted to permit parking as part of the Arena Traffic and Parking Management Plan (TPMP) more than twenty-five years ago. The proposed protected bike lane is vital, but it undermines the TPMP's detailed commitments and requirements. The proposal reduces the safety and functionality of the single large park immediately adjacent to the DSA – an area that is already drastically lacking in parks. It reduces the efficacy

of mitigations made as part of the Arena's construction, directly undermining the City's commitments to its residents, and substantially increases the non-vehicular usage of a street that is already substandard in many ways. These are all clear dismissals of Vision Zero principles. Analysis and recommendations for how to improve West San Fernando Street and Cahill Park without causing these substantial harms must be included in any CEQA document.

- **Roadway Network Changes:** Emphasizing Autumn Street and Almaden Avenue as primary circulation paths, while closing Delmas Avenue, would substantively hamper vehicular ingress and egress to the DSA, especially to SAP Center. This directly undermines the TPMP and has the potential to send drivers through residential neighborhoods seeking nearby freeway onramps; one of the very problems the TPMP was drafted to prevent. The TPMP goals must continue to be met.

- **Expedite Downtown Transportation Plan:** West San Fernando Street, Cahill Park, and West Santa Clara Street at Diridon Station will all be bottlenecks that clearly prioritize car and bus traffic. The Downtown Transportation Plan (DTP) should be expedited, so that its findings and recommendations can be incorporated into the DSAP. To undertake an effort as substantial as the DTP, only to have it not apply to the DSAP analysis, is either farcical or a cynical effort to ensure that any impacts are dismissed as 'existing'. The DTP should provide City Council and PBCE staff with the necessary data and models to address the potential impacts of the DSAP Amendment before it is approved.

We take pride in our neighborhood; S/HPNA Board members and volunteers have been diligent advocates for decades. Density and additional development within, and adjacent to, our boundaries are inevitable; documents and plans that ignore precedent, and seek to circumvent substantive analysis and public input, while ignoring or minimizing significant impacts on the adjacent residents, should not be. We welcome development that supports the neighborhoods with community services and amenities, while maintaining and encouraging the walkability and vibrance of the area.

Respectfully submitted,



Edward Saum
Vice President & Director for Planning & Land Use
Shasta / Hanchett Park Neighborhood Association

Cc: San Jose City Council
Mayor Sam Liccardo
Rosalynn Hughey, Director, Department of Planning, Building and Code Enforcement
Robert Manford, Deputy Director, Department of Planning, Building and Code Enforcement
Toni Taber, City Clerk

GUADALUPE
RIVER PARK
CONSERVANCY

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Bob Rhodes
Dave Sandretto
Jim Towery
Ken Yeager

Executive Director
Jason Su

June 15, 2020

Kim Walesh
Economic Development Director
City of San Jose - Office of Economic Development
200 E Santa Clara Street
San Jose, CA 95113

Re: Inclusion of the Guadalupe River Park in the DSAP Boundaries

Dear Ms. Walesh,

I am writing on behalf of the Guadalupe River Park Conservancy's (GRPC's) Board of Directors, membership, and staff to request that the Guadalupe River Park (GRP) and Trail be included within the Diridon Station Area Plan (DSAP) boundaries in the currently proposed boundary expansion. Specifically, the areas of the GRP from the Union Pacific Railroad alignment to the Arena Green and Confluence East at W. Santa Clara Street should be included as shown on the attached figure.

GRPC is the City's official non-profit partner in managing the GRP with a mission that provides community leadership for the development and active use of the Guadalupe River Park and Gardens through education, advocacy, and stewardship. We provide outdoor environmental education to children focusing on the environmental benefits and considerations of the river and greenspace. We manage extensive volunteer programs that engage the public and our partner corporations in stewardship of the park and gardens. We steward key community assets in the City including the Rotary PlayGarden, Heritage Rose Garden, and Guadalupe River Trail. Through our mission, leadership, advocacy, and programs, we aim to sustain and create a vibrant public space to serve the residents, workforce, can visitors to Downtown San Jose.

The GRP is the largest available public space in the vicinity of the DSAP and has been described by parks staff, along with the Los Gatos Creek, as the "spine" of the parks system in the area. The Downtown West (Google) project is expected to include approximately 21,000 new residents in the Downtown West/DSAP area and new parks will be required per the City's General Plan and Parkland Dedication Ordinance to the tune of three acres per 1,000 residents. In addition, new residential growth in the greater Downtown will also access the park and trail.

The Guadalupe River Park and Arena Green are part of an existing trail and park system. Due to the proximity and opportunity the Guadalupe River Park offers to the DSAP boundary, and with expected impact to park use from future developments, it is imperative that the planning, investment, and collective development of the district includes consideration of the largest open space area already present. We agree with the Department of Parks, Recreation and Neighborhood Services (PRNS) belief that there are opportunities to enhance what already exists as part of the re-envisioning of the DSAP and the proposed Downtown West project.

PRNS's goals for the DSAP area include construction of the Los Gatos Trail, community programming enhancements, improving and facilitating connectivity, and maintaining and activating trails and parks. Therefore, including the GRP and Arena Green in the DSAP is logical and supports these goals. In fact, their achievement is predicated on a thorough evaluation of future land use, non-motorized circulation/connectivity, activation, and programming of community

events. Considering these important resources in this evaluation and the planning process is imperative and we welcome the opportunity to participate.

Arena Green is a wonderful opportunity for enhancement and programming. It is located on Santa Clara Street - the main gateway to and from DSAP and the main accessway to Diridon Station. The trail provides the only off-street, non-motorized access to the area and its continued use supports PRNS' and the Department of Transportation's goals of enhancing this mode of transportation. The trail also provides access to the future Los Gatos Trail and the two systems must be considered together to facilitate the continued and future safe use of the trails.

Including the GRP and Trail in the DSAP boundary will also be the opportunity to better focus the building strategy around public life. Public art installations and including area history in the design of green spaces enriches our cultural identity, but green spaces are also necessary for the health and well-being of our community in ways that far exceed the aesthetic value. Natural ecosystems and open space are of benefit to the public not only in terms of environmental benefits provided in air filtration and reduction of urban heat island effect, but also in terms of the physical and mental well-being of a community. Our parks and open spaces have never been more important than right now in this time of pandemic. The increase in usership of these kinds of spaces has been substantial, and inclusion of them in the planning process should be of high priority future open space planning.

Evaluating parks as part of an open space network is necessary and needs to be planned for with the same rigor as transportation and economic development. Including the Guadalupe River Park into the DSAP boundaries allows for a more comprehensive plan that helps address public health, equity, ecology, and recreational impacts the development will have in the district and city.

We support thriving parks and trails that create civic, economic, and ecological value not only to Downtown but to the City as a whole. The placemaking of the DSAP will be greatly enhanced by the inclusion of the largest open space on its doorstep in the planning process and we welcome the opportunity to participate and provide leadership for the future. It will allow the City to benefit from our partnerships and expertise as we all work together to create a thriving community that prioritizes natural assets and encourages a seamless integration from the built to the natural environment that all existing and future residents, workers, and visitors will appreciate, use, and enjoy.

In conclusion, the DSAP process will benefit from the inclusion of the Guadalupe River Park and Arena Green to ensure that these open space resources support the district and City's development and quality of life goals. This is an opportunity for the City of San Jose to redefine success by connecting growth and circulation goals to ecology, equity, and public health. GRPC urges our city leadership to include GRP and Arena Green in the DSAP boundary.

Regards,



Jodi Starbird
President of the Board of Directors

Cc: Sam Liccardo
Raul Peralez
Dev Davis
Lori Severino
Lee Wilcox
Jon Cicirelli
Rosalynn Hughey
John Ristow
Nicolle Burnham
Jessica Zenk
Tim Rood
Helen Han
Alexa Arena
Michelle Huttenhoff

Figure A: Proposed DSAP Boundary Expansion



438 Coleman Avenue
San Jose, CA 95110
408-298-7657
guadalupeconservancy.org
EIN: 77-0166797

DANG
Diridon Area Neighborhood Group

January 8, 2021

City of San Jose
Planning Building & Code Enforcement
Jose Ruano, DSAP Project Manager
200 East Santa Clara Street
San Jose, CA 95113
Sent via email

RE: Diridon Station Area Plan CEQA document amendment

Jose,

The Diridon Area Neighborhood Group (DANG) would like to reiterate its consternation and frustration concerning the DSAP revision process. Commenting on this Draft Amended DSAP document was difficult due to the lack of a straightforward nature of messaging, community input, and document creation. We have several issues of concern that we want to have clarified.

1. Presenting the Draft Amended DSAP document merely as an amendment does not constitute a full guiding document to be used for future development. We believe that this should be a supplemental or new DSAP EIR.
2. When the Downtown Strategy Update 2018 was being approved, at no time was there mention that there would be no further opportunity for the community to address any building height or neighborhood interface issues for the Diridon Station area. The public should have had the ability to comment on these issues during this process.
3. Piecemealing of various documents for the purpose of taking a short cut and not letting the surrounding neighborhoods know the full extent of the mitigation issues of this change in the DSAP is unprofessional at best, creating a Frankenstein-type monster of a CEQA document.
4. Another item of concern is located within the document ***Downtown Update Strategy 2040 EIR***, page 208, which states:
   The proposed 4,000-unit increase in residential capacity to 14,360 units would be achieved by transferring residential units from outlying (beyond the general vicinity of Downtown) Urban Villages and other Growth Areas identified in the 2040 General Plan.

The statement above does not declare that the 4,000 units are to be assigned specifically to the Diridon Station area. Since this document does not specifically assign these additional residential units to the station area, staff should eliminate all specific numbers of residential units from the Draft Amended DSAP. If, in fact, these units are assigned specifically to the station area, please cite the location in the EIR document.

Furthermore, DANG requests that you:

1. Provide information about the criteria used to determine that an amendment to the DSAP was the appropriate process instead of a supplemental or new DSAP EIR. DANG believes that a supplemental or new EIR should be the appropriate process because of the major changes being allowed, such as Council's decision to no longer follow the OEI guidelines and the massive increase in development potential for the DSAP area due to the dramatic building height increases.
2. Provide the proposed increase of commercial development in square feet and number of housing units from the 2014 DSAP to the current draft DSAP amendment.
3. Provide information about the impact of the crane heights on development heights.

Regardless of the impediments created to limit public comment, please see below other DSAP comments from DANG.

Thank you,

Kathy Sutherland	Bert Weaver
Laura Winter	Sarah Springer
Edward Saum	Harvey Darnell
Helen Chapman	Bill Rankin
Mary Pizzo	Norma Ruiz
Kevin Christman	Jake Smith

Our research shows that the following documents and referenced pages guide development height in the Diridon and specifically the Delmas Park neighborhood.

Downtown Strategy 2040, Integrated Final EIR

December 2018

Page 209

Diridon Station Area Plan (DSAP)

The majority of the DSAP area is within the Downtown Strategy 2040 boundaries. The Downtown Strategy 2040 does not propose changes to the DSAP. Development occurring in the DSAP area would be subject to land use regulations and policies established in the DSAP. The project, therefore, would be consistent with the DSAP.

Diridon Station Area Plan (DSAP)

June 2014

Page 4-9 number 5 states the following:

ASSUMPTIONS AND EXCLUSIONS

The height limits used in the development of the test-fit plan are consistent with, and in most cases below, the height limits established in the Urban Design Section of this Plan. Building heights used in the test-fit plan are also below the maximum building heights established by Federal Aviation Administration (FAA) Part 77, as discussed below. In the southern zone building heights were set to respect the scale of the adjacent neighborhoods and the recommendations in relevant Strong Neighborhood Initiative (SNI) documents. (underlined for emphasis)

Page 4-16

STRONG NEIGHBORHOOD INITIATIVE ZONES

Project sub-areas D (Dupont/McEvoy) and F (Park/San Carlos) both fall within existing SNI (Strong Neighborhood Initiative) boundary and both of these areas have had SNI Neighborhood Improvement Plans and/or Business Improvement Plans prepared in the recent past. Delmas Park SNI Neighborhood Revitalization Plan gives general guidance on the community's preferred land uses, and desirable massing/heights/densities of buildings. The proposed uses, block and street patterns and building heights indicated in the 'test-fit' DSAP - Final Plan Report are intended to be respectful of and consistent with the community's recommendations.

2002 Delmas Park Neighborhood Improvement Plan

Approved and accepted by City Council and the Planning Commission

Amended in 2007 without changes to this language by City Council and Planning Commission

> Page 30 states the following: Infill Development Criteria During the planning process community members made specific recommendations for infill development within the West San Carlos corridor, including height, density, tenant mix, and architectural character. Height/Density Community members support significant density and height for new development, provided it is sensitive to adjacent neighborhood conditions.
>
> The “Infill Location and Heights” graphic on the following page illustrates height/density criteria. Infill recommendations for specific locations are:
>
> > • West San Carlos Street Frontage - Replace existing auto and light industrial uses with housing over commercial; 4-5 stories average height along the frontage, stepping down to 3 stories adjacent to single-family areas on the north and south.
>
> Page 31 includes a map clearly identifying the site as a redevelopment area with 4 -5 stories.

Draft Amended DSAP

Page 49

Lot Line and Right of Way step back Plane

From the mid-block Lot Line and Right of Way Setback Plane lines to W. San Carlos, how many square feet of land does this section include? How many square feet of land are in the entire DSAP?

Page 51

The Lot Line step back Plane figure 2-4-8a demonstrates how this will work for a Rear Shared Property Line.

The Lot Line step back Plane does not apply to only rear property lines.

The majority of the property lines are side property lines with only three (3) foot setbacks.

Provide an additional figure to demonstrate the proposed setback plane under these conditions.

In the DSAP area (with the exception of Downtown West), on a map please show developments built within the past 20 years, projects currently under construction, entitled projects, development proposals which are scheduled to be approved before the final version of this amendment, development proposals which have held publicly noticed meetings.

Provide information about the loss of "theoretical capacity" for commercial and residential development in the DSAP due to the above projects

Provide information about the loss of "theoretical capacity" due to newly acknowledged crane height concerns

Provide information about the loss of "theoretical capacity" if the 3 half-blocks on the south side of W San Carlos between Bird and Delmas were developed to the following heights as called out in the Delmas Park Neighborhood Improvement Plan:

"West San Carlos Street Frontage - Replace existing auto and light industrial uses with housing over commercial; 4-5 stories average height along the frontage, stepping down to 3 stories adjacent to single-family areas on the north and south."

Bicycle and Pedestrian Facilities

The proposed project would conflict with a bicycle-or pedestrian-related program plan or policy if it would create a hazardous condition that currently does not exist for pedestrians or bicyclists, or if it conflicts with planned facilities or local agency policies regarding bicycle and pedestrian facilities

Several areas both within the project plan and adjacent to the project plan will have significant negative impacts on bicycle and pedestrian safety, conflicting with Envision **San Jose 2040 General Plan Land Use Goal TR-2**: "improve walking and bicycling facilities to be more convenient, comfortable, and safe**,** so that they become primary transportation modes. Although the Downtown West and adjacent areas will greatly improve pedestrian, bicycle, and other micromodality transportation modes due to the proposed improved network of streets and access to transit, the following locations need greater scrutiny to assure compliance with Safe Routes to Transit, San Jose Bike Plan 2020, and Vision Zero: Onsite Improvements

1. "Off-street path connections along Los Gatos Creek within the project site to fill in gaps in the existing trail, with an off-street path connection running along the western edge of Los Gatos creek between Auzerais Avenue and Park Avenue, as well as along the eastern edge of the creek from West San Fernando Street to West Santa Clara Street. These trail segments would be connected by on-street protected bikeways along

Autumn Street between Park Avenue and the VTA tracks." A safe pedestrian and bicycle undercrossing is imperative here to assure safety for both recreational uses and transit access for commuters. This will be a major vehicular/bus intersection that will be incompatible with the heavy pedestrian, bicycle and other micromodality uses expected for the project area.

"Controlled at-grade crossing (crosswalk and curb improvements) for the Los Gatos Creek Trail across West Santa Clara Street at or near Delmas Avenue. This crossing would connect the existing segment of the Los Gatos Creek Trail within Arena Green, along the west side of the creek, with a new portion of the trail to be developed as part of the project on the east side of Los Gatos Creek between the VTA tracks and West Santa Clara Street." This area is slated for a much more intense use than at present: an office building, two residential buildings, an events center, the adaptive re-use of the San Jose Water Building, a large plaza, the Los Gatos Creek Trail, the Guadalupe River Park Trail, plus Arena Green and SAP center all converge here. Simple controlled-grade crosswalk and curb improvements are grossly insufficient for this level of activity on both sides of West Santa Clara Street. We are aware that an undercrossing is unfeasible. An overcrossing needs to be studied for this location along with a more robust analysis of pedestrian and micromobility issues.

1. West Santa Clara Street at Cahill Street is another location that will be unsafe for pedestrian and micromodalities. Two possible solutions might be to include a second BART station entrance at the north side of Santa Clara Street in front of SAP Center or an overcrossing.

2. Provide a detailed safety analysis with proposed solutions for Bird Avenue over Highway 280. The Gardner Academy on the south side of 280 in the Gardner Neighborhood includes an enrollment boundary north of Highway 280 and is currently a pedestrian and bicycle nightmare. A parallel pedestrian/bicycle bridge may be the safest solution here.

3. West San Fernando Street between Race Street and the project area is proposed to be a protected bike lane and currently experiences heavy pedestrian, motorized scooter, skateboard, and other micromodality usage and the bikeway includes a portion of Cahill Park's promenade. The public safety issues with this bikeway is alarming. An analysis and safety recommendations for this section of West San Fernando Street must be made.

4. A detailed micromdality management plan needs to be produced with robust community involvement and input.

Roadway Network Changes

Autumn Street and Almaden Avenue do not connect to a major highway, as does Delmas Avenue; this would potentially increase VMT and lead to driver confusion, especially with egress for SAP Center, a new project Events Center and Logistics Center. The Arena Traffic and Parking Management Plan is a very detailed document created with the input of the adjacent residential neighborhoods and for 30 years has worked flawlessly to minimize traffic impacts from SAP Center on said neighborhoods. Removing Delmas Avenue between West Santa Clara Street and West San Fernando Street will have a significant negative impact from visitors to SAP Center, the new Events Center and the new Logistics Center. Google Maps and Waze, if not programmed properly, will automatically send drivers through residential neighborhoods in order to get to the nearest freeway onramp to the south of the project area, the Highway 87 southbound onramp at Delmas and Auzerais Avenues. The TPMP goals must continue to be met and the navigation apps must not send drivers into a residential neighborhood.

DANG recommends a pedestrian crossover on West Santa Clara Street: Elevated crosswalk with stairs, elevators and escalators for safe pedestrian crossing over W. Santa Clara close to Diridon Station.

DANG also recommends an elevated trail connection in the north end of the DSAP based upon the outcome of the DISC development. The final determination of the location and termination points would be coordinated with the public before the Diridon Station work has begun.

DANG
Diridon Area Neighborhood Group

November 9, 2020

City of San Jose
Kim Walesh, Deputy City Manager
Rosalynn Hughey, Director, PBCE
200 East Santa Clara Street
San Jose, CA 95113
Sent via email

RE: November 9, 2020 SAAG meeting regarding DSAP update

Dear Kim and Rosalynn,

The November 9, 2020 SAAG meeting agenda includes a discussion of the DSAP Amendment process. The map on page 37 of the proposed amendment brings up serious concerns for the Diridon Area Neighborhood Group (DANG). As you know, the DANG met with city staff including yourselves and Councilmembers Davis and Peralez several times to bring up concerns about building development heights within a few select areas in the DSAP. These select areas are adjacent to existing neighborhoods.

The development height map on page 37 of the DSAP Amendment reflects the following changes to the DSAP Revised Concept Heights included in the Spring 2020 Diridon Station Area Plan presentation by the Planning Department. Given the number of conversations between the DANG and both of you and our expressed concern with the development heights adjacent to existing neighborhoods, we would like to call to the SAAG's attention the following changes:

- The 90' heights at the north end of the DSAP appear to decrease the building heights. However, the 2 larger sites actually reflect newly constructed Whole Foods and the Arena Hotel and the Hanover Company project at 715 West Julian Street already under construction. The only developable site remaining is the very small middle section which had been decreased from 195' to 90'.

- The triangular section on the north side of Park Avenue adjacent to Los Gatos Creek and the Lakehouse Historic District has been reduced from 285' to 65' and while this height is a concern for the DANG because it interfaces with an existing neighborhood, the 285' is also a concern because it is adjacent to the Los Gatos Creek. The DANG is supportive of the reduced building height, but environmental concerns about shading the Los Gatos Creek could easily have been the primary reason for the height reduction.

- It is impossible for the DANG to find a reasonable reason for proposed building height increases on the south side of West San Carlos between Bird and Delmas. This area is adjacent to an existing neighborhood and we have had several discussions with you about the building heights. The current proposal in the DSAP Amendment eliminates the 65' transitional height included in the DSAP Preliminary Concept Height and DSAP Revised Concept Heights maps. The latest version will allow 290' buildings across the street from an existing R2 neighborhood along Columbia, and shared property lines with an existing R2 neighborhood on the west side of Gifford. The section between Gifford and Josefa is now 110' and fully to the middle of the block without a 65' transitional buffer. There are three existing homes that are included in this area. (We acknowledge that there is a development proposal to consolidate and rezone these lots as Downtown Commercial, but this is just a proposal.)

- In our conversations with you, the DANG has suggested areas where increasing building heights would be supported. The latest version of your map reflects the DANG suggestion of increasing developable heights for the block bound by Gifford, Park, Sonoma and W. San Carlos from 110' to 295'. The DANG also stated it would also support increasing the developable heights for the block bound by San Carlos, Josefa, Park and Gifford currently at 110' to 290' and the east side of Sunol between W. San Carlos and Park which is currently 65' to 110'.

As we have stated before, the areas of concern for the DANG are less than 4% of the DSAP. To propose an increase to developable heights adjacent to an existing neighborhood, elimination of the transitional buffer, and a 75% view plane set back, ignores our request in the letter posted on the SAAG website to adopt transitional heights as illustrated in The Alameda Urban Village Plan, Chapter 5, page 56 and page 67. This is counter to every concern ever raised in our conversations with you.

We request that you distribute this letter to the entire SAAG and include it with the material for the November 9, 2020 meeting.

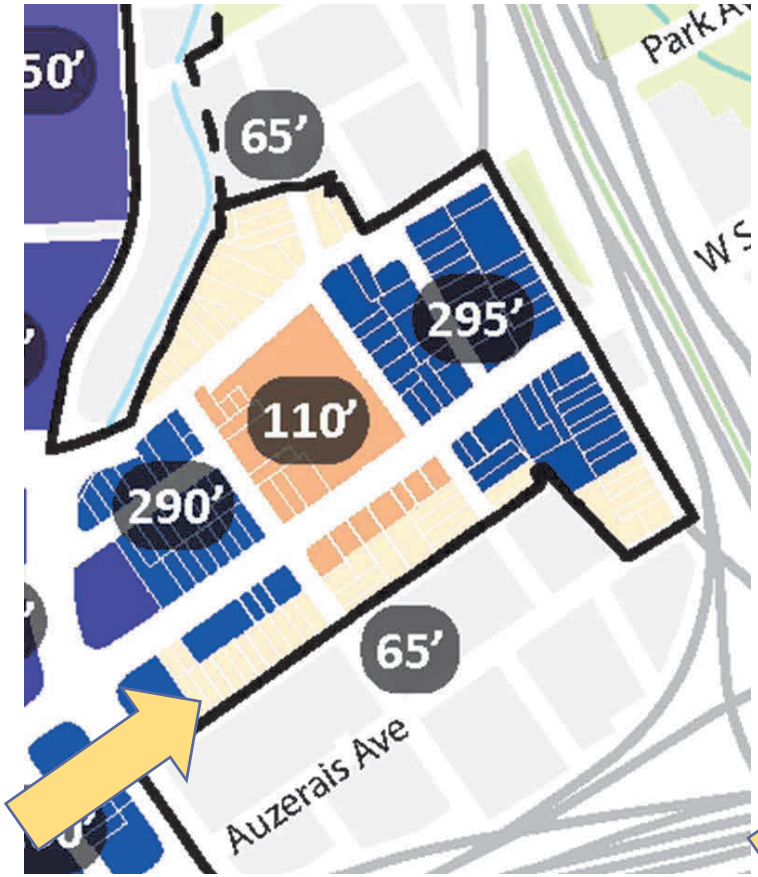
Thank you,

Kathy Sutherland
Laura Winter
Edward Saum
Helen Chapman
Jake Smith
Kevin Christman
Bert Weaver
Sarah Springer
Harvey Darnell
Bill Rankin
Norma Ruiz

cc: Mayor Sam Liccardo
Vice Mayor Chappie Jones
Councilmember Sergio Jimenez
Councilmember Raul Peralez
Councilmember Lan Diep
Councilmember Magdalena Carrasco
Councilmember Dev Davis
Councilmember Maya Esparza
Councilmember Sylvia Arenas
Councilmember Pam Foley
Councilmember Johnny Khamis
City Manager David Sykes
Lee Wilcox
Kelly Kline
Toni Taber
Lori Severino
Scott Kniies, Downtown Association
Alice Kaufman, Green Foothills
Jim Goddard, SVE
Sean Morley, The Morley Bros
Alex Arena, Google
Ricardo Benavidez, *Google*

DSAP Heights

Summer 2020



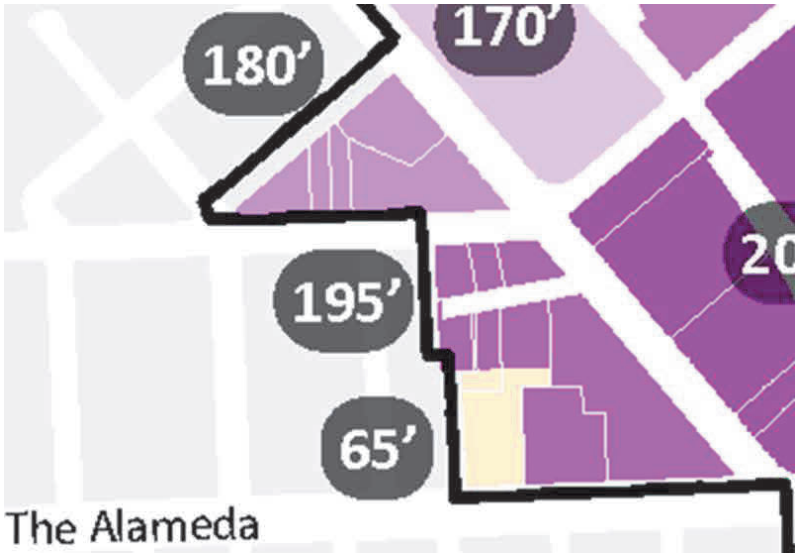
October 2020



Height increased bordering the neighborhoods, staff showed their recommendation on the left.

DSAP Heights

Summer 2020



October 2020



1. Modera and Whole Foods



2. Hanover – 715 West Julian



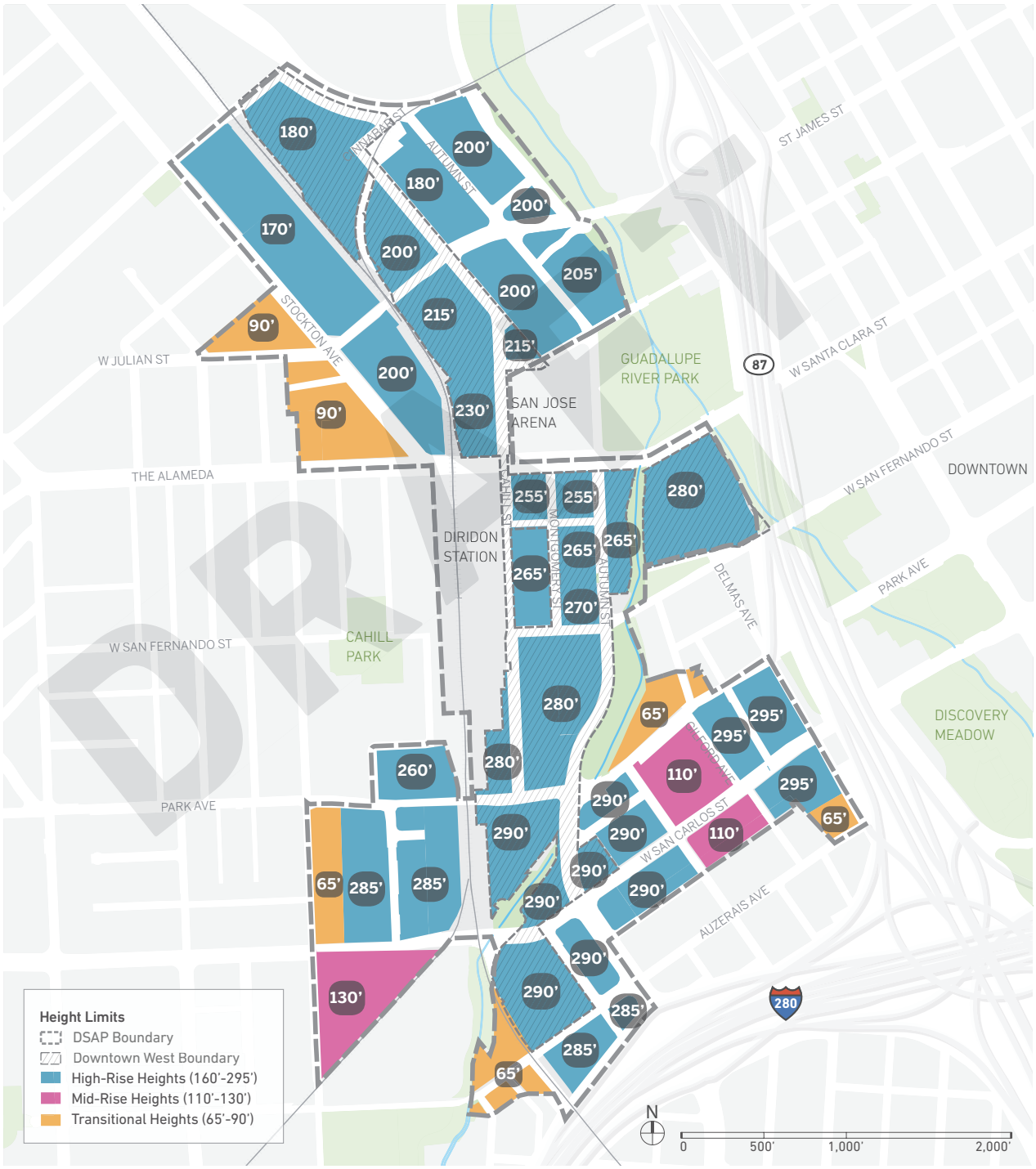


Figure 2-3-4: Building Heights

DANG
Diridon Area Neighborhood Group

September 25, 2020
Raul Peralez, Councilmember
Dave Sykes, City Manager
Sent via email

Dear Councilmember Peralez and Mr. Sykes,

The presentation by the Planning staff at the September 16, 2020 SAAG meeting raised serious concerns about how Planning staff presents the DANG to the SAAG. It was very clear that it is their intention to pit the concerns of the DANG neighborhoods against the citywide need for more housing.

The DANG is supportive of dense commercial, market rate and affordable housing in the DSAP area. We have more affordable developments in our neighborhoods than the rest of the city. These developments went forward with the neighborhood leadership that we DANG members bring to the table. But this support was not unanimous in our communities. We are the leaders who have been speaking up for affordable development while enduring strong criticism from our neighbors.

The areas of concern for the DANG comprise only 4% of the entire DSAP area. The DANG is not asking for low density development; we are simply asking you to lower the allowable heights in the areas of concern to make it more compatible with the adjacent neighborhoods. Pages 47 to 53 of the Planning department presentation "did the math" and told the SAAG how many housing units would be lost if the heights were reduced, blaming DANG. This is gas lighting.

In fact, DANG previously presented to Planning our support for increased height limits in several areas within DSAP.

Page 66 of the presentation is the Planning department conception of where housing should be located. At the same time, the Planning department is actively bringing forward nonresidential developments within these identified housing areas. These developments will directly reduce the number of much needed housing units. We ask that the Planning department be directed to do the following:

- Defer consideration of nonresidential projects except Downtown West until the DSAP update is completed.

- Determine the number of housing units that will be forever lost if nonresidential projects are approved and document the impact on the number of residential units in the proposed DSAP update.
- Send this information with a copy of this letter to SAAG members via email.
- Develop with DANG support, a detailed community outreach process for the DANG neighborhoods.

As longtime, engaged community leaders who have collectively volunteered thousands of hours to support our city, we will not allow the Planning department to publicly frame the concerns we raised as anti-housing. We are thoughtful leaders with experience and we have done everything to partner with developers and the City to bring positive change to our neighborhoods.

When we speak with Staff, they declare that they are simply following Council direction. It is time for Council to give new direction. Councilmember Peralez, we are your longtime leaders. We expect you to call out City staff as they unjustly malign us as a community coalition. We have a collective reputation to protect and we will not allow the City to present us in this light.

Sincerely,

Kathy Sutherland
Laura Winter
Edward Saum
Helen Chapman
Mary Pizzo
Bert Weaver
Sarah Springer
Harvey Darnell
Bill Rankin
Norma Ruiz
Mayra Flores
Kevin Christman
Jake Smith
Patrice Shaffer

cc: Mayor Sam Liccardo
Vice Mayor Chappie Jones
Councilmember Sergio Jimenez
Councilmember Lan Diep
Councilmember Magdalena Carrasco
Councilmember Dev Davis
Councilmember Maya Esparza
Councilmember Sylvia Arenas
Councilmember Pam Foley
Councilmember Johnny Khamis
Kim Walesh
Lee Wilcox
Kelly Kline
Nanci Klein
Toni Taber
Rosalynn Hughey
Timothy Rood
Lori Serevino, SAAG

Planning Commissioner Mariel Caballero
Planning Commissioner Rolando Bonilla
Planning Commissioner George Kasey
Planning Commissioner Jorge Garcia
Planning Commissioner Justin Lardinois
Planning Commissioner Pierluigi Oliverio
Planning Commissioner Deborah Torrens

League of Women Voters, San Jose/Santa Clara Carol Watt
League of Women Voters, San Jose/Santa Clara Gloria Chun Hoo
League of Women Voters, San Jose/Santa Clara Roma Dawson

Google Joe Van Belleghem, Senior Director of Real Estate Development
Google Alexis Arena, Senior Director of Real Estate Development
Google Javier Gonzalez, Government Affairs & Public Policy Manager
Google Ricardo Benavidez, Director of Social Infrastructure

Barbara Marshman
Jim Goddard, Sharks Sports and Entertainment
Alice Kaufman, Green Foothills

DANG
Diridon Area Neighborhood Group

City of San José
City Manager Office
David Sykes, City Manager
200 East Santa Clara Street, 17th floor
San José, CA 95113

RE: Google Downtown West Mixed-Use Plan and DSAP Outreach

The Diridon Area Neighborhood Group (DANG) reached out to the City of San José on April 2nd expressing concern about the community outreach process and the approval timelines for the Google Downtown West Mixed-Use Plan and Diridon Station Area Plan (DSAP). We received an e-mail that the City was "developing a more complete message about the change in plans." The "more complete message" that we received did not include conversation with the community, but instead was just a data dump of three presentations and a survey, with the request that the survey be completed by the end of April. Posting presentations online without any way to comment or ask questions and then requesting response to a survey is a wholly ineffective way to engage with a group of engaged, passionate, and involved community leaders. We have other questions such as:

- When will the City respond on the strategy dealing with the deadline for AB 900?
- Will the City guarantee that they will not vote on any item in regards to Downtown West in 2020?
- Are the Downtown West and the DSAP amendment still tied together or are you going to separate them?
- Why hasn't there been any outreach in regards to the preliminary concept heights map?
- Will you please clarify as to what the community can expect and the exact process you will be following?
- When will the detailed milestones, such as the Downtown Transportation Plan, The Diridon Station Area Plan Amendment, the Google Downtown West Mixed-Use Plan, etc., be made public?"

The three presentations left us with more questions than answers. We held several meetings to try to understand the presentations and what they mean for the surrounding neighborhoods. The DSAP presentation caused the most confusion. The maps showing the proposed changes to the building height limits did not show any context whatsoever, such as existing projects,

David Sykes, City Manager
City of San José

existing height limits, and entitled projects. We have been told that the preliminary concept height map reflects staff current thinking on heights.

As to the Parks and Transportation presentations, we have attached a series of questions that we want answered. They demonstrate both our frustration and our resolve to work to ensure that the developments make the community better and not deteriorate it for the sake of financial gain for the City of San José.

We are looking for leadership, who will step up and show the resolve that the City will do the right thing and not rubber stamp these processes at the last minute without any community outreach. The time to send out consultants to have informal chats has passed; we need substantive conversations with lead City staff and Council offices about this. As a sign of good faith, we have agreed to a Zoom call with DOT on May 28th. However, from this point on, any meetings requested will require an agenda and outcome goal in writing. Now is the time for our respective Councilmembers to become engaged and focus some time on the largest development project in the history of the Bay Area.

Sincerely,

Kathy Sutherland
Laura Winter
Edward Saum
Helen Chapman
Mary Pizzo
Kevin Christman
Bert Weaver
Sarah Springer
Harvey Darnell
Bill Rankin
Norma Ruiz

cc: Mayor Sam Liccardo
Vice Mayor Chappie Jones
Councilmember Sergio Jimenez
Councilmember Raul Peralez
Councilmember Lan Diep
Councilmember Magdalena Carrasco
Councilmember Dev Davis
Councilmember Maya Esparza
Councilmember Sylvia Arenas
Councilmember Pam Foley
Councilmember Johnny Khamis
Lee Wilcox
Rosalyn Hughey
David Keyon
Kelly Kline
Kim Walesh
Toni Taber
Timothy Rood

SUMMARY OF COMMENTS AND QUESTIONS REGARDING THE DIRIDON STATION AREA PLAN BASED UPON THE "DSAP PRELIMINARY CONCEPT HEIGHTS" MAP

Staff has identified this map as their current thoughts on development height in the DSAP area under the new FAA limit.

The DSAP Preliminary Concept Heights Map colors over existing developments and ignores finished or entitled development projects. This map must be updated to provide a realistic view of building height developments with special attention paid to how infill development will interface with existing neighborhood developments and the Los Gatos Creek.

Update the map to show all entitled, under construction/occupied site within and adjacent to the DSAP area with existing or proposed building height.
Including but not limited to the following locations:

- Esperanza (Bird and Columbia)
- Delmas Apartments (Bird and W. San Carlos)
- Museum Park (San Carlos and Gifford)
- Eden Housing (Auzerais and Delmas)
- Park Side (Park and Delmas)
- Monte Vista and Cannery Square (Auzerais and Sunol)
- 808 San Carlos (W. San Carlos and Sunol)
- Park Avenue Senior Housing (Park and Laurel Grove)
- Georgetown
- Cahill Park
- Plant 51 (The Alameda and Bush)
- Clinton Place
- Former San Jose Water Company and Trammel Crow site which is proposed to be added into the DSAP boundary

Update the map to provide development heights for locations adjacent to the Los Gatos Creek to ensure proper top of bank, shade and reflection setbacks.

Include the current building heights for properties that are just outside of the DSAP boundary to give a sense of how the proposed height will interface with adjacent buildings.

Provide the following requested information:

- What is the process to develop a final building height map for the DSAP?
- What guardrails will be in place to ensure proposed developments integrate with the existing development?
- Any proposed development will be going into an established neighborhood that has only recently been included into the expanded boundaries of Downtown –

Please clarify the development approval process and community outreach process.

- The current DSAP amendment process has been entirely staff driven. When will the neighborhoods and public be asked for their comments?
- What is the current city policy for determining the appropriate building height next to a single family residence? What are the setbacks? Provide information about appropriate building heights adjacent to single family homes and apply this concept to all sites to ensure a realistic concept height map.
- What are the best practices and/or guidelines for development adjacent to a historic district?

Recommendations:

The city create a working committee consisting of representatives from Google, 'Silicon Valley Sports and Entertainment, developers, planning staff and representatives of the Delmas Park, Del Monte and St. Leo's neighborhoods to review individual development proposals within the DSAP boundaries. The term of the committee should be at least 5 years.

The DSAP setbacks from SFR should adopt the transitional heights as illustrated in The Alameda Urban Village Plan, Chapter 5, page 56, and page 67

SUMMARY OF COMMENTS AND QUESTIONS REGARDING THE PARKS, RECREATION AND OPEN SPACE PRESENTATION

After viewing the Parks presentation, we have concerns with the focus of the planned recreation goals with the Station Area Plan being a community center with no accommodations or requirements to provide park space for the thousands of new residents.

We have several questions for which we would appreciate clarification and respectfully request a thorough response from City Staff on the following questions.

1. Is the Community Center that is planned using the bulk of Park credits and funds?

2. How can Gardner Community Center be more available for community members in Greater Gardner? Why can't the Gardner Center serve as the Youth Oriented Community Center portrayed in the presentation rather than building a whole new center.

3. How will staffing and O & M be provided if a new center is built? This is a great concern to us as the Gardner Center became a reuse center five years after it was built. The current condition of the economy doesn't provide us with much hope that the new center would not be affected by budget cuts.

4. How will the Los Gatos Creek Trail (LGCT) connect to both the Diridon Station and to the Guadalupe River Trail (GRT)?

5. What can be done to provide meaningful and safe trail connections off street? For example leaving LG Creek in its culvert and creating an adjacent faux non riparian trail off street corridor that would join the portions of the existing trail to a creekside LG trail north of San Fernando.

6. If trails are counted as parkland, why is so much of the LGCT connection between Auzerais and GRT on the street?

7. Is the City relaxing its General Plan goal of 3.5 acres of park space per 1000 residents in this area? Without added park/trail acreage - what will be the resulting acreage per resident for the Diridon area? What is the minimum

amount of acreage of open space the city is committed to require developers to provide given the dense housing envisioned for this area?

8. How much true open space is there in the plans? Are paved plazas counted as parks?
   If so, will the City create a designation that preserves their use as recreational open space and that will keep them from being developed in the future?

9. In light of our lessons from the Covid-19 emergency, in order to maintain and improve their physical and mental health, high rise dwellers require adjacent open space outside their buildings to exercise, recreate outside eg (informal sports activities, etc) and to exercise their pets. How much acreage will be devoted to these nearby uses?

10. Since 1992, with the adoption of the Midtown Specific Plan, the community has been promised a 5-acre park where the Fire Training Center currently exists. In public meetings the community was also promised, with the raised building heights, more land would be available to develop as open space. Our expectation is that the promised 5-acre park would be included in this plan and not be substituted with a community center. How will you address this significant community concern?

SUMMARY OF COMMENTS AND QUESTIONS REGARDING THE DOT PRESENTATION

Sarah Springer & Laura Winter

A. Transportation: Diridon Integrated Station Concept

1. Not clear on this slide and what has been shown in the past is a car/pedestrian separation, not merely a crosswalk across Santa Clara Street
2. What pedestrian improvements are proposed for Santa Clara Street?

B. Transportation: Downtown West

1. Please define "highly acceptable" street design
2. We need to see detailed street sections of the various rights-of way
3. Is Cahill Street going to be one or two ways?
4. Is there any reason NOT to make Cahill vehicle free, especially as it will intersect with a protected bike lane at Park Avenue? There should be no private vehicles on Cahill Street between Santa Clara Street and Park Avenue.

C. Transportation: Diridon Station Area Plan

1. What is the Parking District Model? When can we see it?
2. How will DOT meet its contractual obligation to SAP Center to provide parking?
3. When can we see the first public draft of the DSAP?
4. How does this all work with the TPMP for SAP Center?

D. Transportation: Major Improvements

1. How will VTA Light Rail increase its speeds through downtown?
2. Why outside service lanes here as opposed to inside on Alum Rock Avenue? Won't this be confusing? How will these transition to each other?
3. Early public engagement on the Bird Avenue/280 crossing is imperative.
4. The Santa Clara Street exit off 87 is neither a hazard nor a bottleneck, save for the homeless encampments. Does the Sharks organization approve of this removal? AC Hotel? Justify this decision.

E. Transportation: General Plan Network Downtown

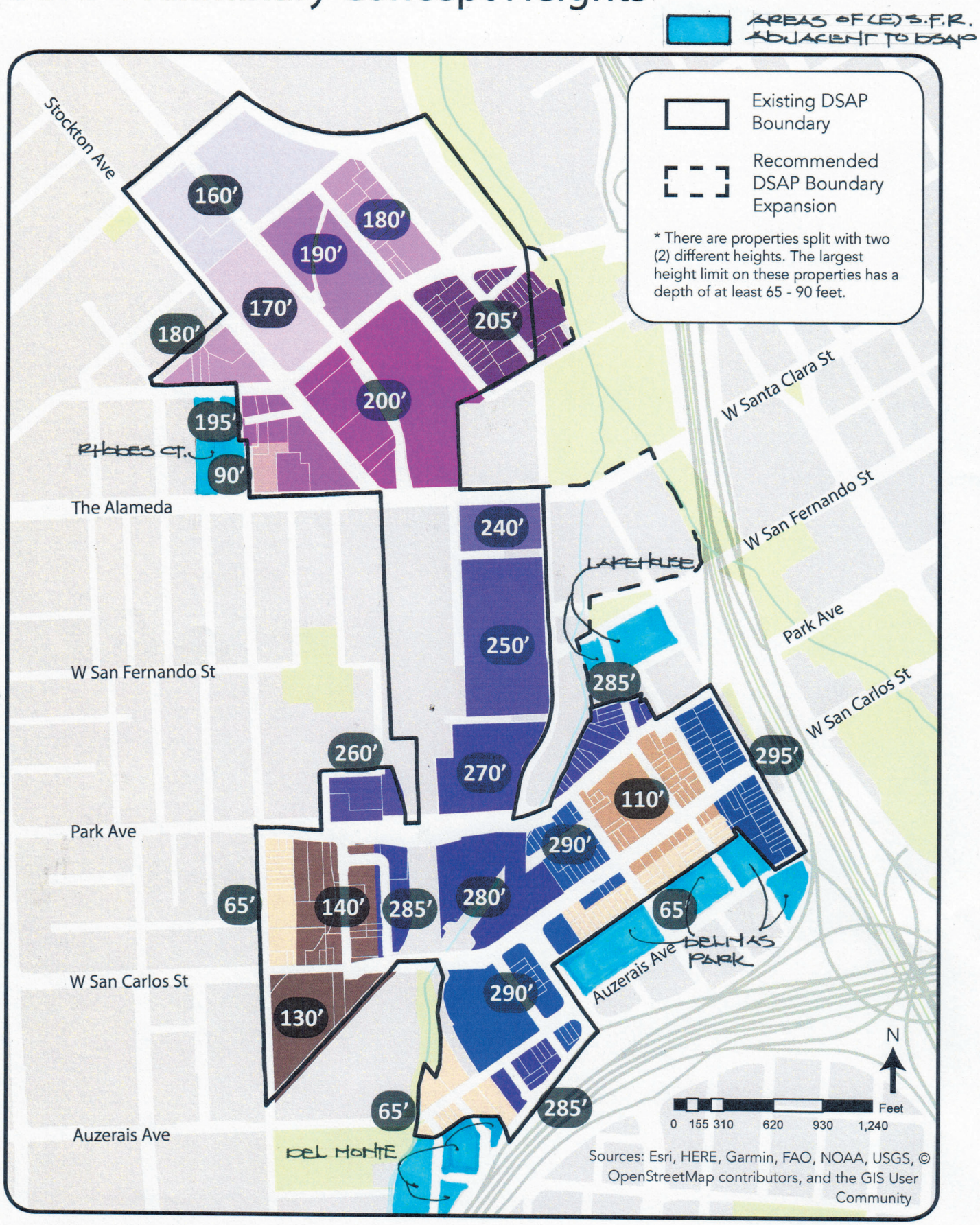
1. This is extremely confusing and a larger scale plan with more detail is needed.
2. What is the difference between "City Connector" and Local Connector"?
3. How will private vehicles not be prioritized from these types of streets?
4. Where are the other micromodalities besides bicycles?

F. Transportation Better Bike Plan 2025

1. Will the plan truly come to Council in August?
2. One of the reasons Vision Zero is failing is due to driver, rider, and pedestrian confusion, and this seems like more of the same.
3. Why is Delmas Park south of San Carlos Street not on the map?
4. Why is "Buffered Bike Lane" not on the legend and exactly what is it?
5. Please explain the difference between a bike "Boulevard", a "Route", a "Lane", and a "Buffered Bike Lane"
6. Does W San Fernando Street through St. Leo's become no street parking to accommodate a protected bike lane? How about a protected bike lane on Hanchett Avenue? What happens to the Cahill Park promenade if it is a bike trail?
7. Why are there no separated bike lanes downtown?
8. If Race, Julian and The Alameda have separated bike lanes, is there no street parking?
9. There needs to be clear signage/maps/apps for bicycles so they can safely navigate the new network; not all bike routes are linear.

DRAFT - 04.21.20

DSAP Preliminary Concept Heights



*Reflects Downtown West application as of October 2019

Diridon Station Area – Community Engagement
Fall 2020

Event name: Diridon Experience Open Space Workshop
Hosts: San Jose Jazz, with City of San José support
Location: Zoom
Date: December 10, 2020, 6–7:30pm
Language(s): English,

City staff in attendance:

- Jacky Morales-Ferrand – Director of Housing
- Kerry Adams-Hapner – Director of Office of Cultural Affairs; Deputy Director of Economic Development
- Jose Ruano – DSAP Project Manager, Department of Planning
- Eric Eidlin – Station Area Planner, DOT
- Larissa Sanderfer – Parks Planner
- Florin Lapustea – DOT
- Kelly Kline – Chief Economic Development and Land Use Officer, Office of the Mayor

Overview:

We originally planned to facilitate face-to-face interactive workshops. Due to the shelter in place we developed a hands-on, virtual workshop to educate, connect and to provide a creative way for the San Jose arts community to engage with the Diridon Station Area planning process. Participants were more than happy to connect virtually with each other. We temporarily created a community of inquiry to explore the meaning, value and feel of public space from the comfort of the participants' living or working spaces. Through exploring their memories, needs and aspirations, participants reflected and explored this personal relationship with the land.

Using their hands and objects, participants created projects from objects around their homes that captured the intangible experiences of space and articulated sensory-based connections that are sometimes difficult to express with words. With great gusto, the participants shared their projects with each other in a virtual "show and tell." The stories of attendees were uplifted and recorded by City of San José staff to help shape the design and feel of the public space at Diridon Station. This meaningful community engagement created authentic recommendations based on lived experiences. For the participants the workshop was as fun, exciting and like a "scavenger hunt." Moreover, it created a sense of camaraderie and empathy for the group. This workshop ignited the participant's attachment to place and connection to the process of positive change for the City.

Focus Areas/Projects: public life, open space, parks, trails, recreation, and community gathering – to help inform the Downtown West development review, Diridon Station Area Plan amendment, and Downtown Transportation Plan processes

Eventbrite/facebook page:
https://www.eventbrite.com/e/diridon-experience-workshop-tickets-130113471897#

Presentation: We did not make a power point. Attached are is a link to the participants models and pictures https://www.flickr.com/photos/latinourbanforum/albums/72157717328316573
Video Link: https://youtu.be/XnCNmRfLX88
Attendance: 16 community members and 6 City of San José staff

Agenda:

Diridon Experience Workshop
Date; December 10, 2020
Time: 6–7:30pm

Introduction: 6:05–6:10pm, Lori Severino
Workshop instruction: 6:10–6:15pm, James Rojas
Participants placed in small break out rooms: 6:15 or 6:17, Massimo Chisessi
Small breakout Rooms: 6:15–6:50, James Rojas and Hugo Garcia

Part l: Build our favorite childhood memory from household objects
Participants searched for objects to create their models (5-10 minutes)
Participants wrote their childhood memories in the chat stream
Participants took a photo of their creations (emailed to James Rojas)
Participants share memory with others
Wrap Up, Facilitator asked for Common themes, locations, activities and people

Part ll: Build your ideal Public Space
Participants searched for objects to create their models (5 -10 minutes)
Participants wrote it in the chat box
Particiants took a photo and emailed to San Jose Jazz
Participants shared their ideal public space with the group.
Facilitators asked them common themes, location, and activities.

Wrap-Up in Main Room: 6:50–7pm, James Rojas
Open Forum for Discussion: 7–7:30pm, City Staff

Small Breakout Room Notes

Room 1 Facilitator:
James Rojas
Room 2 Facilitator:
Hugo Garcia

Part One: Build your favorite childhood memory
Participants were asked to build their memory in ten minutes. They searched their room for objects that helped evoked it. Once they completed this task they were asked to take a picture of it, and email to the jamestrojas@gmail.com. Each person than presented their favorite childhood memory. Most people presented objects that had or triggered a memory. These are some of the favorite childhood memories:

- Nam memory was going to the Santa Cruz wharf, watching sea lions, and eating clam chowder
- Larissa presented a wool beanie because it reminded her of hiking in Lake Tahoe with family.

- Lori presented small children animals. She said: “All day, I have been thinking about driving to my grandparent's house on Christmas Day for a big family gathering. It was often the only time each year that my aunts, uncles, and cousins would see each other. I picture the drive through the countryside, up a steep gravel hill, past the barn and usually some deer, and up to the house. They had horses, dogs, and chickens. So fun!”
- Florin memory was playing soccer at Minor Park in south San Jose every Sunday with the Romanian community and other friends
- Joanne memory was walking from my Grandmother's house on San Carlos to Diridon Train station with my Grandmother to take the train to San Francisco to visit Family. Hand made Italian cooking with grandma.
- Gabby memory was tying up bugs and watch them fly.
- RLA memory was riding with your parents in the car wearing Sunglass
- Tessa - Outdoor flowers, Springtime and playing on the swings
- John - San Jose Clock Tower and history

These were some of the key themes, places and activities:
Social: Family, friends, and community
Feelings: safe, warm, happy, taking ownership of space, historical, exploration.
Places: outdoors, nature, beaches, and parks

Summary: Regardless of background, gender or profession, everyone participated in the activity, which created a level playing field. Most childhood memories took place outdoors and with other people regardless of where people grew up. Participants did not talk about material, man-made things, like toys, technology, or buildings. Their objects varied. Some objects were common while others were unique. All of them were part of their daily life. Participants spoke with strong conviction about their experiences. Their memories evoked sensory experiences of nature, physical activity and social cohesion. Many of these took place in the San Jose and the surrounding area. The heartfelt childhood memories expressed deep attachment to people, places, and activities. This echoed the importance of public, open space. Everyone realized that our cities are sums of these experiences. The sensory experience, memories, and relationships prepared the participants for the next task to build their ideal public space.

Part Two: Build your ideal public space
Participants were asked to build their sensory experiences for their ideal public memory. For ten minutes they searched their room for objects that helped express their ideal space. Once they completed this task they were asked to share the idea in the chat stream and take a picture of the model or object. Each person presented his or her ideal public space. These are some of specific ideal spaces:

- Brendan - Outdoor environment, nearby park, kid-friendly, and sense of freedom.
- Ann - walking outside, and exploring.
- Tessa - natural environment and no noise/cars, community garden, water features. Places to “linger” and spend time with each other Places to sit
- John - Wells Fargo cup - incorporating the railroads and the history of early industry in San José (ironworks, banking, etc.) History helps us make connections and remember memories. Places are embedded with meaning, either history or experience – thoughtful meaning being considered in the place and what you build

Key themes, places and activities

Feelings
"Destinations within the destination" for all different kinds of people
A "blank canvas" to accommodate many different activities
The space makes you feel special and uplifts you
Ability to take ownership of space
Showcase what San Jose has to offer: beauty, arts and cultural diversity
San Jose has wealth in culture

Intergenerational
Family friendly
Programing for all ages
Multigenerational, children/elders
Spaces for all generations to explore, learning about history and build things
Intergenerational elements with parks for seniors that provide opportunities for both independent and guided exercise

Art
Dynamic arts and program that are always changing, keeping people interested in the place
Egalitarian art
Art and ecology
Interactive
Public art

Mobility
Places to linger
Space to roam/interact/observe
Pedestrian experience
No cars, no noise
Bike friendly, racks

Urban Design
Human scale, tactile, shade
Integration of natural and manmade
Benches, seating, relax
Similar elements to Transbay Terminal

History/Belonging
Maintain historic structures – clustered together to tell a story
It needs to be human and have a story to connect with people
Embrace the history of San Jose
Preserve agricultural feel
Museum type room with history of farming land and Ohlone peoples,
Public Library (with outdoor learning)

Diridon Station:
Retain the historical integrity of the old train station

Building upon the history of Diridon Station and the area that surrounds it.

Nature:
Design with Nature/vegetation
Create beautiful natural features
Use native plants
Water features

Uses:
Passive and active
Public market
Children's playground with long slides and splash pads similar to the one at Mayfair Park; programming for all ages
Sports, play grounds
Community gardens
Safety hand sanitizer (keep clean! Able to use public space again!)

Summary: As workshop facilitators, one of the challenging tasks is the translation of what was said and not said. People use metaphors to represent ideas and feeling. The participants came up with public space ideas, solutions and feelings based on their lived San Jose experiences. No one mentioned the High Line in New Your City, which has dominated open space conversations and designs for the past few years. Rather than seek out national models the participants focused on their landscape, issues, and possibilities. Participants expressed that public space is a critical part of their lives and this project. It ties them physically, mentally and emotional to this place.

The participants stated various ways public space can enrich the lives of San Jose residents and visitors alike. By incorporating nature, history, art and activities, this can be an interdisciplinary, enduring space. Public space has to embrace the city's diversity. Therefore, it has to be flexible, allowing for different ways of being.

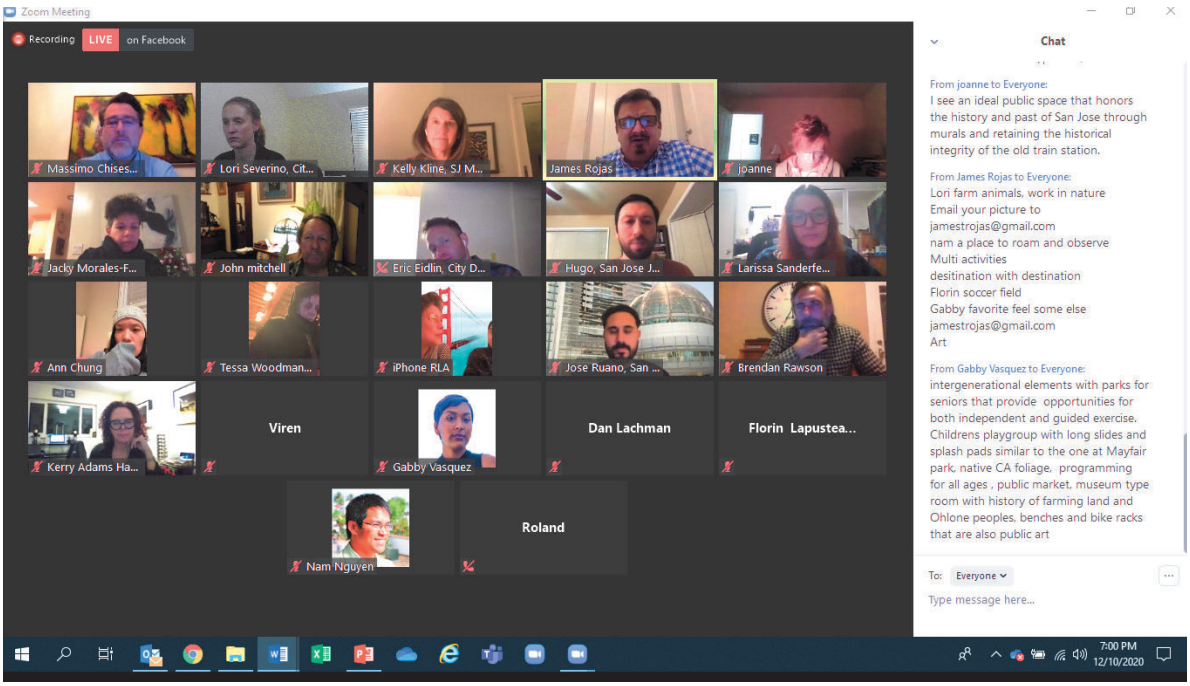
As a new gateway district for the City the DSA should meaningfully reflect the identity of San Jose. San Joseans put a high premium on learning, knowledge, curiosity, grit, innovation and discovery. An iconic public library epitomizes these values and would serve as the civic anchor in this new gateway district.

Diridon Station should touch on the area's natural landscape, Native American traditions, agricultural history and our current tech industry. The space should highlight sustainable urban practices. Participants want to feel welcome, comfortable, and know they are experiencing San Jose.

Large group discussion: 7:00 – 7:30 (City Staff)
Comments

- Think about the sounds, sights, smells, etc. from favorite memory.
- Why do you want to go back?
- Permanent/iconic and dynamic.
- History in Diridon Station – important to save it, product of FDR program, as we move into green economy – think about government support in our new buildings
- Embrace the legacy of the past, but look forward; take best elements of different eras (orchards to high tech; keep nature)

- Lincoln Building (where Hoppa's is) did a great job of preserving the history of San Jose; would love for the DSA to have similar elements to give you that feeling
- Lessons learned from Salesforce Tower – public/private partnership?
  Boston Properties; integration of nature/technology; experiences at different time of day; valuable land; different context—complicated financing package, station design, Iconic structure, but public space is 5 stories up (drawbacks)
- Active v. observational?
- Connection to place, put names on a brick; sponsor and come back?
- What are ideals when thinking about San Jose planning for this transit center?
- We put high premium on knowledge, learning, curiosity, discovery
- Some areas could be no cars – show that we are a leader in climate change
- SAP is a bad thing for this area – asking for 5,000 spaces; we need to put our money where the mouth is – let that past go! Our future is Google in this area. Royal Coach diesel bus depot on Stockton needs to go too. Airport and fossil fuel uses need to go.
- Architecture – San Jose has not done a great job with that
- Art – What is put on murals needs to be evaluated more carefully (does not like the Modera mural) – we need inspirational not violent messages
- Symbolism of the transportation – all walks of life, diversity of San Jose
- Yes, we have to work on climate change
- Mitigate violent images through rules and a board
- Parents came here as farmers – third generation San Joseans. Also pulling for preservation of depot, convert to a state-of-art transit center. My roots to SJ are too deep to leave
- Glad to see City involved in open space
- Want to make the DSA a diverse, urban and walkable area
- Got take-out and realized that there is not space to stop and eat outside
- Ideal would be to have decentralized, small spaces for intimate meetings and opportunities to be outside – would help make a diverse and dynamic environment
- San Jose is a working town – hope that is carried through
- Sound pollution: cars, leaf blowers, etc.
    - We don't talk about this near enough
    - Negative and positive sounds
- Nature of creek, rhythms of a train station, music
- Need a comprehensive noise ordinance to address those issues
- Outside pianos!
- San Jose Jazz did a sound workshop recently – interesting concept to explore
- Sound triggers memories
- Stockton to Taylor – grand boulevard to Diridon
- Open lots should be used to grow food – sustainability
- We need office more than housing
- Preserve views of mountains on east side
- Replace Royal Coach with garden


Zoom Meeting
Recording
LIVE
on Facebook
Massimo Chises...
Lori Severino, Cit...
Kelly Kline, SJ M...
James Rojas
joanne
Jacky Morales-F...
John mitchell
Eric Eidlin, City D...
Hugo, San Jose J...
Larissa Sanderfe...
Ann Chung
Tessa Woodman...
iPhone RLA
Jose Ruano, San ...
Brendan Rawson
Kerry Adams Ha...
Viren
Gabby Vasquez
Dan Lachman
Florin Lapustea...
Nam Nguyen
Roland
Chat
From joanne to Everyone:
I see an ideal public space that honors the history and past of San Jose through murals and retaining the historical integrity of the old train station.
From James Rojas to Everyone:
Lori farm animals, work in nature
Email your picture to
jamestrojas@gmail.com
nam a place to roam and observe
Multi activities
desitination with destination
Florin soccer field
Gabby favorite feel some else
jamestrojas@gmail.com
Art
From Gabby Vasquez to Everyone:
intergenerational elements with parks for seniors that provide opportunities for both independent and guided exercise. Childrens playgroup with long slides and splash pads similar to the one at Mayfair park, native CA foliage, programming for all ages , public market, museum type room with history of farming land and Ohlone peoples, benches and bike racks that are also public art
To: Everyone
Type message here...
7:00 PM
12/10/2020

SAN JOSE DIRIDON STATION AREA COMMUNITY ENGAGEMENT

Diridon Station Area Virtual Office Hours

Draft Meeting Notes | July & August 2020

SUMMARY

In July and August 2020, city staff hosted a series of listening sessions organized by topic to provide community members an opportunity to ask questions about the Diridon Station Area Plan. The following summary reflects the conversations from each of the listening sessions on the following topics —Equity, Building Heights, Getting Around Downtown, Housing, and Parks and Open Space. The listening sessions were also offered in Spanish, but none were requested.

EQUITY

This meeting centered around equal access, values, economic opportunities, and current possible inequities. The following prompts were presented to spur discussion:

1. What does accomplishing equity look like to you?
2. What are known in-equities currently?
3. Do you feel connected to your neighborhood?
4. What do you want to see more or less of that would enhance cultural diversity, public life, and the Diridon Station Area and Downtown's distinct sense of place and identity?
5. What would allow you to better enjoy the distinct qualities of Downtown and the Diridon Station Area?
6. What are core commitments the community is looking for?
7. Is it easy for you to get to Downtown and the Diridon Station Area?
8. How does transportation impact your access to jobs or other economic opportunities?
9. What needs to change about streets and places to make it more equitable?
10. What are your hopes and dreams for Downtown and the Diridon Station Area?

The following is a summary of the comments and questions received from the meeting participants organized by key themes:

- Ensure commitment to the community is wholeheartedly at the root of the plan, including open space
- Recognize and address systemic issues pertaining to homelessness, street use modality, and transportation
- Focus efforts on affordable housing to address potential displacement and consider adverse effects of development broadly. Ensure community participation in civic and neighborhood issues.

DRAFT

- Develop more concise and clear communication for ongoing and future community engagements, including surveys
- Clarify the process as neighborhoods undergo change
- Acknowledge previous efforts that may have missed delivery and focus on how to get the resources needed to succeed
- Encourage and foster well-paying job growth in minority communities, specifically LatinX and Black communities
- Implement a systematic transportation plan by incorporating more agency collaboration, building our more connections to and from Downtown, and ensure policies are set in place to make this a priority

BUILDING HEIGHTS

This meeting centered around the maximum height allocations for the Diridon district (*please refer to the Appendix for associated map visualizations of the building heights)*. The following prompts were presented to spur discussion:

1. Thinking about the building heights that staff is looking at for Area A in the DSAP (highlighted in pink and brown colors), Would you like to see heights that are:
    a. Greater than 90 feet
    b. A mix of different heights
    c. 90 feet
2. Thinking about the building height that staff is looking at for Area B in the DSAP (highlighted in a brown color), Would you like to see a height that is:
    a. Greater than 140 feet
    b. 140 feet
3. Thinking about the building height that staff is looking at for Area C in the DSAP (highlighted in a purple color), Would you like to see a height that is:
    a. 285 feet
    b. 85 feet
    c. 65 feet
4. Thinking about the building height that staff is looking at for Area D in the DSAP (highlighted in a light brown color), Would you like to see a height that is:
    a. Greater than 110 feet
    b. 110 feet
5. Thinking about the building height that staff is looking at for Area E in the DSAP (highlighted in a blue color), Would you like to see a height that is:
    a. 295 feet
    b. Lower than 295 feet

DRAFT

6. Thinking about the building height that staff is looking at for Area F in the DSAP (highlighted in a light brown color), Would you like to see a height that is:
    a. 110 feet
    b. Lower than 110 feet
7. Thinking about the building height that staff is looking at for Area G in the DSAP (highlighted in a blue color), Would you like to see a height that is:
    a. 290 feet
    b. Lower than 290 feet
8. Thinking about the building height that staff is looking at for Area H in the DSAP (highlighted in a blue color), Would you like to see a height that is:
    a. 290 feet
    b. Lower than 290 feet

The following is a summary of the comments and questions received from the meeting participants organized by key themes heard from the community during this listening session:

- Share strategy behind the polls and how the input gathered will inform these maximums
- Clarify maps and reasoning behind height choices
- Consider how to maximize the space/heights to allow space for desired uses and amenities
- Dedicate more resources climate change and how these plans will interface with sustainability

GETTING AROUND DOWNTOWN

This meeting centered around the mobility in the Downtown area. The following prompts were presented to spur discussion:

1. Do you feel connected to your neighborhood?
2. What would make you feel more comfortable, or would allow you to better utilize and enjoy streets, plazas, parks and restaurants and shops in the Diridon Station Area and Downtown?
3. What modes of transportation would you most like to use for getting to and around the Diridon Station Area and Downtown?
4. As San Jose grows in the next 20 years, how would you like the way in which we get around to change?
5. How do you see the Downtown Transportation System evolving?
6. Downtown San Jose's population in 20 years may be 3 times greater than today. What do you want to see more of or less of in the transportation infrastructure or service options that would help you choose the best way to get to where you need to be?
7. How could the Downtown transportation system be improved so you have a better quality of life?
8. What is one thing you would change about getting around Downtown?
9. What needs to change about Downtown streets and places to make it more equitable?
10. What is your favorite street in Downtown and why?

The following is a summary of the comments and questions received from the meeting participants organized by key themes:

- Clarify the bounds of the Downtown Transportation Plan, services available, and Google's potential impact.
- Provide estimates and models of traffic flow for 2020 and beyond, incorporating the use of technology that encourages backroad shortcuts
- Consider the use of micro-mobility options and the integration of these services throughout the city
- Encourage walking and biking through welcoming infrastructure, including safety measures and landscaping
- Incorporate transit-only traffic areas, like bus lanes and implement shuttle services to alleviate traffic congestion
- Encourage the well-being of regional transit agencies through COVID and the economic crisis

HOUSING

This meeting centered around the affordable housing plan and housing concerns for the area. The following prompts were presented to spur discussion:

1. How do you think about using land in Diridon for housing versus other uses?
2. Thinking about the proportion of affordable housing with long-term restricted affordability vs. market-rate housing - do you think that Diridon should have about the same proportion of affordable housing as other transit stations, more, or less?
3. Cities that do well in curbing displacement take a 3-Ps approach - focusing on Production of affordable housing, Preservation of existing restricted and naturally affordable housing, and Protection of residents. How would you weigh these three in importance?
4. What do you believe are the equity issues involved in Diridon's development of housing that should become part of the analysis and/or Diridon Station Area Plan?
5. What do you think the City's role should be in addressing equity issues regarding housing in Diridon, and how should that work?

The following is a summary of the comments and questions received from the meeting participants organized by key themes:

- Increase and diversify affordable housing for a wide range of affordability levels, and be transparent about these levels and their feasibility.
- Improve transit in conjunction with affordable housing
- Increase dialogue about parks and green spaces in relation to housing, specifically Guadalupe Park
- Provide updates and information on the inclusion policy, how it interacts with other area plans like the Downtown West Plan, and its impact on housing rates
- Consider the effects on single family neighborhoods, with special attention to height transitions for increased density

PARKS AND OPEN SPACE

This meeting centered around open space and parks in the Diridon Station Area. The following prompts were presented to spur discussion:

1. Urban open spaces are often smaller in size than traditional parks and have less green space and more hardscape that includes intensive use like plazas, play features, and sitting areas. This has not been the typical model for San Jose parks but could be appropriate for the high intensity uses proposed in the Diridon Station Area.
    a. What do you see as advantages and disadvantages of small park spaces with more hardscape?
    b. What does the role of more traditional green park space play in the future of the Diridon Station Area?
2. What amenities/programs do you want to see more of in the City's parks and recreation facilities throughout San Jose?
3. What amenities/programs do you want to see more of in the parks and recreation facilities in downtown San Jose and the Diridon Station Area?
4. What could be included in parks and recreation facilities that would help you feel connected to your neighborhood?

The following is a summary of the comments and questions received from the meeting participants organized by key themes:

- Provide estimates and clarity on the acreage and location of open space planned for this area
- Coordinate open space in relation to housing production to ensure appropriate allocations
- Plan for more, diversified, and long-term use of open space to create successful, widely used spaces
- Consider mobility into public spaces, specifically bicycle lanes, and the surrounding traffic and open space for safety
- Consider mobility and park space in relation to equitable practices
- Focus on livable spaces through landscaping with native plants and climate-resilient design practices

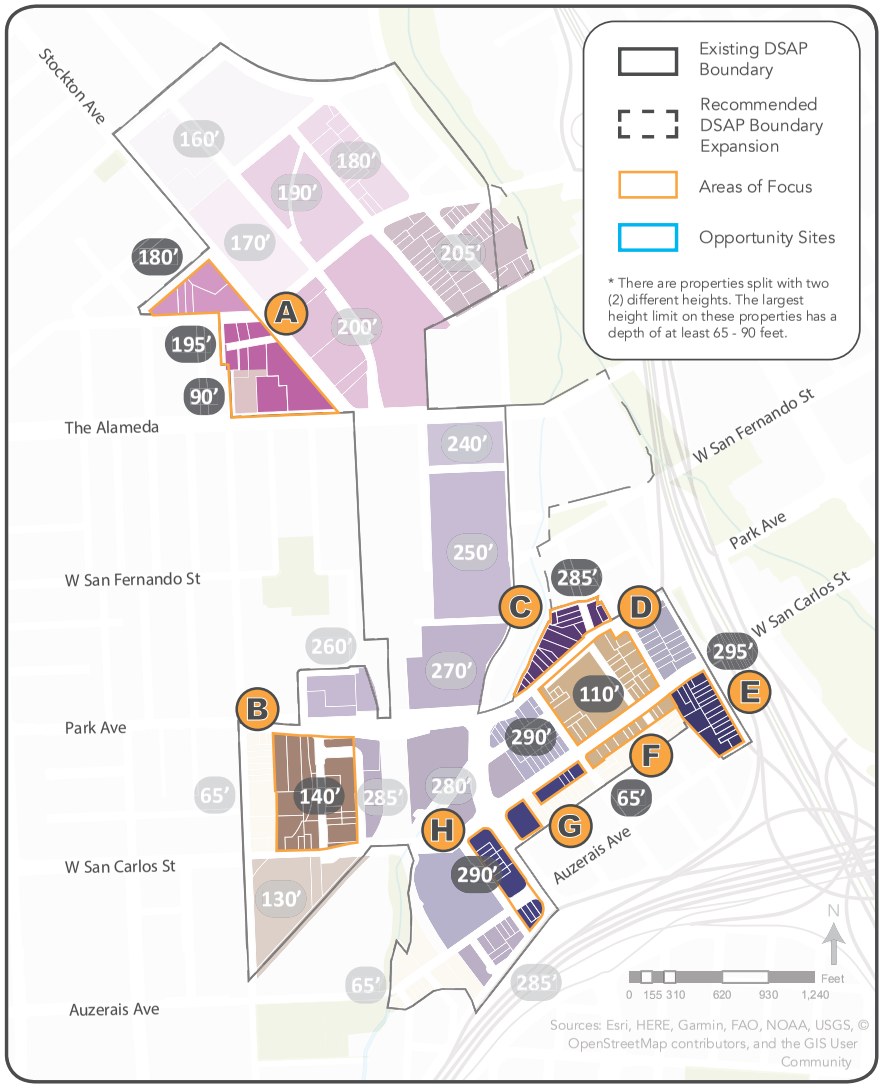
APPENDIX

Building height maps

DRAFT

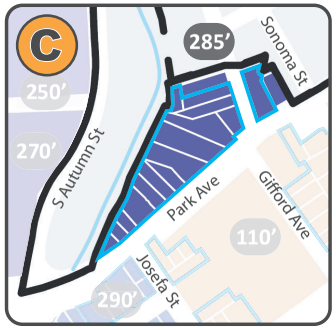
08.07.20

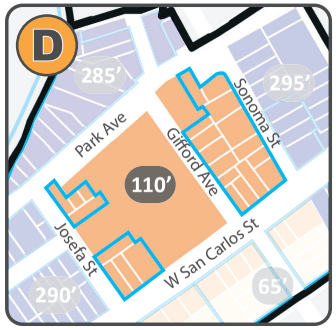
DSAP Preliminary Concept Heights

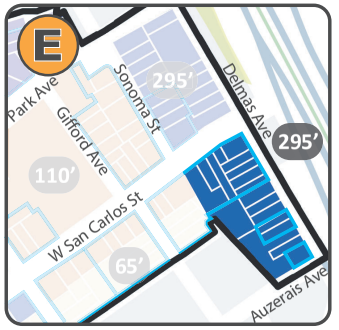




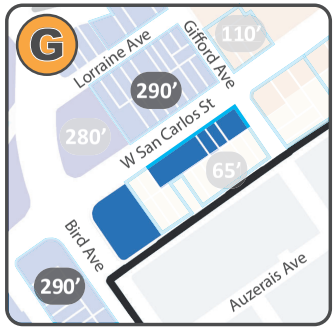


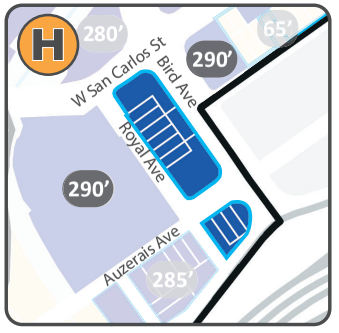












*Reflects Downtown West application as of October 2019

Summary of the Fall 2020 Round of Diridon Station Area Community Engagement

INTRODUCTION

In Fall 2020, the City completed a round of public outreach and engagement to gather community feedback on three major projects affecting the Diridon Station Area:

- Google's Downtown West mixed-use development proposal;
- The City's Draft Diridon Affordable Housing Implementation Plan (AHIP); and
- The City's Draft Amended Diridon Station Area Plan (DSAP), which includes the Executive Summary of the Draft Diridon AHIP.

From September 16, 2020 through January 25, 2021, the City used a variety of methods to share information and get feedback on the draft documents associated with these efforts. This included: hosting Station Area Advisory Group (SAAG) and community meetings; supporting community partner-hosted events[1]; presenting at public meetings of the City Council, City commissions, and other public agencies; offering online feedback forms; and meeting directly with community groups. Community members were also invited to submit comment letters and to email staff with questions. Due to shelter-in-place requirements related to the COVID-19 emergency, all meetings were held virtually. Some of the meetings offered interpretation in Spanish and/or Vietnamese.

This report presents an overview of the goals, descriptions of events held, and the key themes from this round of community engagement.

[1] "Community partners" in this summary report refers to the seven community-based organizations that received grants to assist with Diridon outreach and engagement and help increase involvement of under-represented populations.

PURPOSE OF THE FALL 2020 ROUND

The objective of this round of engagement was centered around receiving feedback on draft documents that were released for public review in October and November 2020. For Google's Downtown West project, this included Draft Design Standards and Guidelines and other updated application documents.[2] For the other two projects, the City released public review drafts of the Amended DSAP and Diridon AHIP. This round of engagement built upon the previous rounds, which most recently occurred in the Spring/Summer 2020 timeframe.

The primary purpose of the feedback was to help inform staff's recommendations on the three projects, such as analysis of the Downtown West project and potential revisions to the Draft Amended DSAP and Draft Diridon AHIP.

OUTREACH AND ENGAGEMENT OPPORTUNITIES

The City used various methods to share information and gather feedback, as outlined below. The mix offered people multiple opportunities to participate in the process. For a detailed summary of all the events, please see the *Appendix*.

COMMUNITY ENGAGEMENT EVENTS

There were 12 City- or partner-hosted community meetings during the Fall 2020 period, including Station Area Advisory Group (SAAG) meetings. These events engaged community members in discussions about the projects and asked for feedback on the draft documents out for public review. In total, approximately 430 community members attended these events.[3]

1. Station Area Advisory Group (SAAG) Meeting on September 16, 2020 at 6:00pm - City Staff presented updates on the community engagement process and the Downtown West project; discussed potential height limits under consideration for

[2] The City also released the Draft Environmental Impact Report (DEIR) for the Downtown West project on October 7, 2020 and gathered comments on that document through the environmental review process. This summary does not directly incorporate the comments provided on the Downtown West Draft EIR. Rather, the City is preparing a Final EIR with responses to comments, in compliance with the California Environmental Quality Act (CEQA).

[3] This estimate of attendance double counts individuals that attended more than one virtual event, but it does not count anyone who watched the live stream or recording of the event during or afterwards.

the Draft Amended DSAP; and shared the initial analysis informing the Draft Diridon AHIP.

2. Downtown West Community Meeting on October 19, 2020 at 6:30pm - City staff and Google representatives presented the updated submittal for the proposed Downtown West project. Small group discussions followed and participants provided feedback and asked questions about the proposal.
3. Community Workshop for Vietnamese Community on October 21, 2020 at 600pm - Catalyze SV and Vietnamese American Roundtable co-hosted, with City support, a virtual workshop to spur conversation about the community's vision for development in the Diridon Station Area. This workshop offered Vietnamese interpretation and facilitation.
4. Small Business Cafecito on October 29, 2020 at 7:00pm - Business Circle LatinX and SOMOS Mayfair co-hosted, with City support, a discussion to engage small businesses about the draft plans for the Diridon Station Area. This meeting was hosted in Spanish.
5. Station Area Advisory Group (SAAG) Meeting on November 9, 2020 at 6:00pm - City staff provided updates on the community engagement process, Downtown West project, Draft Amended DSAP, and Draft Diridon AHIP, in addition to sharing preliminary insights related to the Downtown West Development Agreement.
6. Transit, Walking, Biking in the Diridon Station Area event on November 13, 2020 at 12:00pm - Friends of Caltrain hosted, with City support, a meeting to discuss the draft transportation plans for the Diridon Station Area, focusing on the pedestrian, bicyclist, and transit rider experience.
7. Resident Cafecito on November 20, 2020 at 5:00pm - SOMOS Mayfair and Business Circle LatinX co-hosted, with City support, a discussion to engage residents about the draft plans for the Diridon Station Area. This meeting was hosted in Spanish.
8. Community Workshop for Artists + Creatives on November 21, 2020 at 2:00pm - Catalyze SV, San Jose Jazz, genARTS Silicon Valley, and San Jose Arts Advocates co-hosted, with City support, an interactive event aimed at artists and creatives to generate conversation about the Diridon Station Area and feedback on the associated plans.
9. Diridon Station Area Plan Community Meeting on December 3, 2020 at 6:30pm - City staff presented the Draft Amended DSAP and Draft Diridon AHIP, followed by small group discussions with community members to hear their questions and feedback.

10. Diridon Experience Workshop on December 10, 2020 at 6:00pm - San Jose Jazz hosted, with City support, an interactive workshop to develop a shared vision of public space and discuss ideas for the Diridon Station Area.
11. DSAP/Downtown West Community Meeting hosted by the Office of City Councilmember Raul Peralaz (District 3) on January 25, 2021 at 6:00pm

PUBLIC MEETINGS

The projects were on the agendas of nine meetings of the City Council, City commissions, and other public agencies. These meetings typically involved a staff presentation, discussion by the elected/appointed officials, and a public comment period. These meetings are summarized and listed in chronological order as follows:

12. Parks and Recreation Commission on November 4, 2020 at 5:30pm - City staff presented on the Open Space and Public Life chapter of the Draft Amended DSAP.
13. Historic Landmarks Commission on November 4, 2020 at 6:30pm - City staff and Google representatives presented on and received comments about the historic resources chapter of the Downtown West Draft EIR.
14. Housing and Community Development Commission on November 12, 2020 at 5:45pm - City staff presented the Draft Diridon AHIP.
15. City Council Study Session on November 16, 2020 at 1:00pm - City staff provided a comprehensive update on the Downtown West project, Draft Amended DSAP, and Draft Diridon AHIP, as well as other interrelated planning efforts.
16. Parks and Recreation Commission meeting on November 18, 2020 at 6:00pm - Google presented the proposed Open Space Plan as part of the Downtown West project.
17. Joint Policy Advisory Board of Diridon Station on November 20, 2020 at 3:00pm - City staff presented an update on the Draft Amended DSAP and the Downtown West project.
18. Planning Commission Study Session on December 2, 2020 at 4:30pm - City staff presented the Draft Amended DSAP.
19. Planning Commission meeting on December 9, 2020 at 4:30pm - City staff presented an overview of the Downtown West project.
20. Airport Commission meeting on December 16, 2020 at 6:00pm -Commissioners discussed the recommendations of the Draft Amended DSAP and the Google Downtown West Mixed-Use Proposal within the San Jose Airport land of influence.

MEETINGS WITH COMMUNITY GROUPS

During the Fall 2020 engagement round, the project team offered to meet directly with community groups, consistent with previous rounds. These meetings supplemented the public meetings, offering opportunities for community members to ask follow-up questions and discuss specific topics in greater detail. For example, staff met with Park Advocates to discuss the open space plans and with the Diridon Area Neighborhood Group (DANG) over multiple meetings to discuss specific issues, such as the proposed height limits, design standards, and open space concepts in the Draft Amended DSAP.

ONLINE METHODS AND COMMENT LETTERS

The project team set up a page on the Diridon Station Area website (www.diridonsj.org/fall2020) to house all relevant information about the Fall 2020 engagement round, including event details, links to the draft plans available for public review, background context, videos, and other resources. The project website had approximately 7,200 visits during the Fall 2020 timeframe.

The Fall 2020 webpage offered a feedback form for each of the three projects, enabling convenient online input in addition to attending the community engagement events or public meetings. These feedback forms were posted for Downtown West on October 7, Draft Amended DSAP on October 27, and the Draft Diridon AHIP on November 9; all were available through January 11, 2021. In total, there were 34 comments submitted to the Downtown West form, 173 comments submitted to the Draft Amended DSAP form, and no comments submitted to the Draft Diridon AHIP form.

In addition, 14 people emailed comments on one or more of the projects and 11 organizations submitted comment letters on the Draft Amended DSAP and/or the Draft Diridon AHIP.

KEY THEMES FROM COMMUNITY FEEDBACK

The project team summarized and analyzed the feedback from all public involvement methods to develop key themes or topics, as listed below. This list is not meant to imply consensus among community members for each theme; rather, it reflects the most frequently-made comments during the Fall 2020 round.

1. **SAP Center:** Concerns that the proposed development and changes to the transportation network will impact the SAP Center and drive the Sharks out of San José; want Google and the City to work collaboratively with the Sharks; want easy access, plentiful parking, reduced congestion, and reliable transit options for arena-goers during and after construction periods.
2. **Transportation:** General concerns about traffic, parking, access, and congestion in the area during and after construction; want transit to be affordable, functional, well-serviced, fully accessible, and seamlessly integrated into existing/planned infrastructure; want safer pedestrian and bike environments; want more focus on "micro-mobility;" want more information about the effects of the rail and transit improvements on the network.
3. **Housing:** Concerns about affordable housing opportunities, displacement, and homelessness; want more housing, maximum densities, and a variety of types; want new housing to be affordable and accessible to existing residents; questions about the definition of affordable housing and who will qualify for it; questions about the proposed strategies to prevent displacement and support the unhoused population.
4. **Process:** Questions and mixed-sentiments about the process, including the timing, phasing, engagement methods, project boundaries, stakeholder involvement, environmental review, implications of the COVID-19 situation on the projects, coordination between related projects and plans, and the station design process.
5. **Culture:** Want the revitalization of the Diridon Station Area to incorporate diverse and innovative public art, community spaces, activities, and experiences, activated ground-floor uses during and after construction, and inclusive design and wayfinding; want the new development and public investments to reflect the city's cultural diversity; want more historic preservation.
6. **Community Uses:** Concern that limited resources for parks and recreation would go to the new community center (as proposed in the Draft Amended DSAP) at the expense of existing ones, specifically the nearby Gardner Community Center; want a range of community-oriented uses, such as flexible spaces, community gardens and kitchens, services for families, and career development opportunities; ensure access to basic needs including medical, food, childcare, and other resources for new residents and workers.
7. **Parks:** Include more parkland in the Draft Amended DSAP and Downtown West project; ; reflections on the importance of parks and public space given the shelter-in-place requirements and equity issues illuminated by the COVID-19

crisis; concern that the City will lower the parkland impact fees and requirements on new affordable development, which has a greater need for public recreational space; add more definitions and links to citywide goals to the Open Space chapter in the Draft Amended DSAP.

8. **Building Heights:** Concerns about the effect of taller buildings on surrounding residences, open spaces, and historic resources; want lower context-sensitive design standards and height limits in specific locations that are immediately adjacent to single-family houses; concerns about the effect of taller height limits on flight patterns; want additional visualizations for areas of concern (especially in the Draft Amended DSAP).
9. **Small Business:** Concerns about impacts on existing businesses from rising rents and construction; want to retain small businesses in the area; interest in opportunities for local entrepreneurs and businesses; suggestions to include flexible, affordable spaces for small businesses and community organizations.
10. **Public Safety and Environment:** Want parks, trails, and other public spaces to be safe, well-maintained, and welcoming to all people; ongoing concerns about the unhoused population in the Downtown area; concerns about litter along the creeks and freeways; want additional protections for water quality and riparian habitat; want additional information about how the plans will support Climate Smart goals and stronger sustainability policies.

SPECIFIC TO THE DOWNTOWN WEST PROJECT:

a) Pay more attention to the transit commuter experience; prioritize pedestrian, bike, and micro-mobility; ensure station access and a seamless traveler experience for workers and neighbors alike.
b) Work with the City and transportation agencies to mitigate impacts and ensure safe, efficient movement during construction phases.
c) Create a representative committee to oversee the community benefits fund (as part of the Development Agreement).
d) Ensure that the new open spaces are permanent, accessible to the public, and inclusively designed and operated; provide more information about how privately-owned spaces would be managed.
e) Increase the focus on ecology and protections for the riparian corridor.
f) Provide a strategic plan and abundant resources for affordable housing, anti-displacement/homelessness prevention, and support for the unhoused population.

g) Concerns about traffic congestion; want additional information about the plans to improve the roadway network.
h) Preserve more of the historic resources within the project boundaries; creatively integrate them into the development.
i) Pay more respect to the area's cultural diversity and identity, such as by paying respect to the indigenous Ohlone people and local Blues musicians.
j) Increase the ratio of housing to office space by building more housing.
k) Ensure equitable access to resources and opportunities for local residents such as exposure to technology, homework clubs, and mentorships for students and job training and career development resources for adults.

NEXT STEPS

City staff is considering the feedback received as it finalizes the review of the Downtown West project and makes changes to the Draft Amended DSAP and Draft Diridon AHIP. The City is also finalizing the staff-recommended Development Agreement for the Downtown West project (including a Community Benefits Plan), which will be available for public review in March. Next staff will prepare staff reports for the public hearing process, which will culminate in City Council decisions on all three projects. The target for the public hearing process is this spring (2021). There will be additional public outreach leading up to and throughout this process. For current information about upcoming public meetings and engagement opportunities, please visit: www.diridonsj.org.

APPENDIX

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Planning the future of the Diridon Station Area

Fall 2020



This fall, the City is seeking your feedback on several projects proposed within the Diridon Station Area. Please join us at one of the virtual events to ask questions and share your thoughts. You can also submit comments online or by email.

Learn more, provide input, and sign up for email updates at: www.diridonsj.org/

We want your input on these topics!

- Design guidelines and development standards
- Open space plans (parks, trails, and public spaces)
- Transportation improvements
- Affordable housing and community stabilization
- Job training, education, and small business support
- Environmental sustainability
- Social equity

Additional engagement opportunities related to the Downtown Transportation Plan @ movesanjose.org

Details on the Downtown West Project @ sanjoseca.gov/GoogleProject

Google's project page with a digital engagement exercise @ g.co/sanjose

SAN JOSE DIRIDON STATION AREA COMMUNITY ENGAGEMENT

CITY OF SAN JOSE CAPITAL OF SILICON VALLEY

Visit website www.diridonsj.org

Diridon Engagement Calendar of Events

Virtual Meeting formal presentation to elected or appointed officials, with public comment period at the end

Community Meeting includes information, interactive discussions, and/or feedback exercises for community members

Presented primarily or through interpretation in these languages:

- E English
- S Spanish/Español
- V Vietnamese/ Tiếng Việt

● Primary
○ Interpretation
(I) Interpretation upon request

Oct 19 | 6:30 PM
Downtown West Community Meeting
City of San Jose
E S

Oct 21 | 7:00 PM
Community Workshop for Vietnamese Community
CatalyzeSV, Vietnamese American Roundtable
E V

Oct 29 | 7:00 PM
Small Business Cafecito
Business Circle LatinX, SOMOS Mayfair
S

Nov 4 | 6:30 PM
Historic Landmarks Commission
City of San Jose
E (I)

Nov 9 | 6:00 PM
Station Area Advisory Group
City of San Jose
E S

Nov 12 | 5:45 PM
Housing and Community Development Commission
(Draft DSA Affordable Housing Implementation Plan)
City of San Jose
E (I)

Nov 13 | 12:00 PM
Transit, Walking, and Biking in the Diridon Station Area
Friends of Caltrain
E

Nov 16 | 1-5 PM
City Council Study Session
City of San Jose
E S V

Nov 18 | 6:00 PM
Parks and Recreation Commission (Downtown West)
City of San Jose
E

Nov 20 | 5:00 PM
Resident Cafecito
SOMOS Mayfair
S

Nov 21 | 2-4:15 PM
Community Workshop for Artists/Creatives
Catalyze SV, San Jose Jazz, genARTS Silicon Valley, San Jose Arts Advocates
E

Dec 2 | 6:30 PM
Planning Commission Study Session
City of San Jose
E (I)

Dec 3 | 6:30-8:30 PM
Community Meeting: Draft Amended Diridon Station Area Plan (DSAP) and the Draft Affordable Housing Implementation Plan
City of San Jose
E S

Dec 10 | TBD
Diridon Experience Workshop
San Jose Jazz
E

Event details are subject to change. Visit www.diridonsj.org/fall2020 for the latest information and to access the virtual meetings.

Downtown West Community Meeting #2
Summary of Questions and Comments

This document summarizes the questions and comments received by community members at the virtual Downtown West Community Meeting, hosted by the City of San Jose on October 19, 2020. The meeting included a presentation, followed by group discussions in four breakout rooms to gather feedback and answer questions. This summary is organized as follows:

1. Questions Summary
2. Comments Summary
3. Breakout Group Notes
4. Notes Template

QUESTIONS SUMMARY

This section lists the questions received by the public at the Community Meeting. The questions have been transcribed from verbal discussions, edited for clarity, and grouped by topic.

<u>Land Use, Housing, and Building Design</u>

1. What is the amount and location of affordable housing?

   a. What percentage of the units will be dedicated to affordable and/or senior housing?

   b. Can Google staff speak to the thinking of how the plan will accommodate the 25% affordable housing target in the DSAP?

2. There are 4,000 homes in the current proposal, but the Draft EIR for the Downtown West project analyzes up to 5,900 homes. What makes this number go up or down for the final number built?

3. Is Google not building to full capacity of site?

   a. Where is additional development going?

   b. Where would extra unbuilt units go?

4. Has COVID impacted the residential program/plan for Downtown West?

5. What housing is planned for A/B/C Parking Lots?

   a. What are the contingency plans if housing doesn't materialize here?

6. What percent of housing within the project site has been or will be displaced?

7. Where would corporate accommodations be located?
8. Will there be tiny homes, sustainable materials, and other innovative district strategies used for housing?
9. What is the relationship with the San Jose Police Department and the Google Project?
    a. What kinds of surveillance will be conducted?
    b. Would private and public spaces have the same kinds of design?
10. Block E-1: Could there be a ground-floor pedestrian passthrough, from residential areas such as the Lakehouse District? What is the design of Building E-1?
11. Will the old San Jose Water Company building be used as an innovation center?
    a. Are there alternative uses under consideration for the Water Co. Building?
    b. How will we know if there are organizations interested in using that space?
    c. Who would be responsible for the programming?
12. Comparing the preliminary application to this updated submittal, the northern most buildings have been changed from housing to office space. What is your thinking behind moving the residential to the south (Orchard Supply area)?
    a. Why did you not move additional park land to be with the newly moved residential in the south?
13. Google is a company of the 21st century working to advance technology and San Jose. Will you have to demolish some historic resources to meet proposed development?
    a. What buildings will be demolished?
    b. Which specific historic buildings will be maintained?
    c. What of resources in the riparian setback area?
14. Village Oaks gave priority to a sea of cars. What is the anticipated draw for surrounding neighborhoods to come into the area & how does it affect parking?
15. Why don't we have design guidelines/standards elsewhere in the City like those proposed for Downtown West? Can the City transfer guidelines over?

<u>Public Space</u>

16. How much of the open space would be dedicated to City vs. private?
    a. What is fully public park space vs. semi-private park space?
    b. What access does the community have to the semi-private park space?

c. Is this something that can be taken away?

17. What mechanisms in place to make sure these are permanent open spaces?

18. Is the City requiring a park/open space per capita for this project?

19. What is happening with the park planned for the Fire Training Facility?

20. There is a mandatory setback for new buildings from the riparian corridor - is Google counting this setback in their open space calculations?

a. Of the 15 acres proposed, how much will be within the mandatory setback from the creek corridor?

b. Why are the proposed building setbacks different at different areas (100 ft vs 30 ft.)?

21. Could you provide more clarification on how the new public space is connecting with the existing trails and surrounding public space?

22. Was the habitat plan and wildlife protection taken into consideration?

a. How would nature and ecology factor into the trail plans?

b. Will nighttime lighting be low voltage and downward facing?

23. What is the specific timeline for when the community would see the public open space plans?

a. How will this be phased out and who will be involved?

24. Who/how will the open spaces be maintained?

a. Can you elaborate more on the management of the public spaces?

b. Why conservancy as a model?

25. During development, vacant land might be easily transformed into a homeless encampment – how will that be prevented?

a. How will open spaces be developed or patrolled in a way to keep them safe and clean?

<u>Transportation and Parking</u>

26. Has a traffic impact study been done?

27. The plan includes a lot of office space – how are the workers going to get here without congesting surrounding roads?

28. What intersection improvements are being considered?

29. What is the plan for connecting to the Downtown core?

30. Freeway 87 creates a barrier between the west side and the rest of Downtown. Will this be addressed/revised? If so, what will be done around this feature?

31. How does Google interpret block sizes in terms of walkability?

32. Are specific streets pedestrian only?

33. Is there a plan to have dedicated bike paths throughout the project?

a. What percentage of the site is for pedestrian and bike facilities?

34. How will existing properties adapt their sidewalks to the wider standards?

a. How will the new sidewalks transition to the narrower older sidewalks?

35. Is there a plan to connect the Google site with Arena Green across West Santa Clara along the Los Gatos Creek trail? What about at San Carlos?

36. How is the connection going to work when the vehicular traffic is surrounding east/west and north/south intersections? San Fernando is east/west. Cahill, Montgomery and Autumn are north/south. They are going right across San Fernando. How is this connection going to work?

37. On San Fernando, is it possible to encourage pedestrians to use the northern side of the sidewalk (because the sidewalk on the south side is narrow)? Are there creative solutions to encourage pedestrian traffic on the north side of the streets?

38. Why does the project propose extending Cahill Street?

39. Was analysis done with the San Jose State University campus?

a. How will the project impact students?

b. How will traffic flow between the SJSU campus and Diridon area?

c. Was there collaboration between the two entities?

<u>Planning Process, Implementation, and Construction</u>

40. Will you publish a project process schedule/timeframe on the website?

41. How do the Diridon Integrated Station Concept Plan process & Downtown West project interact? The design guidelines are predicated on Diridon station in different areas on each document/process.

42. At what point could we see a complete picture of Diridon Station Area with Downtown Plan West and other projects?

43. There is a portion that was originally in the Google footprint in front of the station. The Caltrain and VTA sites that have now been removed. Could you speak to this and how those sites may be planned as part of the DSAP?

44. What are the parts of the project that the City + Google find most exciting and iconic? What would bring folks here?

45. What is the status of the community benefits agreements?

46. When would be the start for ground break and estimated completion?

47. How will you coordinate and phase 10+ years of construction?

48. How will Google interact with surrounding residents, now and in the future?

a. Will Google maintain outreach to community?

49. Who will make sure that the proposed Design Standards and Guidelines will be carried forward?

a. What governing body will do it?

b. How do we make sure the goals set forth today are carried out over the 30-year development?

c. With flexible development standards, how will the outcome look as proposed (Village Oaks Shopping center example)?

50. Will there be public art installations and/or other design competitions to vet new art?

51. Does the project include support or resources for schools/students/staff?

52. What approach is Google taking to engage with future retailers and existing local business owners? Chains vs local business?

53. What communication or collaboration has happened with indigenous peoples/tribes?

54. Where does food access come into play with this plan? What is San Jose's plan to accommodate the huge volume of people that is coming in?

COMMENTS SUMMARY

This section lists the comments received by the public at the Community Meeting. The comments have been transcribed from verbal discussions, grouped by topic, and edited for clarity.

Planning Process and Implementation	
What resonates most with you?	What needs improvement?
Google event at SAP Center – two-way community engagement, multiple times.	Construction impact mitigation
Face-to-face interactions with smaller groups and really listening and including input in project iterations	10+ years of construction needs to be coordinated/phased
Great community process	Would like to see chat/Q&A button in the breakout rooms
Building and Land Use (including Housing and Historic Resources)	
What resonates most with you?	What needs improvement?
Housing plan is looking good	[Housing plan] still needs more specificity/detail
Building articulation, quality design	Efforts around anti-displacement – ensuring residents can stay
Open campus plan is a great idea. Mixed use and open space and transportation are very welcome to the neighborhood.	Resources to prevent evictions through community benefits agreement
Details about transportation, walking paths, increasing bike paths to connect the area	Preserving naturally occurring affordable housing
Good attention to human scale and user design.	More definition around users for Water Co. Building – think about feasibility.
25% Affordability	Would like to see shade studies
Overall integration, small businesses	Clarity around what “affordability” means, and making sure the affordable units are built
Happy to see historic elements in core area.	Active use hubs seem to be congregating in one portion. Should have some community use for each parcel.
Effort to integrate with surrounding areas, and nature	

Transportation	
What resonates most with you?	What needs improvement?
Details about transportation, walking paths, increasing bike paths to connect the area	Concern about expanding sidewalk widths and compatibility with older, narrower sidewalks
Emphasis on non-vehicular means (last mile)	[On San Fernando] Concern about having ped traffic walking in front of private homes. Intrusive.
Integration of many transportation systems	Safety - internally + externally (surrounding neighborhoods)
	Emphasis on non-vehicular means (last mile), still needs improvement
	Markings indicating that the lanes are for bikes so that pedestrians do not stand in the way. Renderings were nice but didn't look like I could ride my bike through there without running into people.
Public Space	
What resonates most with you?	What needs improvement?
Impressed with Google's incorporation of nature + ecology	Reminder that the community has been promised 5 acres of parkland on the sale of the movement of the fire training center. However, this isn't even being replaced by the 4.8 acres. The concern is that credit will be given to build out parks at 4 times the rate of the land which is far too excessive and also having a nexus for all the build-out housing in the area. Somehow these numbers need to change and the City needs to be committed to opening up more land. Concerned that if Google ever broken up then the City would lose this land in the future.
Integration of natural ecology / open space	Agree with comments that we need more publicly owned open space. 4,000 units with an average of 2 people per unit. Under current guidelines that should be 24 acres and currently only showing 15 acres.
	Concern over lighting at night
	30 ft setback vs. 100 ft setback on both sides of creeks. This was alluding to past mistakes.

	This is an opportunity to undo past mistakes. Wherever we remove a building should replace with a 100 ft setback
	Largest parks adjacent to the offices do not serve the residents very well. Employees are in the offices most of the day so this will become underutilized.

BREAKOUT GROUP NOTES

The following pages are the notes taken live and screen shared during the breakout portion of the virtual meeting. It only includes the questions and comments made by community members in attendance, not the responses by City staff or Google representatives. Responses to the questions will be provided in a separate document.

For reference, following the notes section is the document template that staff and consultants used to take notes.

Breakout Group #1:

What Questions do you have about the Downtown West plan?

1. Why don't we have design guidelines/standards elsewhere in the City like those proposed for DW? Can the City transfer guidelines over?

2. What buildings will be demolished? Which specific historic buildings will be maintained? What of resources in the riparian setback area?

3. What is the relationship with SJPD and the Google Project? What kinds of surveillance will be conducted? Would private and public spaces have the same kinds of design?

4. What communication or collaboration has happened with indigenous peoples/tribes?

5. How will Google interact with surrounding residents, now and in the future?

6. What approach is Google taking to engage with future retailers and existing local business owners? Chains vs local business?

7. Will there be public art installations and/or other design competitions to vet new art?

8. Has COVID impacted the residential program/plan for Downtown West?

9. Block E-1. Could there be a ground-floor pedestrian passthrough, from residential areas/lakehouse? What is the design of Building E-1?

10. A/B/C Parking Lots – what housing is planned there? What are the contingency plans if housing doesn't materialize here? 4,000 units?

11. Will there be tiny homes, sustainable materials, and other innovative district strategies used for housing?

Building and Land Use Comments

What resonates most with you?	*What needs improvement?*
Building articulation, quality design	Construction impact mitigation
	10+ years of construction needs to be coordinated/phased

Planning Process Comments

What resonates most with you?	*What needs improvement?*
Housing plan is looking good	Still needs more specificity/detail
	Efforts around anti-displacement – ensuring residents can stay
	Resources to prevent evictions through community benefits agreement
	Preserving naturally occurring affordable housing

Breakout Group #2:

What Questions do you have about the Downtown West plan?

- Would like to see chat/Q&A button in the breakout rooms
- Google is a company of the 21st century working to advance technology and San Jose. Will you have to demolish some historic resources to meet proposed development? Happy to see historic elements in core area
- Transportation. Understand there are plans to create more pedestrian walkways and potentially VTA. The plan is bringing in a lot of office space – how are the workers going to get here without congesting surrounding roads

- Where does food access come into play with this plan? What is San Jose's plan to accommodate the huge volume of people that is coming in?
- Riparian corridor, why are the setbacks different at different areas? 100 ft vs 30 ft
- What is fully park space vs. semi-private park space. What is access does the community have to the semi-private park space. Is this something that can be taken away? Who/how will it be maintained?
- Surrounding housing. Project development site -what percent of housing been displaced?
- What percentage of the units will be dedicated to affordable and/or senior housing?
- Could you provide more clarification on how the new public space is connecting with the existing trails and surrounding public space?
- Can you elaborate more on the management of the public spaces. Why conservancy as a model?
- Provide a current update on community benefits agreements particularly on
- Agree with comments that we need more publicly owned open space. 4,000 units with an average of 2 people per unit. Under current guidelines that should be 24 acres and currently only showing 15 acres
- How much of parkland that is dedicated or privately owned is located in the riparian setbacks?
- 30 ft setback vs. 100 ft setback on both sides of creeks. This was alluding to past mistakes. This is an opportunity to undo past mistakes. Wherever we remove a building should replace with a 100 ft setback
- From preliminary application to this submittal the northern most buildings have been changed from housing to office space. The office space in the south (orchard supply area). What is your thinking behind moving all

residential to the south? What reason did you not move additional park land to be with the newly moved residential in the south? Largest parks adjacent to the offices do not serve the residents very well. Employees are in the offices most of the day so this will become underutilized

- Can Google staff speak to the thinking of how the plan will accommodate the 25% AH target?

- Portion that was originally in the Google footprint in front of the station. There was a number of sites that have been removed. Could you speak to this and how the area may be planned now that it fits into the DSAP. Caltrain and VTA sites

- Specific timeline for when the community would see the public open space plans? Interested in how this will be phased out and who will be involved

- What is the plan for connecting to the downtown core?

- Is there a plan to have a dedicated bike paths throughout the project? Markings indicating that the lanes are for bikes so that crowds do not stand in the way. Renderings were nice but didn't look like I could ride my bike through there without running into people

- How is the connection going to work when the vehicular traffic is surrounding E/W and N/S intersections? San Fernando is east west. Cahill, Montgomery and ___ are north south. They are going right across San Fernando. How is this connection going to work? Why are we expanding Cahill?

- Reminder that the community has been promised 5 acres of parkland on the sale of the movement of the fire training center. However, this isn't even being replaced by the 4.8 acres. The concern is that credit will be given to built out parks at 4 times the rate of the land which is far too excessive and also having a nexus for all the built out housing in the area. Somehow these numbers need to change and the City needs to be committed to opening up more land. Concerned that if Google ever broken up then the city would lose this land in the future

Breakout Group #3:

What Questions do you have about the Downtown West plan?

1. Is Google not building to full capacity of site? Where is additional development going? Where will additional units go?

2. Related to parks and open space – 1) during development, vacant land might be easily transformed into a homeless encampment, how will that be prevented? How ill open spaces be developed or patrolled in a way to keep them safe, clean, and so that they do not become homeless encampments?

3. Who will make sure that the design guidelines and standards will be carried forward? What governing body will it? How do we make sure the goals set forward today are carried out over the 30 year development?

4. Will Google maintain outreach to community?

5. Will the old SJ water building be used as an innovation center? How will we know if there are orgs interested in using that space? Who would be responsible for the programming?

Building and Land Use Comments

What resonates most with you?	*What needs improvement?*
Open campus plan is a great idea. Mixed use and open space and transportation are very welcome to the neighborhood.	More definition around users for Water Co. Building – think about feasibility. Are there alternatives?
Details about transportation, walking paths, increasing bike paths to connect the area	

Transportation (streets, bike paths, traffic, parking) Comments

What resonates most with you?	*What needs improvement?*
Details about transportation, walking paths, increasing bike paths to connect the area	Concern about expanding sidewalk widths – how will existing properties adapt their sidewalks? How will the new sidewalks transition to the narrower older sidewalks?
	On San Fernando, is it possible to encourage pedestrians to use the North sidewalk? Are there creative solutions to encourage pedestrian traffic on the north side of the streets? Concern about having ped traffic walking in front of private homes. Intrusive. • A. Complete Streets: width of the sidewalk through zones. Focus on width to support increased pedestrian activity. Will check there is a specific transition between new and existing sidewalks • Where the project does not have frontage, it can be difficult to provide wider sidewalks. Complete Street standards will include sidewalk standards • Existing curb lines will be used and projects will provide specified sidewalk widths • The City will look at a transition, can be challenging to build adjacent areas with infill projects. • With complete streets, sidewalks are provided on both streets wherever possible • Diridon shared use path based on traffic counts – generous walking area and bike facilities
	Has a traffic impact study been done? • A. Included as part of the EIR as a traffic analysis and local impacts analysis. Transportation network was studied as part of these analyses • Adverse impacts were identified at specific locations. To address those impacts, hardscape improvements are proposed and can be found in the dEIR • VMT is low because located next to transit but there are still local impacts. No CEQA impacts for VMT

	What hardscape/intersection improvements are being considered? • A. No adverse impacts were identified at the interchanges so no on/off ramp widening planned

Public Space (parks, green space, plazas) Comments

What resonates most with you?	*What needs improvement?*
	Was analysis done with the SJSU campus? How will impact students? How will traffic flow between campuses? Was there collaboration between the two entities? • A. Diridon to Downtown Report conducted by SJSU • The project has tried to conduct extensive community engagement, including with its neighbors. Students were asked for input. Trying to be as inclusive as possible, including college aged students • No formal analysis with SJSU campus but there has been student engagement. See the project as "hosting" so there is potential to explore this more and for future collaboration.
	Was the habitat plan taken into consideration – wildlife protection? Is the project requiring a park/open space per capita? • A. open space distributed across the development • Native habitats and natural resources are analyzed in the EIR in the biological resources chapter – Los Gatos Creek • Project proposes min of 50ft setback from creeks – Downtown Riparian Corridor policy • All residential and office have to average a 100ft setback from the riparian corridor, 1 residential building is building to that 50ft line. Along S Autumn St. development must remain in those existing footprints
	Concern over lighting at night – will it be low voltage and downward facing?

	• A. There are DWDSG standards for lighting to protect the riparian corridor • Riparian habitat is being expanded by 4.25 acres to result in a net ecological benefit
	A hard copy of the draft EIR is available upon request. Contact Shannon Hill.
	Is there a plan to connect the Google site with Arena Green West Santa Clara along the Los Gatos Creek trail? What about at San Carlos? • A. Yes, at grade – still working through the details of ped and bike signalized crossing • At San Carlos it is a proposed undercrossing for the trail and pick up on the Google owned property. This project is very much in process but not apart of the Downtown West Project. It is a City project. • Class 4 bike path along Autumn to cross at San Carlos – similar to the San Fernando better bike lane improvements.

Planning Process Comments

What resonates most with you?	*What needs improvement?*
Google event at SAP Center – two way community engagement, multiple times. Face-to-face interactions with smaller groups and really listening and including input in project iterations	Will you publish a project process schedule/timeframe on the website? • A. Sanjoseca.gov/googleproject, diridonsj.org • Planning Commission and City Council in Spring. Upcoming public dates meetings are also posted
Great community process	

Breakout Group #4:

What Questions do you have about the Downtown West plan?

- Parks + Open Space component: how much dedicated to city vs. private? What mechanisms in place to make sure these are permanent open spaces?
- Inclusionary affordable housing?
- Flexible development standards: how will the outcome look as proposed (Village Oaks Shopping center)?
- At what point could we see a complete picture of Diridon Station Area with Downtown Plan West and other projects?
- Ped./Bike paths: what percentage of acreage are these? How would nature and ecology factor into paths?
- What portion of acreage of open space is the Riparian corridor (where this wouldn't apply)?
- DISC process + Downtown West: How do they interact? The design guidelines are predicated on Diridon station in different areas on each document/process
- Historic Resources: Which properties on HRI does google on (future, current), what is the proposal (future, current), mitigations + impacts on parcel + adjacent parcels
- When would be the start for ground break and estimated completion?
- Support or resources for schools/surrounding schools/student/staff?

- 4000 homes in proposal, but draft EIR has up to 5900. What makes this number go up or down for the final number?
- How the Google interprets block sizes in terms of walkability, and how it's factored in the plan
- Amount / location of Affordable housing: where would corporate accommodations be located?
- Are specific streets pedestrian only?
- What are the parts of the project that the City + Google find most exciting and iconic? What would bring folks here?
- Parking: Village oaks gave priority to a sea of cars. What is the anticipated draw for surrounding neighborhoods to come into the area + how it affects parking?
- There is a mandatory setback for the Riparian corridor. Is google deducting this from the open space. Providing 15 acres, 10.2 for Google. Of the 15 acres, how much will be within the mandatory setback from the creek corridor?
- Freeway 87: It creates a barrier between the West and Downtown. Will this be addressed/revised? What will be done around this feature?

Building and Land Use Comments

What resonates most with you?	*What needs improvement?*
Good attention to human scale and user design.	Would like to see shade studies
25% Affordability	What exactly "affordability" means, and making sure they are built
Overall integration, small businesses	Active use hubs seem congregating in one portion. Should have some community use for each parcel (Answer: *Could be happening throughout the plan)*

Transportation (streets, bike paths, traffic, parking) Comments

What resonates most with you?	*What needs improvement?*
Emphasis on non-vehicular means (last mile)	Emphasis on non-vehicular means (last mile), still needs improvement
Integration of many transportation systems	Safety - internally + externally (surrounding neighborhoods)

Public Space (parks, green space, plazas) Comments

What resonates most with you?	*What needs improvement?*
Impressed with Google's incorporation of nature + ecology	
Integration of natural ecology / open space	

Planning Process Comments

What resonates most with you?	*What needs improvement?*
Effort to integrate with surrounding areas, and nature	

COMMUNITY VISIONING WORKSHOP MINUTES

PROJECT:	**Diridon Area**
EVENT:	**Community Visioning Workshop & Virtual Site Walk for the Vietnamese Community**
LOCATION:	via Zoom
DATE:	10/21/2020
POWERPOINT:	PDF of the presentation
VIDEOS:	Part I & II and Part IV via Facebook Live

HOSTS: This workshop was co-hosted by Catalyze SV (CSV) and the Vietnamese American Roundtable (VAR), supported by the Vietnamese National Association of Real Estate Professionals (VNARP), and funded by a grant from the City of San Jose.

PARTICIPANTS: Primarily held to engage the Vietnamese community, this workshop was offered in English & Vietnamese. Including City of San Jose staff, 26 people participated via Zoom. As of December 9, 2020, Part I & II of the video had been viewed 322 times on Facebook and Part IV 100 times.

MINUTES DISTRIBUTION: *Appendix A* lists the entities & email addresses to which this report is distributed.

WORKSHOP CONTEXT

The City of San Jose in January 2020 granted Catalyze SV funding to host 2 community visioning workshops. Originally intended to be held in-person earlier in 2020, these workshops were postponed and moved to a virtual format because of the coronavirus.

The current Diridon Station Area Plan includes approximately 250 acres. The Community Workshop presentation covered information from the City of San Jose, VAR, CSV, Google and other sources. It is publicly available in the link above.

WORKSHOP'S GOALS

This workshop was intended to brainstorm ideas about what community members want from the redevelopment of this area.

The below-intended outcomes were shared with participants at the start of the workshop:

- Gain understanding of the Diridon Area & its possibilities for the Vietnamese community
- Brainstorm participants' ideas about the development of this transit center & area
- Collect & share participants' input with the City of San Jose

MEETING NOTES

Part I - **Presentation of Information on Diridon Area** (6 PM, virtually via Zoom)

a. Presentation by Catalyze SV & VAR. See accompanying document entitled "20201021_Workshop_Vietnamese Community_Diridon"

b. Video of both can be found at the beginning of this document.

Part II - **Virtual Site Walk** (6:45 PM, pre-recorded videos of site shown)

Part III - **Small Group Discussions**

a. Event attendees dispersed into 4 groups of 4-6 participants viz Breakout Rooms in Zoom. The groups discussed the area's potential impacts and opportunities.
b. Group discussions were facilitated by volunteer leaders from VAR, VNARP and/or Catalyze SV, who helped take notes from group members.
    i. Small Group Suggested Facilitator Questions - See Appendix B.
    ii. Small Group Discussion Notes - See *Appendix C.*
    iii. From these small group notes & summaries, we observed the following **major themes**:

1. **Make Diridon Area Accessible to All on a Daily Basis**. In this workshop, that means a place that is particularly inviting to people of different ages, cultures, languages & activity preferences on a day-to-day basis. In the Vietnamese community, there is sometimes a divide between the preferences of younger and older generations. To make it inviting for the latter, examples included having outdoor spaces where older Vietnamese folks can come for recreation & stretching and signage in public transit & beyond translated into Vietnamese.

2. **Diridon as a Special Destination**. Just as the Diridon Area needs to be inviting to all day-to-day, it should include special attractions that draw people there. That means a place where people from across the City of San Jose and region want to come. A place that is colorful and lively. In the Vietnamese community, public night markets resonated with 2 of the 4 groups, citing the Ben Thanh Market in Vietnam as an example. Santana Row was also cited as a local example by 2 groups. Multiple groups mentioned the importance of retail.[1] One group mentioned more activities like the SAP Center & ice skating. Two groups also cited outdoor activities specifically.

3. **Make it More Walkable**. Be it next to retail, or on paths, streets, or trails, all 4 groups mentioned the desire to have a more walkable experience in the Diridon Area.

4. **Enable Cultural Events & Cultural Diversity**. Multiple groups cited the desire for a diverse array of cultural events & spaces, including those for the Vietnamese community.[2] Examples of cultural spaces include an arts center, youth center, open spaces, plazas, picnic areas, community centers with event space, restaurants, & children's play areas. Also mentioned was a place where free Vietnamese language courses could be offered for children & adults.

5. **Housing for All People**. One group discussed how in the Vietnamese community, the goal of older generations is owning a single-family home. Yet for many Vietnamese families & many younger Vietnamese-Americans, this is a challenge. So to ensure these

[1] This was cited in particular by the Vietnamese realtors who participated in the workshop because of the ability of retail to attract homebuyers.
[2] It takes a deliberate effort in the planning process to encourage & ensure "minority" cultures get represented in what actually gets built.

parts of the Vietnamese community, as well as the broader community, have local housing that is affordable, and to prevent Vietnamese folks and others in our community from being displaced, it's crucial the Diridon area include plenty of housing at all levels.

6. **Give Attention to the Guadalupe River (Park)**. 3 of the 4 groups specifically brought up the Guadalupe River & the Park surrounding it. One group talked about building more around Guadalupe River Park and integrating it with the rest of the area. Another wants more education and access to nature around the River, as well as improving the quality of our urban river systems like this one.

7. **It's Beneficial to Set Aside Spaces for Specific Uses**. Encouraged by City staff to ask about a resource center specifically, multiple groups responded with interest in one. Some groups talked about the value of resources for employment, others about resources related to housing (and ensuring communication at such centers would also be in Vietnamese). One group mentioned the desire to provide subsidized or affordable commercial space for low-income entrepreneurs, another to give low-cost office space to nonprofits. One group talked about a library and a community center (another group said the latter weren't used that much).

8. **The Role of Food in the Vietnamese Community.** Vietnamese cuisine has an incredibly rich tradition around the world and in San Jose. One small group cited the idea of a commercial kitchen to support "Mom & Pop" food production & cooking classes, another mentioned the tradition of Vietnamese families growing their own food. Community gardens were cited as a benefit to include in new housing developments.

9. **Improve & Encourage Public Transit Here**. This topic was discussed in all groups. One urged that the next generation of Diridon Station be a well-integrated, well-connected transit hub with different transit fares integrated through Clipper Cards. Another mentioned the need for quicker, more frequent transit service. A third talked about encouraging public transit through walking & bike paths that connect to train service.

Part IV - **Small Groups Report Back to Larger Groups** (7:45 PM, in the main Zoom "room")

The small groups returned from the Zoom breakout rooms to the larger group on Zoom. A representative or two from each small group summarized themes of their respective discussions to the full group so all attendees heard about the discussions in other groups.

Workshop Concluded (8:05 PM)

Disclaimer

The opinions expressed below are those of individual community members in attendance and may not represent the opinions of Catalyze SV, VAR or VNARP. All groups sought to capture and present information as fully and accurately as possible and none are not affiliated with any of the property owners in this area, including Google, in any way. A draft version of the presentation content was provided to the City of San Jose prior to the Visioning Workshop.

About Catalyze SV

Catalyze SV engages community members, developers and city leaders to envision and create sustainable, equitable and vibrant places for people in Silicon Valley. Catalyze SV is funded 100% by individual donors, government grants, & foundations.

About Vietnamese American Roundtable
Mobilize, advocate for, & inform our community of the critical issues that impact their lives. We accomplish our mission through building coalitions, strategic advocacy, & organizing meaningful community events for all.

APPENDIX A

Distribution List for this Report

City of San Jose, %	mayoremail@sanjoseca.gov; district1@sanjoseca.gov; district2@sanjoseca.gov; district3@sanjoseca.gov; christina.m.ramos@sanjoseca.gov; david.tran@sanjoseca.gov; district4@sanjoseca.gov; district5@sanjoseca.gov; district6@sanjoseca.gov; maryanne.groen@sanjoseca.gov; district7@sanjoseca.gov; district8@sanjoseca.gov; district9@sanjoseca.gov; district10@sanjoseca.gov; matthew.mahan@gmail.com; Dave.Sykes@sanjoseca.gov; rosalynn.hughey@sanjoseca.gov; nathan.ho@sanjoseca.gov; jerad.ferguson@sanjoseca.gov; kelly.kline@sanjoseca.gov; joel.devalcourt@sanjoseca.gov; cityclerk@sanjoseca.gov; Planningcom4@sanjoseca.gov; Planningcom7@sanjoseca.gov; Planningcom2@sanjoseca.gov; Planningcom3@sanjoseca.gov; Planningcom5@sanjoseca.gov; Planningcom6@sanjoseca.gov; Planningcom1@sanjoseca.gov; lori.severino@sanjoseca.gov; nanci.klein@sanjoseca.gov; Kim.Walesh@sanjoseca.gov; eric.eidlin@sanjoseca.gov; jose.ruano@sanjoseca.gov; james.han@sanjoseca.gov; jessica.zenk@sanjoseca.gov; Jacky.Morales-Ferrand@sanjoseca.gov; rachel.vanderveen@sanjoseca.gov; timothy.rood@sanjoseca.gov; kristen.clements@sanjoseca.gov; shannon.hill@sanjoseca.gov; nicolle.burnham@sanjoseca.gov; zacharias.mendez@sanjoseca.gov; john.tu@sanjoseca.gov; david.keyon@sanjoseca.gov; robert.manford@sanjoseca.gov
VTA	Jessie.O'MalleySolis@vta.org; ron.golem@vta.org; Jessica.Hitchcock@vta.org; Kelly.Snider@vta.org
Caltrain	fromsonc@samtrans.com; murphys@samtrans.com
CHSRA	boris.lipkin@hsr.ca.gov
VAR, %	hello@varoundtable.org; philip@varoundtable.org
VNARP	paige@metisre.com
Google, %	benavidez@google.com; jessgraham@google.com
GRPC	jason@grpg.org; joe@grpg.org
Knight Foundation	thompson@kf.org; hurxthal@knightfoundation.org
Workshop Registrants	Anyone who registered ahead of time or at the workshop

APPENDIX B

Small Group Suggested Facilitator Questions

About your group (5 mins)

- What is your name?
- In what neighborhood were you raised or do you now live?
- What is your profession?
    - Are you a teacher, cook, business owner, engineer, public representative, parent?
- What's your familiarity with the Diridon area?
- What are your goals in coming here today?

General Questions & Building Design (5 mins)

- What would draw you to this area?
    - What do you want to experience here when you visit?
    - What things would draw you to want to be here?
    - What's your ideal version of this area 10 years from now?
- What are your fears or concerns about development in this area?
- What can this area do to make your life easier or better?
- Are there any places in Vietnam or anywhere else in the world that you love & would like to see here?

Community Benefits (5 mins)

- What kinds of community amenities & other public benefits would be most valuable here?
- What types of open space & recreational features would you be interested in seeing here? (e.g. parks, trails, green space, gathering areas, plazas, etc.)
- Would you be interested in a new community center near Diridon Station that would offer programs for all of San Jose residents?
- Other examples of community benefits to prompt discussion:
    - Youth center, daycare?
    - Library?
    - Job training, resource center?
    - Health clinics?

Housing & Displacement (10 mins)

- What types of housing would you like to see in this area?
- Are you concerned about you, your family or friends being displaced from San Jose because of the planned changes to this area?
- Are you aware of the City's efforts to prevent displacement?
    - What additional resources, programs, or policies would you recommend?
- What are your thoughts about City staff's recommended goals for the Diridon area:
    - Achieve 25% affordability of all housing in this area?
    - No net loss of low-income renters in the broader Diridon area?
    - Establish a program to provide long-term affordability of existing affordable units in the broader Diridon area?
- Would you be interested in a renter education/resource center? (physical location where people can go to learn about tenant rights, get help with eviction notices, etc.)

Equity (5 mins)

- How can the city & this area develop in a way that is more equitable generally?
- How can the city & this area develop in a way that is more equitable to the Vietnamese community?

Transportation (5 mins)

- How would you get to the Diridon area today?
- Before the pandemic, would you consider taking public transit to Diridon Station or another way besides driving yourself?
- If you could go anywhere in California from Diridon Station, where would be your top 2 destinations?
- What transportation amenities would need to be enhanced to support this area? For example:
    - Road improvements, connected streets
    - Shuttle to nearby transit stops
    - Transit passes
    - Bike paths
    - More VTA frequency
    - Streetlights
    - Crosswalk signal timing

Sustainability (5 mins)

- How should the Diridon area develop to be more environmentally sustainable?

Summary (5 mins)

- If there were 2 improvements to the Diridon area you would want as part of the changes, what would they be?

Giới thiệu về nhóm của bạn (5 mins)

- Tên của bạn là gì??
- Hiện nay bạn đang sống ở khu nào ở San Jose?
- Nghề nghiệp của bạn là gì?
    - Là giáo viên, đầu bếp, chủ doanh nghiệp, kỹ sư, đại diện công chúng, phụ huynh?
- Bạn quen thuộc với khu vực Diridon là gì?
- Mục tiêu của bạn khi đến đây hôm nay là gì?

Những câu hỏi chung và thiết kế (5 mins)

- Điều gì sẽ thu hút bạn đến khu vực này?
    - Bạn muốn có trải nghiệm gì khi đến chơi khu này?
    - Điều gì khiến bạn muốn ở đây?
    - Bạn tưởng tượng gì cho khu vực này trong 10 năm tới?
- Bạn sợ lo ngại gì về sự quy hoạch của khu vực này?
- Khu vực này có thể làm gì để cuộc sống của bạn tốt hơn không?
- Có địa điểm nào ở Việt Nam hay những nơi khác trên thế giới mà bạn yêu thích và muốn được thấy ở đây không?

Lợi ích cho cộng đồng (5 mins)

- Những loại lợi ích cộng đồng nào sẽ có giá trị nhất cho chỗ này?
- Bạn muốn thấy những hình thức giải trí hoặc nào? (công viên, đường đi bộ, khu sinh hoạt, quảng trường, etc.)
- Bạn có muốn thấy một trung tâm sinh hoạt cộng đồng mới ở khu này dành cho tất cả mọi người không?
- Vài ví dụ về lợi ích cộng đồng:
    - Trung tâm sinh hoạt cho thanh thiếu niên, nhà trẻ?
    - Thư viện?
    - Đào tạo việc làm, trung tâm giúp đỡ?
    - Phòng khám y?

Nhà ở và việc di dời (10 mins)

- Bạn muốn thấy những loại nhà ở nào trong khu này?
- Bạn có lo là bạn hoặc gia đình bạn bè sẽ phải dọn khỏi San Jose vì những quy hoạch này không?
- Bạn có biết là Thành phố đang nỗ lực để giảm sự di dời không?
    - Bạn nghĩ là Thành phố phải có những chương trình hỗ trợ cụ thể nào không?
- Bạn nghĩ gì về những mục tiêu mà nhân viên thành phố đặt ra cho Khu vực Diridon:
    - 25% nhà ở trong khu này phải là nhà ở giá rẻ?
- Bạn có hứng thú với một trung tâm giúp đỡ người thuê nhà không? (Một văn phòng để người dân có thể đến và tìm hiểu về quyền lợi của người thuê nhà,..)

Sự công bằng (5 mins)

- Làm cách nào để thành phố và khu vực này có thể phát triển một cách công bằng nói chung?
- Làm cách nào để thành phố và khu vực này có thể phát triển một cách công bằng với cộng đồng người Việt?

Giao thông (5 mins)

- Hiện nay bạn đến khu vực Diridon bằng cách nào?
- Trước khi có bệnh dịch, bạn có nghĩ là sẽ dùng phương tiện công cộng hoặc hình thức nào khác ngoài lái xe để đến Diridon không?
- Nếu bạn tính đi đến 2 nơi từ trạm ga Diridon, 2 nơi đó là nơi nào?
- Bạn nghĩ là phương tiện giao thông nào cần phải được cải thiện cho khu vực này?:
    - Sửa đường và xây thêm đường
    - Xe đưa đón từ bãi đậu xe đến trạm xe lửa
    - Thêm bến xe
    - Đường xe đạp
    - Nhiều tuyến VTA hơn
    - Đèn đường
    - Thời gian dành cho người đi bộ tại ngã ba/tư

Sự bền vững (5 mins)

- Khu vực Diridon nên được quy hoạch thế nào mà có thể bảo vệ môi trường?

Tóm tắt (5 mins)

- Nếu có 2 điều có thể cải thiện khu vực Diridon mà bạn muốn thấy trong kế hoạch quy hoạch này thì đó là gì?

APPENDIX C

Small Group Discussion Notes

Group 1 (of 4), led by A. Le:

General Questions & Building Design:

1. Looking for outdoor spaces and amenities
2. What's nearby and what's convenient.
3. Want Working WiFi
4. Want coworking space where one can go and mingle
5. Santana Row - a good example to model because it has window shopping & walking space.
6. Public transportation is the future, so that's something to focus on. Sometimes I don't want to drive...just want to hop on transit.
7. What about an outdoor recreation area? Like a track.
8. In/near Little Italy, we need to build more around Guadalupe River Park and integrate it.
9. Let's allow more diversity. Bring different cultural restaurants.
10. What other cultural spaces can we create?
11. I have a fear/concern re: the ongoing issue of Homelessness. For instance, when I go for a run and see a pocket of homeless camps. It starts to create fear.

Community Benefits:

12. Recreational and open spaces would be most beneficial.
13. Let's keep Guadalupe Park and meanwhile clean it up.
14. Consensus among group around desire for parks & trails. Gives folks something to do.
15. Also like public exercise areas, libraries & event halls.
16. Not sure about the community center - normally they don't get a lot of utilization.
17. Prioritize cultural events.
18. Consensus among group for public WiFi.
19. One person mentioned wanting parking.
20. Interest in a hub for job training / job resources.
21. Consensus among group for low-cost office space for nonprofits.
22. In the Vietnamese immigrant community, the dream was a single-family home, a place for kids. Now, the response is a narrative and generational shift.
23. Real estate is stepping up from the equity of family's home toward spaces broadly.
24. Vietnamese who have familial obligations toward elders/parents, may want space to grow their own food. This is a Vietnamese tradition.
25. Vietnamese women come out with the visors to stretch.
26. Vietnamese parents wish to raise their kids to understand Vietnamese culture and its background.

Housing:

27. I come across BMR units very infrequently.
28. Affordable housing will always help.
29. There's a need for rental housing. There are more renters versus buyers.
30. Parking needs to be improved as well.
31. Better public transportation needed as well. Must be safe and accessible in different languages.

Equity, Transportation & Sustainability: didn't get to these topics.

Group 2, led by M. Eusterbrock:

What do we see for this place?

32. Expansion of Downtown
33. Connection to Guadalupe River area
34. Spaces for diverse range of age, cultures, etc.
35. Pedestrian/bicycle-friendly area
36. Multicultural place

What are Vietnamese inspirations for this place?

37. Night market
38. Lively nightlife
39. Parklets/outdoor dining
40. Support local businesses
41. Connected transit
42. Geographical Inspirations - Stratford City in the Central zone, London Bridge for the Santa Clara entrance and Bijlmer for the two San Fernando entrances and Reading for the Park entrance.

Community benefits:

43. Resources for employment (e.g., vocational training), small business development.
44. Health center
45. Day care center
46. Community Center/commercial kitchen with classes, food
47. Renters Resource Center (multilingual)

Housing:

48. Affordability tiers should accommodate the many income populations below poverty
49. A blend of affordability is necessary

Equity:

50. Supporting low-income entrepreneurs through subsidized or affordable commercial space
51. Pop-up market adjacent to other commercial/restaurant uses
52. Busy outdoor areas
53. Commercial kitchen could support mom-n-pop type food production

Transportation:

54. Driving can be hard because parking/congestion
55. Bike share is located at Diridon which is very convenient
56. Area should phase out of heavy single-occupancy drivership
57. Quicker routes would drive more to use transit. Quicker and more frequent trains would be ideal
58. Definitely need RR
59. Santa Teresa light rail does not go to Diridon - you have to take the light rail to Tamien to take Caltrain.
60. There is no Caltrain service to Tamien during the day - one has to take BART on the way back from SF

61. The Dash bus can also be a convenient way to come from SF and connect to the light rail, particularly because it provides electricity to recharge electronics
62. Diridon connection to Santa Teresa light rail is not useful - this is why Google Maps directs you to walk to the Children's Discovery Museum, which is very far (20 minutes)

Sustainability:

63. Reduce pollutants from vehicles
64. More waste receptacles
65. Habitat restoration near creeks (plants, fish, ecosystems, etc.)
66. Solar installations on buildings

Changes desired for the area:

67. More welcoming environment
68. Increased perception of nighttime safety
69. Diverse range of activities for people to enjoy
70. Connectivity to surrounding areas that are currently fragmented
71. Lit, landscaped for pleasing urban environment
72. Experiences surrounding the SAP center (e.g. restaurants, commercial, etc.)
73. Using existing buildings if possible
74. Architectural design alterations to keep interesting

Group 3, led by A. Tran:

75. Diridon area offers convenience of using transportation
76. Would like more activities like concerts and ice skating at SAP Center.
77. Would like more frequent train service intervals. Example Levi Stadium via light rail.
78. Right now, one needs a reason to go to this area if there is not a big event. We need daily activation spots like restaurants, more retail, great spaces & coffee shops.
79. We need it to be pedestrian-friendly, like Downtown Willow Glen or University Ave in Palo Alto, so people can walk streets. We need a nice mix of small and large shops.
80. More arts needed - a place to do art, as well as a signature piece or multiple pieces of art that are thought-provoking.
81. More parks needed. And want to see integration with bike & walking trails.
82. With high-rise, mixed-use apartments, traffic is a concern, specifically how to get people in and out of them.
83. Don't add single family homes - add density instead. Mix in affordable homes so there is no displacement.
84. There's a need for apartments because of our transient population. This provides multiple entry points for the community.
85. Good to have educational resources at an information center. Right now, only at city hall.
86. Provide resources in multiple languages (i.e. language access) or work with non-profits to provide education.
87. We like walkable streets.
88. There's good music at the Poor House restaurant right now.
89. Plan out transportation - there's limited exits to SAP Center and few that go out. Look at underground and sky-level parking.
90. Encourage the use of public transportation.
91. Incorporate community gardens as part of housing development.
92. Minimize greenhouse gas in developments.
93. Have micro/district utilities to conserve energy & reduce wastewater.

94. For the Guadalupe River/Creek, provide education and access to nature. And improve the quality of our urban river systems.
95. Include more natural trails.
96. Keep jobs and residents together.
97. A thriving community has more public services, such as a youth center, community centers with programs. This, too, is “city building.”
98. Direct displacement is limited because most of the area is only parking lots right now.
99. For transportation, connect systems with Clipper Cards. Also, integrated the systems with one payment.

Group 4, led by H. Duong:

What would draw you to this area? What do you want to experience here when you visit?

100. Make it a destination instead of just housing.

What things would draw you to want to be here?

101. More cultural venues, arts center, children activities and a community gathering place.

What’s your ideal version of this area 10 years from now?

102. A vibrant destination of cultural events and great restaurants so we don’t have to go to San Francisco or Santana Row.

What are your fears or concerns about development in this area?

103. Need to continue to keep the small retail stores as part of the development and not displace these small tenants.

What can this area do to make your life easier or better?

104. Better public transportation to this area including connection via bike paths and walking paths.
105. Parking needs to be improved as well since there seems to be a shortage.

Are there any places in Vietnam or anywhere else in the world that you love & would like to see here?

106. Night markets and small tenants selling a variety of items similar to the Ben Thanh market in Ho Chi Minh City.
107. Cultural diversity includes all cultures, not just Vietnamese.
108. Since San Jose is 85% housing, people would go to Cupertino or San Francisco to shop and meet friends. Therefore, it would be nice to have restaurants and stores that would appeal to families from all walks of life.
109. More bike paths connected to the Caltrain, BART and high speed rail.
110. High Tech area for workers

What kinds of community amenities & other public benefits would be most valuable here?

111. We would like to have a library as a community benefit and a community center for cultural events.

What types of open space & recreational features would you be interested in seeing here?

112. More open space or plazas for cultural events including open areas for family picnics and a children’s playground.
113. Park and trails for exercise such as tai chi or yoga in open space.

Would you be interested in a new community center near Diridon Station that would offer programs for all of San Jose residents?

114. Yes, we would definitely like a community center where everyone can come and exchange cultural ideas, preferably free of charge.
115. Offer a place for free Vietnamese language lessons for children and adults.
116. It would be nice to have a collaborative exchange of Vietnamese cultures between the young generation and older generation. Right now the older generation meets at Grand Century Mall or Vietnam Town; whereas the younger generation meets at Santana Row. Don't know how the city can bridge the two generations. There is a divide between the older Vietnamese who came as refugees versus the younger generation born in the US.

What types of housing would you like to see in this area?

117. Definitely more affordable housing for the younger generation and the second wave of Vietnamese immigrants who were sponsored by the first group of Vietnamese immigrants. This does not include the group of children who were born and educated in the US.

Are you concerned about you, your family or friends being displaced from San Jose because of the planned changes to this area?

118. Very concerned about the small retail stores that will be displaced. Where could they go?

Are you aware of the City's efforts to prevent displacement?

119. No, but we are really glad that the City staff recommended 25% affordability of all housing in this area, but can this be achieved given the high cost to build homes? We would also like to see long-term affordability for the next 10 years.

Would you be interested in a renter education/resource center?

120. Yes, we would like a location to learn about tenants' rights and a resource center to help with questions regarding housing, preferably in Vietnamese.

How can the city & this area develop in a way that is more equitable generally?

121. Need to educate and inform the Vietnamese community of the developments at Diridon.

How can the city & this area develop in a way that is more equitable to the Vietnamese community?

122. Asking for input from the Vietnamese community by reaching out to influential Vietnames leaders. Include the Vietnamese media, TV, print, etc as part of the City's outreach.
123. Continue to have more forums between the San Jose and the Vietnamese community to obtain more feedback and input.

How would you get to the Diridon area today?

124. By Uber or by car

Before the pandemic, would you consider taking public transit to Diridon Station or another way besides driving yourself?

125. No, easier to call Uber or by car.

If you could go anywhere in California from Diridon Station, where would be your top 2 destinations?

126. Santa Ana and Los Angeles

What transportation amenities would need to be enhanced to support this area?

127. Easier connections between all the public transportation.

How should the Diridon area develop to be more environmentally sustainable?

128. By keeping more open space and less housing density.

If there were 2 improvements to the Diridon area you would want as part of the changes, what would they be?

129. More equitable housing, a real affordable neighborhood
130. Destination place to go.
131. Maintain current retail businesses and not displace the small mom and pop stores.
132. Make Diridon a warm, colorful, lively place where everyone can gather.
133. More vibrancy and a destination for everyone to share cultural ideas.

SMALL BUSINESS CAFECITO EVENT SUMMARY
Diridon Station Area – Community Engagement
Fall 2020

Event name: Small Business Cafecito
Hosts: SOMOS Mayfair and Latinx Business Circle, with City of San José support
Location: Zoom
Date: October 29, 2020 | 7-8pm
Language(s): Spanish

Overview: SOMOS Mayfair and LatinX Business Circle held a virtual discussion with community members about changes occurring in the Diridon Station Area and the future of local small businesses. The meeting focused on changes planned for West and Downtown San José close to businesses, with new construction and development projects and their implications for small businesses. Attendees joined to learn: what are the plans for the Diridon Station Area; what is the timeline and how does it affect you?

Agenda:

1. Welcome and Introductions
2. Presentation
3. Key Questions
4. Discussion and Q&A
5. Wrap up

Meeting Materials:

- Eventbrite page: https://www.eventbrite.com/e/el-futuro-de-tu-pequeno-negocio-en-la-estacion-de-diridon-tickets-126456172817#
- Presentation: *(attached at end of document)*
- Survey Results: *(attached at end of document)*

Attendance: 13 community members and 6 City of San José staff

Key Themes:

- Provide resources and support to prevent displacement of small businesses, with consideration to rent prices
- Clarify timeline and anticipated construction impacts
- Regularly invite small businesses to the conversation
- Ensure that there are trade jobs during development with a priority for minority certifications
- Identify spaces for small businesses to run

Notes:

- If you know, how much space will be reserved for small businesses?
- How can one rent a space and how much will it be?
- The small businesses take more locations and leave us without a place; I imagine it will be super expensive? Will there be financial aid?
- For low-income people it's always the giant companies that take advantage
- What is your impression of small businesses?
- How can the City help with small businesses? What worries you?
- How can we take advantage of this new plan?
- Is there a set date for when it is going to open?
- My question was also about the date?
- I'm from Washington, when there is a business, one expects opportunities, talks about status, the quality of the place, like these new projects, it is a great opportunity
- In my opinion, it will be good for the City to hear what we are saying, if nothing else that it is not too expensive so we can to in and be able to afford a place
- What comes to mind? I like the idea of moving to a new place; what we need is financial support to help the low-income stores, take us into account; it is important for us to be in this meeting and communicate with you
- I would like to know what kinds of support there will be, what they have thought about; if the rent goes up, and we can't stay here, have you talked about this?
- I'd like to add, as small businesses, if we don't express these things, we have to talk and present; thanks to events like this cafecito; we have to participate, the cost is one issue but there are other issues; we have to introduce ourselves, and raising our voice is important.
- You haven't supported the smaller businesses like us. It's important to take us, the low-income businesses, into consideration for projects like this. Projects that include low-income businesses
- We work in our businesses.
- Have you already communicated with the businesses that are going to be impacted by this project? Other businesses are afraid that if they participate they are going to be removed from their place; when are there going to be more cafecitos for other businesses to participate?
- We should participate in this project with confidence; we have licenses from the unions, etc. But others without licenses are coming in, we pay annually for the license to be able to do this work; they are taking our work away
- Job opportunity –what are the requirements, how can we get jobs in the new area?
- Trade jobs during development: Sometimes the projects say that you need the permits and we have them and don't get the jobs. We learn that others that are not a part of a union, do not have the minority certifications, or aren't from the city get the jobs.

Small Business Cafecito Survey Results

¿Qué beneficios le gustaría ver en la planificación del área de la estación de Diridon?	¿Qué otra información sería útil?	¿Que necesitas a largo plazo para superar los altibajos?	¿Cómo pueden las empresas aprovechar las oportunidades a largo plazo?
Apoyo en todo	Saber el precio de las rentas	Apoyo financiero	Con apoyo
oportunidad de trabajo en los projects para pequeños negocios	information donde y cuando aplicar	capital	superacion
apoyo economico para no tener que pagar tanta renta	mas eventos de cafecitos para compartir la informacion	renta bajo para impresos de bajos ingresos	participar mas en eventos como esto para tener voza en las decisiones
Ayuda para negocios pequeños	Más informació	Más trabajo	Facilitando los trabajos
apoyo para pequenos negocios de bajos ingresos	otro cafecito virtual	espacios ascequibles para los pequenos negocios	me gustaria saber que oportunidades hay
Oportunidades Economicas y consejeria para oportunidad a pequeños negocios	Seguir informandonos	Educacion en todo tipo de negocio y apoyo economico para seguir adelante y llevar el negocio a otro nivel	Educandome por organisaciones como Uds
Apollo wn abrir un negocio en nuevos edificios	RequiltoS	Reunir. La economia	La. Ventaja que eyos saven mas que uno no tiene el conocimie to
Crecimiento de mi negocio	Préstamos	Dinero y localidad	Luchando por un éxito crecimiento y oportunidad
Obtener un espacio	Ayuda para hacer un espacio	Informacion	Que nos de un lugar
Claro que si	El nuevo proyecto de Guadalupe	No	No
Apoyo en todo	Saber el precio de las rentas	Apoyo financiero	Con apoyo
Obtener un espacio	Ayuda para hacer un espacio	Informacion	Que nos de un lugar
Claro que si	El nuevo proyecto de Guadalupe	No	No
espacio que sea asequible para mi negocio	como contrataran a las pequenas emprezas	ensenansa para creceer mi negocio	ebemos ser parte de la pleaneacion
espacio para bodegas pequenas para los distribuidores como yo	cuando pan a pasar las cosas	aceso a espacios nuevos y utiles	que nos incluyan en las charlas de planeacion para que demos nuestra opinion
que nos contraten para los proyectos	como podemos trabjar con el municipio?	progrmas para contratar a pequenos transportistas	entrenamiento y apoyo para poder creceer y sobrevivir
Apollo para abrir una sucursal de mi negocio en nuevos edificios	fechas y como se contrataran a los de catering para alimentar a los trabajdores de construccion	mas oportunidades de estar en los edificios nuevos	contratos con el municipio para eventos
espacio par ami negocio que sea rentable	mas detalles de fechas	aceso a prstamos para creceer	si se nos tiene consideracion en un espacio y ayuda para entrar
Distribución justa de los beneficios. Que todos los negocios tengamos la opción de tomar ventaja de este proyecto sin importar el tamaño, o industria.	Saber cómo nos podemos preparar para aplicar una vez el proyecto se ponga en marcha.	Ayudas de parte de la ciudad para los pequeños negocios, ya sea asesorías y/o económicas.	Con asesorías
Espacios y oficinas para pequenos comercios que sean asequibles	detalles que expongan cuantos espacios para negocios y costo por pie cuadrado	espacio para creceer mi negocio que sea asequible	participando en la planeacion y siendo consultada en todas las decisiones.



CAFECITO VIRTUAL

SAN JOSE DIRIDON STATION AREA
COMMUNITY ENGAGEMENT

BUSINESS CIRCLE
LATINX

SOMOS
MAYFAIR

El Futuro de tu pequeño negocio en la estación de Diridon

El Futuro de tu pequeño negocio en la estación de Diridon

Este programa esta organizado por Somos Mayfair, Business Circle LatinX y Prosperity Lab en Cooperacion con Diridon Station Plan.

AGENDA

Introducciones

Protocolos

¿Qué es el plan de la estación de Diridon?

¿Cual es la línea de tiempo y Cómo te afecta?

Desafíos y Oportunidades

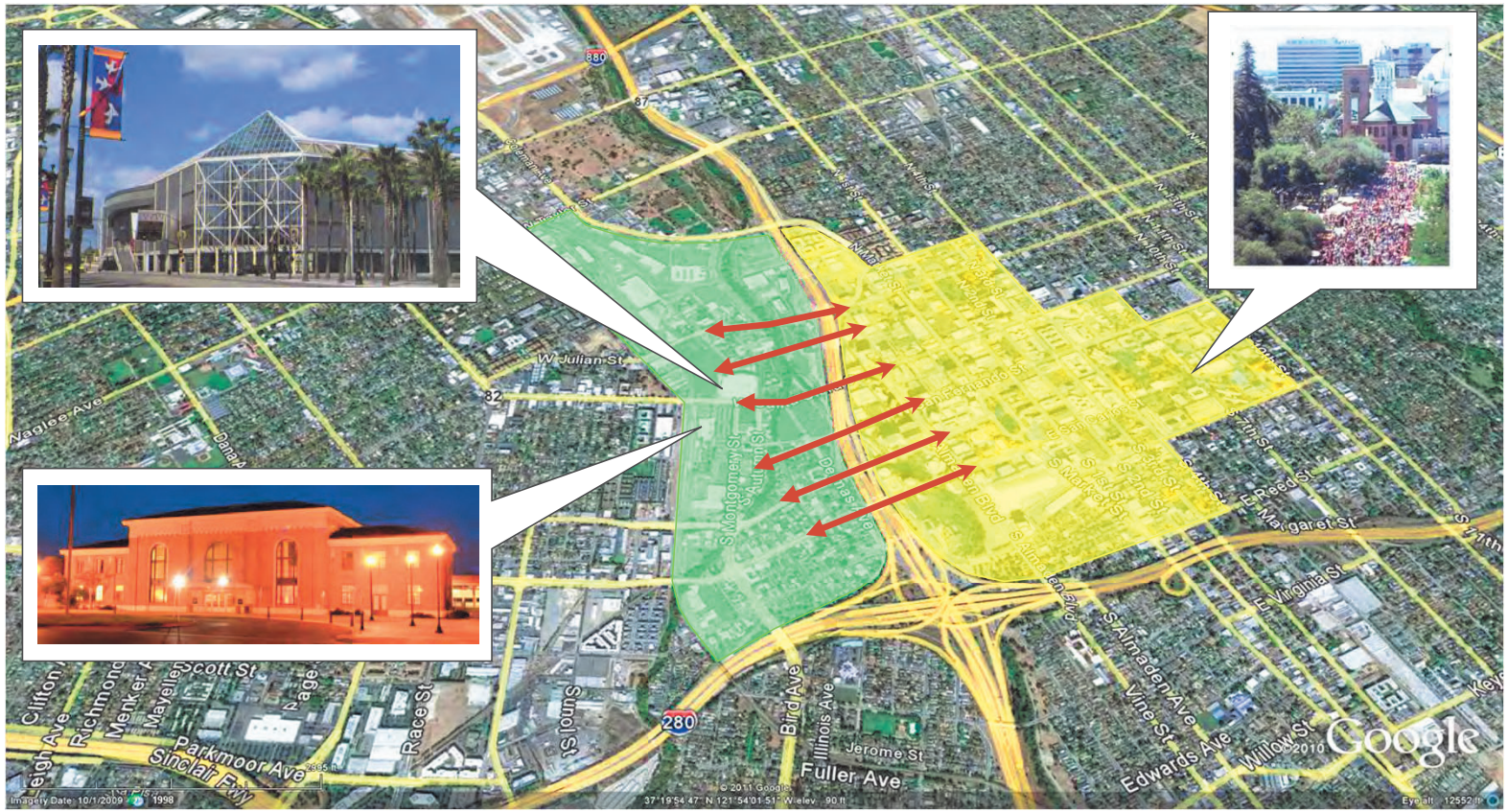
Q & A - Encuesta

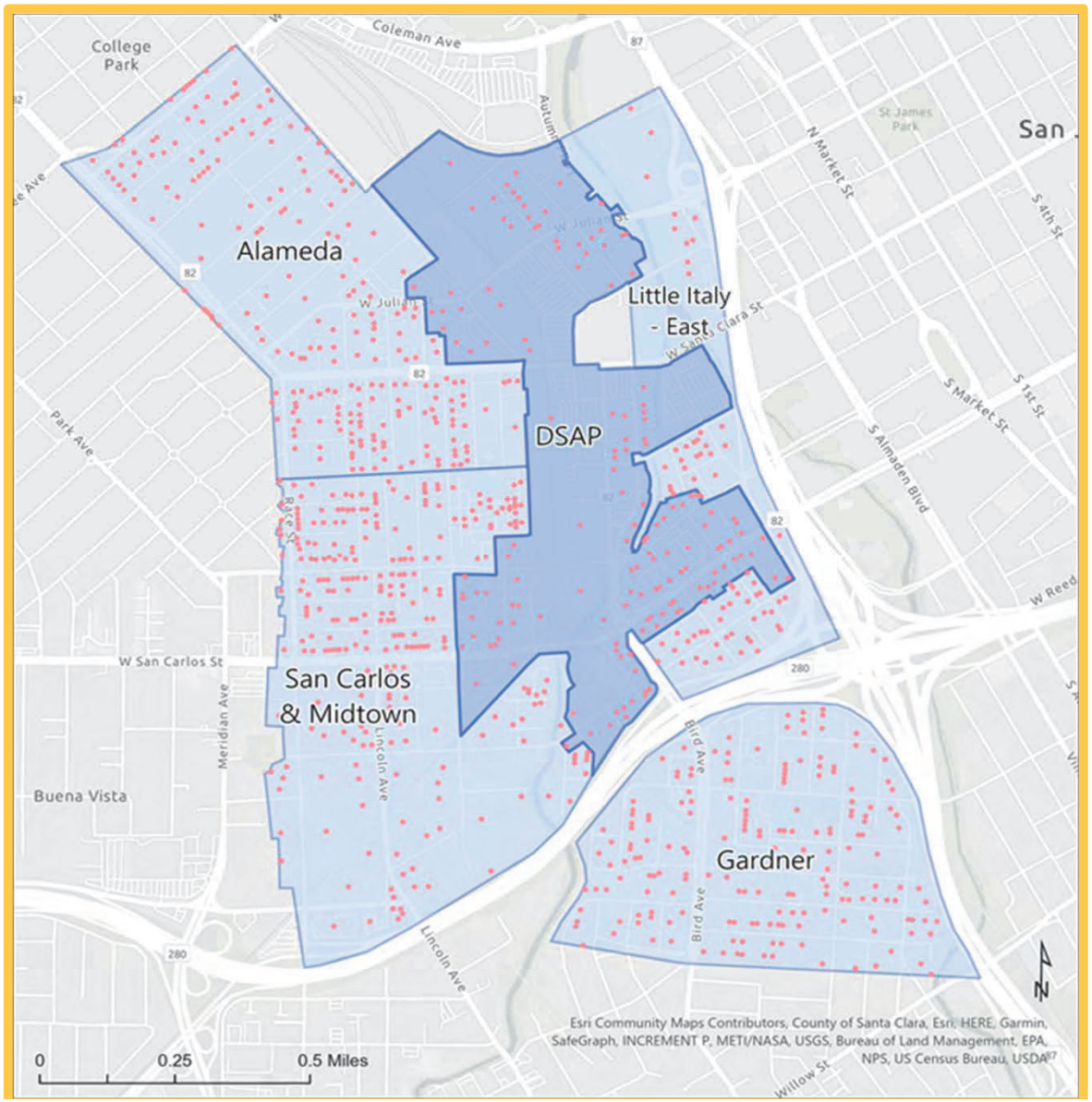
Rifa y Clausura

¿Qué es el plan de la estación de Diridon?



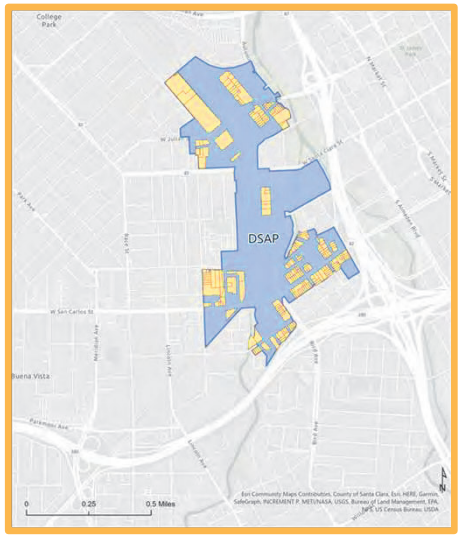
Expandir hacia el Oeste, Integrarce al Centro de la cuidad





¿Cómo te afecta?

Negocios activos
en la área de planificación



Planificación del centro de tránsito para un crecimiento 8X



CALIFORNIA High-Speed Rail Authority

Caltrain

CITY OF SAN JOSE CAPITAL OF SILICON VALLEY



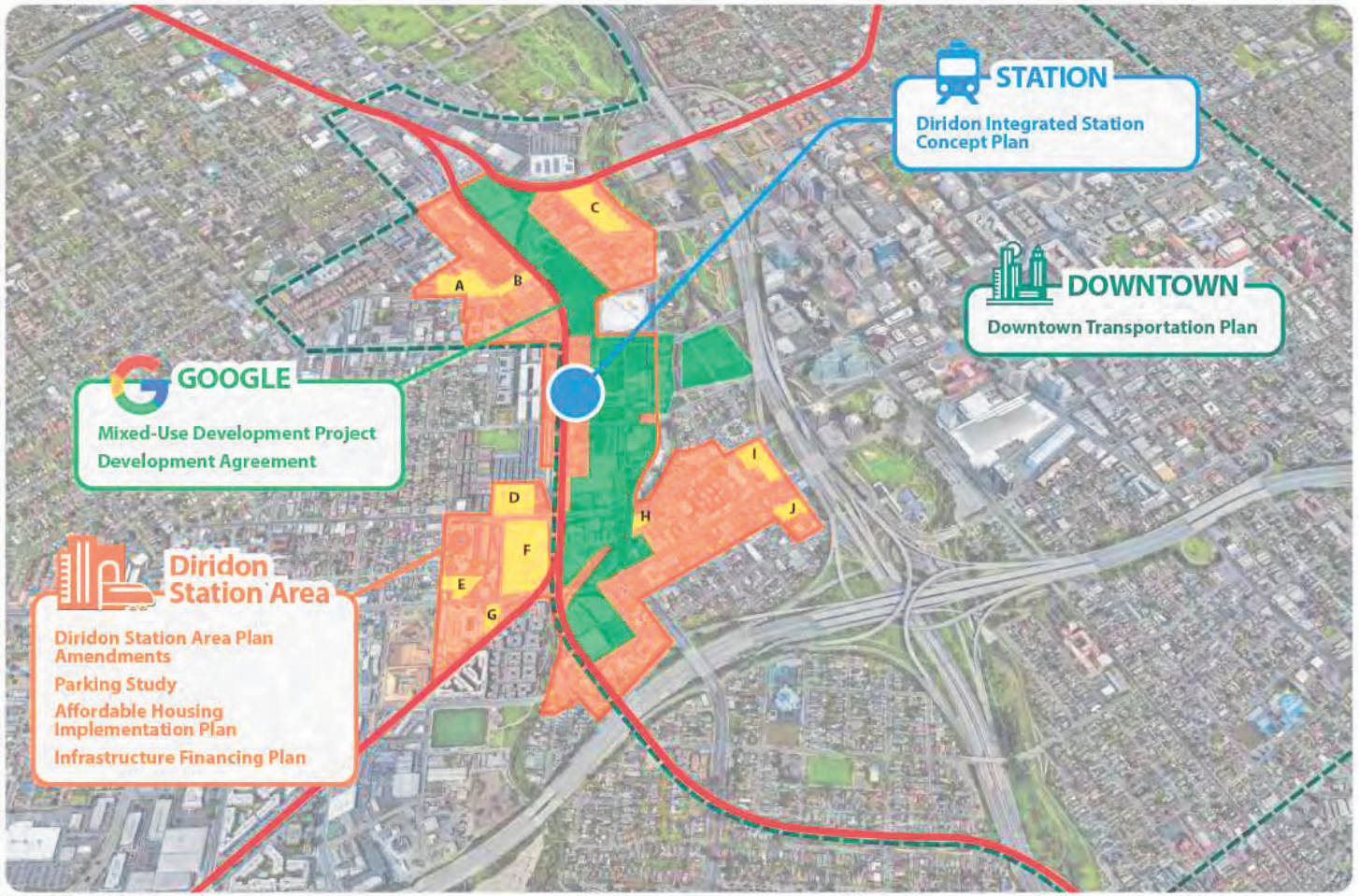
Diseño de Concepto(2019)



Preliminary Artist Illustration


Una amplia mezcla de usos
Espacios públicos interesantes
Fácil de recorrer a pie, en bicicleta y en tránsito
Acogedor para todos
SANJOSÉ

Proyectos del área de la estación de Diridon + contexto del centro



DOWNTOWN SAN JOSE



DIRIDON STATION LOCATION WITHIN SAN JOSE

Legend

- Existing Heavy Rail Tracks
- Downtown Transportation Plan Boundary
- Diridon Station Location
- Diridon Station Area Plan Boundary (2014)
- Google Project Site
- Other Private Development Projects

A Julian/Stockton Housing + Retail
B 292 Stockton Ave Hotel + Residential
C Akatiff Offices
D 777 Park Ave Affordable Housing
E 777 W San Carlos Mixed Use
F Dupont Village + McEvoy GPA Residential
G 750 W San Carlos Residential
H Lorraine Mixed Use + Montgomery 7 Residential
I Filice + Park Delmas Residential + Retail
J Delmas Apartments

¿Cual es la línea de tiempo?



CRONOLOGIA

Otoño 2020

Opinión pública de los proyectos de documentos:

- Planos actualizados del Centro Oeste de Google y Borrador del Informe de Impacto Ambiental
- Borrador de enmiendas al DSAP
- Borrador del plan de implementación de viviendas asequibles
- Evaluación de pequeñas empresas

Temprano 2021

Revisión pública del borrador del Acuerdo de Desarrollo del Centro Oeste

Audiencias públicas, concluyendo con el Ayuntamiento para considerar la aprobación de:

- Proyecto Downtown West
- Borrador de enmiendas al DSAP
- Borrador del plan de implementación de viviendas asequibles

Más Allá

Si se aprueba Downtown West:

- Revisiones de conformidad de diseño, permisos de construcción
- Construcción
- Operación

Revisión de la ciudad de otras propuestas de desarrollo bajo el DSAP

Planificación y construcción de infraestructura

Desafíos y Oportunidades



¿CÓMO Crear un nuevo tipo de lugar de trabajo tecnológico, integrado en la vida de la ciudad?

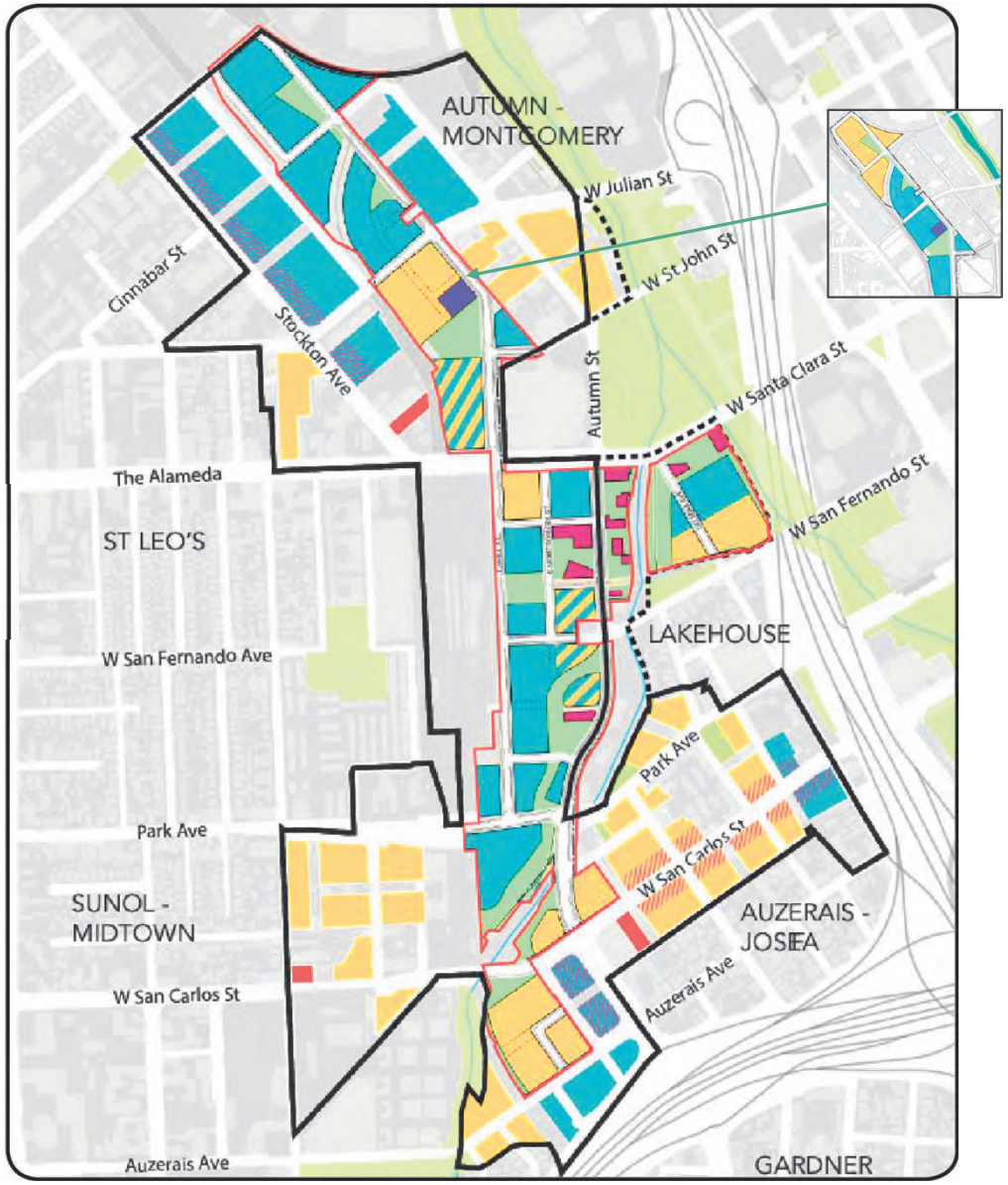


Más: Mezcla de usos múltiples como Comercial y viviendas

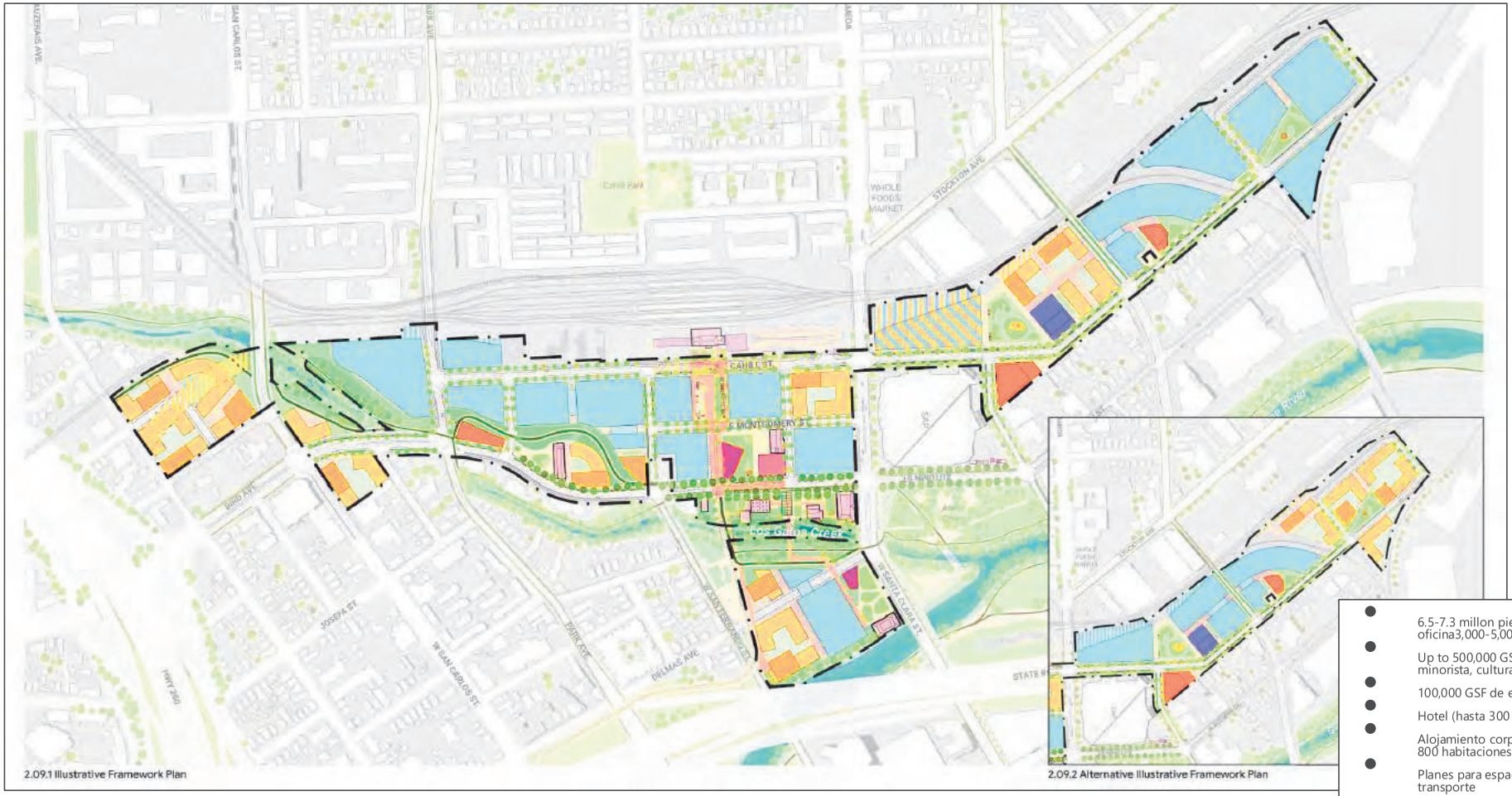


Primavera 2020 Concepto Uso Del terreno

*Reflega la aplicacion de Downtown West application circa Octubre 2019



Proyecto de Google: Plan de uso mixto del centro oeste



- 6.5-7.3 millon pies cuadrados brutos (GSF) de oficina3,000-5,000 unidades de Vivienda
- Up to 500,000 GSF de usos activos (comercio minorista, cultural, artístico, etc.)
- 100,000 GSF de espacio para eventos
- Hotel (hasta 300 habitaciones)
- Alojamiento corporativo por tiempo limitado (hasta 800 habitaciones)
- Planes para espacios abiertos, servicios públicos y transporte


¿CÓMO, Garantizar la oportunidad para las pequeños negocios actuales?
Caminos hacia la oportunidad

BUSINESS CIRCLE
LATINX

SOMOS
MAYFAIR

Q & A

Encuestas: Link here



Próximo Cafecito para la comunidad:

- Viernes 5:00 13 de Noviembre 2020
- www.diridonsj.org/esp
- https://www.somosmayfair.org
- http://www.prosperitylab.org/

RIFA
y
CLAUSURA

BUSINESS CIRCLE
LATINX

SOMOS
MAYFAIR

SAN JOSE DIRIDON STATION AREA
COMMUNITY ENGAGEMENT

HISTORIC LANDMARKS COMMISSION

November 4, 2020

Action Minutes

WELCOME

Meeting called to order at 6:32 p.m.

ROLL CALL

Present: Commissioner Saum, Boehm, Arnold, Royer, and Raynsford.
Commissioner Polcyn arrived at 6:34 p.m.
Absent: None

1. DEFERRALS

Any item scheduled for hearing this evening for which deferral is being requested will be taken out of order to be heard first on the matter of deferral. If you want to change any of the deferral dates recommended or speak to the question of deferring these or any other items, you should request to speak in the manner specified on p. 2 of this agenda.

No Items

Access the video, agenda, and related reports for this meeting by visiting the City's website at: https://www.sanjoseca.gov/your-government/departments/planning-building-code-enforcement/planning-division/commissions-and-hearings/historic-landmarks-commission

2. CONSENT CALENDAR

The consent calendar items are considered to be routine and will be adopted by one motion. There will be no separate discussion of these items unless a request is made by a member of the Historic Landmarks Commission, staff or the public to have an item removed from the consent calendar and considered separately. If anyone wishes to speak on one of these items, please use the 'raise hand' feature in Zoom or contact 408-535-3505 to request to speak.

a. **HL20-003 & MA20-001.** City Landmark designation for a single-family residence (Somavia House) on an approximately 0.14-gross acre site and Historical Property Contract (California Mills Act contract) between the City of San José and the owners of the subject property located 546 South 3rd Street (Steve Cohen, Owner). Council District 3. CEQA. Exempt pursuant to CEQA Guidelines Section 15331 for Historical Resource Restoration/Rehabilitation.
Project Manager, *Rina Shah*

Recommendation: Recommend that the City Council approve the City Landmark Designation and Historical Property Contract.

PULLED FROM CONSENT AND HEARD UNDER PUBLIC HEARING

On November 4, 2020, the Historic Landmarks Commission held a Public Hearing on the proposed Landmark Designation and Historical Property Contract (California Mills Act) for "The Somavia-Andersen House" located at 546 S. Third Street. The Historic Landmarks Commission recommended approval of the City Landmark designation to the City Council. The item had been placed on the Consent Calendar of the Historic Landmarks Commission Agenda but public comment concerning its association with the Mills Act prompted its removal from the Consent Calendar. Tessa Woodmansee and "TaxPayer" requested that the HL20-003 and MA 20-001 be placed under Public Hearing to accept public comments, consider, and record them.

Staff provided a brief history of "The Somavia-Andersen House" that the integrity of the single-family residence had been maintained. The one-story residence was built in 1909 and was a distinctive example of the Craftsman Bungalow style built in Downtown San José. The Craftsman style of architecture was prevalent during the early twentieth century and its architectural characteristics add to the rich architectural history and culture of the City of San José. The single-family residence was a strong candidate for engaging in a Historical Property Contract due to the conversation character-defining features. The Mills Act Contract is a ten-year plan which diverts state property taxes to property owners who qualify and are contractually obligated to spend those tax savings on material improvements which preserve, restore, rehabilitate, or construct the historic resource. Planning staff therefore recommended that the Historic Landmarks Commission recommend approval of the City Landmark designation and the Historical Property Contract to the City Council.

Public Testimony

The property owner, Steve Cohen, gave a brief presentation on the architectural history of the house and the purpose of his interest in preservation and maintenance of the single-family residence as a City Landmark based on the fact that John Y. Somavia was a descendant of early Spanish pioneers and was known to have built the house in 1909. However, between 1943 and 1963, the house was owned and occupied by Selvan Anderson until her death, and therefore he requested that the surname "Andersen" be added to Somavia resulting in the "the Somavia-Andersen House." He added that he loved preservation of older homes and the subject single-family residence would be an asset if properly preserved. He had preserved three other homes in the area and was aware of how the Mills Act Contract program worked. The money spent on restoring the house would be much more than what is received back as tax incentives. He had carefully worked out the Mills Act program to help preserve the house and structurally stabilize the home. He would also be preserving the natural river rock materials as well as the 8'x12'atrium in the center of the home, which is unique to that period of construction.

Several member comments on the origins and mechanism of the Mills Act and there appeared a number of misconceptions. One member of the public wanted to know why the house merited Landmark status. He also thought the house would take tax-payer's money for restoration and he did not think that was appropriate. A second member of the public also inquired about how the Landmark designation and the City's Mills Act program worked and whether it involved tax dollars. A third member of the public commented on wanting the HLC to be live streamed on YouTube. A fourth member of the public wanted to know the architect's name and was curious on how the Mills Act program worked. She also corrected city staff's comment by stating the subject house was actually adjacent to apartment buildings and not to other single-family homes and therefore wanted to know if the area would qualify as historic. Historic Preservation Officer Vicrim Chima explained that although thematic similarities in housing styles, scale, site design, orientation, and materials do support districts, it a distinct could embrace a longer period of significant and by comprised with various types of institutional, manufacture, multi-family, and single family houses.

*The property owner stated his intentions were purely to restore the house and to make it his permanent residence. He was also interested in determining who designed the house, but because of COVID-19, couldn't access the California Room at the Martin Luther King Public Library. He also suggested the members of public should contact PAC*SJ for more information on preservation and the Mills act program. Ben Leech of PAC*SJ spoke next stating that they would welcome any inquiry on information on preservation of homes as Landmark structures and associated Mills Act programs. He added that not every state offers such a tax savings program which serves as an incentive to preserve homes. He went on to add that more homeowners like Mr. Cohen should think of preserving their homes through the Landmark designation process.*

Staff explained that the house represented the early Arts and Craft movement in San José and met three of the eight criteria for City Landmark designation. Additionally, the Mills Act Contract would help preserve and rehabilitate the house.

The City's Historic Preservation Officer, Vicrim Chima, also commented that the Mills Act contract served as an economic incentive for the restoration and preservation of qualified historic buildings by private property owners. The Mills Act Program itself was administered and implemented by the local government and offered up to 35 percent to 65 percent in tax savings.

He added that the Mills Act was a State Law which allowed cities to enter into contracts with the owners of historic structures. Such contracts required reduction of the owner's property tax using a formula in exchange for the conservation of the property.

Staff and Historic Landmarks Commission Discussion

The Commission noted that "The Somavia-Andersen House" is a good example of Craftsman Bungalow style architecture. The Commissioners agreed that it needs ongoing special maintenance and care as it does have a unique architectural style which merits preservation. The Commissioners appreciated the research on the property's history and agreed that that Mills Act contract was indeed an incentive that helped preserve such unique architectural styles in San José. They were aware that the owner was dedicated to preservation of such homes and commended him for pursuing Landmark status and committing to the preservation and rehabilitation of the house using the Mills Act Contract tax incentive. Commissioner Royer suggested conducting an informational training on Mills Act Contract at a future meeting. Commissioner Polcyn suggested that the ten-year work program should be displayed for comments.

The Historic Landmarks Commission voted unanimously to approve Staff recommendation that the City Council designate the single-family residence as a City Landmark and approve the Mills Act Contract.

Commissioner Royer made a motion to approve staff recommendation. Commissioner Polcyn seconded the motion. Motion passed unanimously (6-0).

b. **HL20-002.** City Landmark Designation for a single-family residence (George A. Fleming House) on a 1.07-gross acre site located at 1516 Newport Avenue (Larry A. Blitz and Lori Andersen Trustee, Owner). Council District: 6. CEQA: Exempt pursuant to CEQA Guidelines Section 15331 for Historical Resource Restoration/Rehabilitation. ***Project Manager,*** *Rina Shah*

Recommendation: Recommend that the City Council approve the application for City Landmark designation.

Commissioner Royer made a motion to approve staff recommendation. Commissioner Boehm seconded the motion. Motion passed unanimously (6-0).

3. PUBLIC HEARINGS

No Items

4. EARLY REFERRALS UNDER CITY COUNCIL POLICY

No Items

5. GENERAL BUSINESS

a. **GP19-009, PDC19-039, PD19-029, HL20-004, HL20-005, HP20-002, & PT20-027.**
The project site is generally bounded by Lenzen Avenue and the Union Pacific Railroad tracks to the north; North Montgomery Street, Los Gatos Creek, the Guadalupe River, South Autumn Street, and Royal Avenue to the east; Auzerais Avenue to the south; and Diridon Station and the Caltrain rail line to the west. The project also includes the area bounded by Los Gatos Creek to the west, West San Fernando Street to the south, the Guadalupe River to the east, and West Santa Clara Street to the north.

The project is proposing a mixed-use development on approximately 81 acres mostly within the boundaries of the Diridon Station Area Plan (DSAP). The project involves a Planned Development Rezoning, Planned Development Permit, General Plan Amendments, amendments to the historic landmark boundaries of the Southern Pacific Depot and San José Water Company, Historic Preservation Permit for the San Jose Water Company site, and a Vesting Tentative Map, Development Agreement, and other land use related approvals for the development of up to 5,900 residential units; up to 7,300,000 gross square feet (GSF) of office space; up to 500,000 GSF of active uses such as retail, cultural, arts, etc.; up to 300 hotel rooms; up to 800 rooms of limited-term corporate accommodations; up to two event and conference centers totaling up to 100,000 GSF; up to two central utility plants totaling approximately 130,000 GSF; logistics/warehouse(s) totaling approximately 100,000 GSF; and approximately 15 acres of open space, all on approximately 81 acres. The project also proposes infrastructure, transportation, and public realm improvements
PROJECT MANAGER, *JAMES HAN*

Recommendation: Provide comments to staff on the historic preservation component of the Draft Environmental Impact Report for the Downtown West Mixed-Use Project (Associated File Nos. PDC19-039, PD19-029, GP19-009, HL20-004, HL20-005, HP20-002, & PT20-027).

Oral Staff Report (James)

- *The boundary includes two landmarks and next historic district*
- *DEIR has been out since Oct 7, 2020, looking for comments on the historic cultural*

Applicant Team

- *Bhavesh Director of Real-estate Development*
  - *Was last with HLC in Jan 2020*
  - *Project Overview - what will in those spaces between those offices*
  - *Shown an illustrated of the buildings, density, land uses*
  - *Create connection between historic resources*
- *DWDSG Anthony Fiorvanti (District Design Lead)*
  - *Hybrid process, high level process bring that specify*
  - *Conforming review, when all those control bring forth to Director*
  - *Design controls and creating the place*
  - *Framework plan*
  - *Response to historic resources and context - massing, façade articulation, material, and program*
  - *San Jose Water building, 150 S. Montgomery, 40 S. Montgomery, Creekside walk at Autumn Street*
  - *Creekside walk at S. Autumn Street. Nature meets built*
- *Historic Resources Treatment*
  - *Feasibility in retaining resources*
    - *Creates breaks in contiguity of plan*
    - *Results in inefficiently shaped new buildings*
    - *Impact program yield*
    - *Challenges with physical relocation*
    - *Anomalous in the urban context*
    - *Limited adaptive reuse application*
  - *Response to context*
    - *Response to existing building, response to historic neighborhood like lakehouse district and the Diridon Depot*
  - *Case study*
    - *E2 and E3, residential uses across the lake house district*
    - *San Jose Water Company*
      - *Rehabilitation of Historic SJWC*
    - *40 S. Montgomery*
      - *Changing of the street, cornice articulation, curbless street*
    - *150 S. Montgomery*
      - *Hellwig Ironworks*

- *Next Steps*
  - *Will be back in Feb to HLC for a recommendation*

Public Comments

- *Ben Leech- PacSJ*
  - *Continuing the review of the DEIR*
  - *Developing their formal comments at the end of the comment period*
  - *Want to offer some scope to EIR and preservation strategy*
  - *Support retain and reuse the structure, disappointment, and trouble by the number of historic buildings are currently proposed for demolition and there are far more potential and creative approach to integrate*
  - *Structures of merit are proposed to be demolition*
  - *Creekside walk area, as potential relocation for historic resources, they can accommodate on site instead of a third party*
  - *Sunlight Baking building*
- *Tessa*
  - *City has not been helpful in reviewing this project*
  - *Reaching out to the community and helping them understand*
  - *City and Google has not been available*
  - *Concern about the car and infrastructure of the site, cars is not really suitability, needs to be car free*
  - *Nature part, the most historic part of mother earth, 615 Stockton land, wants Google to purchase it to make it a garden and have a community center to live without fossel fuels*
- *Roland*
  - *To request historic depot be landmarked to be part of this plan, to protect the depot from VTA from relocating the railway*
  - *Google has assembled team with more rail and design than the VTA, Caltrain combines*
  - *Presentation added to the website*
- *Meredith Muller*
  - *Thank you for the detail, hopefully on the level of green spaces, and ecological suitability*
  - *Meat market sign, what will they do it*

    - *How Google deals with future historic status before this project is approve or after it is approved, considering the HLC has not had activity*
    - *Sunlight Bakery*
    - *D5 on the foundry buildings, any envelopes about the green spaces for the building*
- *Mike Sacgram PACSJ*
    - *Mitigation 3.2 of DEIR, encourage broader vision of preservation*
    - *Environmental impacts will be unavoidable*
    - *Shrinking of the historic fabric, sheer massing of the buildings additional impact outside the projects*
    - *PACSJ is seeking more than demolition, setbacks, proposed mitigation have perspective more preservation and digital realm, hopefully will be a partner will help identify and harden SJ historic resources*
- *Lisa Ruder PACSJ*
    - *Diridon Station, in regards to DSAP and DWDSG, the City has been very vague on the SJ Jewel*
    - *Other than acknowledge it within 200 feet of the project*
    - *Do not want to add to historic lost to SJ*
- *Phone number ending in 140 (would not disclose name)*
    - *How long will it take, construction, traffic it will create, nuisance and station*
    - *High density house, office and public transit are dead issue because of Covid*
- *Kay Gutknecht*
    - *Resident just north of the project*
    - *Two historic subdivision*
    - *Interesting in the part of the technical report*
    - *Eligible Candidate landmarks, 3 months, what are the plans for those properties, they have a lot in their neighborhood*
- *Michael Riepe and Nancy*
    - *Sheelie neighborhood, there is a corner lot, zoned for light industrial, surrounded by the historic homes, that site sticks out like sore thumb*
    - *Some of those historic building, would be nice to relocate, receivership 615 Stockton*
- *Susan Watanabe*
    - *Live three houses down on corner of Schiele and Stockton*
    - *Would receive of this property and becoming of historic district*

Commissioners

- *Polcyn*
  - *EIR and design - looking for comments for both?*
  - *Dana - commenting on the EIR, adequacy (mitigation, alternative) in regards to the design guidelines to historic resources, are the resources going to be impact by the project in relationship design guidelines DWDSG, adjacency references and how to treat historic resources*
  - *Really appreciate the presentation, very through, helpful to understand the project, wish if they had the presentation before he read the EIR*
  - *3D views are helpful in understanding the impact on the historic resources*
  - *History walk would be nice, and can extend further across Santa Clara to the park*
  - *Is the autumn intended to be pedestrians or also through traffic with vehicles*
    - *Bavesh autumn street is for vehicles and the autumn walk is for pedestrians*
  - *Korney Powder building, there are so many layers of which period of significant, it would be good to know what is inside*
  - *Hellwig Ironwalk, agree in keeping that, adaptive re-use, not against it, but needs more discussion*
  - *Ben from PACSJ, mention the number of buildings of structure of merit to be removed, spent hours going through the EIR and the project all the history of the project, sidebar all the structure of merit, is it a concern, it is not as clear in the EIR and how it is being impacted*
  - *Design the attention of detail with the height and scale, he appreciates it and there is a sensitivity to that*
  - *List of buildings in the EIR and his thoughts*
    - *Not enough attention to the prehistory of this site, specifically the Ohlone, number of burials and spirital site, because where two rivers comes together, would get a lot of response of the importance of this site*
      - *None of is visible to the eyes, but it could be underground*
    - *Early SJ, integration of some of the industrial building, but there is a lot more there, fruit industry and the railway and the packing, industrial history in this space*
    - *Interactive display in the area?*
    - *Mitigation measures - all the buildings are affected, should be documented, even if they not being removed but are significant*
    - *Building, three small residential on Julian Street, strongly believe these should be relocated, in good condition, some public comments about places to relocated it, adjacent or nearby*
    - *Disappointment on relocation, it puts the burden on others, pay demolition, 60 days to claim it and 120 days to take it, Google should be more proactive and moving those residential are achievable*

        - *Moving buildings like Little Italy and Historic*
        - *343, 345 N. Montgomery, 30s, would like integration, understand the challenge, but not recommend demolition*
        - *580 Lorraine, mid century, designation by demolition, it is in the way and underutilized, he likes the building, likes to see it stay, are losing a lot of the midcentury building, in SJ*
        - *145 S. Montgomery, sunlight baking company, really architecturally a nice building, great history, understand it is difficult to move, not a good candidate to move, really can do adaptive re-use*
        - *150 Montgomery, earmarked for adaptive reuse and it is a senetive response to the building*
        - *40 S. Mont and S. Autumn building, made the connection from the presentation*
        - *Amendment to S. Depot and SJWC - it was artibary when they made the boundary, the adjustment does not bother him, as long as the design of the larger building is done sentivetly*
- *Royer*
    - *Did receive an email, if they would like an HLC introduction and she decline*
    - *Do appreciate the adaptive re-use, DWDSG, the is trying to provide deference setback and height, looking forward to see how it gets to full swing and before the commission*
    - *Would like to see more of the structures and relocating some of those residential property*
    - *It would be helpful to get that level of information on some of the other structure and how they would be impact and how they would be impacted*
    - *Also curious, how this project will interact with the Diridon Station, needs to be look at holistically, don't want that building to be lost in the shuffle*
- *Raynsford*
    - *Did receive the email, did not respond*
    - *Agree with all the comments from the other commissioners*
    - *Three kinds of impact, the demolition of the building, adjacency, and consideration of the boundaries*
        - *Do believe many of the historic resources should be preserved or moved, will come back to those when it comes back to them*
        - *Some of them seems like small frame houses, it should be moved, Google should take the responsibility, there should be more proactive*
        - *Clearly other builds not wood, that would be harder or not moved, maybe preserving piece, façade or walls, we are the early stage, thinking of the concept, what frag of the building can be integrated*

        - *Some attention needs to be paid to the massing of these building, appreciate the setback, looking at the rendering, trying to deal with a complex site with many history, which layer should be prominent*
        - *Confusing vague idea of nature and be helpful urbanist*
    - *Streets, landscape, building*
    - *Diridon Station and SJWC building, what is the larger context, which is Santa Clara street, what is the street going to be like in relates to the site, important for transit, and historic resources within the streetscape, what are the less formal elements in the landscape*
    - *A little bit of chaos in the images, giant mega structure, being blocked by these temporary structures, what is that plaza like and relate to that building*
    - *Going to honor the resources*
    - *Less clear about the buffer zone and what it is doing, in terms of boundary*
    - *Appreciate the ecology and plant life, this discussion need more displince historic and urban design*
- *Arnold*
    - *Did receive an email, did not respond to invitation for brief*
    - *This presentation is a lot, pleased to see the historic reference, concern about SJWC, pleased to see a central building, except it was disappearing in the background in one page*
    - *Wayfinding signage, signage in relationship historic background, thoughts were there, slides wayfinding*
    - *Physical relocation instead of demolition*
    - *Structure of merit, she will visit those sites*
    - *What about the documentation of some of the historic structures, how will documenting and those and their movements?*
    - *What will Diridon Station and Google project, where does it come together*
- *Boehm*
    - *Offered a briefing from Google and did attend that briefing, also attended a community meeting October 19*
    - *Had a hard time reading the historic resources chapter, it wasn't easy for him to access, many of the properties were listed together, but not listed in any order he understand, he understand what is CEQA and not*
    - *Is it correct, three Corney, Hellwig and Waterworks, are those three buildings going to keep and the meat sign*
    - *There are 38 properties were evaluate, less than 10% are being preserved*
        - *The HLC listed those resources*
        - *9 were determined to be historic resources*

- *Lake house, those homes are valuable late 1890, did entail an frontage to those houses, relocated those houses along w San Fernando, it would be nice to have a historic row*
- *60 Stockton, seems like a historic building*
  - *Sarah Hahn - chief historian - in the buffer area, did look at them but not evaluate*
  - *Look buildings within 200 feet and recognize locally and potential impact to the adjacency*
  - *Andy Wang - 38 properties are age eligible within the boundary*
- *Concern about the number of building slated for demo, smaller frame house could be move and relocated*
- *Three buildings are being preservation, they are all 20th century, there several 19th century to preserve at least some of them*
- *Advocated the Diridon Station, know is outside the project, is concern that transit agency is not going to use the building, that building could be useful and suggest to use as part of the project, even adaptive re-use*
- *Ohlone and native american, they were known to live near the banks of Guadalupe River and find remains of the indians*
- *Save those buildings on Julien for the 19th century*
- *Downtown Design Guidelines, heights to adjacent to building, materials tends to get ignored, saw a lot glass and glazing building, those are renderings, give some thoughts to the material, a specially when they front the historic resources that will save*

- *Chair Saum*
  - *Also receive the email, I waited to respond and decline the request, to avoid potential meeting*
  - *Saum is also vice president of neighborhood association representative on the SAAG, this is not a lot of new information, he has not spoken as chair of the HLC*
  - *When the City extend the downtown and OEI, this is what making this project possible*
  - *We have specific downtown design guidelines and historic guidelines*
  - *If this is part of Downtown and Historic Guidelines*
  - *Within the greater DSAP and 34 structures on the historic inventory list, adjacency are important*
  - *When adjacent to the historic resources whether within the project boundary, needs to be a primarily concern*
  - *June 2018 historic resources for SAAG presentation*
  - *Feasibility of maintaining resources, this is a hybrid process, therefore it is not just one project or small scale, we need to aim a bit higher, no continuity in general in downtown, disingenuous to say there is no continuity bc downtown is already not continuity*

- *Google can think outside the box, adaptive re-use or relocation is wholly consistency and to green technology*
- *Google should be more creative with adaptive, relocation and documentation*
- *Challenges to physicals relocation is not a good enough reason*
- *Water company, there is a lot going on there, when it was Trammel Crow project, revived there was supposed to be a lot of plaza and public space from the previous project.*
- *Landmark commission has deal with receiver site, it shows a commitment from the applicant to the City and HLC*
- *Moving those Julian building to stocking is a perfect opportunity*
- *Diridon Station, national registry, agency, the DISC process is outside Google control, but each of those process are treating the station differently, more as an after though, consider relocating and moving Diridon Station*
- *DISC document is proposing to remove the Diridon Station*
- *Because the project is 81 acres, the adjacent should be more inclusive*
- *Extraordinary opportunity to invest, significant benefit instead of significant unavoidable*
- *3D documentation of entire site would be super important and Google as the ability, in a virtual forum*
- *This is not your typical EIR, extending the comment period at least 15 days*
- *Some of the resources mid century are slotted for demolition*
- *Opportunity to set the standard for historic preservation given the size of the project, look for the best not the minimum*

- *Raynsford*
  - *Visualization, looking at Google street view, it would be useful simulation into something like street view*
  - *Plaza SJWC, wanting to activate these spaces, the architecture and design needs to stand on it, with or without people, it would be nice physical relationship*
- *Polcyn*
  - *Struggling there is a lot information, the EIR to boil down to 9 properties, at large this thing is not really sorted out and trying to get the head around and impact on all the resources*
  - *Second the extension on the comment period*
  - *With this EIR, do they need to take some action on the mitigation, what are the alternative, would like more time to review it and properties*
  - *Desire adaptive reuse some of the larger properties*
  - *3D representation are useful, would like to see more being design and movements and how it would be used*
  - *Light and wood frame that can be and often are relocated*

- *Royer*
    - *Additional time to dig into those documents would be helpful*
    - *It feels like 81 acres, preserving 3 structures is not enough, with the presentation, there are some good idea of adaptive re-use, it would be helpful to get more information, whether those other buildings would work, it needs to be look at further*
    - *Preservation needs to be a bigger consideration*
    - *Create really interesting spaces, but they are removing some really interesting building, into their place making is very important*
    - *Miss opportunity*
- *Vice Chair Boehm*
    - *The number of properties to be preserved, it does not seem like a good utilization of resources*
    - *Since his is important historic area, it should be more made use of it*
    - *311 and 312 N. Montgomery, 1895 Queen ann, would be a great addition to a historic district*
    - *Historic Markets in historic places within the project*
    - *Santa Clara street dates back to 1700s, but the report does not mention that, how about a historic monument there*
- *Chair Saum*
    - *Alameda right of away is a historic district, therefore there is an adjacency*

6. REFERRALS FROM CITY COUNCIL, BOARDS, COMMISSIONS, OR OTHER AGENCIES

No Items

7. OPEN FORUM

Members of the public are invited to speak on any item that does not appear on today's Agenda and that is within the subject matter jurisdiction of the Commission. The Commission cannot engage in any substantive discussion or take any formal action in response to the public comment. The Commission can only ask questions or respond to statements to the extent necessary to determine whether to: (1) refer the matter to staff for follow-up; (2) request staff to report back on a matter at a subsequent meeting; or (3) direct staff to place the item on a future agenda. If anyone wishes to speak, please connect to the meeting either by Zoom or by telephone using the instructions on page 2 of this agenda.

Robert Manford – Respond to the timelines and the request to extend the public comment period of the draft EIR

Carol – Address Google Project, Stockton Avenue location is an ideal location for relocation of potentially historic structures

Mike Sondergram – Mitigation Measures, can there be an in-lieu fund when resources can't be saved to encourage preservation in other areas on other scales – Request as part of a submittal packet, a 3-D Digital Contextual Model

Roland – Can you live stream on You Tube? Live stream audio is insufficient to understand the project scopes.

Tessa Woodmansee – Garden Alameda Neighborhood, working to create an historic district

8. GOOD AND WELFARE

a. **Report from Secretary, Planning Commission, and City Council**

Deputy Director Dr. Robert Manford – Introduction of New Historic Preservation Officer, Vicrim Chima

i. Future Agenda Items: Bank of Italy HP Permit

Chair Saum asked when this would be heard. Dana Peak responded with the possibility of a January special session or the normal February meeting.

ii. Summary of communications received by the Historic Landmarks Commission.

No items

b. **Report from Committees**

i. Design Review Subcommittee: October 21, 2020. Next meeting on November 18, 2020.

Chair Saum summarized recommendations made during the Design Review Commission held on October 21, 2020. Those action minutes can be found here: https://www.sanjoseca.gov/Home/ShowDocument?id=66213

c. **Approval of Action Minutes**

i. **Recommendation:** Approval of Action Minutes for the Historic Landmarks Commission Meeting of October 7, 2020.

Commissioner Polcyn motioned to approve the action minutes for the Historic Landmarks Meeting of October 7, 2020. Commissioner Royer seconded the motion. The Commission voted unanimously (6-0).

d. **Status of Circulating Environmental Documents**

i. San Jose Flea Market Planned Development Rezoning Project Draft Environmental Impact Report

Deadline for comment is November 16, 2020. Dana Peak explained that this project was not brought to HLC via the Early Referral so this will be presented as new material.

ADJOURNMENT

The commission voted unanimously (6-0) in favor of a motion to adjourn the meeting.

The meeting was adjourned at 10:47 p.m.

CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY
Parks, Recreation and Neighborhood Services

PARKS AND RECREATION COMMISSION

District 1 - Daphna Woolfe, Chair
District 3 - Lawrence Ames
District 5 - Vacant
District 7 - Giavanna Vega
District 9 - Rudy Flores, Jr.
Citywide - George Adas, Vice Chair

Andre Morrow - District 2
Kelly Snider - District 4
Art Maurice - District 6
Vacant - District 8
Vacant - District 10

Approved Minutes

Wednesday, November 4, 2020
5:30 p.m.

I. Call to Order & Orders of the Day

- Meeting called to order at 5:35 p.m.
- Commissioner Vega absent
- Teresa Meyer-Calvert provided meeting logistics information.

II. Public Comment

(*Members of the Public are invited to speak on any item that does not appear on today's Agenda and that is within the subject matter jurisdiction of the Commission. Meeting attendees are usually given two (2) minutes to speak on any discussion item and/or during open forum; the time limit is in the discretion of the Chair of the meeting and may be limited when appropriate. Speakers using a translator will be given twice the time allotted to ensure non-English speakers receive the same opportunity to directly address the Committee, Board or Commission)*.

- None.

III. Announcements

- None.

IV. Announcements of Conflict of Interest

- None.

V. Consent Calendar

A. Approve the Minutes of October 7, 2020
B. Approve the Attendance October 7, 2020
C. Receive and File Correspondence to Commission

Documents Filed: (1) Minutes of October 7, 2020. (2) Attendance Report for October 7, 2020.

Commissioner Maurice entered the meeting.

Action: Upon motion by Commissioner Morrow seconded by Commissioner Flores, the Commission minutes and attendance report were approved. (6-0-1-1). Absent: Vega Abstain: Maurice

VI. Reports

A. **Chair**
- None.

B. **Director**; Avi Yotam, Interim Deputy Director, Parks, Recreation and Neighborhood Services (PRNS), reported on the following:
- The Placemaking Team successfully activated 19 Al Fresco locations in San José.
- Playgrounds are now open; guests are expected to follow safety protocols.
- Happy Hollow Park & Zoo opening to the public on November 24, 2020 with reservations beginning November 13, 2020. Members will preview the new park experience on November 10, 2020 with reservations beginning November 9, 2020.
- Christmas in the Park will be transformed into a holiday drive-through affair at History Park beginning November 27, 2020.

C. **Council and Commission**

1. **Council Liaison**; Councilmember Maya Esparza (Michael Pearce)
- Shared that Councilmemeber Esparza and staff previewed Happy Hollow Park & Zoo's Reopening.

D. **Department Staff and Organizations**

1. **Neighborhood Center Partner Program (formerly Reuse) Update**; Andrea Flores Shelton, Interim Deputy Director, PRNS and Pauline Khek, Interim Recreation Supervisor, PRNS
Documents Filed: (1) Memorandum from Andrea Flores Shelton, dated October 23, 2020 (2) PowerPoint Presentation

Andrea Flores Shelton, Interim Deputy Director, PRNS and Pauline Khek, Interim Recreation Supervisor, PRNS presented the item.

Chair Woolfe opened the item for comment.

Public Comment
- None.

Commission discussion ensued. Staff responded to Commissioner questions and comments.

2. **Proposed Diridon Station Area Open Space and Public Life Plan**;
Nicolle Burnham, Deputy Director, PRNS
Documents Filed: (1) Memorandum from Nicolle Burnham, dated October 19, 2020 (2) PowerPoint Presentation

Nicolle Burnham, Deputy Director, PRNS and Larissa Sanderfer, Interim Planner I, PRNS presented the item.

Chair Woolfe opened the item for public comment.

Public Comments:

- Member with number ending in 6262 provided his comments about the Los Gatos Creek Trail on Slide 12; spoke against a park underneath the tracks; expressed how the trail and mobility network does not emphasize how San Fernando will be used as a bike and pedestrian gateway; and noted traffic concerns around Cahill.
- Jean Dresden expressed concern about how Google plans to dedicate land with a park dedication rather than a conservation easement.
- Bill Rankin inquired how the trail connection from San Fernando and train station will cross Park Ave., and asked if there is enough park space and amenities in the area
- Deb Kramer spoke against the crisscrossing along the creek of the trail from W. San Fernando and W. Santa Clara due to wildlife concerns, and recommended adding a bridge.
- Roma Dawson expressed concerns about the traffic and density in the area, and hoped that the surrounding communities were engaged in the outreach process.
- Shani Kleinhaus expressed how there is not enough park land dedicated to the project and opposed the crisscrossing of the trail.

Commission discussion ensued.

Staff responded to Commissioner questions and comments.

VII. New & Returning Business

A. **Citywide Sports Program Process Improvement Project;**
Documents Filed: (1) Memorandum from Shannon Heimer, dated October 23, 2020

Shannon Heimer, Division Manager, PRNS; Troy Trede, Parks Manager, PRNS, and Randy Adams, Parks Facilities Supervisor, presented the item.

Chair Woolfe opened the item for public comment.

Public Comments:

- Helen Chapman spoke on behalf of Councilmember Sergio Jimenez and how they plan to make the sports fields more equitable for all users in the City of San Jose.
- Bob McCarty asked if the policy priority nomination by Councilmember Sergio Jimenez is available to the public; requested Parks groups coordinate with the Adopt-A-Program so his rugby team can assist in maintaining Calabazas Park; spoke about the challenges with the residency requirement.
- Dean Eyers spoke against the residency requirement.
- Mark Waterbury – There was a poor connection and did not re-connect.

Commissioner discussion ensued.

Staff responded to Commissioner questions and comments.

Action: Commissioner Morrow moved to accept the report, which was seconded by Commissioner Adas. The motion carried. (7-0-1). Absent: Vega

B. **Master Plan for Neighborhood Parks at North San Pedro and Bassett Streets;**
Documents Filed: (1) Memorandum from Nicolle Burnham, dated October 19, 2020 (2) PowerPoint Presentation

Yves Zsutty, Division Manager, PRNS and Vanessa Lindores, Associate Landscape Architect, Department of Public Works, presented the item.

Chair Woolfe opened the item for public comment.

Public Comments:

- Rebecca Gallardo spoke in favor of the plan.

Commissioner discussion ensued.

Staff responded to Commissioner questions.

Action: Commissioner Ames moved to accept the report, which was seconded by Flores. The motion was unanimous. (7-0-1). Absent: Vega

C. **Memorial for Pat Pizzo;**
Documents Filed: (1) Memorandum from Jon Cicirelli, dated October 23, 2020.

Torie O'Reilly, Division Manager, PRNS, presented the item.

Chair Woolfe opened the item for public comment.

Public Comment:
- Deb Kramer talked about Mr. Pizzo's passion for native plants, and how the designed a native plant area at the Hellyer Park visitor area. She suggested dedicating a park bench.
- Jean Dresden talked about how Mr. Pizzo dedicated his life to sports, research, and the community. She mentioned several projects that they worked on together before his passing and suggested naming a sports field after him.

Commissioner discussion ensued.

Staff responded to Commissioner questions.

Action: Commissioner Flores made a motion to appoint Commissioners Ames, Flores, and Morrow to the working group, which was seconded by Commissioner Ames. The motion carried unanimously. (7-0-1). Absent: Vega

D. **2020-2021 Draft Parks and Recreation Commission Work Plan;**
Documents Filed: (1) 2020-2021 Draft Work Plan.

Melrose Hurley, Recording Secretary noted the following changes:
- The PDO/PIO Credits for Moderate Housing was re-scheduled from December from November.
- The Winchester Ranch Park Master Plan and Naming moved back to December from February.
- Park Design Guidelines was added to the December schedule.
- Gimelli Park Naming was added to the February 2021 schedule.
- A report on the Safe Streets/ Vision Zero Project with the Department of Transportation will be heard some time in the spring of 2021.
- The Anti-Graffiti and Anti-Litter Program and BeautifySJ Project was dropped from the work plan.
- A reminder was given about the Google Downtown West Special Meeting on November 18, 2020 at 6 pm.

Action: Commissioner Morrow moved to accept the 2020-2021 Parks and Recreation Commission (PRC) Work Plan, which was seconded by Commissioner Adas.

The motion carried unanimously. (7-0-1). Absent: Vega

VIII. Adjournment

Meeting adjourned at 9:00 p.m.

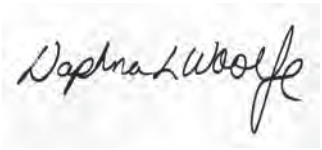
The City of San Jose is committed to open and honest government and strives to consistently meet the community's expectations by providing excellent service, in a positive and timely manner, and in the full view of the public. The City Code of Ethics may be viewed on-line at http://www.sanjoseca.gov/clerk/cp_manual/CPM_0_15.pdf

To request an accommodation or alternative format for City-sponsored meetings or printed materials, please call 408-793-5505 or 408-294-9337 (TTY) as soon as possible; but, at least three business days before the meeting.

For questions, please contact Melrose Hurley at (408) 793-4186.

All public records relating to an open session item on this agenda, which are not exempt from disclosure pursuant to the California Public Records Act, that are distributed to a majority of the legislative body will be available for public inspection in the Parks, Recreation and Neighborhood Services Department at San José City Hall, 200 E. Santa Clara Street, 9th Floor, San José, CA 95113 at the same time that the public records are distributed or made available to the legislative body.

The foregoing minutes were approved by the Parks and Recreation Commission on December 2, 2020.



Daphna Woolfe, Chair
Parks and Recreation Commission

Diridon Station Area Advisory Group (SAAG)

Draft Meeting Notes | November 9, 2020

Date + Time	*November 9, 2020 | 6:00 PM*
Location	*Zoom Webinar – Virtual Meeting*
Meeting Objectives	• *Provide an overview of community engagement activities since the last SAAG meeting and a preview of upcoming engagement events.* • *Provide an update on the Downtown West project, including interim insights on the Development Agreement.* • *Provide an overview of the Draft Amended Diridon Station Area Plan (DSAP), the Draft Diridon Station Area Affordable Housing Implementation Plan, and related studies.* • *Take questions and feedback from the SAAG and public.*

AGENDA

1. **Welcome and Introductions**
2. **Meeting Minutes from SAAG Meeting on September 16, 2020**
3. **General Process and Community Engagement Update**
4. **Diridon Station Area Updates**
5. **Downtown West Update**
6. **Public Comment**

ATTENDANCE

SAAG Members: 25 of the 38 SAAG members were present at the meeting *(please see the Meeting Minutes posted to the project website for the names of SAAG members that were present)*

City Staff/Presenters:

- *Lori Severino – Diridon Program Manager*
- Kim Walesh – *Deputy City Manager*
- Nanci Klein –*Director of Economic Development*
- Rosalynn Hughey – *Director of the Planning, Building, and Code Enforcement Department*
- Robert Manford – *Deputy Director, Planning Building and Code Enforcement*
- Tim Rood – *Planning Division Manager*
- John Tu – *Planner IV, Planning Division*
- Jose Ruano – *Planner II, DSAP Project Manager*
- James Han – *Planner II, Planning Division*

- Nicole Burnham – *Deputy Director of Parks, Recreation, and Neighborhood Services*
- Jessica Zenk – *Transportation Deputy Director*
- Eric Eidlin – *Station Planning Manager*
- Jacky Morales-Ferrand – *Director of Housing*
- Rachel VanderVeen - Deputy Director, Housing Department
- Kristen Clements – *Housing Division Manager*

Consultant Team:

- Dave Javid - *Principal* (*Plan to Place*)
- Suhaila Sikand – *Outreach Specialist (Plan to Place)*
- Diana Benitez – *Outreach Specialist (Raimi + Associates)*

Public: There were approximately 61 members of the public present at the Zoom call, or via the local public broadcasting or Youtube Live.

SUMMARY

Kim Walesh welcomed everyone to the meeting. Dave Javid, from Plan to Place, followed with approval of the last SAAG meeting minutes (September 16, 2020 SAAG) and an overview of the SAAG Group Agreements and provided an update on other opportunities for the community to offer feedback.

The following sections summarize the main agenda items and discussions. The full set of meeting materials, including the slideshows, video recording, and handouts, are available at: www.diridonsj.org/saag.

GENERAL PROCESS AND COMMUNITY ENGAGEMENT UPDATE

Dave reported back stats on community engagement since February 2018 and shared an updated timeline of the multiple planning processes affecting the Diridon Station area. He also shared the upcoming community engagement opportunities.

The following summarizes the SAAG comments following the presentation. Responses to questions are represented in *italics* below.

- Will we be receiving links to the upcoming meetings?
    - *Lori is sending them to SAAG members and the information is already available on the project website.*
- In terms of documents and timelines, where is the update on the analysis for economics for the community benefits plan? When will we be seeing this? I want to clarify that incentive zoning is separate from the Downtown West project. In December, Council asked for an informational memo on initial findings from HR&A on the financial value for policy decisions benefitting Google as part of the negotiations.
    - *We will speak about the incentive zoning analysis completed for the Diridon area and we will share what we have committed with council to get at your question about the negotiations. We do not have a complete analysis at this time. Council directed staff to bring the recommended development agreement to the SAAG before going to Council for consideration. The February meeting will be that opportunity to share feedback.*

DIRIDON STATION AREA UPDATES

Tim Rood, Nicolle Burnham, Eric Eidlin, Kristen Clements, and Kim Walesh provided updates on the Draft Amended Diridon Station Area Plan, Draft Diridon Station Area Affordable Housing Implementation Plan, and related planning efforts. The particular topics addressed where land use, building heights, parks and open space, public art, transportation, parking, environmental sustainability, California Environmental Quality Act (CEQA) approach, affordable housing, anti-displacement, incentive zoning analysis, small business, and community engagement for the Diridon Station Area.

The following summarizes the SAAG comments following the presentation. Responses to questions are represented in *italics* below.

- It is difficult to comment because there was so much information shared for an hour. Frustrated with the idea of a community center going into the Diridon area when the Gardner Community Center was only open for 4 years and has been closed for longer than it's been opened. The re-use program was a complete failure at Gardner. I feel that we are underserved and abused. We got the community center because 280 cut through our neighborhood. Now we are getting cut up again with the rail and need some community benefits out of this. Don't consider a new community center in the Diridon area until we get our center fully funded. The City needs to treat us with more respect.
    - *We hear you and would like to set up a time to talk for the Parks and Recreation department to speak with Gardner community members. The Community Center in Diridon Area was a goal in the 1992 Mid-town specific plan and the 2014 DSAP. The 1992 plan described a center and other city services. We believe it will be important and necessary, but also understand that long-term plan is not something we can fund immediately. We know that we have systemic challenges with how we fund our parks and recreation department and we will be working on this so we can provide our services.*
- Annoying to only have this opportunity to comment after hearing 3 presentations. Community input has listed priorities other than a community center. The Parks Commission did not ask for smaller parks, but exceptional quality parks. Consider the math: 12,000 new units, 2 people per unit, and the City's guideline for 3 acres per 1,000 residents – that's 72 acres of parks. Downtown West proposes 19 acres. How much of that is parkland versus cement plazas, or circulation? It seems like park fees always get cut first. The area is already underserved, and now you are adding more residents with less money for quality parks. Smaller parks for more people seems like a recipe for disaster.
- Regarding the slide on updated public art and street network, there is excitement about the primary pathway being mainly for bikes south of Diridon Station. Plant 51 is on the border of DSAP and has a major exit of their building on the southside. We are aware of the bottlenecking that currently occurs in that area. Plant 51 is currently looking at increasing facility features and would like to know if they should close the gate to make it safer for bicyclists and pedestrians.
    - *There are a lot of design options, but no proposal to close it to vehicular traffic at this time.*
- It seems like the Affordable Housing Implementation Plan is going in a good direction. We are concerned that some areas are targeted for housing goals with the highest potential heights and that whittling will occur and reduce the number of homes that will be build. There were 13,000 proposed

new homes that have gone down by 15%. We need to build high rises to reach these housing numbers and targeting specific areas will make it harder. Are projects under review or proposed in these areas with the modifications? Any comment on some of the height changes and how will it alter overall residency capacity?

  - *There are a few active or proposed developments projects in DSAP. In areas where previously proposed height limits were reduced, we are not aware of any active projects at the moment. At our September SAAG meeting, we presented on the change in capacity on proposed height limits. This netted to a reduction of 1 million feet over the entire plan areas. Some of those sites are designated as employment or housing. It is a little difficult to say how many units because it depends on land use. The preferred land use scenario that was modeled had a 600-700 unit reduction and office could have been more than half a million.*

- I would like to clarify a few points. DANG sent in a letter on September 25 after the last SAAG meeting. We clarified how many units would be lost based on reduced heights that DANG is proposing. The ask was to defer any non-residential development in the DSAP (non-Downtown West) in residential areas until these DSAP plans are set. Please clearly identify how many units would be lost if a non-residential project gets approved. Housing goals in the report: there was talk about more housing units from urban villages into the DSAP – why? That feels like artificially increasing numbers in DSAP when the urban villages are spread throughout the city. One of the big ones is Berryessa BART Station (developing at 4 stories) - please look at increasing heights there to relieve pressure in the DSAP area. It does not have to be much. Do not move more away from urban villages into the DSAP. Get housing built next to transit right away. DANG is talking about 4% of the DSAP. If these housing numbers apply to the whole downtown area and not just DSAP, it is actually less than 4% of the area, true? The rest of Downtown area can absorb additional housing units.

  - *The City's zoning ordinance does not give staff permission to do that. Council could pass a moratorium. If a particular development is asking for a General Plan amendment, then City Council or Planning Commission can consider it. DSAP is targeted to go to Council in the Spring. Both Downtown West EIR and addendum to DSAP are allocating additional development capacity as a whole. That work is taking into account potential for development in all of downtown. The citywide team that does General Plan growth allocation continue to refine those values. The horizon urban villages and Coyote Valley are origin areas for additional capacity allocated to Downtown.*

- Create one fund instead of two for community benefits. It will focus the money, benefits, and promote equity and community ownership. The single fund will help preserve naturally affordable housing, community ownership (land trusts), workforce development, and much more. We need to focus on the needs.

- Appreciated the incentive zoning feasibility analysis. Encourage the City to use all resource available to explore this. It did not look like there was any quantitative analysis on that issue. There are opportunities for policies on non-Google and non-residential development. Concern of demographic and displacement-related metrics using the 5-year American Community Survey data. Why was the metric not set to how many units preserving like the Housing Accelerator fund in San Francisco? They wanted to preserve 1,500 units and have leveraged different funding sources and set there sites even higher. It would me great to see a similar metric or goal.

- *We did set a goal on the preservation of existing units that can be reviewed on the last page of the Affordable Housing Implementation Plan. Our preservation number is 1,641 units with a desire not to lose any deed restricted units in the area and build from there. The intent is to run a preservation pilot to get more restricted affordable housing in that area. It's a chicken and egg situation with the resources available. Regarding the dataset, five-year average provides smoother numbers and chose to use data that can be pulled directly from Census data.*

- City had community centers throughout city and has difficulty providing money for operation and management. We have a new community center that is underutilized, and it is within walking distance of DSAP.

- We should have more opportunity to comment between each presentation.

- I have been to so many meetings, public and private, to discuss the heights. The 290-295 foot heights abutting last single-family neighborhood in the area and a 75 degree view plain instead of the 45 degree site plain that was in General Plan is disconcerting. I have been involved with the GP since 2007. We tried to make sure all new development met good interfaces with existing neighborhoods, and this does not. The Delmas Park neighborhood was a part of my neighborhood before the 280 took one-third of the neighborhood.

- The City is only proposing 19 acres in this area instead of the 75 acres per their parkland ratio (3 acres per 1,000 units). This will create slums. People will not have the opportunity to recreate outside while living in these high-rises.

- Regarding the proposed changes to Downtown Crane Association, would this change the heights proposed in the area?

    - *When Council voted to increase the heights, they asked for an increased crane capacity. The problem is that the cranes need to go over the maximum heights for a developer to build to the maximum height.*

- We are in a housing crisis. Height is a necessary tool to combat it. DSAP is going to be one of the prime job centers. It is a moral and environmental issue. Displacement can be prevented if building densely. If it is 4% of parking lots vs prime building land, that is a large difference. 4% in San Jose is 7+ miles. Building densely right next to transit and jobs is important.

- When we describe value of parks it feels very soft but, since the pandemic it is easier to point to the feeling of confinement when stuck indoors. The fact that the days are shorter, and it is colder just shows why we need access to parks. Construction is expensive and if we want high rises, we would need parks to feel complete. Build a community that we aspire too with a combination of elements that allow people to intermix. We should not let the pendulum swing too greatly if we want a world class, sustainable, and healthy city. We need housing and parks. it is a disservice to put them against each other. Do not reduce park fees to promote development.
    - *We are not proposing any changes to park fees in DSAP. Any new development will need to pay in accordance with the park fee schedule.*

DOWNTOWN WEST UPDATE

Tim Rood, Nicolle Burnham, Jessica Zenk, David Keyon, and Nanci Klein presented updates on the development, environmental review, and Development Agreement processes. The topics addressed were the proposed Design Standards and Guidelines, parks and open space, mobility, parking, Draft Environmental Impact Report (DEIR), sustainability, district utilities, infrastructure, Development Agreement update and insights, and community engagement.

The following summarizes the SAAG comments following the presentation. Responses to questions are represented in *italics* below.

- Lots of information was just shared and it would have been helpful if the pages were numbered for us to follow along. Nicolle, privately owned public parks will represent about one-third of the 15 acres. Do you have examples of what a successful privately owned public park in San Jose or somewhere else looks like? Is the New York highline an example of this?
    - *We do not have many of these in San Jose. We tend to have private open space in a different program. This is a new concept for us. Other cities do this. It can be a bit controversial. We need to make sure people know where it is and make it accessible. That is why we are asking for conditions in these spaces. Some challenges in other cities include having them on rooftops, we will not have that. The New York Highline is not an example of a privately owned public park. We will get back to you on a good example.*
- I am excited about the idea of a protected bikeway along Bird Ave over 280. Let's make it a walkway for pedestrian access too. Access for pedestrians is precarious in that area.
- Nicolle, it looks like there are riparian areas included in park acreage. A lot of riparian areas are not useful for recreation and they should not be marked as such. A lot of those areas are used for runoff.
- How serious is everyone about housing? We had a zoning change case on an oversized double lot that could have been subdivided for 15 residential units and we lost that opportunity, and it was changed for commercial industrial. This is a dubious use for the neighborhood. Where were all the housing folks on that one?
    - *Regarding the zoning change, it had a General Plan land use designation that allowed that particular use. The City of San Jose is a charter city and recent changes to state law now require us to have our zoning align with the General Plan. The zoning did not conform with the General Plan that allowed the use.*
- Cultural resources have significant avoidable impacts in the Draft DEIR. This plan proposes to demolish 6 out of 9 historic resources in the area. On a smaller scale project, this would never happen. We are not thinking creatively about design guidelines. This company has 132 billion in liquid assets. Google should be required to go beyond the bare minimum.
- The DISC, DSAP, and Downtown West projects all have different fates for Diridon Station. The station that is on the national registry of historic resources.
- We need to be intentional around governance when we talk about the development of the community benefits fund. Ensure that community is leading the governance of the funds to verify that it is going to

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stated community goals. The governance should also be representative of the community with low-income, community organizations, labor, direct services, community-based organizations, historically underfunded neighborhoods, affordable housing advocates, and youth. When we see plans in other places that are absent of this, they fall apart.

- Community and SAAG members have been clear that community benefits should consider displacement, affordable housing and jobs for residents. This is important for people. The development agreement should have one fund to address displacement concern for low-income communities of color.

- How can we get what we can out of funds for community benefits? Partnering with private philanthropy is a great way to get these benefits. The development will occur in transit-oriented neighborhoods that will impact other areas of the City. We have to think about community benefits fund in a wider geographic scope. What the definition is needs to be defined.

- It's important to have a community-oriented government structure for the community benefits fund. We need to ensure that it is reflective of the community. SAAG should take on this role and prioritize budget to make sure it addresses needs. Would love to learn more about governance structure and start to implement it.

- Good bike pathways included in this plan. Unfortunately, the bike parking was not addressed. Will there be bike parking in parks and open spaces? Will bike lockers be available for commercial areas?

- DANG sent a letter to the City that mentions Hanover Development and old Whole Foods sites where the Planning Department has noted as reducing heights from 195 feet to 95 feet. That should not be a reduction, but a reflection of current conditions. The DANG called out the area along Los Gatos Creek on Park Avenue. It is adjacent to a historic district and along the edge of the creek, and not proper to build a 290-ft building. A new building would shade both resources. I became really confused about high-rise housing development. Staff says that high-rise residential development is infeasible. If we were serious, then we would drop heights at the point where developers can build something and without reduction in fees and density to honestly address our housing crisis. I want to see the City think about what really can be built and especially in areas of concern around existing neighborhoods. This is a large city - why is everything being forced into this area? We are talking about a very limited area within the whole DSAP- a few blocks, the areas with old housing stock next to areas planned for high rises.

    - *Part of the excitement of building near Diridon is that transit trips are unparalleled. Diridon will command more renters in the long term. Over time, feasibility does change over time and the investment will come. The State is trending more and more into building more housing in the areas designed for housing. The challenge for affordable housing with taller buildings is how to make sure to do it on certain floors in bigger buildings. We are trying to do enough housing to meet housing crisis and help offset jobs we are creating. In figuring out what building to preserve, we are thinking about what will be around there in the future. A goal of the preservation pilot program is to be sensitive with preserving affordable housing and do what we can with the money available*.

- VTA is an invested partner working with City and DISC partners to maximize the relationship of land use and transportation to ensure the greatest amount of benefits for all people. Support the DSAP mobility plan and maximizing housing near transit. Thank you for naming the potential for displacement pressure in relation to transit improvements. We want to continue working closely with the City on holistic strategies to prevent displacement and address affordability.

PUBLIC COMMENTS

Following the discussion by the SAAG, 8 members of the public provided comments on the agenda items via audio during the Zoom meeting, as summarized as follows:

1. When the idea of daylighting the creek was conceived, it was a great thing for nature and cyclists. It is apparent this will not happen. Now understand that this project will split the trail and have a direct link to the station along the corridor. This is a great idea to keep commuting cyclists outside the park. Instead of bringing the park to the grade of the rails, leave it where it is. It is also cheaper. I was expecting 2 minutes, I do not think getting 1 minute is appropriate.
2. I keep seeing stuff on how Google needs to make a profit on office buildings. Maybe instead of purchasing land they should lease it and that would work out better. I am disturbed with City selling land to Google. This was not agreed upon by residents of San Jose. It is our land not Sam Liccardo's.
3. I am not anti-development. Do not create public-private parks or the City will be sued. If they are going to have parks, Google tends to use astro turf. I hope they do not use that. Everything in these kinds of areas are narrow, small, and limited parking. What's next, artificial trees? When they phase out gas motors, that is not going to work. Buses work here. You cannot have mass transit that ends at 10:30 pm, that's not mass transit. You might want to reconsider housing and mass transit in the age of COVID – people will be working from home.
4. I have been a resident of San Jose since birth. I represent a local San Jose non-profit serving mental health needs for underserved community of all ages (Act for Mental Health). We are tenants in a Park Avenue building owned by the City and are able to provide basic services through this generous subsidy. Our services are so important especially right now with COVID, elections, work from home, and the holidays. There is a likelihood that our building will be sold. What is the City and Google considering to support non-profits like ours to continue to provide services and how can we participate in those efforts?
5. This whole process is going so fast and the Downtown Google West EIR is one-foot thick with feedback due in December. The DSAP is coming in January. We need more time. There are issues coming to our neighborhood, climate refugees, impact of buildings, and unprecedented extinction. We have opportunities to right this with food production, urban sustainability, car free infrastructure, rooftop gardens, community gardens, removing the bus depot, and use undeveloped land for agriculture.
6. CatalyzeSV reviewed the Downtown West project last December and gave Google a detailed feedback letter in February. They came back to us with an updated proposal that includes a lot of great transformational changes. A number of changes aligned with our suggestions. Thank you, Google, for reaching out and listening to community. A lot of effort on creating a vibrant place. We will add our comments onto the website.
7. The City needs to consider calming down building heights and needs to always talk to airport commission for heights. I hope you can be open to ideas such as Google doing National Security

technological work, more thoughts on East San Jose, SAP and BART Station, and a second train station in Fremont. Is Fremont planning for high speed rail? Hopefully, you can give us more time for public comment. The City should have Vietnamese translation available.

8. I agree with the comment about how we should be crossing the tracks at Park – this is also how we should be crossing the tracks at Santa Clara. We only get 1 minute for public comment. My recommendation is to send ABC packing all the way to Holland and goodbye DISC. Google has assembled a world class team that includes their architect who is the only viable option for Diridon Station. The architect is the designer of a station Rotterdam. The Diridon Station Area is the entrance for San Fernando. Downtown West project should include Diridon station and the historical landmark.

   The meeting was adjourned at 9:08 pm.

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HOUSING & COMMUNITY DEVELOPMENT COMMISSION
MEETING ACTION MINUTES
November 12, 2020

MEMBERS PRESENT:	Martha O'Connell	Chair (MR)
	Ryan Jasinsky	Vice Chair (ML)
	Alex Shoor	Commissioner (D2)
	Barry Del Buono	Commissioner (D3)
	Ruben Navarro	Commissioner (D5) *Exited 8:53 PM*
	Andrea Wheeler	Commissioner (D6)
	Victoria Partida	Commissioner (D7)
	Huy Tran	Commissioner (D8)
	Julie Quinn	Commissioner (D9)
	Roberta Moore	Commissioner (D10)
MEMBERS ABSENT:	District 1 – VACANT	Commissioner (D1)
	District 4 – VACANT	Commissioner (D4)
	Nhi Duong	Commissioner (Mayor)
STAFF PRESENT:	Helen Chapman	Councilmember Liaison
	Maribel Villarreal	Councilmember Liaison
	Kristen Clements	Housing Department
	Viviane Nguyen	Housing Department
	Kemit Mawakana	Housing Department
	Tascha Mattos	Housing Department
	Shelsy Bass	Housing Department

(I) Call to Order & Orders of the Day

A. Review logistics for Zoom meetings

Chair O'Connell called the meeting to order at 5:45 p.m.

(II) Introductions – Commissioners and staff introduced themselves.

(III) Consent Calendar

A. Approve the Minutes for the meeting of October 21, 2020.
ACTION: Approve the October 21, 2020 action minutes.

Commissioner Wheeler made the motion to approve the minutes for October 21, 2020, with a second by Commissioner Navarro. The motion passed 10-0.
Yes: O'Connell, Jasinsky, Shoor, Del Buono, Navarro, Wheeler, Partida, Tran, Quinn, Moore (10)
No: None (0)
Absent: Duong (1)

(IV) Reports and Information Only

A. Chair: Chair O'Connell did not have a report.

B. Director: Ms. Kristen Clements provided recent City Council updates.

C. Council Liaison: Ms. Helen Chapman reported she will transition the Council District 2 liaison position to Ms. Maribel Villarreal, effective immediately.

(V) Open Forum

(VI) Old Business

(VII) New Business

A. Draft Diridon Affordable Housing Implementation Plan
(K. Clements, Housing Department)

ACTION: Receive the staff report on the Draft Diridon Affordable Housing Implementation Plan and give feedback to Housing Department staff.

Ms. Kristen Clements provided the staff report, addressed Commissioners' questions, and noted their comments. No motion was made.

B. Affordable Housing Rent Increases
(R. VanderVeen, Housing Department)
ACTION: Receive the staff report on rent-burdened households in affordable housing developments and provide feedback to staff.

Mr. Kemit Mawakana provided the staff report, and together with Ms. Tascha Mattos and Ms. Shelsy Bass, addressed Commissioners' questions and noted their comments. No motion was made.

C. Form Ad Hoc Subcommittee on Bylaws
(K. Clements, Housing Department)
ACTION: Consider forming a temporary Ad hoc Committee of not more than six months to review the Commission's existing Bylaws and amended Policy 0-4, identify potential amendments, and report back to the Commission with information and possible recommendations on updates to make, consistent with Policy 0-4.

Commissioner Wheeler made the motion to accept the recommendation to form a temporary Ad hoc Committee of not more than six months to review the

Commission's existing Bylaws and amended Policy 0-4, identify potential amendments, and report back to the Commission with information and possible recommendations on updates to make, consistent with Policy 0-4, with a friendly amendment by Commissioner Shoor to include a five minute or less report back to the Commission. The motion was seconded by Chair O'Connell. The motion passed 10-0. ***Commissioner Wheeler and Chair O'Connell volunteered to be on the ad hoc subcommittee.***

Yes: O'Connell, Jasinsky, Shoor, Del Buono, Navarro, Wheeler, Partida, Tran, Quinn, Moore (10)
No: None (0)
Absent: Duong (1)

D. Tentative Second Meeting Dates Each Month
(K. Clements, Housing Department)
ACTION: Discuss identifying in advance dates for a second special Commission meeting each month in case they are needed.

Commissioner Wheeler made the motion to identify in advance dates for a second special Commission meeting each month in case they are needed, with a second by Commissioner Quinn. The motion failed 2-7.

Yes: Wheeler, Partida (2)
No: O'Connell, Jasinsky, Shoor, Del Buono, Tran, Quinn, Moore (7)
Absent: Navarro, Duong (2)

(VIII) Open Forum

Members of the Public are invited to speak on any item that does not appear on today's Agenda and that is within the subject matter jurisdiction of the Commission. Meeting attendees are usually given two (2) minutes to speak on any discussion item and/or during open forum; the time limit is in the discretion of the Chair of the meeting and may be limited when appropriate. Speakers using a translator will be given twice the time allotted to ensure non-English speakers receive the same opportunity to directly address the Commission.

(IX) Meeting Schedule

The next regular Commission meeting is scheduled to be held on **Thursday, December 10, 2020, at 5:45 p.m**. online.

(X) Adjournment

Chair O'Connell adjourned the meeting at 9:22 p.m.

TRANSIT, WALKING, AND BIKING IN THE DIRIDON STATION AREA EVENT SUMMARY
Diridon Station Area – Community Engagement
Fall 2020

Event name: Transit, Walking, and Biking in the Diridon Station Area
Hosts: Friends of Caltrain, with City of San José support
Location: Zoom
Date: November 13, 2020 | 12-1pm
Language(s): English

Overview: The City of San Jose presented on plans to transform the Diridon area, including planning for an eight-fold increase in transit ridership, the goals and timeline of the Diridon Station Area Plan and the Google Downtown West development, and plants to transform the station, multi-modal streets, parking, and public space.

Friends of Caltrain provided a brief overview, and let people know about relevant regional transit decisions and processes, including the recent passage of Measure RR, upcoming decisions about VTA service, a regional fare integration study, and the process in Washington regarding potential federal funding for transit.

Agenda:

1. Welcome and Introductions
2. Presentation
3. Key Questions
4. Discussion and Q&A
5. Wrap up

Meeting Materials:

- Blog Post: https://www.greencaltrain.com/2020/11/friday-noon-san-joses-plans-for-a-car-light-diridon-area/
- Event Page: http://org.salsalabs.com/o/741/p/salsa/event/common/public/?event_KEY=105308
- Presentation:
    - https://static1.squarespace.com/static/5c38bcfdcc8fedd5ba4ecc1d/t/5faf252c54d01722c1adb057/1605313852502/FOC_CSJ_20201113.pdf
    - https://docs.google.com/presentation/d/1l_0AzH4dGckNU-Q2zjjS_GLl5VKdudVGhDJWtyQP5fQ/edit#slide=id.gab280479af_0_12

- Video: https://us02web.zoom.us/rec/share/6uHp-ebCecDxhxIjvqB23s6kIEfkIrDMxLP3lKNl13YufdNnXg958fyG_qYfT6ma.nMg6lH-ymEuvpC82
  Access code: 6u$7+=m6

Attendance: 30 community members and 2 City of San José staff

Video Views: As of December 9, 2020, the video has been viewed 26 times.

Key Themes:

- Clarify station design, demand, storage, and access during construction
- Share details on positioning of underground versus overground stations and stops and the impacts on local mobility
- Creating centralized corridors for specific mobility uses
- Study traffic flow and road networks
- Provide details on the People Mover Project
- Provide seamless access to the airport
- Maximize pedestrian and bikeability
- Parking and access at SAP Center

Notes:

- What happened to the southern half of the station???
- Are we designing a HSR station or something else?
- Why are you mixing all modes on all streets instead of dedicating specific corridors to specific modes?
- Closing South Montgomery is a positive change but why are you bisecting the Central zone with a Cahill extension? How about getting rid of Cahill entirely?
- Agreed that Taking full advantage of the land close to the station is a top priority so why is the VTA wasting 7 acres north of Santa Clara on top of the 13 acres wasted on new streets?
- There is no need to build on top of the tracks if we stop wasting multiple acres in front of the Historic Depot with bus bays and whatever.
- I am looking at the street profiles in the Google drawings. As an example, why is Cahill 87 feet wide between buildings?
- Agreed that Santa Clara and Park are major corridors but why do we need Vehicular traffic on San Fernando? How about a Paseo de San Fernando connecting Downtown to Downtown West and beyond?
- The train storage needs to move south of the Blossom Hill Caltrain station or we will move the exact same dead-heading problem north of Blossom Hill just like the existing problem with Tamien.
- Incorrect. CEMOF needs to move south of Tulare Hill, not Communications Hill.
- Google the Bijlmer station and visualize this as a Paseo de San Fernando entrance with the Paseo going right through the station: https://youtu.be/Mrl0c5hkErI?t=92
- SVBC event focusing on the bike/ped improvements with the Google projects: https://www.eventbrite.com/e/advocacy-forum-googles-downtown-west-plan-t

ickets-128274026065
- Half of the Bijlmer station is a retail center under the tracks

CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

CITY COUNCIL
STUDY SESSION AGENDA

DIRIDON STATION AREA PLANNING/ GOOGLE DOWNTOWN WEST MIXED-USE DEVELOPMENT

November 16, 2020
1:00 P.M. to 5:00 P.M.

Purpose: To provide an update on progress of three inter-related work efforts shaping future development of the Diridon Station Area: planning for the Diridon Station Area, including amending the 2014 Diridon Station Area Plan and developing other area-wide plans; conducting development review of the Google Downtown West mixed-use project; and negotiating the Development Agreement, including community benefits.

Outcome: Understand about progress of various staff analysis, consultant studies, and community input in anticipation of Planning Commission and City Council consideration of recommendations in 2021.

CHAPPIE JONES	DISTRICT 1		DEV DAVIS	DISTRICT 6
SERGIO JIMENEZ	DISTRICT 2		MAYA ESPARZA	DISTRICT 7
RAUL PERALEZ	DISTRICT 3	SAM LICCARDO MAYOR	SYLVIA ARENAS	DISTRICT 8
LAN DIEP	DISTRICT 4		PAM FOLEY	DISTRICT 9
MAGDALENA CARRASCO	DISTRICT 5		JOHNNY KHAMIS	DISTRICT 10

CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

Office of the City Clerk

Welcome to the San José City Council meeting!

The San José City Council meets every Tuesday at 1:30 p.m. and Tuesday at 6 p.m. as needed, unless otherwise noted. If you have any questions, please direct them to the City Clerk's staff seated at the tables just below the dais. Thank you for taking the time to attend today's meeting. We look forward to seeing you at future meetings.

Agendas, Staff Reports and some associated documents for City Council items may be viewed on the Internet at https://www.sanjoseca.gov/your-government/departments/city-clerk/council-agendas-information/council-agendas. Council Meetings are televised live and rebroadcast on Channel 26.

All public records relating to an open session item on this agenda, which are not exempt from disclosure pursuant to the California Public Records Act, that are distributed to a majority of the legislative body will be available for public inspection at the Office of the City Clerk at San José City Hall, 200 E. Santa Clara Street, Tower 14th Floor, San José, CA 95113 at the same time that the public records are distributed or made available to the legislative body. Any draft contracts, ordinances and resolutions posted on the Internet site or distributed in advance of the Council meeting may not be the final documents approved by the City Council. Contact the Office of the City Clerk at (408) 535-1260 or City.Clerk@sanjoseca.gov for the final document.

To request an accommodation or alternative format under the Americans with Disabilities Act for City-sponsored meetings, events or printed materials, please call (408) 535-1260 or (408) 294-9337 as soon as possible, but at least three business days before the meeting.

*** COVID-19 NOTICE ***

Consistent with the California Governor's Executive Order No. N-29-20, Resolution No. 79485 from the City of San José and the Santa Clara County Health Officer's March 16, 2020 Shelter in Place Order, the City Council meeting will not be physically open to the public and the City Council will be teleconferencing from remote locations.

How to observe the Meeting (no public comment):

1) Cable Channel 26,
2) https://www.sanjoseca.gov/news-stories/watch-a-meeting, or
3) https://www.youtube.com/CityofSanJoseCalifornia

How to submit written Public Comment before the City Council Meeting:

1) Use the eComment tab located on the City Council Agenda page. eComments are also directly sent to the ilegislate application used by City Council and staff.

2) By email to city.clerk@sanjoseca.gov by 10:00 a.m. the day of the meeting. Those emails will be attached to the Council Item under "Letters from the Public." Please identify the Agenda Item Number in the subject line of your email.

How to submit written Public Comment during the City Council Meeting:

1) Email during the meeting to councilmeeting@sanjoseca.gov, identifying the Agenda Item Number in the email subject line. Comments received will be included as a part of the meeting record but will not be read aloud during the meeting.

How to provide spoken Public Comment during the City Council Meeting:

1) By Phone: (888) 475 4499. Webinar ID is 913 2537 8626. Click *9 to raise a hand to speak. Click *6 to unmute when called.
   Alternative phone numbers are: US: +1 (213) 338-8477 or +1 (408) 638-0968 or (877) 853-5257 (Toll Free)
2) Online at: https://sanjoseca.zoom.us/j/91325378626
   a. Use a current, up-to-date browser: Chrome 30+, Firefox 27+, Microsoft Edge 12+, Safari 7+. Certain functionality may be disabled in older browsers including Internet Explorer. Mute all other audio before speaking. Using multiple devices can cause an audio feedback.
   b. Enter an email address and name. The name will be visible online and will be used to notify you that it is your turn to speak.
   c. When the Mayor calls for the item on which you wish to speak, click on "raise hand." Speakers will be notified shortly before they are called to speak.
   d. When called, please limit your remarks to the time limit allotted.

For Closed Captions, please visit the City's YouTube channel:
https://www.youtube.com/CityofSanJoseCalifornia, or website livestream https://www.sanjoseca.gov/news-stories/watch-a-meeting.

Interpretation is available in Spanish and Vietnamese. In your webinar controls, select "Interpretation." Click the language you would like to hear.

Thông dịch có sẵn bằng tiếng Tây Ban Nha và tiếng Việt. Trong các điều khiển hội thảo trên web của bạn, hãy chọn "Interpretation" (Phiên dịch).

Se dispone de interpretación en español y vietnamita. En los controles de su seminario web, seleccione "Interpretation" (Interpretación).

- Call to Order and Roll Call

CITY COUNCIL STUDY SESSION

1:00 p.m. – 5:00 p.m.

File Number: 20-1514

1. **Introduction**

2. **Overview of Process: Looking Back, Looking Forward**

3. **Planning for the Diridon Station Area, including Amending the 2014 Diridon Station Area Plan and Developing Other Area-wide Plans**

4. **Conducting Development Review of the Proposed Google Downtown West Mixed-Use Project**

5. **Negotiating the Development Agreement, Including Community Benefits**

6. **Council Questions and Feedback**

• Public Comment

• Adjournment

Fw: Sharks Sports & Entertainment - November 16th City Council Study Session on Diridon Station Area Plan & Downtown West Project

Gregory, Barbara

Thu 11/12/2020 10:53 AM

To: Agendadesk <Agendadesk@sanjoseca.gov>; Rodriguez, Joy <Joy.Rodriguez@sanjoseca.gov>;

Hi
The Council and Mayor's office were included in the original email I am not sure who else needs to know their concerns or where it should be posted.

Thank You,

Barb Gregory





Analyst II
Office of the City Clerk
200 E Santa Clara St FL T-14
San Jose, C-A 95112
408-535-1272 Fax: 408-292-6207
e-mail: barbara.gregory@sanjoseca.gov

How is our service? Please take our short survey.

From: Jonathan Becher <jbecher@sjsharks.com>
Sent: Thursday, November 12, 2020 8:18 AM
To: The Office of Mayor Sam Liccardo <TheOfficeofMayorSamLiccardo@sanjoseca.gov>; Liccardo, Sam <sam.liccardo@sanjoseca.gov>; District1 <district1@sanjoseca.gov>; Jimenez, Sergio <sergio.jimenez@sanjoseca.gov>; Peralez, Raul <Raul.Peralez@sanjoseca.gov>; Davis, Dev <dev.davis@sanjoseca.gov>; District4 <District4@sanjoseca.gov>; District5 <District5@sanjoseca.gov>; District7 <District7@sanjoseca.gov>; District8 <district8@sanjoseca.gov>; District9 <district9@sanjoseca.gov>; District 10 <District10@sanjoseca.gov>; david.sykes@sanjoseca.gov <david.sykes@sanjoseca.gov>
Cc: City Clerk <city.clerk@sanjoseca.gov>
Subject: Sharks Sports & Entertainment - November 16th City Council Study Session on Diridon Sta on Area Plan & Downtown West Project

[External Email]

Dear Mayor Liccardo and Councilmembers,

I am forwarding an email Sharks Sports & Entertainment sent earlier this morning to thousands of our fans and patrons of SAP Center who previously expressed concern about the future of the arena amid the historic

changes being planned for the Diridon Station area.

For the past several years, we have been sharing our concerns regarding the proposed, massive development projects within the Diridon area which surrounds the SAP Center with city officials, Google, and other key stakeholders. Unfortunately, those discussions have yielded limited results and the planners of these projects appear intent on moving forward in a manner which could force the Sharks out of San Jose. We ask you to quickly resolve the looming street capacity issues, parking shortfalls, and construction impacts resulting from the planned Diridon neighborhood growth in a manner that does not jeopardize SAP Center.

We would be happy to meet with you before the study session to discuss these challenges and how the city can properly address them.

Sincerely,

Jonathan Becher
President, Sharks Sports & Entertainment

From: SAP Center at San Jose <events@sapcenter.com>
Sent: Thursday, November 12, 2020 8:10 AM
To: Jonathan Becher <jbecher@sjsharks.com>
Subject: ATTN: Share Your Voice to Protect the Future of SAP Center



Dear Friends of SAP Center at San Jose:

It's hard to believe it has been eight months since the last live event was held at SAP Center at San Jose.

As we head towards the end of 2020, everyone at Sharks Sports & Entertainment (SSE) and SAP Center hopes each of you continues to stay safe and that we can all be together soon.

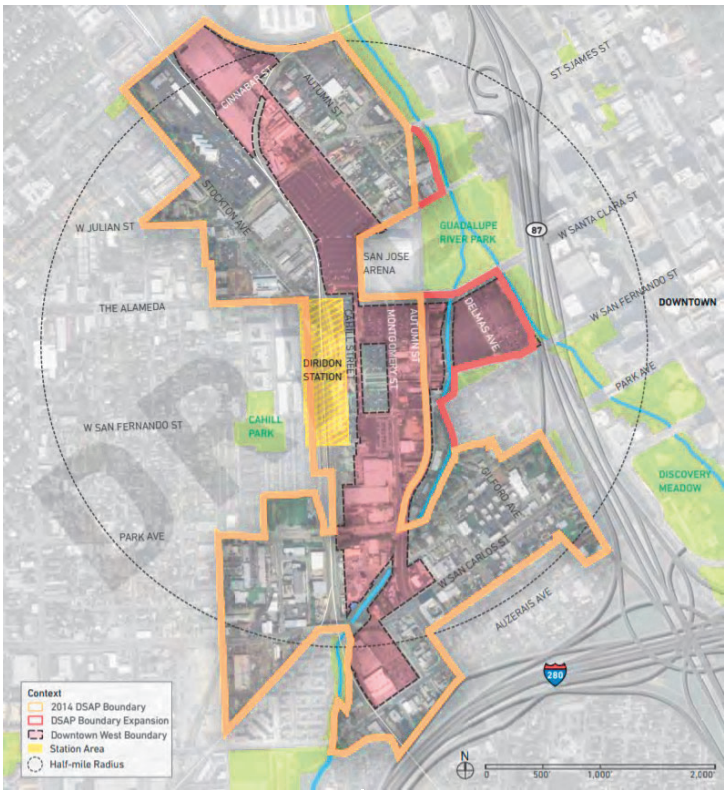
We realize this is a lengthy communication but due to the urgency of these topics and your request to be kept updated, we respectfully ask that you read it in its entirety.

For more than a year, we have been sharing our concerns with you regarding the proposed, massive development projects within the Diridon area of downtown San Jose, which surrounds SAP Center.

For the past several years, we have been sharing those same concerns with city of San Jose officials and Google. Unfortunately, those discussions have yielded limited results and the planners of these projects appear intent on moving forward in a manner that could force the Sharks out of San Jose.

We need your help to ensure this does not happen. Please read the **WHAT YOU CAN DO** section at the end of this communication.

Last month, the city of San Jose released their revised Diridon Station Area Plan (DSAP), which focuses on the redevelopment of approximately 250-acres within the Diridon neighborhood (yellow outline on map) and overlays Google's Downtown West proposed project.



Google also released the Downtown West Mixed-Use Plan Draft Environmental Impact Report (DEIR), along with their full Downtown West project plans. This project (pink shaded area on map) proposes the construction of up to 65 new buildings over an 84-acre area within the Diridon Station area – the largest development project in the history of downtown San Jose.

The DSAP, as currently planned by the city of San Jose, would add additional development in an area two times as large as the footprint of Google's planned Downtown West project.

There are three key areas within these proposals that will have an impact on SAP Center operations; street network access, sufficient available parking and the construction impacts of these projects.

STREET NETWORK ACCESS

The 2040 San Jose General Plan predicts that, in 20 years, 60% of all trips will still be made by automobile.

According to Google's DEIR, the developments within the Downtown West project alone are projected to increase the daily automobile trips to and from the Diridon area from the current 19,200 daily trips to 136,600 daily trips (a seven-times increase).

The remainder of the DSAP development, the extension of BART to Diridon Station, Caltrain Modernization and high-speed rail will each add thousands of additional daily automobile trips to the area.

However, the city of San Jose is planning on reducing the future street capacity for automobiles in and out of the Diridon area.

For example, traffic on Santa Clara Street – immediately in front of SAP Center – is proposed to be reduced from four lanes to two lanes (one in each direction) for automobiles.

Additionally, the main routes connecting SAP Center to Highway 280 and Bird Avenue – Autumn and Montgomery Streets between Santa Clara and Bird Avenue – are also scheduled to be reduced from four lanes to two lanes (one in each direction) for automobiles.

These changes will severely limit access for downtown employees, transit riders and SAP Center guests intending to reach the Diridon area by automobile. Most will have few, if any, other transportation options to reach the area for the foreseeable future.

PARKING

The Downtown West and DSAP projects combined could potentially bring more than 60,000 new workers to the Diridon area – 30,000 in Google's Downtown West development and an additional 30,000 for development planned within the DSAP.

Google's Downtown West project is proposing to provide only 2,850 parking spaces for their 30,000 employees and there are minimal increases in parking planned within the remainder of the area. Without an adequate supply of parking for the tens of thousands of additional cars coming to the area, the streets surrounding SAP Center are likely to be hopelessly gridlocked.

Again, these shortfalls will be exacerbated by BART, Caltrain and high-speed rail – each of which has no additional parking resources planned in the Diridon area to support their expected massive ridership.

IMPACT OF CONSTRUCTION

We are also deeply concerned about the cumulative impact the construction of each of these projects will have on the ability of our guests to reach the arena, particularly over the next 10-15 years when many of these projects will be under construction simultaneously. There does not appear to be a plan that ensures SAP Center patrons can continue to safely and conveniently access the arena, and that our neighbors can maintain their quality of life during this transformational period.

WHAT YOU CAN DO

Many of you have asked us how you can make your voice heard so that decision makers know that you care about the future of SAP Center.

The city of San Jose is seeking feedback regarding their DSAP plan here (scroll to the bottom of that webpage). You will also find other opportunities to provide feedback on the City's Diridon Planning page, including a Community Meeting on December 3, 2020 at 6:30PM.

Next Monday, November 16, the San Jose City Council is scheduled to host a study session regarding Google and the DSAP from 1:00PM - 4:00PM.

We hope that you will share your concerns with your local elected officials and ask them to ensure that City planners address the street capacity issues, parking shortfalls and construction impacts in a manner that does not jeopardize SAP Center.

For nearly 30 years, SAP Center has served as the city of San Jose's community arena, hosting a wide-ranging line-up of diverse sporting and entertainment events. It is imperative that the city of San Jose protect the arena and that these massive development projects are planned and implemented so that the City-owned arena can continue to operate *as one of the largest contributors to the economy of downtown San Jose*. Without this support, the arena simply cannot survive.

We thank you for your support in helping us preserve the viability of SAP Center for future generations to come.

SHARE FEEDBACK WITH DSAP PLANNERS

SAP Center | 525 W Santa Clara St, San Jose, CA 95113

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Fw: Comments regarding the November 16 study session for the City Council

City Clerk <city.clerk@sanjoseca.gov>
Fri 11/13/2020 12:55 PM
To: Agendadesk <Agendadesk@sanjoseca.gov>

Office of the City Clerk | City of San José
200 E. Santa Clara St., Tower 14th Floor
San Jose, CA 95113
Main: 408-535-1260
Fax: 408-292-6207

How is our service? Please take our short survey.

From: Jerry Streb [redacted]
Sent: Friday, November 13, 2020 12:04 PM
To: City Clerk <city.clerk@sanjoseca.gov>
Cc: District1 <district1@sanjoseca.gov>; Gomez, David <David.Gomez@sanjoseca.gov>
Subject: Comments regarding the November 16 study session for the City Council

[External Email]

I am sending this email to strongly suggest that the City Council take into consideration and address the major concerns voiced by the San Jose Sharks and San Jose Sports and Entertainment regarding the development proposed around the SAP Center.

I am not going to regurgitate all the concerns that have already been voiced by the San Jose Sharks but I particularly request that you take into consideration the need for parking and vehicle lanes in that area .

I have attended hundreds of games and events at the SAP center. Driving is the only convenient way I have to get there. Now, the availability of parking is limited. I am concerned with the proposals for development in that area. They seem to be adding thousands of additional residents with nowhere near an adequate amount of offstreet parking. Furthermore, reducing vehicle lanes well further exacerbate the problem.

Now is the time to do you the proper planning so that the city owned SAP center does not become a location at which people would dread attending an event.

Regards,

Jerry Streb

SPUR
San Francisco | San Jose | Oakland

November 12, 2020

San José City Council
City of San José
200 E. Santa Clara Street
San José CA 95113

Comments for November 16, 2020 Study Session - Diridon Station Area Plan/Downtown West Mixed-Use Development

Dear Mayor Liccardo, Vice Mayor Jones and Councilmembers:

SPUR believes strongly in San José and embraces a dynamic, forward-looking vision for the city that reinforces downtown as its economic and social hub. Downtown development is not only an opportunity to grow San José's jobs base and housing supply, but also to build a great city that provides economic opportunity, cultural amenities and open spaces and recreational areas that directly benefit all residents and improve our quality of life.

We thank the Council for holding this timely study session to receive updates and public comment as staff continues to work on the final Development Agreement and Community Benefits Plan as the project moves forward for consideration by the Planning Commission and Council in Spring of 2021.

Over the past decade, SPUR has published key policy reports that have urged San José to develop a more dense, walkable, transit-connected, dynamic urban community (Getting to Great Places, 2013); build a downtown reflective of the largest city in the Bay Area and create a world-class transit hub at Diridon Station (The Future of Downtown San Jose, 2014); and, bolster the city's fiscal condition to deliver high-quality public services to its residents (Back in the Black, 2016). In SPUR's report, "Rethinking the Corporate Campus" (2014), we outline principles for how to better locate and design large corporate campuses to decrease sprawl, prioritize public space, and provide opportunities for increased social connections.

We supported the partnership between the City of San José and Google from its inception - including the sale of City-owned land at fair market value – as a critical step in bringing to fruition the City's vision of a large, world-class, fully integrated and transit-oriented mixed-use development in our city center.

The Downtown West Mixed-Use Plan and accompanying Design Standards and Guidelines include many of the policy recommendations SPUR has made and embody the dreams and aspirations expressed by the community over the past nearly three years and we support them.

With billions of public dollars already invested and billions more to be spent on major public transit projects and infrastructure in the downtown and at Diridon Station, we must maximize the buildable area and building heights for both commercial and residential development in the station area and take full advantage of the uniquely large amount of vacant and underutilized parcels in the urban core. **To that end, we strongly support the staff's proposed DSAP amendments to increase building height limits and building capacity that also include a thoughtful "transitional" building height (65-90 feet maximum) for compatible mid-rise**

buildings near existing low-rise and single-story residential neighborhoods in order to address neighborhood concerns.

Environmental Sustainability

The City of San José has won national accolades for its climate and resiliency programs. The adoption by the Council of Climate Smart San José in 2018 demonstrates the recognition that climate change is a critical threat which must be addressed with substantive policy change. In our view, the proposed development reflects in its physical form, layout and design, a real commitment to environmental sustainability. These sustainable design standards and features should be extended throughout the station area and beyond.

We are excited that the State of California has approved this as an Environmental Leadership Development Project under the Jobs and Economic Improvement Through Environmental Leadership Act of 2011 (AB 900), which, among other criteria, requires that the project be on an infill site and achieve a 15-percent greater standard for transportation efficiency than comparable projects, be net carbon neutral, LEED Gold certified or better and create high-wage and highly-skilled jobs.

Parking

While parking is often a point of contention, in our view, the Diridon Station Area must maximize access for people, not cars. We have repeatedly recommended that the City prohibit new surface parking lots, adopt strict parking maximums and ensure new development is designed to promote access and connectivity to public transit.

SPUR's vision includes the transformation of the SAP Center environs into a truly pedestrian-friendly Downtown Entertainment District. Taking a cue from models like LA Live, Sacramento's Golden 1 Center and Brooklyn's Barclays Center, the home of the Sharks should embrace its urban location and context as a value proposition and substantial benefit to hockey fans and other guests, emphasizing use of public transit and the arena's convenient location right next to Diridon Station. We also recommend the closure of N. Autumn Street between Santa Clara Street and W. St. John Street in order to create a real pedestrian mall seamlessly connecting the east side of the arena with Arena Green West.

While the arena provides significant economic and community benefits, the physical structure is closed off from the surrounding area and there is significant space allotted for parking that should be repurposed for other community uses and to increase walkability.

Community Benefits Plan

Having a development partner that has committed to making direct investments in sustainable and resilient infrastructure, transit- and downtown-supporting jobs, thousands of housing units - 25% of which will be affordable -, complete streets, and inviting public spaces is too important to not put our full weight behind.

As noted in the staff memo, community engagement and outreach – including to under-represented populations and populations of color - have been extensive and unprecedented including dozens of Station Area Advisory Group (SAAG) meetings and discussions, community meetings and events, online surveys, and online access to project information, updates and timelines.

The work done by City staff and Google over the past three years has kept in view at all times the long-term

social and fiscal health of San José and its people. As we grapple with housing affordability problems and displacement of low-income households and the need for greater racial equity and inclusion in our city, the proposed development serves as a model for human-centered design and policies that elevate and reinforce San José's history, economy, culture and diversity and lead us toward a more equitable model of shared prosperity.

We fully support the Council's commitment to negotiating a Community Benefits Plan with Google that includes funding for affordable housing, displacement prevention and community stabilization programs, educational opportunities and job training. We also support the staff proposal to direct revenues generated from the newly-adopted Commercial Linkage Fee to affordable housing development in the downtown.

Equitable and Sustainable Urbanism

While Silicon Valley is world-renowned for great innovation breakthroughs, such innovation has, unfortunately, yet to translate into the urban landscape and physical design of our buildings, surrounding public realm and associated public benefits. The Downtown West Mixed-Use Plan represents not only an opportunity to grow San José's jobs base and increase the supply of housing, but also to build a world-class city by delivering more equitable and sustainable development that includes ample green and open spaces, parks and plazas.

Great urbanism does not just fall into place but is created through policies that set a high bar and development partners who are willing to meet the challenge. We called on the Council to be diligent in holding Google as well as all future development within the Diridon Station Area to the most ambitious principles of equity, smart growth and great urban design.

The Downtown West Mixed-Use Plan and Design Standards and Guidelines meet and surpass our expectations and the community can be proud of the project that is being proposed. It is responsive to community input, needs, priorities and visions and represents exactly the kind of development proposal we had hoped to see.

Sincerely,



Michael Lane, San José Director
SPUR

FW: San Jose Sharks and Google Village

City Clerk

Mon 11/16/2020 11:07 AM

To: Agendadesk <Agendadesk@sanjoseca.gov>;

-----Original Message-----
From: Rosemary Anderson [redacted]
Sent: Monday, November 16, 2020 10:59 AM
To: City Clerk <city.clerk@sanjoseca.gov>
Subject: San Jose Sharks and Google Village

[External Email]

Greetings!
I would like to express my concerns about the situation involving the proposed construction of Google Village and the possible affects it could have on SAP center.
I believe that there is home for Google and For the San Jose Sharks. There needs to be some conversations that would benefit both parties. The Sharks have been in San Jose for over 20 years. They should not be forced to leave because of Google's plans. Why would you want to create more traffic in an already congested area? Why would you take away parking when we already have minimal parking availability? Why would you want to add frustration and animosity with motorists, SAP employees/fans, Google employees, residents, and local businesses?
There are many other events that are also held at SAP that would be affected by the proposed changes.
As our city leaders I would hope that you would try to balance all the positives and negatives. You should be advocating for everyone. I think that it is your jobs to make sure that all the parties involved are heard and represented. And that the voices of citizens of San Jose are heard!

Thank you,
Rosemary Cousino
[redacted]

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sv@home

November 15th, 2020

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Leslye Corsiglia
Executive Director

Honorable Mayor Liccardo and Members of the City Council
City of San José
200 E. Santa Clara St.
San José, CA 95113

Dear Mayor Liccardo, Vice Mayor Jones, and Councilmembers Arenas, Davis, Diep, Carrasco, Esparza, Foley, Jimenez, Khamis, and Peralez,

On behalf of Silicon Valley at Home we write today to provide comments on the draft amendments to the Diridon Station Area Plan and the Affordable Housing Implementation Plan. As a member of the Station Area Advisory Group, SV@Home has been deeply engaged on all phases of the Diridon Station planning process. We are encouraged by the work city staff have undertaken to fulfill the vision of a vibrant, mixed-use Diridon neighborhood that is connected to the largest transit hub in the region and accessible to people of all incomes, backgrounds, and abilities.

Achieving this vision requires the City of San José to plan for a bolder, more inclusive future. **That is why we urge the City Council to continue to support a housing-rich Station Area Plan that includes at least 13,000 new homes, which adds to the roughly 2,000 units recently constructed or entitled to reach the goal of 15,000 homes in the Station Area, at least 25% of them affordable.** City staff has done tremendous work in creating a framework that is responsive to the full range of community interests. To keep us on track, the City must ensure that it does not constrain this housing potential through further reduction in height limits, or additional design constraints.

Downtown San José and Diridon are primed to become even more significant jobs centers, with well over 50,000 new jobs anticipated for the Station Area alone. Importantly, both the City and Google have committed to making housing a priority as well. Not only will this enhance the quality of this new urban center, it will begin to address the housing needs generated by these new jobs and avoid shifting affordability pressures to other parts of the city. We know that many of these new jobs will not pay the kinds of wages needed to afford San José's high housing costs; as a result, we need to also ensure that we create affordable housing in the Area that gives people of all incomes and abilities access to this new, vibrant neighborhood.

SV@Home has conducted its own analysis of potential development capacity in the Station Area, concluding that San José should plan for at least 15,000 new homes in the Station Area. Our analysis has been cross-checked with the excellent work done by city staff on the Diridon Station Area amendments process, and we believe that our figures coincide. The latest versions of the plans for Downtown West and DSAP amendments envisions around 13,000 new homes which, when added to the 2,000 homes that have been recently built or entitled, would meet our 15,000 new home goal. As with all planning processes, it is critical that this housing potential remain a priority, and that further adjustments to the plans not constrain our ability to actually build this housing we so desperately need.

350 W. Julian Street, Building 5, San José, CA 95110
408.780.8411 • www.svathome.org • info@siliconvalleyathome.org

With Google committing to at least 4,000, and up to 5,900 new homes (at least 25% of them affordable), San José must focus on how the remaining housing capacity can be realized. The latest proposed amendments to the Diridon Station Area Plan concentrate opportunities for new housing construction around existing residential developments in the southern end of the Station Area. SV@Home's calculations of the remaining housing opportunity parcels support staff's findings that, in order to reach the housing targets, roughly 75% of new residential development will need to be high-rise construction.

The draft Affordable Housing Implementation Plan goes a long way towards responding to these challenges. There is more work to do, but with continued commitment from all parties we are confident we can get there, and we can do so while being creative and accountable to the preservation and protection pieces that are going to fulfill the broader goals of keeping communities whole even as we grow. Thank you to the City Council for your commitment to achieving at least 25% of new homes in the Station Area as affordable, and thank you to Housing Department staff for beginning to develop plans to make this possible.

We ask that the Council support the Planning and Housing Department staff's efforts to realize the housing potential of the Station Area by:

- **Maintaining the maximum heights for residential construction throughout the entire Station Area, as originally planned;**
- **Actively embracing new construction technologies such as cross-laminated timber and modular construction;**
- **Committing to the required affordable housing subsidies that will ensure we are able to meet our affordability targets;**
- **Committing to feasibility without sacrificing our ability to produce needed affordable units. This will require new, innovative approaches to building and financing affordable homes as part of high-rise construction.**

Additionally, the City should give serious consideration to maintaining flexibility in converting commercial parcels or shifting designations in ways that maintain the broader goals and capacity targets, but that are responsive to the market and the Station Area as it is built out. Similarly, both Caltrain and VTA-owned parcels should be prioritized for housing development. These steps would take additional pressure off of individual residential parcels and provide more flexibility in meeting the goals for both jobs and housing.

The Diridon Station Area is a tremendous opportunity for the City of San José to create a vibrant new neighborhood with new jobs, new housing, new retail space, new parks, and a fully interconnected transit system. Great downtowns around the world have all of these things, and we must ensure that we plan for the housing and affordable housing that will make Diridon accessible to all. That is why the Council must act to ensure that we do not constrain the opportunities for residential development so we can fulfill the promise of a more equitable, vibrant Downtown San José for all residents.

Sincerely,



Leslye Corsiglia
Executive Director

350 W. Julian Street, Building 5, San José, CA 95110
408.780.8411 • www.svathome.org • info@siliconvalleyathome.org

FW: Meeting Agenda #3 sharks sports and entertainment (SAP Center) city council study session diridon station Area and down town west project

City Clerk

Mon 11/16/2020 11:12 AM

To: Agendadesk <Agendadesk@sanjoseca.gov>;

From: Alissa Green [redacted]
Sent: Monday, November 16, 2020 8:08 AM
To: City Clerk <city.clerk@sanjoseca.gov>
Subject: Meeng Ag enda #3 sharks sports and entertainment (SAP Center) city council study session diridon staon Ar ea and down town west project

[External Email]

hello I am a San Jose Sharks fan from Canada, yes I am from canada, you may be asking why I canadian is writing to you, well see I'll get right to the point. I heard what is going on with the City of San Jose and the SAP Center and the San Jose Sharks, and I am here to say i am not happy, I am not happy with the situation and I am not happy with how the San Jose Sharks are being treated, not only are they tenants in a building that brings in tourism and revenue to the city of San Jose but they helped build the downtown core they helped put San Jose on a Map, if the Sharks leave so do their fans, so does the revenue and tourism that the sharks bring from their fans from other countries around the world, before I became a sharks fan I never knew where San Jose was, now it's one of my favorite places it means a lot to me the city is my home away from home because the Sharks are there, the sharks and SAP Center are special places in mine and in the hearts of every sharks fan everywhere, please the sharks are not asking for much, they are asking for enough parking for their fans during games, to ensure that during games the area gets busy, they want to ensure that fans can safely access the surrounding streets and local transit stations I dont think that is much to ask from a hockey team that gives a lot to to the city with the Shark Foundation not to mention what the players do on their own, if you dont meet what the sharks are asking the sharks will be forced to leave the city and all that will go to me this seems like a lot to lose, and all for what google?? Sharks bring joy and tourism and revenue what does Google bring. Right now the city of San Jose are boycotting Google not only is this going to cause riots during a pandemic its going to cause heartache for all involved if the Sharks have to leave, please I am asking....begging you to please rethink your plans and accommodate the sharks. Please please save the Sharks keep them in San Jose they belong there it's their home, the Arena is their home they are tenants there and you promised them parking dont take it away please rethink this your making a huuuge mistake one residents will not forgive.

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Gary Wipfler
Apple

DESTINATION: HOME

November 16, 2020

Honorable Mayor & City Council
San Jose City Hall
200 E. Santa Clara St. 18th Floor
San Jose, CA 95113

RE: Affordable Housing Implementation Plan / Nov. 16 Diridon Area Study Session

Dear Mayor Liccardo & Members of the City Council,

We appreciate City staff's extensive work to develop a Draft Diridon Affordable Housing Implementation Plan, which will play a critical role in helping the City achieve its goal to develop thousands of affordable housing units in the area.

We are particularly pleased to see that the draft plan envisions achieving a mix of affordable housing units across income levels and responds to the City Council's direction to study the potential for 45% of the affordable units in the Diridon Area to be affordable to extremely low-income (ELI) households.

Integrating ELI housing in the Diridon Area will help facilitate a more equitable form of development in our downtown and address our most urgent affordable housing need. As you know, ELI households are the most vulnerable members of our community, and compared to their very low income, low income and moderate income counterparts, ELI households are much more severely rent burdened and have far fewer affordable housing options available to them. In fact, the National Low Income Housing Coalition has found that there are only 30 affordable and available rental units for every 100 ELI households in the San Jose metro area. And this severe lack of housing option for ELI households is one of the greatest contributing factors to our community's growing homelessness crisis.

In addition, a focus on ELI housing aligns with the key local funding sources available for new affordable housing development. As City staff notes in the Draft Plan, the Measure A Housing Bond (which is designated for ELI households and permanent supportive housing) serves as a critical local funding source in Santa Clara County and will be critical to filling the local funding gap for new projects. That's why planning for significant ELI housing units will be critical to achieving our overall affordable housing production goals for the Diridon Area.

We urge you to remain focused on prioritizing the development of more ELI housing units in the Affordable Housing Implementation Plan and ensuring that the housing built in this area is affordable to residents across a variety of income levels.

Sincerely,

[redacted]

Jennifer Loving
CEO

Destination: Home
3180 Newberry Drive, Ste 200 San Jose, CA 95118 USA
ph: 408.961.9895 • fax: 408.559.9515
501(c)3 Tax ID# 82-3353174
www.destinationhomesv.org

SIERRA CLUB
LOMA PRIETA CHAPTER

SCVAS
SANTA CLARA VALLEY
AUDUBON SOCIETY

November 16, 2020

Via email: To Mayor Liccardo and San Jose City Council Members.

Re: COMMENTS FOR STUDY SESSION for the Diridon Station Area Plan on Nov 16, 2020

Dear Mayor Liccardo and San Jose City Council members,

The Sierra Club Loma Prieta Chapter and the Santa Clara Valley Audubon Society have been following the DSAP since 2014 and, in general, we have been supportive of the direction that the DSAP is headed and of the Google Downtown West project.

At this time, however, as more details are emerging, we are concerned about the impacts of the DSAP on residents and on nature.

We have three issues that we would like to present for your consideration. We have also reached out to Google independently and in general, we find, they have been responsive to our environmental concerns in their plan area.

1. **Height limits and step back plane for building volumes at Creeks:**

> ***Please include a stepped setback plane requirement for buildings along the creek.*** The 50'minimum Creek setback should be combined with a requirement to STEP the tall buildings back in order to allow sunlight penetration into the canyons between the tall buildings for survival of the creeks, trees and creek habitat.

At the very least, the step back requirements should be the same as those required for buildings adjacent to existing neighborhoods (75 degrees setback plane).

2. Open Space requirements:

There is a serious shortage of open space for the projected residential population: 13,500 new residential units generate a need for at least 30 acres of **new** park space according to San Jose city standards of three acres per 1000 new population[1].

[1] The **Park** Impact Ordinance (SJMC 14.25 PIO) and the Parkland Dedication ... Provide at least three **acres** of parkland for each 1,000 new residents added

However, only 19 acres of park are currently in the plan. Of this, the Google plan provides 15 acres for its up to 5,900 units (which meets City standards). For the remainder of the 7,600 units, in the DSAP, outside Google, there are barely 4 acres of park instead of the required 15 acres.

a. Therefore, park fees should not be reduced further for housing developments.[2] More park space is needed to serve the residential population.

b. In order to ensure maximum usability of outdoor space, ensure that ***the setback area along the creek is available for public access-*** *not fenced off allowing only a trail.*

c. *Consider an increased creek setback, rather than the 50' minimum, to increase the open space of this linear park between tall buildings, for more free recreational opportunities for DSAP residents as well as for San Jose residents in general.* San Jose has a 100' creek setback, with exceptions. in current downtown riparian setback guidelines.

d. **Metrics**: Consider requiring an annual report to the council of a metric showing the balance between the number of Jobs/ housing units/ acres of recreational open space, in the DSAP projects pipeline, in order to keep these three crucial elements in balance, for quality of life.

Park space is a vital ingredient for a sustainable and healthy urban environment. It reduces anxiety, improves health by removing air pollutants, improves air quality, reduces heat island effect, reduces energy load by shading, improves storm water retention, creates a healthier ecology, invites pollinators and creatures back into the web of urban life, and creates places where people can relax without spending money.

3. Shared Parking: This is a crucial element and has been part of the DSAP since 2014. The City **should make no exceptions to using parking spaces most efficiently in this TOD area.**

a. Public Parking garages: Consider incentives for public satellite parking garages rather than parking associated with private buildings, because security considerations in private buildings could make the parking unavailable to the public.

b. Consider requiring **shared and unbundled parking in residential buildings**, near retail and transit. Parking to be available to the public, for a demand-based fee, set by the Transportation Management Association, during the daytime hours when many spaces sit empty. This is working well in Mountain View condo buildings near the CalTrain station. Efficient use of expensive parking spaces lowers housing costs.

---

[2] **Affordable Housing Credit**
Deed restricted residential units that meet the City's affordable housing guidelines qualify for a 50% credit towards park impact fees.

We look forward to continuing to work with the City to develop the most environmentally healthy DSAP for this century.

Respectfully,





Gita Dev, Co-Chair
Sustainable land Use Committee
Sierra Club Loma Prieta

Shani Kleinhaus
Environmental Advocate
Santa Clara Valley Audubon Society

FW: Study Session on Google and Downtown West

City Clerk <city.clerk@sanjoseca.gov>
Mon 11/16/2020 1:32 PM
To: Agendadesk <Agendadesk@sanjoseca.gov>

From: kathryn hedges [redacted]
Sent: Monday, November 16, 2020 1:31 PM
To: CouncilMeeng <CouncilMee ng@sanjosec a.gov>
Cc: City Clerk <city.clerk@sanjoseca.gov>; Marci Gerston [redacted]; Ray [redacted] alex [redacted]
Subject: Study Session on Google and Downtown West

[External Email]

Dear Mayor, City Council, and Staff:

I am a member of PACT and Catalyze SV. I'm also a resident of Downtown SJ and I'm Disabled, below Extremely Low Income, rent-burdened, and already can't afford to move to a better apartment in the area. In other meetings, I've heard of people being displaced in the Diridon area by rent increases even though Downtown West will be vacant lots and construction sites for a decade. Houses are also being bought by speculators and left vacant.

Because one of the goals of the project is to place jobs near a transit hub, this will make housing along the transit lines more valuable for workers who may otherwise have located in the suburbs. We need to manage displacement of lower income residents near transit lines, not just the Diridon Area and the immediate radius.

This is why we need to have all segments of the community represented on the Community Stabilization Fund Board, including the people served by organizations such as the Si Se Puede Collective (which is affected because of the major transit corridor). We've already seen a luxury development placed in Alum Rock. I don't know much about other areas but presume their communities need to be involved too.

Because a community's economic needs and stability are intertwined, it doesn't make sense to divide the Community Benefit funding into separate funds. The Board needs to have direct authority over the funds instead of merely advising Council and risking having their decisions overruled by people who were not involved in the process.`

(And of course, this all depends on our occupation of unceded Ohlone lands. Will Google at least pay the Shuumi Land Tax? https://sogoreate-landtrust.org/shuumi-land-tax-faqs/ #LandBack)

Thank you for your me.

Kind regards,
Kathryn Hedges
[redacted]

AFFORDABLE HOUSING NETWORK of Santa Clara County
P.O. Box 5313, San Jose, CA 95150 - Phone 408-691-6153 - Email ahnscc@gmail.com

Dear Mayor and Councilmembers,

Since the timing will not allow me to make public comment at today's study session, I am submitting the following thoughts on behalf of the Affordable Housing Network of Santa Clara County.

The Networks supports the Diridon Affordable Housing Implementation Plan, including the production goals and goals for preservation and protection, especially the preservation pilot program for acquisition and rehab, and the enhanced renter protections, which can hopefully be enacted by our new City Council in 2021.

What we do NOT support is the overall DSAP and Downtown West plans. All the beautiful pictures presented today are nice but are not an accurate representation of what this area will look like when and if these projects are completed. None of them show the tents and RVs that our present and future homeless residents will be forced to live in. You can white out homeless people from your drawings, but you will not be able to make them disappear in real life.

This plan will allow creation of some 45,000 new jobs and (at best) some 15,000 housing units. 45,000 jobs will create demand for about 30,000 new housing units, which means that the plan as a whole will displace or make homeless some 15,000 families from San Jose. When combined with all the other commercial projects downtown and elsewhere in San Jose, we are on a path to displace tens of thousands more San Jose families. As has been shown in the city's Anti-Displacement Plan documents, these displaced people will be disproportionately Black and Brown.

The 2019 homelessness count showed an increase in San Jose's homeless population by some 42%, and revealed that every time we house one homeless person, two to three new people become homeless. The Mayor blamed this on the economy, as if it were a mystery, but in fact the impacts of the economy are influenced by City Council decisions that worsen our housing and homelessness crisis. This is one of them, and this whole plan and project need to be rejected.

Sincerely,

[redacted]

Sandy Perry, President

CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY
Parks, Recreation and Neighborhood Services

PARKS AND RECREATION COMMISSION

District 1 - Daphna Woolfe, Chair
District 3 - Lawrence Ames
District 5 - Vacant
District 7 - Giavanna Vega
District 9 - Rudy Flores, Jr.
Citywide - George Adas, Vice Chair

Andre Morrow - District 2
Kelly Snider - District 4
Art Maurice - District 6
Vacant - District 8
Vacant - District 10

Approved Minutes

Wednesday, November 18, 2020
6:00 p.m.

I. Call to Order & Orders of the Day

- Meeting called to order at 6:00 p.m.
- Melrose Hurley, Recording Secretary, provided meeting logistics information.

II. Public Comment

(*Members of the Public are invited to speak on any item that does not appear on today's Agenda and that is within the subject matter jurisdiction of the Commission. Meeting attendees are usually given two (2) minutes to speak on any discussion item and/or during open forum; the time limit is in the discretion of the Chair of the meeting and may be limited when appropriate. Speakers using a translator will be given twice the time allotted to ensure non-English speakers receive the same opportunity to directly address the Committee, Board or Commission)*.

- Jon Monroe shared his concerns about the usage at John Mise Park.

III. New & Returning Business

A. **Proposed Downtown West Open Space Plan;**
Documents Filed: (1) Memorandum from Nicolle Burnham, dated November 2, 2020
(2) PowerPoint Presentation

Nicolle Burnham, Deputy Director, Parks, Recreation, and Neighborhood Services; Sheela Jivan, Google; Ricardo Benavidez, Google; Eri Suzuki, Sitelab Urban Studio; and Daniel Vasini, West8 presented the item.

The presentation, questions, and public comments were taken in three sections: Overview, Framework and Vision, and Public Spaces.

Chair Woolfe opened the item for public comment.

Public Comments

- Cayce Hill liked how the plan focused on parks and open spaced. She inquired if there will be a clear designation of public and private spaces, and if staff had any processes, mechanisms, or conversations in providing unhoused individuals with resources.
- Bill Rankin talked about the potential splitting of the trail at San Carlos. He suggested Park Avenue run under the current railroad bridge so there is a trail connection to Diridon Station.
- Roland suggested staff revisit the girth at Cahill and Montgomery, and to implement more active transportation in parks.
- Helen Chapman inquired if there will be bike and pedestrian access to the north end park and noted how her neighborhood is park deficient.
- Roma Dawson inquired if Google will have ongoing resources and support to maintain its facilities and amenities.
- Mary spoke about how disenfranchised individuals can be managed with the appropriate resources by knowing how to respectfully treat them.

Commissioner discussion ensued.

City staff, Google staff, Eri Suzuki, Sitelab Urban Studio; and Daniel Vasini, West8, responded to Commissioner questions and comments.

Action: Commissioner Ames moved to accept the report, which was seconded by Commissioner Flores. The motion carried. (8-0).

IV. Adjournment

Meeting adjourned at 9:01 p.m.

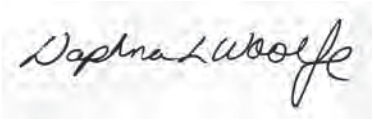
The City of San Jose is committed to open and honest government and strives to consistently meet the community's expectations by providing excellent service, in a positive and timely manner, and in the full view of the public. The City Code of Ethics may be viewed on-line at http://www.sanjoseca.gov/clerk/cp_manual/CPM_0_15.pdf

To request an accommodation or alternative format for City-sponsored meetings or printed materials, please call 408-793-5505 or 408-294-9337 (TTY) as soon as possible; but, at least three business days before the meeting.

For questions, please contact Melrose Hurley at (408) 793-4186.

All public records relating to an open session item on this agenda, which are not exempt from disclosure pursuant to the California Public Records Act, that are distributed to a majority of the legislative body will be available for public inspection in the Parks, Recreation and Neighborhood Services Department at San José City Hall, 200 E. Santa Clara Street, 9th Floor, San José, CA 95113 at the same time that the public records are distributed or made available to the legislative body.

The foregoing minutes were approved by the Parks and Recreation Commission on December 2, 2020.



Daphna Woolfe, Chair
Parks and Recreation Commission

Santa Clara Valley Transportation Authority

Diridon Station Joint Policy Advisory Board

Friday, November 20, 2020

MINUTES

CALL TO ORDER

The Regular Meeting of the Diridon Station Joint Policy Advisory Board ("Committee") was called to order at 3:00 p.m. by Chairperson Peralez via video and teleconference.

1. ROLL CALL

Attendee Name	Title	Status
Cindy Chavez	Member	Absent
Dev Davis	Vice Chairperson	Absent
Jim Ghielmetti	Member	Present
Sam Liccardo	Member	Present
Raul Peralez	Chairperson	Present
Robert Raburn	Member	Present
Charles Stone	Member	Absent
Jim Beall	Ex-Officio Member	Absent
Rod Diridon	Ex-Officio Member	Present

A quorum was not present and a Committee of the Whole was declared.

2. PUBLIC COMMENT

Blair Beekman, Interested Citizen, commented on the following: 1) budget concerns; 2) issues of equity and equality around technology; 3) electric buses should be a priority; 4) transit hub needs along State Route (SR) 85; and 5) expressed support for housing projects.

The following Interested Citizens urged support for value capture to help fund projects:

- Derick Sagehorn
- Joshua Hawn
- Mark Mollineaux

Members Liccardo and Raburn joined the teleconference meeting at 3:12 p.m., and a quorum was established.

Roland Lebrun, Interested Citizen, commented on the following: 1) master contract; and 2) historic landmark preservation.

Members of the Committee and staff discussed the importance of value capture.

3. ORDERS OF THE DAY

There were no Orders of the Day.

CONSENT AGENDA

Public Comment

Mr. Beekman referenced the Regular Meeting Minutes of August 28, 2020 and commented on California High Speed Rail (CAHSR) planning.

4. Regular Meeting Minutes of August 28, 2020

M/S/C (Ghielmetti/Raburn) to approve the Regular Meeting Minutes of August 28, 2020.

5. (Deferred)

Approve the 2021 Diridon Station Joint Policy Advisory Board Meeting Schedule.

RESULT:	**APPROVED – Consent Agenda Item #4**
MOVER:	Jim Ghielmetti, Member
SECONDER:	Robert Raburn, Member
AYES:	Liccardo, Peralez, Raburn, Ghielmetti
NAYES:	None
ABSENT:	Chavez, Davis, Stone

REGULAR AGENDA

6. Amended Diridon Station Area Plan and Downtown West Project Update

Nancy Klein, Director of Real Estate, Assistant Director of Office of Economic Development, City of San Jose; Tim Rood, Division Manager, Planning, Building & Code Enforcement, City of San Jose; and Jessica Zenk, Department of Transportation, City of San Jose, provided a presentation entitled "Diridon Station Joint Policy Advisory Board: Station Area Update."

Public Comment

Mr. Beekman commented on the following: 1) consider the San Jose Airport Commission building recommendations; 2) open meeting process; 3) SAP Center Conversion for Diridon Station project; 3) consider the needs of East San Jose; and 4) invasive technology.

Mr. Lebrun commented on the following: 1) project risks; 2) preservation; 3) enormous growth of Diridon Integrated Station Concept (DISC) Plan; and 4) suggest pushing the Downtown West Project further to the west.

NOTE: M/S/C MEANS MOTION SECONDED AND CARRIED AND, UNLESS OTHERWISE INDICATED, THE MOTION PASSED UNANIMOUSLY.

Members of the Committee and staff discussed the following: 1) expressed support for the presentation and the progress made; 2) thanked Mayor Liccardo for getting relief on the building height limits; 3) historic preservation issues; and 4) pedestrian crossings on Santa Clara Street.

On order of Chairperson Peralez and there being no objection, the Committee received an update on the Amended Diridon Station Area Update.

7. Diridon Station Concept Plan Update

Liz Scanlon, Kimley-Horn, provided a presentation entitled "San Jose Diridon Station Integrated Concept Plan."

Public Comment

Mr. Beekman commented on the following: 1) replacement of SAP Center with a new station; 2) Bay Area Rapid Transit (BART) Phase II budget; 3) 2016 Measure B funding; and 4) future CAHSR ideas.

Mr. Lebrun suggested ways to fully integrate the different transportation systems at Diridon Station.

Members of the Committee clarified the existing CAHSR policy and noted the environmental clearance is in its final year.

On order of Chairperson Peralez and there being no objection, the Committee received an update on the Diridon Station Concept Plan.

8. Legislative Update

Aaron Quigley, Senior Policy Analyst, provided the Government Affairs report.

Public Comment

Mr. Beekman commented on the following: 1) 2020 Presidential Election; 2) CAHSR project; 3) COVID-19; 4) funding; and 5) bus rollout program.

Mr. Lebrun commented on the CAHSR project.

Ex-Officio Diridon suggested advocating for funding for the historical building ceiling repair and restoration project.

On order of Chairperson Peralez and there being no objection, the Committee received the Legislative Update.

9. ANNOUNCEMENTS

Jim Lawson, Chief External Affairs Officer and Staff Liaison, announced staff will poll the Committee to determine 2021 meeting dates. Mr. Lawson also reiterated the Committee's request for a future presentation on value capture.

10. ADJOURNMENT

On order of Chairperson Peralez and there being no objection, the Committee was adjourned at 4:50 p.m.

Respectfully submitted,

Anita McGraw, Board Assistant
VTA Office of the Board Secretary

RESIDENT CAFECITO EVENT SUMMARY
Diridon Station Area – Community Engagement
Fall 2020

Event name: Cafecito Comunitario
Hosts: SOMOS Mayfair and Latinx Business Circle, with City of San José support
Location: Zoom
Date: November 20, 2020 | 5-6:30pm
Language(s): Spanish

Overview: SOMOS Mayfair and LatinX Business Circle held a virtual discussion with community members about changes occurring in the Diridon Station Area. The meeting focused on changes planned for West and Downtown San José close to home, with new construction and development projects and their implications for residents.

Agenda:

1. Welcome and Introductions
2. Presentation
3. Key Questions
4. Discussion and Q&A
5. Wrap up

Meeting Materials:

- Eventbrite page: https://www.eventbrite.com/e/cafecito-comunitario-tickets-128164959845#
- Presentation: https://docs.google.com/presentation/d/1RP2MwU-KcPNaN0j_R3OFiXi3s4MbCbUiHLbXxihffQc/edit?usp=sharing

Attendance: 37 community members and 9 City of San José staff

Key Themes:

- Provide flexibility in tiers of affordable housing (who makes the cut and who doesn't)
- Provide resources for individual development (tutoring, student motivation, career growth, internship/job opportunities, homework clubs)
- Ensure housing is accessible and affordable
- Create housing for families, people with disabilities, and different income levels
- Make green and public space accessible and kid-friendly
- Create flexible spaces for cultural events, small businesses, and community uses
- Share plans to address houselessness and how to mitigate it

Notes:

- What type of housing?
- What is considered affordable housing?
- Which are low-income?
- More recreational Parks for families that are accessible for the community
- being more supportive/flexible for working class families who will barely surpass the minimum low-income prices and not being qualified
- More attention needs to be brought to the homeless community
- coordinated community services within new multiple family housing
- SJ residents struggle to pay rent or are forced to live in cramped housing along with others

Discussion: what communities should receive the benefits?

- elderly friendly walking areas accessible always
- sharing resources with communities who need it more (internships, job info, etcetc.)
- parks with big chess pieces that make it fun for everyone
- help high school students w/ motivation for higher education
- local employment needs to happen over bringing in more people
- community kitchens, and study areas in communities where they are needed
- affordable housing for undocumented people

Group A

1. How is the traffic that comes with the new development going to be handled?
2. Why only 25% of new housing development will be affordable housing?
    a. *inclusionary housing has to be at a certain %*
3. What's the basis for the factor/equilibrium that determines that percentage of affordable and non-affordable housing?

Group B

1. **Housing:**
    a. ELI & VLI
    b. Multi family units (3 bedrooms or more) big families → makes it difficult to find a place to rent
    c. Demographic representation that housing is integrated and not segregated
    d. More accessible with not a lot of restrictions
    e. A lot of single moms (must be affordable)
    f. Must keep different capacities/abilities in mind
    g. Public bathrooms etc.... for people experiencing homelessness
    h. Due to COVID (open areas and multi-purpose rooms)
    i. Balcony (open spaces)
    j. Solar panels and environmentally safe

2. **Benefits:**
    a. Housing! Invest in accessible and decent housing so people aren't displaced and can live with dignity and allow for future ownership
    b. Accessible community centers
    c. Health services/clinics (hospitals are far no access to car/insurance)
    d. Support/protection for small businesses (don't displace but integrate small businesses)
    e. Pathway/training for youth to Google
    f. Parking
3. **Belonging:**
    a. Family that lives there having people that look like me that live around there
    b. There is a park (trees flowers)
    c. Schools are close by
    d. Art/music/food etc....
    e. Cultural center
    f. Community garden
    g. Google sponsored events/ opportunities for employment and collaboration

Group C

1. What type of housing is needed? (Level of accessibility, family situation, etc.)
    a. Accessible for low-income families and neighbors with disabilities
    b. Units/houses with 3 bedrooms for worker families
    c. Accessibility for families with mixed immigrations status (with or without documentation)
    d. High density should have green spaces or plants
2. How would you like the benefits from Google and other development to support your community?
    a. Jobs created for local residents instead of importing talent. Also local trade hiring during the construction of projects.
3. What communities should receive these benefits?
    h. Low-income residents, public schools, youth programs, delinquent prevention with youth-based recreates or activities, incubators for our entrepreneurs and our neighbors without homes.
4. Should it be focused on more community stabilization or pathways of opportunity?
5. What would make this a place you would want to visit or live in? What would make you feel like you belong here?
    a. Genuine visual representations of diverse cultures, inclusion of our voice and where our families can be housed, areas with gardens.
    b. The presence of mom and pop shops and pop-up spaces.
    c. Cultural events with folk dancing from different cultures.

Group D

1. Affordable housing – for families with children – can pay and live
2. With 3-4 bedrooms
3. Bedrooms for a family of 4 children and be able to pay the rent well
4. Preserve parks and very green spaces.
5. Safe playgrounds

6. Protected communities
7. Bring opportunities of human development in the community
8. Be included, have a supermarket that represents the people who live in the community.
9. Parking spaces
10. Community centers – let low-income people purchase in the neighborhood
11. Homework clubs for the children

Group E

1. Parks accessibles to the community
2. Focus on different levels of income, make sure to include non profit org to make sure that the services get to the community in need .
3. Affordable housing for extremely low income and low income families
4. Trails
5. We need resources in the east side of San Jose, the city should focus on districts with lack of resources
6. Google can shared technology with students or use their space for field trips they can also be mentors for the youth
7. Recreational areas for children, playgrounds, family environment, space for youth
8. Mural that represent the community, space that the community have a sense of belonging
9. Green spaces, murals
10. Jobs for San Jose families
11. Funds should be distributed all over san San jose Jose especially to the districts that have a high % of low income and extremely low income families.

COMMUNITY VISIONING WORKSHOP MINUTES

PROJECT:	**Diridon Area**
EVENT:	**Community Visioning Workshop & Virtual Site Walk for Artists & Creatives**
LOCATION:	via Zoom
DATE:	11/21/2020
PRESENTATION:	PDF of the presentation
VIDEOS:	Part I & II and Part IV via Facebook Live

HOSTS: This workshop was co-hosted by Catalyze SV (CSV) and San Jose Jazz, San Jose Arts Advocates, & genARTS Silicon Valley. It was funded by a grant from the City of San Jose.

PARTICIPANTS: Primarily held to engage our local artist and creative community, this workshop was offered in English & Spanish. Including City of San Jose staff, 34 people participated via Zoom. As of December 14, 2020, Part I & II of the video had been viewed 147 times on Facebook and Part IV 23 times.

MINUTES DISTRIBUTION: *Appendix A* lists the entities & email addresses to which this report is distributed.

WORKSHOP CONTEXT

The City of San Jose in January 2020 granted Catalyze SV funding to host 2 community visioning workshops. Originally intended to be held in-person earlier in 2020, these workshops were postponed and moved to a virtual format because of the coronavirus.

The current Diridon Station Area Plan includes approximately 250 acres. The Community Workshop presentation covered information from the City of San Jose, VAR, CSV, Google and other sources. It is publicly available in the link above.

WORKSHOP'S GOALS

This workshop was intended to brainstorm ideas about what community members want from the redevelopment of this area.

The below-intended outcomes were shared with participants at the start of the workshop:

- Gain understanding of the Diridon Area & its possibilities for the artist/creative community
- Brainstorm participants' ideas about the development of this transit center & area
- Collect & share participants' input with the City of San Jose

MEETING NOTES

Part I - **Presentation of Information on Diridon Area** (2 PM, virtually via Zoom)

a. Presentation by Catalyze SV. See accompanying document entitled "20201121_Workshop_Artists_Diridon"
b. Video of both can be found at the beginning of this document.

Part II - **Virtual Site Walk** (2:40 PM, pre-recorded videos of site shown)

Part III - **Small Group Discussions**

a. Event attendees dispersed into 4 groups of 6-10 participants viz Breakout Rooms in Zoom. The groups discussed the area's potential impacts and opportunities.
b. Group discussions were facilitated by Catalyze SV volunteers who helped take notes from group members.
    i. Small Group Suggested Facilitator Questions - See Appendix B.
    ii. Small Group Discussion Notes - See *Appendix C.*
    iii. From these small group notes & summaries, we observed the following **major themes**:

1. **Include Art - All Different Kinds of it**. In a workshop for artists, it's fitting that a breadth & depth of creative ideas were discussed in all 4 groups regarding the types of art that could be included in this area. Art that relates to sound was discussed at length in one group. Art that involves movement in another. 3-D art. Performance art in addition to visual art. Art in spaces that are vacant and/or slated for demolition. Art that draws from, and is inspired by, local places like the Guadalupe River, as well as places around the world. Art that is interactive. Art that is produced on-site.

2. **Make the Diridon Area Pedestrian-Oriented**. Each of the 4 groups mentioned the desire to have a more walkable Diridon Area safe & inviting for pedestrians.

3. **Incorporate & Set Aside Spaces for Artists to Live & Work**. Multiple groups mentioned the need to set aside spaces for artists such as arts studios, including providing it affordably. For them to produce their work. For them to display it. For them to sell it commercially. And spaces where they can both live and work, sometimes in the same building. Housing for artists more broadly was also discussed. Enabling artists to interact in communal spaces - in residential buildings and/or in commercial ones - was also raised. Two groups mentioned spaces specifically for women and one for people of color.[1] Some of these spaces may be set aside for arts-oriented nonprofit organizations or community groups to use.

4. **Culturally Diverse Places Representative of our Current & Past Community**. From the placemaking broadly, to the art itself, from the community benefits broadly, to the services specifically, multiple groups mentioned the need for the Diridon Area to represent the cultural diversity of San Jose & the broader Valley. From the current cultures & people in our community to those present for generations, all should be represented in the Diridon Area. The new, modern buildings in the Diridon Area that may be in our future should be incorporated & in symbiosis with the existing & historic ones. Multiple groups touched on the idea that when it comes to designing public spaces or hiring artists, our local community and its artists should be engaged.

[1] Both groups were cited as underrepresented in many arts circles.

5. **Displacement Needs to be Prevented, Especially via Housing**. Artists are a group susceptible to displacement because of the sometimes more sporadic, less consistent nature of their work. As mentioned above, workshop participants suggested housing projects for artists specifically. Workshop participants also expressed concern about displacement of people generally, especially vis a vis housing, as well as displacement of businesses in the Diridon area. One group worried that the redevelopment of the Diridon area would be for new people coming to our area, not the existing community. Affordable housing was cited as a means to prevent displacement. Along those lines, another group wondered about giving housing priority to existing residents.

6. **Space that Can Adapt to Changing Times & Needs**. Two groups discussed the importance of spaces that can adapt to changes over time and changing community needs. Two groups wondered if space could be adapted based on day-to-day weather changes or longer-term global warming by providing a covered space or canopy. One group mentioned providing athletic fields or courts with surfaces that could be switched out or easily used for a variety of possibilities, like different sports. Another group mentioned the architectural application of adaptive reuse to allow old buildings previously used for one purpose to be adapted to another. Another group mentioned how there were not many buildings left in the Diridon area worth keeping.

7. **Active Uses Are Key**. Whether its art broadly, athletics/exercise specifically or recreation generally, multiple groups talked about activating spaces around Diridon to encourage and maintain a lively place where people will gather. One or more groups cited public spaces as a key driver of this activation, another group mentioned continual events scheduled throughout the day and into the night.

8. **Services for Families**. Two groups cited the need for services for families, with both mentioning daycare specifically. One group suggested many families will be using transit at Diridon Station and thus could benefit from child/daycare near the Station on their way to/from it. One of these groups mentioned the need for a library and a school for families who will be moving into the area (which could presumably serve existing families too).

Part IV - **Small Groups Report Back to Larger Groups** (3:45 PM, in the main Zoom "room")

The small groups returned from the Zoom breakout rooms to the larger group on Zoom. A representative or two from each small group summarized themes of their respective discussions to the full group so all attendees heard about the discussions in other groups.

Workshop Concluded (4:05 PM)

Disclaimer

The opinions expressed below are those of individual community members in attendance and may not represent the opinions of Catalyze SV, genARTS Silicon Valley, San Jose Arts Advocates, or San Jose Jazz. All groups sought to capture and present information as fully and accurately as possible and none are not affiliated with any of the property owners in this area, including Google, in any way. A draft version of the presentation content was provided to the City of San Jose prior to the Visioning Workshop.

About Catalyze SV
Engages community members, developers and city leaders to envision and create sustainable, equitable and vibrant places for people in Silicon Valley. Catalyze SV is funded 100% by individual donors, government grants, & foundations.

About San Jose Jazz
Celebrates jazz as a dynamic, evolving art form and is producer of the annual San Jose Jazz Summer Fest and Winter Fest. With its singular music programming and innovative educational offerings, SJZ preserves the jazz tradition while actively supporting the next generation of performers within the genre and beyond.

About San Jose Arts Advocates
A collaborative of the San José creative community dedicated to education, advocacy, and action to support arts and culture.

About genARTS Silicon Valley
Empowers creative individuals and emerging arts leaders. Envisions a thriving arts community in Silicon Valley that draws on a strong network of emerging individuals prepared to serve as the next generation of leadership.

APPENDIX A

Distribution List for this Report

City of San Jose, %	mayoremail@sanjoseca.gov; district1@sanjoseca.gov; district2@sanjoseca.gov; district3@sanjoseca.gov; christina.m.ramos@sanjoseca.gov; david.tran@sanjoseca.gov; district4@sanjoseca.gov; district5@sanjoseca.gov; district6@sanjoseca.gov; maryanne.groen@sanjoseca.gov; district7@sanjoseca.gov; district8@sanjoseca.gov; district9@sanjoseca.gov; district10@sanjoseca.gov; matthew.mahan@gmail.com; Dave.Sykes@sanjoseca.gov; rosalynn.hughey@sanjoseca.gov; nathan.ho@sanjoseca.gov; jerad.ferguson@sanjoseca.gov; kelly.kline@sanjoseca.gov; joel.devalcourt@sanjoseca.gov; cityclerk@sanjoseca.gov; Planningcom4@sanjoseca.gov; Planningcom7@sanjoseca.gov; Planningcom2@sanjoseca.gov; Planningcom3@sanjoseca.gov; Planningcom5@sanjoseca.gov; Planningcom6@sanjoseca.gov; Planningcom1@sanjoseca.gov; lori.severino@sanjoseca.gov; nanci.klein@sanjoseca.gov; Kim.Walesh@sanjoseca.gov; eric.eidlin@sanjoseca.gov; jose.ruano@sanjoseca.gov; james.han@sanjoseca.gov; jessica.zenk@sanjoseca.gov; Jacky.Morales-Ferrand@sanjoseca.gov; rachel.vanderveen@sanjoseca.gov; timothy.rood@sanjoseca.gov; kristen.clements@sanjoseca.gov; shannon.hill@sanjoseca.gov; nicolle.burnham@sanjoseca.gov; zacharias.mendez@sanjoseca.gov; john.tu@sanjoseca.gov; david.keyon@sanjoseca.gov; robert.manford@sanjoseca.gov; michael.ogilvie@sanjoseca.gov; kerry.adams-Hapner@sanjoseca.gov
VTA	Jessie.O'MalleySolis@vta.org; ron.golem@vta.org; Jessica.Hitchcock@vta.org; Kelly.Snider@vta.org
Caltrain	fromsonc@samtrans.com; murphys@samtrans.com
CHSRA	boris.lipkin@hsr.ca.gov

San Jose Jazz	brendanr@sanjosejazz.org; massimoc@sanjosejazz.org
SJAA	rpmuriera@gmail.com; pjallen2@gmail.com
genARTS	arawson1511@gmail.com; svgenarts@gmail.com
Google, %	benavidez@google.com; jessgraham@google.com
GRPC	jason@grpg.org; joe@grpg.org
Knight Foundation	thompson@kf.org; hurxthal@knightfoundation.org
Workshop Registrants	Anyone who registered ahead of time or at the workshop

APPENDIX B

Small Group Suggested Facilitator Questions

About your group (5 mins)

- What's your name?
- In what neighborhood were you raised or do you now live?
- What is your profession?
    - Are you a teacher, cook, business owner, engineer, public representative, artist, parent?
- What's your familiarity with the Diridon area?

Placemaking (10 mins)

- What would draw you to this area?
    - What do you want to experience here when you visit?
    - What things would draw you to want to be here?
    - What's your ideal version of this area 10 years from now?
- What are your fears or concerns about development in this area?
- What can this area do to make your life easier or better?
- What kind of art, public or private, would you like to see in this area?
- Are there parts of the area that you want to keep as is / maintain?
- Are there any places in San Jose or elsewhere in the world you love & would like to see here?

Building Design & Public Space (5 mins)

- What would you like to see from the public spaces in this area?
- How would you like the buildings to look and feel?
- What's an example of public space you really like?
- What's an example of a building design you really like?

Public Benefits & Community Amenities (5 mins)

- What kinds of community amenities & other public benefits would be most valuable here?
- What types of open space & recreational features would you be interested in seeing here? (e.g. parks, trails, green space, gathering areas, plazas, etc.)
- Would you be interested in a new community center near Diridon Station that would offer programs for all of San Jose residents?
- Other examples of community benefits to prompt discussion:
    - Youth center, daycare?
    - Library?
    - Job training, resource center?

    - Health clinics?

Transportation / Mobility (5 mins)

- How would you get to the Diridon area today?
- Before the pandemic, would you consider taking public transit to Diridon Station or another way besides driving yourself?
- If you could go anywhere in California from Diridon Station, where would be your top 2 destinations?
- What transportation amenities would you like to see to support this area? For example:
    - Road improvements, connected streets
    - Shuttle to nearby transit stops
    - Transit passes
    - Bike paths
    - More VTA frequency
    - Streetlights
    - Crosswalk signal timing

Housing, Equity & Displacement (12 mins)

- What types of housing would you like to see in this area?
- Are you concerned about you, your family or friends being displaced from San Jose because of the planned changes to this area?
- Are you aware of the City's efforts to prevent displacement?
    - What additional resources, programs, or policies would you recommend?
- What are your thoughts about City staff's recommended goals for the Diridon area:
    - Achieve 25% affordability of all housing in this area?
    - No net loss of low-income renters in the broader Diridon area?
    - Establish a program to provide long-term affordability of existing affordable units in the broader Diridon area?
- Would you be interested in a renter education/resource center? (physical location where people can go to learn about tenant rights, get help with eviction notices, etc.)
- How can the city & this area develop in a way that is more equitable generally?
- How can the city & this area develop in a way that is more equitable to the artist & creative community?

Sustainability (5 mins)

- How should the Diridon area develop to be more environmentally sustainable?

Summary (5 mins)

- If there were 2 improvements to the Diridon area you would want as part of the changes, what would they be?

APPENDIX C

Small Group Discussion Notes

Group 1 (of 4), led by J. Borca:

What kind of art, public or private, would you like to see in this area?

1. Some sore of 3Dimensional art that incorporates shade, seating, installations
2. Dynamic art that involves movement and is interactive, spaces for movie nights or that encourage gatherings.

Are there parts of the area that you want to keep as is / maintain?

3. Not really beholden to keeping anything current other than the Taiko Building.

How would you like the buildings to look and feel?

4. Light. Places a big emphasis on walkability. Light art is definitely something to take into consideration.
5. Design in the way buildings are connecting with each other. Example: Berkeley Poems near parking.
6. Google buildings/architecture is likely going to be very modern & tech but we would like to see some sort of continuity with existing neighborhoods.
7. Encourage walkability & hide parking structures.
8. Would inspire walking within the area. Pedestrian oriented.

What types of open space & recreational features would you be interested in seeing here? (e.g. parks, trails, green space, gathering areas, plazas, etc.)

9. Running space & trials both along Guadalupe River Park & connecting areas.
10. In the time of COVID we can all appreciate outdoor places where we can gather safely and feel community. Green spaces and covered outdoor areas for colder/wetter times of the year will be treasured for years to come if not longer.
11. Give people culture, art, plants, light, music, and they will come to bask in it.
12. Athletic courts (futsal, basketball, tennis, volleyball). Free spaces for people to gather and exercise.
13. When we look at the different pockets of communities within the areas. Soccer for instance, could be a shared activity across communities and multi-use. Would also be nice to see micro-parks within different buildings.

What types of housing would you like to see in this area? Are you concerned about you, your family or friends being displaced from San Jose because of the planned changes to this area?

14. Affordable for sure.
15. Possible artist housing projects. Spaces for various art mediums (recording, dance, etc.)
16. How can we safeguard SJ residents? Can we keep access to housing here? Can we have affordable housing be offered to current residents? The Housing Department is looking into that "local preference" idea.

Transportation & Sustainability: Didn't get time to discuss.

<u>Group 2, led by M. Eusterbrock:</u>

Placemaking/Placekeeping:

17. We need to consider, what draws us to this area? What makes it SJ, unique from other nearby areas?
18. Considering how to incorporate nature, agricultural, urban space - historic/cultural connection of SJ to agriculture & experiences that uplift that history.
19. Multiple, nuanced experiences available to the area.
20. Not a monolithic thing (e.g. Santana Row) – we want layers in the space (Highline of NY)
21. Creating a space that has open space, art, commercial, that's cohesive with what's already there and what will be there.
22. How do the various spaces within the broader area relate and distinguish themselves?
23. How does community impact the station/area, not just vice versa.
24. How do we feel physically connected to the space? Not just referring to physical features but natural things as well (sun, nature, …)
25. Activities: vendors, art sales, coffee shops, seating, etc., ability to engage community, views of natural features
26. Reason to go to the spaces that exist other than to go to work or go home: community art, community centers, other inclusive art opportunities (e.g. youth galleries, supporting new artists and associated foundations).
27. Avoid just high-end corporate uses or places to walk through
28. Uses should be integrated in a holistic way

29. Connect to diverse cultural heritage of SJ

What are your fears or concerns about development in this area?

30. Displacement / people being pushed out of SJ
31. Design/development that is not designed for people already in SJ but for people from the outside.
32. No assurances that the historic station of Diridon will not be demolished.
33. Developers will not listen to community input
34. Fearing that development looks like SJ City Hall
35. Homeless populations residing there

Building Design & Public Space:

36. We need to consider what the relationship will be between the public space around the train/bus stations, and the private housing, etc. that serve Google.
37. Consider “some weird sh*t.” Examples: Gehry style architecture; Tom Mayne building (SF Federal Building); architecture firm called Snøhetta; Adobe buildings - Tactile, warm, cozy, old school SJ; Zaha Hadid. A mix of old and new - could be cool to see something like Gehry's project's next to an industrial building or existing residential. It’s a missed opportunity not to incorporate more of the existing architectural structures.
38. Large scale surface area (aka wall) that could be rotated for various artists. Example: Bowery wall in NYC. Something that is iconic where people come from far to see. SJ has access to artists but not the large walls that could be connected with regional and national artists as well as local artists.
39. Sound installations dispersed throughout the area. Artists can put in installations that engage people in the space. There is an existing installation in front of the convention center, as well as an echo-based sound piece in SJSU. Different art experiences, either temporary or permanent. Encouraging performers/musicians at Diridon. Ex: a poet, guitarist, etc. Spaces can be designed for good acoustics, LA metro, etc.
40. Additionally, sound itself is an intangible feature that creates a sense of place. Examples: music, wind, cars, talking, rivers/creeks that go through the site, etc. Trains have pros and cons from a sound perspective.
41. Architecturally preserved areas/focuses, where future buildings respond to existing architecture. Adaptive reuse, continuing to use the spaces that exist in the city and not considering the land area a blank slate
42. Do not design like City Hall
43. Commitment from Google to hire artists to help design building, lighting, fixtures, etc. of the space. Example: Irish Chang park – Richard Deutsch was an artist who helped support design/development of the park.
44. Community should also be given a key role in designing the spaces. Be sure to include children into the process of these. Design on an intimate scale so that people feel that they belong in the space. Human-scale design. Don’t want to feel trapped.

Public Benefits & Community Amenities:

45. Plaza with beautiful materials.
46. Public restrooms!
47. Good lighting at night so that it feels safe
48. A quality art gallery for local artists, perhaps facilitated by the city Cultural Affairs Dept/Arts Commission.
49. Let’s not only think about visual arts - musicians & theater groups always need rehearsal space.
50. Places where artists could use communal spaces to make typically expensive resources be more expensive. Examples: dark room, recording studio, classrooms, educational resources.
51. Commercial/commissary kitchen to support small family businesses.

52. Water building could be an architectural landmark that fosters art/engagement.
53. Not 'just' art center – these are places in which culture gets produced. Considering how to support production of art.
54. Affordable retail for small entrepreneurs – we don't want just corporate businesses to occupy these spaces. Example: Moment in San Pedro Square. This would ensure we're not just relegating affordable spaces to industrial areas outside of the core. Let's think how to maintain existing businesses and bring some back that have been lost over time. This helps support a place where culture can be made.
55. How can we create spaces that are accommodating along racial, gender, etc. lines? People should feel safe, comfortable in spaces. Women & people of color are underrepresented in curated art, across a broad range of art forms. Consider support groups in this space that are composed of and represent these groups. The cultural/art institutions should be representative of the communities of SJ.

Transportation / Mobility:

56. Bike and pedestrian safety to get to and from everywhere in the area, especially considering safety for children.

Group 3, led by D. von Huene:

57. Key is vibrancy, snapshot of the community, cultural representation/pop-ups (not just artistic and creative but also artwork and murals).
58. Business culturally connected, opportunity for cultural organizations - providing space as a gateway for people arriving from different areas.
59. Opportunity to integrate with intention, showcasing SJ diversity through public art and cultural centers and thought for different types of public art (huge parking lot and ground paintings and a hub). Space that fosters art from many creative levels. Fair wages for artists living and working here/economic opportunities.
60. Affordable art studios and maker spaces so artists can be a part of this neighborhood.
61. Ron - Keep contracts for artists that are local, SJ or SJ West residents.
62. I like w/in ¼ mile of Diridon and can't afford to buy a place. I'm currently a renter and the fear of displacement is real, affordability is a real concern. Provide places for creatives to thrive.
63. Look to the vibrant, artistic, creative nature of Amsterdam - actual centers and community-based facilities that welcomed artists from around the world. Transportation modes reflect that.
64. Has studied international train stations, went to the Netherlands and France. Rotterdam was an inspiration. Opportunity is to bring a lot of people through the center of the city and be a part of public life and passage to the city. Historic sites or flavor can be preserved.
65. Ambition is to have the station be the "front door" for San Jose, e.g. inviting public spaces when you exit the station, way for people to orient themselves naturally without high buildings blocking view.
66. Soul, uniqueness, space for artists to live and work. Historic with modern elements.
67. Public space needs to be large, not a token. Warm and welcoming, can mean architecture but should speak to me (looks good, feels good). Accessibility for seniors too.
68. Public space should not be overly designed, opportunity for things to happen organically. Zones for pop-up retail and temporary art without too much bureaucratic oversight.
69. "Open Wall'' - temporary murals.
70. Non-profit and community organizations need spaces to congregate, meet, socialize and have performances.
71. Below-market rate studio space.
72. Ground floor needs to be very public and available for artists, movie theaters, entertainment, performing arts venues, hall rental for cultural events.
73. Need a public library, family-oriented activities, plus basics like a health clinic, daycare etc.

74. Families with children would need a school.
75. Transportation & mobility - if you are a one-car family, one member usually takes public transportation and it's essential: accessible, partnerships between transit agencies so connections are reasonable.
76. Needs to be a safe place to walk. Lyft can be desirable if public transportation feels "sketchy", but walkability and bike lanes are needed. No broken glass, cars parked in bike lanes.
77. Folks arriving later in the night right now at Diridon Station, walking from CalTrain to VTA can feel unsafe (streetlights, etc.).
78. Design spaces for women (if it's a safe place, women come with children, go to places that feel beautiful, safe, and well-lit). Vibrancy attracts more people to come to the spaces.
79. Design possibility is to elevate the tracks to make them not feel like a barrier.
80. Long-term plan to have spaces designated as live/work spaces, especially if affordable. Everyone keeps an eye on each other's spaces in, for example, a horseshoe-shaped area that is a community built around artists and a shared studio space that could be a community center.
81. Teachers also find a financial challenge to finding a place to rent. Can't afford homes, need to rent. A sense of community similar to a live/work space, like a communal environment but with a shared convening space.
82. Let's not have a segregated area by income level, but have a true mixed and diverse economic neighborhood. Be able to interact with neighbors.
83. For average medium income levels used to determine "affordable", consider going lower than 85% to make room for artists, teachers, service workers. Live/work space might help.
84. Consider displacement risk for work and studio spaces as well (business displacement.)
85. Experimented creating art spaces in buildings slated for demolition, makes the neighborhood more vibrant by having this temporary FREE space. Worry that this model won't be possible. How are vacant buildings in the existing Diridon footprint open to this model of activation and temporary use?
86. There should be plenty of *space* for artist uses, but how to consolidate and manage those spaces over the development period of this project?
87. Active use, suitable for public life.
88. Local Color's successful model supports not just individual artists but helps to manage and be good stewards of vacant buildings to protect current value. Could be a partner in this development plan through collaboration.
89. Sustainability = electric charging stations that integrate into public spaces and art.
90. The Guadalupe River area always looks through an artistic and creative lens when looking at parks, spaces, recycling. We can emulate them in this project.
91. Do we focus too much on technology? Let's get the urban design right (less about solar panels and more about bio scale.) Good urban design and placemaking.
92. Urban Confluence Project: did a good job putting out locally that this was a world-wide competition and blind jury, but not specifically "for" San Jose artist community.

Summary:

93. Design with respect and consideration of artists and makers.
94. "Affordable" means something else to this community. Artists create the sense of place. Intentionality needs to be incorporated into the design, but not too overly programmed (true communal spaces).

Group 4, led by K. Ma:

What would draw you to this area? What do you want to experience here when you visit?

95. Replace parking. More common spaces to make it more vibrant. Small retail, greenery. Should interact with current residences. Should be multicultural, reflective of the city. Local, mom-n-pop businesses. Also provide better information to be attractive to other locations (Berryessa, Eastside)

96. More public art. Kind of empty culturally right now
97. Should be like other stations (e.g. Philly). Unique, to demonstrate the SJ nature.
98. Encourage the liveliness of the area, rather than fully utilitarian
99. Should be holistic, community vibrancy. Canopy to provide an all-weather opportunity. (e.g. encourage people to stay)

What are your fears or concerns about development in this area?

100. Concern of inclusion of the full life experience (children, grandparents)
101. Access to transportation, displacement concerns (homelessness from others like BART). Probably need some social services targeted in the area.
102. Could be a sterile location.

What kind of art, public or private, would you like to see in this area?

103. No monuments. Art should be engaging, living. Landscape choices, pop-ups. Should be enjoyed by all (8 to 88). Community-projects (little free libraries, recycled bookstore)
104. Japantown provides a public space shaped by local artists and flavors, honoring the past. An everyday sort of feeling, rather than necessarily singularly awestruck.
105. Cozy stores (like a bookstore)

How would you like the buildings to look and feel?

106. Anything that isn't sterile, IKEA-like, native plans, colorful. Walkable, welcoming.

What types of open space & recreational features would you be interested in seeing here? (e.g. parks, trails, green space, gathering areas, plazas, etc.)

107. Welcoming to all people; events scheduled all the times
108. Minipark, open to active users. A main center with small subsidiaries, for instance.
109. Integrate placards to show the nature & natural history of the Los Gatos Creek.

Other examples of community benefits to prompt discussion:

110. Job resource kiosk, open also to volunteers.
111. Homelessness services.
112. Daycare to assist with parents who do use the station for travel.
113. Convenience of an all-in-one-location.

What types of housing would you like to see in this area?

114. Affordable housing. (Tiny Homes).
115. Don't necessarily want tall skyscrapers with small windows.

Facilitator's summary/attempt at synthesis:

116. Want a green, dynamic environment. Leaning towards a canvas to be flexible with the times.
117. Don't want something excessively commercial (not a Santana Row).
118. Reflective of the broader community, and should encourage connections with other locations.
119. Should provide social services, such as homelessness services and commuter daycare.
120. Multicultural and diverse, a place that leaves an impact on travelers rather than a quick stop.
121. Integrate green space as a sort of open-air museum; parks distributed in size and location.
122. Current location is a bit undeveloped; would hope that whatever is created is not sterile.
123. Want a holistic location that encourages gathering, perhaps small retail and bookstores.
124. Place should be convenient to all in order to reduce transportation use.
125. Housing should target all demographics, perhaps with tiny homes for those who don't use a lot of space (but also don't want tall skyscrapers with small windows).
126. Housing should also not push out anyone from the community there already.
127. Art events should be dynamic and festive, with local color and artists.

CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

Planning, Building and Code Enforcement
ROSALYNN HUGHEY, DIRECTOR

PLANNING COMMISSION

December 2, 2020

Action Minutes

WELCOME

ROLL CALL

PRESENT: Commissioners Caballero, Bonilla, Casey, Garcia, Lardinois, Oliverio, Torrens

ABSENT: None

1. CALL TO ORDER & ORDERS OF THE DAY

Meeting called to order at: 6:30 pm

2. PUBLIC COMMENT

Public comments to the Planning Commission on non-agendized items. Please contact the Commission in the manner specified on p. 2 of the agenda to comment on any item that is not specified on the agenda. Please use the 'raise hand' feature in Zoom or click *9 to raise a hand to speak or contact 408-535-3505 to request to speak. Each member of the public may address the Commission for up to three minutes. The commission cannot take any formal action without the item being properly noticed and placed on an agenda. In response to public comment, the Planning Commission is limited to the following options:

- Responding to statements made or questions posed by members of the public; or
- Requesting staff to report back on a matter at a subsequent meeting; or
- Directing staff to place the item on a future agenda

No Comments

Access the video, agenda, and related reports for this meeting by visiting the City's website at: https://www.sanjoseca.gov/your-government/departments/planning-building-code-enforcement/planning-division/commissions-and-hearings/planning-commission

3. DEFERRALS AND REMOVALS FROM CALENDAR

Any item scheduled for hearing this evening for which deferral is being requested will be taken out of order to be heard first on the matter of deferral or removal.

Staff will provide an update on the items for which deferral and removal is being requested. If you want to change any of the deferral dates recommended, or speak to the question of deferring or removing these or any other items, you should request to speak in the manner specified on p. 2 of the Planning Commission agenda.

No Items

4. CONSENT CALENDAR

The consent calendar items are considered to be routine and will be adopted by one motion. There will be no separate discussion of these items unless a request is made by a member of the Planning Commission, staff, or the public to have an item removed from the consent calendar and considered separately.

Staff will provide an update on the consent calendar. If you wish to speak on one of these items, please use the 'raise hand' feature in Zoom or click *9 to raise a hand to speak or contact 408-535-3505 to request to speak.

ACTION: COMMISSIONER OLIVERIO MADE A MOTION TO APPROVE THE STAFF RECOMMENDATIONS FOR THE CONSENT CALENDAR, ITEMS 4.A. AND 4.B. SPECIFIED BELOW.

COMMISSIONER CASEY SECONDED THE MOTION (7-0).

a. **CP20-024 (Administrative Hearing).** Conditional Use Permit and Determination of Public Convenience or Necessity to allow off-sale of alcohol (ABC License Type 20 Beer and Wine only) at a grocery store on an approximately 5.16-gross acre site located on the westside of East Capitol Expressway, approximately 200 feet southerly of Aborn Square (2926 Aborn Square Road) (Mark Borello, Borello Management Co., Owner). Council District 8. **CEQA**: Exempt pursuant to CEQA Guidelines Section 15301(a): Class 1 for Existing Facilities.

***PROJECT MANAGER**, ALEC ATIENZA*

1. **CONSIDER THE EXEMPTION IN ACCORDANCE WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) GUIDELINES SECTION 15301(A): CLASS 1, FOR EXISTING FACILITIES**
2. **ADOPT A RESOLUTION APPROVING, SUBJECT TO CONDITIONS, A CONDITIONAL USE PERMIT AND DETERMINATION OF PUBLIC CONVENIENCE OR NECESSITY TO ALLOW THE OFF-SALE OF ALCOHOL (ABC LICENSE TYPE 20 BEER AND WINE) AT AN EXISTING 25,373-SQUARE FOOT GROCERY STORE ON AN APPROXIMATELY 5.16-GROSS ACRE SITE.**

b. **PP20-014.** An ordinance of the City of San José amending various sections of Title 20 (Zoning Ordinance or Zoning Code) of the San José Municipal Code to: (a) amend Part 4.5, Accessory Dwelling Units, to make minor clarifying text alterations and updates consistent with state law within Sections 20.30.460, 'Single-Family Dwelling' lot, 20.30.470, 'Junior Accessory Dwelling Units — Single-Family dwelling lot,' 20.30.480, 'Two-Family and Multi-Family Dwelling lots, and 20.30.495, 'Tiny Home on Wheels (THOW); (b) add notes specifying permitting requirements for Transitional Housing uses within Tables 20-50, 20-90, 20-140 and 20-156 amending Sections 20.30.100, 20.40.100, 20.70.100 and 20.75.200; (c) incorporate minor text alterations to Table 20-156 amending Section 20.75.200 to add permitting requirements for Social Service Agency uses; (d) amend Table 20-100 in Section 20.40.200 to allow property in the Commercial Neighborhood Zoning District to utilize Urban Village Plan development standards (e) amend Chapter 20.100, Part 9, Single-Family House Permit, to make minor clarifying changes related to infill single-family additions within Section 20.100.1040, 'Additional Development Requiring a Single-Family House Permit'; and to make other technical, non-substantive, or formatting changes within those sections of Title 20 of the San José Municipal Code. **CEQA**: Determination of Consistency with the Envision San Jose 2040 General Plan Final Program Environmental Impact Report (FEIR), adopted through Resolution No. 76041, and Supplemental EIR Resolution No. 77617, adopted on December 15, 2015, and Addenda thereto. Pursuant to Section 15168 of the CEQA Guidelines, the City of San José has determined that this activity is within the scope of the earlier approved programs and the Final Program EIRs adequately describe the activity for purposes of CEQA. The project does not involve new significant effects beyond those analyzed in the Final Program EIRs.

***PROJECT MANAGER**, APARNA ANKOLA*

1. **CONSIDER THE DETERMINATION OF CONSISTENCY WITH THE ENVISION SAN JOSÉ 2040 GENERAL PLAN FINAL PROGRAM ENVIRONMENTAL IMPACT REPORT (FEIR), FOR WHICH FINDINGS WERE ADOPTED BY CITY COUNCIL THROUGH RESOLUTION NO. 76041 ON NOVEMBER 1, 2011, AND SUPPLEMENTAL EIR RESOLUTION NO. 77617, ADOPTED BY CITY COUNCIL ON DECEMBER 15, 2015, AND ADDENDA THERETO. PURSUANT TO SECTION 15168 OF THE CEQA GUIDELINES, THE CITY OF SAN JOSÉ HAS DETERMINED THAT THIS ACTIVITY IS WITHIN THE SCOPE OF THE EARLIER APPROVED PROGRAMS AND THE FINAL PROGRAM EIRS ADEQUATELY DESCRIBE THE ACTIVITY FOR PURPOSES OF CEQA. THE PROJECT DOES NOT INVOLVE NEW SIGNIFICANT EFFECTS BEYOND THOSE ANALYZED IN THE FINAL PROGRAM EIRS; AND**

2. **ADOPT AN ORDINANCE OF THE CITY OF SAN JOSÉ AMENDING VARIOUS SECTIONS OF TITLE 20 (ZONING ORDINANCE OR ZONING CODE) OF THE SAN JOSÉ MUNICIPAL CODE TO: (A) AMEND PART 4.5, ACCESSORY DWELLING UNITS, TO MAKE MINOR CLARIFYING TEXT ALTERATIONS AND UPDATES CONSISTENT WITH STATE LAW WITHIN SECTIONS 20.30.460, 'SINGLE-FAMILY DWELLING' LOT, 20.30.470, 'JUNIOR ACCESSORY DWELLING UNITS —SINGLE-FAMILY DWELLING LOT,' 20.30.480, 'TWO-FAMILY AND MULTI-FAMILY DWELLING LOTS, AND 20.30.495, 'TINY HOME ON WHEELS (THOW); (B) ADD NOTES SPECIFYING PERMITTING REQUIREMENTS FOR TRANSITIONAL HOUSING USES WITHIN TABLES 20-50, 20-90, 20-140 AND 20-156 AMENDING SECTIONS 20.30.100, 20.40.100, 20.70.100 AND 20.75.200; (C) INCORPORATE MINOR TEXT ALTERATIONS TO TABLE 20-156 AMENDING SECTION 20.75.200 TO ADD PERMITTING REQUIREMENTS FOR SOCIAL SERVICE AGENCY USES; (D) AMEND TABLE 20-100 IN SECTION 20.40.200 TO ALLOW PROPERTY IN THE COMMERCIAL NEIGHBORHOOD ZONING DISTRICT TO UTILIZE URBAN VILLAGE PLAN DEVELOPMENT STANDARDS (E) AMEND CHAPTER 20.100, PART 9, SINGLE-FAMILY HOUSE PERMIT, TO MAKE MINOR CLARIFYING CHANGES RELATED TO INFILL SINGLE-FAMILY ADDITIONS WITHIN SECTION 20.100.1040, 'ADDITIONAL DEVELOPMENT REQUIRING A SINGLE-FAMILY HOUSE PERMIT'; AND TO MAKE OTHER TECHNICAL, NON-SUBSTANTIVE, OR FORMATTING CHANGES WITHIN THOSE SECTIONS OF TITLE 20 OF THE SAN JOSÉ MUNICIPAL CODE.**

5. PUBLIC HEARING

Generally, the Public Hearing items are considered by the Planning Commission in the order in which they appear on the agenda. However, please be advised that the Commission may take items out of order to facilitate the agenda, such as to accommodate significant public testimony, or may defer discussion of items to later agendas for public hearing time management purposes.

No Items

6. OPEN THE GENERAL PLAN HEARING

7. GENERAL PLAN CONSENT CALENDAR

a. **GPT20-003 & GP20-006.** City-initiated General Plan Amendment to make minor revisions to the Envision San José 2040 General Plan, including updates to the Transportation Network definitions and Diagram, clarifications to General Plan land use designations, clarifications to where city services and facilities are allowed citywide, updates to Appendix 5, and a new map to clarify which properties are subject to the Midtown Specific Plan. **CEQA:** Determination of Consistency with the Envision San José 2040 General Plan Final Program Environmental Impact Report (Resolution No. 76041) and the Envision San José 2040 General Plan Supplemental Environmental Impact Report (Resolution No. 77617), and Addenda thereto.

***PROJECT MANAGER**, KIEULAN PHAM*

ACTION: COMMISSIONER OLIVERIO MADE A MOTION TO RECOMMEND THAT THE CITY COUNCIL TAKE THE FOLLOWING ACTIONS:

1. **CONSIDER THE DETERMINATION OF CONSISTENCY WITH THE ENVISION SAN JOSÉ 2040 GENERAL PLAN FINAL PROGRAM ENVIRONMENTAL IMPACT REPORT (RESOLUTION NO. 76041) AND SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT TO THE ENVISION SAN JOSE GENERAL PLAN FINAL PROGRAM ENVIRONMENTAL IMPACT REPORT (RESOLUTION NO. 77617), AND ADDENDA THERETO IN CONFORMANCE WITH CEQA; AND**
2. **ADOPT A RESOLUTION APPROVING THE GENERAL PLAN TEXT AND DIAGRAM AMENDMENT TO MAKE MINOR MODIFICATIONS AND CLARIFYING REVISIONS TO THE ENVISION SAN JOSÉ 2040 GENERAL PLAN AND AN AMENDMENT TO MAKE MINOR MODIFICATIONS AND CLARIFYING REVISIONS TO THE MIDTOWN SPECIFIC PLAN.**

COMMISSIONER BONILLA SECONDED THE MOTION (7-0).

8. GENERAL PLAN PUBLIC HEARING

a. **GPT20-001.** Privately initiated General Plan Text Amendment (File No. GPT20-001) to amend the Five Wounds Urban Village Plan to: (1) Modify Interim land Uses and Land Use Policies to allow transit-supportive development to move ahead of the full funding of the 28th Street BART station; and (2) Revise the Urban Village land use designation to increase residential density from 95 to 250 dwelling units per acre and reduce the minimum commercial/office Floor Area Ratio from 0.75 to 0.10 for projects less than 1.5 acres or west of the Five Wounds Trail located on Five Wounds Urban Village (70 N 27th Street) (HC Investment Associates L.P., Owner). Council District 3. **CEQA:** Envision San José 2040 General Plan Final Program Environmental Impact Report (Resolution No. 76041), Supplemental Environmental Impact Report to the Envision San Jose General Plan Final Program Environmental Impact Report (Resolution No. 77617), Addendum to the Envision San José 2040 General Plan Final Program Environmental Impact Report for the Five Wounds Urban Village General Plan Text Amendment dated November 2020, and all Addenda thereto.

***PROJECT MANAGER**, JESSICA SETIAWAN*

ACTION: COMMISSIONER OLIVERIO MADE A MOTION TO RECOMMEND THAT THE CITY COUNCIL TAKE THE FOLLOWING ACTIONS:

1. **CONSIDER THE ENVISION SAN JOSÉ 2040 GENERAL PLAN FINAL PROGRAM ENVIRONMENTAL IMPACT REPORT (RESOLUTION NO. 76041), SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT TO THE ENVISION SAN JOSE GENERAL PLAN FINAL PROGRAM ENVIRONMENTAL IMPACT REPORT (RESOLUTION NO. 77617), ADDENDUM TO THE ENVISION SAN JOSÉ 2040 GENERAL PLAN FINAL PROGRAM ENVIRONMENTAL IMPACT REPORT FOR THE FIVE WOUNDS URBAN VILLAGE GENERAL PLAN TEXT AMENDMENT DATED NOVEMBER 2020, AND ALL ADDENDA THERETO;**
2. **ADOPT A RESOLUTION APPROVING THE APPLICANT'S GENERAL PLAN TEXT AMENDMENT APPLICATION TO AMEND THE FIVE WOUNDS URBAN VILLAGE PLAN, IN PART, TO: (1) MODIFY INTERIM LAND USES AND LAND USE POLICIES TO ALLOW TRANSIT-SUPPORTIVE DEVELOPMENT TO MOVE AHEAD OF THE FULL FUNDING OF THE 28TH STREET/LITTLE PORTUGAL BART STATION; AND (2) REVISE THE URBAN VILLAGE LAND USE DESIGNATION TO INCREASE RESIDENTIAL DENSITY FROM 95 TO 250 DWELLING UNITS PER ACRE (DU/AC), BUT DENYING THE PORTION OF THE APPLICANT'S REQUEST TO CHANGE THE URBAN VILLAGE LAND USE DESIGNATION FLOOR TO AREA RATIO (FAR) BECAUSE IT IS INCONSISTENT WITH THE GENERAL PLAN.**

COMMISSIONER TORRENS SECONDED THE MOTION (7-0).

9. CONTINUE THE GENERAL PLAN HEARING TO DECEMBER 9, 2020

ACTION: COMMISSIONER OLIVERIO MADE A MOTION TO CONTINUE THE GENERAL PLAN HEARING TO DECEMBER 9, 2020.

COMMISSIONER TORRENS SECONDED THE MOTION (7-0).

10. REFERRALS FROM CITY COUNCIL, BOARDS, COMMISSIONS, OR OTHER AGENCIES

No Items

11. GOOD AND WELFARE

a. Report from City Council

On December 1, 2020 City Council took action on the following projects:

Approved an Updated Natural Gas Infrastructure Prohibition Ordinance.

Approved a Historic Landmark Nomination for Real Property Located at 1516 Newport Avenue (HL20-002).

Approved a Historic Landmark Nomination and Historical Property Contract for Real Property Located at 546 South 546 3rd Street (HL20-003 & MA20-001).

Approved a Planned Development Rezoning, Planned Development Permit and Tentative Map for Certain Real Property Located at 907 North Capitol Avenue (PDC17-046, PD19-022 & PT17-047).

b. Review and Approve Action Minutes from 11/18/20.

Commissioner Oliverio made a motion to approve the 11/18/20 minutes.

Commissioner Torrens seconded the motion (7-0).

c. Subcommittee Formation, Reports, and Outstanding Business

No Reports

d. Commission Calendar and Study Sessions

i. The Downtown West Mixed-Use Plan Proposal Study Session is scheduled for 12/9/20.

e. The Public Record

Commissioners Bonilla and Oliverio eulogized Alopa Toleva who passed away on 11/12/20.

12. ADJOURNMENT

Meeting adjourned at 7:09 pm

Diridon Station Area Plan Community Meeting

Draft Meeting Notes | December 3, 2020

Date + Time	*December 3, 2020	6:30 PM*
Location	*Zoom Webinar – Virtual Meeting*
Meeting Objectives	• *Provide background information to prime participants for discussion* • *Gather feedback on draft documents available for public review (Draft Amended Diridon Station Area Plan and Draft Diridon Affordable Housing Implementation Plan).*

AGENDA

1. **Welcome and Introductions**
2. **City Staff Presentation**
3. **Small Group Discussions**

ATTENDANCE

Public: There were approximately 55 members of the public who attended the meeting

City Staff/Presenters:

- Lori Severino – *Diridon Program Manager*
- Kim Walesh – *Deputy City Manager*
- Nanci Klein –*Director of Economic Development*
- Rosalynn Hughey – *Director, Planning, Building, and Code Enforcement Department*
- Robert Manford – *Deputy Director, Planning Building and Code Enforcement*
- Tim Rood – *Planning Division Manager*
- John Tu – *Planner IV, Planning Division*
- Jose Ruano – *Planner II, DSAP Project Manager*
- James Han – *Planner II, Planning Division*
- Nicole Burnham – *Deputy Director, Department of Parks, Recreation, and Neighborhood Services*
- Jessica Zenk –*Deputy Director, Department of Transportation*
- Wilson Tam – *Station Planning Manager*
- Jacky Morales-Ferrand – *Director, Housing Department*

- Rachel VanderVeen - *Deputy Director, Housing Department*
- Kristen Clements – *Housing Division Manager*
- Larissa Sanderfer – *Parks Planner, Department of Parks, Recreation, and Neighborhood Services*
- David Keyon - *Principal Planner, Planning, Building, and Code Enforcement Department*

Consultant Team:

- Dave Javid - *Principal* (*Plan to Place*)
- Matt Raimi – *Principal (Raimi + Associates)*
- Suhaila Sikand – *Outreach Specialist (Plan to Place)*
- Diana Benitez – *Outreach Specialist (Raimi + Associates)*

SUMMARY

The primary agenda items were to provide overviews for the Draft Amended Diridon Station Area Plan (DSAP) and the Draft Diridon Affordable Housing Implementation Plan (AHIP). The following notes summarize the presentation and discussion of these agenda items.

Dave Javid welcomed everyone to the meeting and described the other opportunities for the community to offer feedback. The following sections summarize the main agenda items. The full set of meeting materials, including the slideshow and video recording, are available at: https://www.diridonsj.org/general-events/community-meeting-dsap-fall2020.

DRAFT DIRIDON STATION AREA PLAN AMENDMENTS

Rosalynn Hughey, Tim Rood, Larissa Sanderfer, Wilson Tam, and David Keyon provided an overview of the Draft Amended Diridon Station Area Plan, including the following topics:

- Social equity, in particular how livelihood, housing, parks, and transportation strategies address equity
- Building heights and design with attention to modifications made from input in the engagement process
- Open space and public life, including the Los Gatos Creek Trail, community center, and public art
- Mobility from a district-wide lens and parking implications
- Environmental Sustainability and approach to California Environmental Quality Act (CEQA) compliance

DRAFT AFFORDABLE HOUSING IMPLEMENTATION PLAN

Rachel VanderVeen provided an overview of the Draft Diridon Affordable Housing Implementation Plan (AHIP) and addressed the following topics:

- Study areas

- Goals, performance measures, and Racial Equity indicators
- Strategies to increase production of affordable housing, including transit-oriented design and accessory dwelling units (ADUs)
- Strategies to preserve affordable housing, including a Preservation Pilot Program and working with non-profits/community-based organizations
- Strategies to protect affordable housing tenants, including legal support and a Diridon Station Area satellite office for resources

SMALL GROUP DISCUSSIONS

Following the presentation, participants were randomly placed into small group breakouts to discuss what resonated the most and what needed improvement in each of the draft plans. While there was an opportunity for a Spanish-speaking discussion area, no participants asked to partake in it. Key themes from the small group discussions are summarized below:

- Building Heights and Design
    - Showcase Historical Landmark preservation in maps and consider relocation of historical landmarks (3)
    - Consider lowering heights in lower income areas and consider DANG recommendations on heights (2)
    - Create Downtown West standards as a foundation standard for future projects, integrating sustainable design (LEED, require green walls and roofing) with cohesion and quality of life
    - Increase heights in DSAP to reduce housing pressure and equity impacts in surrounding neighborhoods
    - Explain the reasoning for the 65-degree site plane as opposed to 45-degrees
- Open Space and Public Life
    - Detail the DSAP community center vision and consider how this center would differ from Gardner's shortcomings (lack of funding and underutilized) (2)
    - Reinvest in Gardner's community center instead of building the DSAP community center
    - Invest in underutilized and unmaintained parks, with special attention to historical and cultural icons (e.g., Restore and add signage to Arena Green Park statues)
    - Demonstrate the ratios of park space to new residents within the Diridon Station Area and the estimated park fees to expenditures visually; consider increasing the ratio of park space to resident
- Mobility
    - Explore the mobility and flow for special events, specifically pedestrian-centered bridges over major streets, BART access from the arena, and buildout of regional transit (4)
    - Maintain vehicular access to SAP center events and non-shared parking (3)
    - Consider reusing current railroad bridge as the main trail pathway for Los Gatos Creek (2)

    - Expand public transportation and connections to downtown area (2)
    - Detail a transition plan from decoupled parking to holistic transit, with special regards to low-income residents (2)
    - Detail a transition plan for roads with bus-priority like the Santa Clara Ave restructuring
    - Strengthen bike lanes and safety, specifically throughout Downtown and Park Avenue
    - Explore the effects of construction over the next 10 years on mobility with attention to traffic mitigation plans factoring longer-commuting employees
    - Explore the impact of transit sounds in communities, specifically train horns
    - Consider a rail connection to airport in addition to shuttle for increased access and convenience
- Affordable Housing, Anti-Displacement, and Social Equity
    - Clarify the parameters and break-down of "25% Affordable Housing" and demonstrate how it compares to other US cities (3)
    - Explain the breakdown of financing for affordable housing, including impact fees and number of affordable units (2)
    - Provide more detail in the anti-displacement plan to keep low-income and communities of color in San Jose (2)
    - Align anti-displacement tracking with the city-wide committee and analyze on micro and macro levels (including surrounding neighborhood effects)
    - Explore a financial plan to subsidize park fees for affordable housing tenants to reduce access gaps
    - Explain the reasoning behind the decision to move beyond a half-mile radius and what is included in that plan, as well as widening the radius to include Tamien station
    - Specify a plan for small site preservation with consideration to the current lack of resources
    - Study the current effects of landlords increasing rents as the DSAP process is underway
    - Study the effects of increased transit access on rent costs in outlying areas
    - Account for the total number of new San Jose Google residents
    - Consider working with community partners like Habitat for Humanity to increase opportunities of home ownership
- Additional Comments
    - Update on construction progress of Platform 16, the tech hub in Downtown.

The meeting was adjourned at 8:20 pm.

PLANNING COMMISSION

December 9, 2020

Action Minutes

WELCOME

ROLL CALL

PRESENT: Commissioners Caballero, Casey, Garcia, Lardinois, Oliverio, Torrens

ABSENT: Commissioner Bonilla

1. CALL TO ORDER & ORDERS OF THE DAY

Meeting called to order at: 6:30 pm

2. PUBLIC COMMENT

Public comments to the Planning Commission on non-agendized items. Please contact the Commission in the manner specified on p. 2 of the agenda to comment on any item that is not specified on the agenda. Please use the 'raise hand' feature in Zoom or click *9 to raise a hand to speak or contact 408-535-3505 to request to speak. Each member of the public may address the Commission for up to three minutes. The commission cannot take any formal action without the item being properly noticed and placed on an agenda. In response to public comment, the Planning Commission is limited to the following options:

- Responding to statements made or questions posed by members of the public; or
- Requesting staff to report back on a matter at a subsequent meeting; or
- Directing staff to place the item on a future agenda

Dan and Tami made a comment and expressed their concerns with the Opportunity Housing approach which was recommended by Staff and the Four Year Review General Plan Task force.

3. DEFERRALS AND REMOVALS FROM CALENDAR

Any item scheduled for hearing this evening for which deferral is being requested will be taken out of order to be heard first on the matter of deferral or removal.

Staff will provide an update on the items for which deferral and removal is being requested. If you want to change any of the deferral dates recommended, or speak to the question of deferring or removing these or any other items, you should request to speak in the manner specified on p. 2 of the Planning Commission agenda.

No Items

4. CONSENT CALENDAR

The consent calendar items are considered to be routine and will be adopted by one motion. There will be no separate discussion of these items unless a request is made by a member of the Planning Commission, staff, or the public to have an item removed from the consent calendar and considered separately.

Staff will provide an update on the consent calendar. If you wish to speak on one of these items, please use the 'raise hand' feature in Zoom or click *9 to raise a hand to speak or contact 408-535-3505 to request to speak.

No Items

5. PUBLIC HEARING

Generally, the Public Hearing items are considered by the Planning Commission in the order in which they appear on the agenda. However, please be advised that the Commission may take items out of order to facilitate the agenda, such as to accommodate significant public testimony, or may defer discussion of items to later agendas for public hearing time management purposes.

No Items

6. CONTINUE GENERAL PLAN HEARING (THIRD CYCLE) FROM DECEMBER 2, 2020

7. GENERAL PLAN CONSENT CALENDAR

ACTION: COMMISSIONER OLIVERIO MADE A MOTION TO APPROVE THE STAFF RECOMMENDATIONS FOR GENERAL PLAN CONSENT CALENDAR, ITEMS 7.A. AND 7.B. SPECIFIED BELOW.

COMMISSIONER TORRENS SECONDED THE MOTION (6-0-1; BONILLA ABSENT).

a. **GPT19-006:** City-initiated General Plan Text Amendment to make modifications to the Envision San Jose 2040 General Plan to reference Climate Smart San Jose and make updates to tracking of measures associated with the former Green Vision during the General Plan annual review process. **CEQA:** Determination of Consistency with the Envision San José 2040 General Plan Final Program Environmental Impact Report (Resolution No. 76041) and the Envision San José 2040 General Plan Supplemental Environmental Impact Report (Resolution No. 77617), and Addenda thereto.

***PROJECT MANAGER**, EDWARD SCHREINER*

1. **CONSIDER THE DETERMINATION OF CONSISTENCY WITH THE ENVISION SAN JOSÉ 2040 GENERAL PLAN FINAL PROGRAM ENVIRONMENTAL IMPACT REPORT (RESOLUTION NO. 76041) AND SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT TO THE ENVISION SAN JOSE GENERAL PLAN FINAL PROGRAM ENVIRONMENTAL IMPACT REPORT (RESOLUTION NO. 77617), AND ADDENDA THERETO IN CONFORMANCE WITH CEQA; AND**
2. **ADOPT A RESOLUTION APPROVING THE GENERAL PLAN TEXT AMENDMENT TO MAKE MODIFICATIONS TO THE ENVISION SAN JOSÉ 2040 GENERAL PLAN TO REFERENCE CLIMATE SMART SAN JOSÉ AND MAKE UPDATES TO TRACKING OF MEASURES ASSOCIATED WITH THE FORMER GREEN VISION DURING THE GENERAL PLAN ANNUAL REVIEW PROCESS.**

b. **GP20-002:** Privately initiated General Plan Amendment to change the land use/transportation diagram from Mixed Use Commercial to Urban Residential on an approximately 1.64-gross acre site located on the northwest corner of Lakewood Drive and Cropley Avenue intersection (1953 Via Reggio Court) (1953 Via Reggio CT LLC, Owner). Council District 4. **CEQA:** Initial Study/Negative Declaration for the 1953 Via Reggio Ct General Plan Amendment.

***PROJECT MANAGER**, JESSICA SETIAWAN*

1. **CONSIDER THE NEGATIVE DECLARATION IN ACCORDANCE WITH CEQA; AND**
2. **ADOPT A RESOLUTION APPROVING THE ENVISION SAN JOSÉ 2040 GENERAL PLAN LAND USE/TRANSPORTATION DIAGRAM AMENDMENT TO CHANGE THE LAND USE DESIGNATION FROM MIXED USE COMMERCIAL TO URBAN RESIDENTIAL ON AN APPROXIMATELY 1.64-GROSS ACRE SITE, LOCATED AT 1953 VIA REGGIO CT.**

8. GENERAL PLAN PUBLIC HEARING

a. **GP19-012, C19-042, CP20-019 & T20-020:** General Plan Amendment from Residential Neighborhood to Downtown, a Conforming Rezone from LI Light Industrial and R-2 Two-Family Residence to DC Downtown Primary Commercial, a Conditional Use Permit to allow the demolition of existing structures and the construction of a mixed-use six-story building including a 190-bed commercial residential care facility with 116 assisted living guest rooms and 49 memory care guest rooms, four multi-family residential units, and a back-up generator, including a development exception to allow a reduced 12-foot height for the required on-site loading space, and a Vesting Tentative Map to merge seven parcels into one parcel on a 0.90-gross acre site located on the southwest corner of Gifford Avenue and West San Carlos street (470 West San Carlos Street) (Thang N Do Trustee & et al., Owner) Council District 3. **CEQA:** Addendum to Downtown Strategy 2040 Final Environmental Impact Report adopted by City Council Resolution No. 78942 on December 19, 2018, and addenda thereto.

***PROJECT MANAGER**, LAURA MEINERS*

ACTION: COMMISSIONER OLIVERIO MADE A MOTION TO RECOMMEND THAT THE CITY COUNCIL TAKE THE FOLLOWING ACTIONS:

1. **ADOPT A RESOLUTION ADOPTING THE ADDENDUM TO THE DOWNTOWN STRATEGY 2040 FINAL ENVIRONMENTAL IMPACT REPORT ADOPTED BY CITY COUNCIL RESOLUTION NO. 78942 ON DECEMBER 19, 2018, AND ADDENDA THERETO, IN ACCORDANCE WITH CEQA.**
2. **ADOPT A RESOLUTION AMENDING THE ENVISION SAN JOSÉ 2040 GENERAL PLAN LAND USE/TRANSPORTATION DIAGRAM DESIGNATION (APN'S 264-20-086, 264-20-087, AND 264-20-088) FROM RESIDENTIAL NEIGHBORHOOD TO DOWNTOWN ON APPROXIMATELY 19,200-GROSS SQUARE FEET OF THE TOTAL 39,130-SQUARE FOOT PROJECT SITE.**
3. **APPROVE AN ORDINANCE REZONING THE PROJECT SITE AS FOLLOWS:**
    - **FROM THE LI LIGHT INDUSTRIAL ZONING DISTRICT TO THE DC DOWNTOWN PRIMARY COMMERCIAL ZONING DISTRICT ON APPROXIMATELY 13,179-GROSS SQUARE FEET (APN'S 264-20-082, 264-20-083, AND 264-20-084), AND**
    - **FROM THE R-2 TWO-FAMILY RESIDENCE ZONING DISTRICT TO THE DC DOWNTOWN PRIMARY COMMERCIAL ZONING DISTRICT OVER APPROXIMATELY 25,951-GROSS SQUARE FEET (APNS 264-20-085, 264-20-086, 264-20-087, AND 264-20-088) OF THE TOTAL 39,130-SQUARE FOOT PROJECT SITE.**
4. **ADOPT A RESOLUTION APPROVING, SUBJECT TO CONDITIONS, A VESTING TENTATIVE MAP TO MERGE THE SEVEN PARCELS ON THE PROJECT SITE INTO ONE PARCEL.**
5. **ADOPT A RESOLUTION APPROVING, SUBJECT TO CONDITIONS, A CONDITIONAL USE PERMIT TO ALLOW THE DEMOLITION OF EXISTING STRUCTURES AND THE CONSTRUCTION OF A MIXED-USE PROJECT INCLUDING A 190-BED COMMERCIAL RESIDENTIAL CARE FACILITY WITH 116 ASSISTED LIVING RESIDENTIAL CARE GUEST ROOMS AND 49 MEMORY CARE GUEST ROOMS, FOUR MULTI-FAMILY RESIDENTIAL UNITS, AND A BACK-UP GENERATOR, INCLUDING A DEVELOPMENT EXCEPTION, ON THE PROJECT SITE.**

COMMISSIONER CASEY SECONDED THE MOTION (6-0-1; BONILLA ABSENT).

b. **GP20-001 & C20-007:** Privately initiated General Plan Amendment to change the General Plan land use designation from Transportation and Utilities to Residential Neighborhood (GP20-001) and a Conforming Rezoning (C20-007) from A Agriculture and unzoned Zoning District to R-1-5 Single Family Residence Zoning District, on approximately an 8.6-gross acre site located on a portion generally bounded by Brooktree Way, Bret Harte Drive, Queenswood Way and Hampswood Way; a portion south of Hampswood Way, approximately 260-feet easterly of Hampswood Court; a portion northerly of Portswood Drive, approximately 380-feet easterly of Belder Drive; a portion generally bounded by the south of Portswood Drive and along the north of Raich Drive into the north terminus of Cahen Drive; a portion generally bounded by the south of Raich Drive, west of Cahen Drive and north of McKean Road (0 Bret Harte Drive) (Summer Hill Homes, Owner). Council District 10. **CEQA:** Initial Study/Negative Declaration for the Portswood Drive General Plan Amendment and Rezoning.

***PROJECT MANAGER**, ROBERT RIVERA*

ACTION: COMMISSIONER LARDINOIS MADE A MOTION TO RECOMMEND THAT THE CITY COUNCIL TAKE THE FOLLOWING ACTIONS:

1. **ADOPT A RESOLUTION ADOPTING THE PORTSWOOD DRIVE GENERAL PLAN AMENDMENT AND REZONING NEGATIVE DECLARATION, FOR WHICH AN INITIAL STUDY WAS PREPARED, ALL IN ACCORDANCE WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, AS AMENDED.**
2. **ADOPT A RESOLUTION AMENDING THE ENVISION SAN JOSÉ 2040 GENERAL PLAN LAND USE/TRANSPORTATION DIAGRAM LAND USE DESIGNATION FROM TRANSPORTATION UTILITIES TO RESIDENTIAL NEIGHBORHOOD FOR 790 PORTSWOOD DRIVE AND 0 BRET HART DRIVE ON AN 8.6-GROSS ACRE SITE (FILE NO. GP20-001).**
3. **APPROVE AN ORDINANCE REZONING CERTAIN REAL PROPERTY LOCATED ON A PORTION GENERALLY BOUNDED BY BROOKTREE WAY, BRET HARTE DRIVE, QUEENSWOOD WAY, AND HAMPSWOOD WAY; A PORTION SOUTH OF HAMPSWOOD WAY, APPROXIMATELY 260-FEET EASTERLY OF HAMPSWOOD COURT; A PORTION NORTHERLY OF PORTSWOOD DRIVE, APPROXIMATELY 380-FEET EASTERLY OF BELDER DRIVE; A PORTION GENERALLY BOUNDED SOUTH OF PORTSWOOD DRIVE AND ALONG THE NORTH OF RAICH DRIVE INTO THE NORTH TERMINUS OF CAHEN DRIVE; A PORTION GENERALLY BOUNDED SOUTH OF RAICH DRIVE, WEST OF CAHEN DRIVE AND NORTH OF MCKEAN ROAD FROM THE A AGRICULTURAL ZONING DISTRICT AND PROPERTIES THAT DO NOT HAVE AN ESTABLISHED ZONING DISTRICT TO THE R-1-5 SINGLE FAMILY RESIDENCE ZONING DISTRICT ON APPROXIMATELY 8.6-GROSS ACRES**

COMMISSIONER OLIVERIO SECONDED THE MOTION (6-0-1; BONILLA ABSENT).

c. **GP20-003:** Privately initiated General Plan Amendment to change the land use/transportation diagram from Public/Quasi-Public to Residential Neighborhood on an approximately 2.7-gross acre site located on the North of Cambrianna Drive, approximately 100 feet easterly of Taper Avenue (1975 Cambrianna Drive) (Cambrian School District, Owner). Council District 6. **CEQA:** Initial Study/Negative Declaration for the 1975 Cambrianna Drive General Plan Amendment.

***PROJECT MANAGER**, JESSICA SETIAWAN*

ACTION: COMMISSIONER TORRENS MADE A MOTION TO RECOMMEND THAT THE CITY COUNCIL TAKE THE FOLLOWING ACTIONS:

1. **CONSIDER THE NEGATIVE DECLARATION IN ACCORDANCE WITH CEQA; AND**
2. **ADOPT A RESOLUTION TO DENY THE ENVISION SAN JOSÉ 2040 GENERAL PLAN LAND USE/TRANSPORTATION DIAGRAM AMENDMENT TO CHANGE THE LAND USE DESIGNATION FROM PUBLIC/QUASI-PUBLIC TO RESIDENTIAL NEIGHBORHOOD ON AN APPROXIMATELY 2.7-GROSS-ACRE SITE, LOCATED AT 1975 CAMBRIANNA DRIVE.**
3. **ADD AN ITEM TO THE HOUSING CRISIS WORKPLAN TO EXPLORE POLICY CHANGES FOR PUBLIC SCHOOL LAND CONVERSIONS THAT COULD PROVIDE MORE OPPORTUNITIES FOR HOUSING AND REVENUE FOR PUBLIC SCHOOL DISTRICTS.**

COMMISSIONER CABALLERO SECONDED THE MOTION.

COMMISSIONER OLIVERIO REQUESTED AN AMENDMENT TO COMMISSIONER TORRENS' MOTION, WHICH AMENDMENT WAS ACCEPTED BY COMMISSIONERS TORRENS AND CABALLERO, TO ADD TO THE MOTION THE FOLLOWING: STAFF PROVIDE THE FOLLOWING INFORMATION TO THE CITY COUNCIL PIOR TO ITS HEARNING:

1. **ADVISE COUNCIL OF THE LEGAL REQUIREMENTS, INCLUDING THE NAYLOR ACT AND THE SURPLUS LANDS ACT, ON THE SCHOOL DISTRICT TO OFFER THE SUBJECT PROPERTY TO OTHER PUBLIC AGENCIES PRIOR TO ANY TRANSFER OF THE SUBJECT PROPERTY, AND**
2. **OBTAIN INFORMATION FROM THE SCHOOL DISTRICT ON HOW IT CONSIDERS THE TRANSFER OF THE SUBJECT PROPERTY TO BE CONSISTENT WITH SUCH STATE LAW REQUIREMENTS PRIOR TO THE COUNCIL HEARING. AMENDED MOTION APPROVED (6-0-1; BONILLA ABSENT).**

9. CONTINUE THE GENERAL PLAN HEARING TO JANUARY 13, 2021

ACTION: COMMISSIONER LARDINOIS MADE A MOTION TO CONTINUE THE GENERAL PLAN HEARING TO JANUARY 13, 2021.

COMMISSIONER CASEY SECONDED THE MOTION (6-0-1; BONILLA ABSENT).

10. REFERRALS FROM CITY COUNCIL, BOARDS, COMMISSIONS, OR OTHER AGENCIES

No Items

11. GOOD AND WELFARE

a. Report from City Council

On December 8, 2020, City Council took action on the following projects:

i. Accepted the Envision San Jose 2040 General Plan Annual Performance Review Report for FY 2019-2020.

b. Review and Approve Action Minutes from 12/2/20.

Commissioner Torrens made a motion to approve the 12/2/20 minutes.

Commissioner Oliverio seconded the motion (6-0-1; Bonilla absent).

c. Subcommittee Formation, Reports, and Outstanding Business

No Reports

d. Commission Calendar and Study Sessions

e. The Public Record

12. ADJOURNMENT

Meeting adjourned at 8:58 pm

Diridon Station Area – Community Engagement
Fall 2020

Event name: Diridon Experience Open Space Workshop
Hosts: San Jose Jazz, with City of San José support
Location: Zoom
Date: December 10, 2020, 6–7:30pm
Language(s): English,

City staff in attendance:

- Jacky Morales-Ferrand – Director of Housing
- Kerry Adams-Hapner – Director of Office of Cultural Affairs; Deputy Director of Economic Development
- Jose Ruano – DSAP Project Manager, Department of Planning
- Eric Eidlin – Station Area Planner, DOT
- Larissa Sanderfer – Parks Planner
- Florin Lapustea – DOT
- Kelly Kline – Chief Economic Development and Land Use Officer, Office of the Mayor

Overview:

We originally planned to facilitate face-to-face interactive workshops. Due to the shelter in place we developed a hands-on, virtual workshop to educate, connect and to provide a creative way for the San Jose arts community to engage with the Diridon Station Area planning process. Participants were more than happy to connect virtually with each other. We temporarily created a community of inquiry to explore the meaning, value and feel of public space from the comfort of the participants' living or working spaces. Through exploring their memories, needs and aspirations, participants reflected and explored this personal relationship with the land.

Using their hands and objects, participants created projects from objects around their homes that captured the intangible experiences of space and articulated sensory-based connections that are sometimes difficult to express with words. With great gusto, the participants shared their projects with each other in a virtual "show and tell." The stories of attendees were uplifted and recorded by City of San José staff to help shape the design and feel of the public space at Diridon Station. This meaningful community engagement created authentic recommendations based on lived experiences. For the participants the workshop was as fun, exciting and like a "scavenger hunt." Moreover, it created a sense of camaraderie and empathy for the group. This workshop ignited the participant's attachment to place and connection to the process of positive change for the City.

Focus Areas/Projects: public life, open space, parks, trails, recreation, and community gathering – to help inform the Downtown West development review, Diridon Station Area Plan amendment, and Downtown Transportation Plan processes

Eventbrite/facebook page:
https://www.eventbrite.com/e/diridon-experience-workshop-tickets-130113471897#

Presentation: We did not make a power point. Attached are is a link to the participants models and pictures https://www.flickr.com/photos/latinourbanforum/albums/72157717328316573
Video Link: https://youtu.be/XnCNmRfLX88
Attendance: 16 community members and 6 City of San José staff

Agenda:

Diridon Experience Workshop
Date; December 10, 2020
Time: 6–7:30pm

Introduction: 6:05–6:10pm, Lori Severino
Workshop instruction: 6:10–6:15pm, James Rojas
Participants placed in small break out rooms: 6:15 or 6:17, Massimo Chisessi
Small breakout Rooms: 6:15–6:50, James Rojas and Hugo Garcia

Part l: Build our favorite childhood memory from household objects
Participants searched for objects to create their models (5-10 minutes)
Participants wrote their childhood memories in the chat stream
Participants took a photo of their creations (emailed to James Rojas)
Participants share memory with others
Wrap Up, Facilitator asked for Common themes, locations, activities and people

Part ll: Build your ideal Public Space
Participants searched for objects to create their models (5 -10 minutes)
Participants wrote it in the chat box
Particiants took a photo and emailed to San Jose Jazz
Participants shared their ideal public space with the group.
Facilitators asked them common themes, location, and activities.

Wrap-Up in Main Room: 6:50–7pm, James Rojas
Open Forum for Discussion: 7–7:30pm, City Staff

Small Breakout Room Notes

Room 1 Facilitator:
James Rojas
Room 2 Facilitator:
Hugo Garcia

Part One: Build your favorite childhood memory
Participants were asked to build their memory in ten minutes. They searched their room for objects that helped evoked it. Once they completed this task they were asked to take a picture of it, and email to the jamestrojas@gmail.com. Each person than presented their favorite childhood memory. Most people presented objects that had or triggered a memory. These are some of the favorite childhood memories:

- Nam memory was going to the Santa Cruz wharf, watching sea lions, and eating clam chowder
- Larissa presented a wool beanie because it reminded her of hiking in Lake Tahoe with family.

- Lori presented small children animals. She said: “All day, I have been thinking about driving to my grandparent's house on Christmas Day for a big family gathering. It was often the only time each year that my aunts, uncles, and cousins would see each other. I picture the drive through the countryside, up a steep gravel hill, past the barn and usually some deer, and up to the house. They had horses, dogs, and chickens. So fun!”
- Florin memory was playing soccer at Minor Park in south San Jose every Sunday with the Romanian community and other friends
- Joanne memory was walking from my Grandmother's house on San Carlos to Diridon Train station with my Grandmother to take the train to San Francisco to visit Family. Hand made Italian cooking with grandma.
- Gabby memory was tying up bugs and watch them fly.
- RLA memory was riding with your parents in the car wearing Sunglass
- Tessa - Outdoor flowers, Springtime and playing on the swings
- John - San Jose Clock Tower and history

These were some of the key themes, places and activities:
Social: Family, friends, and community
Feelings: safe, warm, happy, taking ownership of space, historical, exploration.
Places: outdoors, nature, beaches, and parks

Summary: Regardless of background, gender or profession, everyone participated in the activity, which created a level playing field. Most childhood memories took place outdoors and with other people regardless of where people grew up. Participants did not talk about material, man-made things, like toys, technology, or buildings. Their objects varied. Some objects were common while others were unique. All of them were part of their daily life. Participants spoke with strong conviction about their experiences. Their memories evoked sensory experiences of nature, physical activity and social cohesion. Many of these took place in the San Jose and the surrounding area. The heartfelt childhood memories expressed deep attachment to people, places, and activities. This echoed the importance of public, open space. Everyone realized that our cities are sums of these experiences. The sensory experience, memories, and relationships prepared the participants for the next task to build their ideal public space.

Part Two: Build your ideal public space
Participants were asked to build their sensory experiences for their ideal public memory. For ten minutes they searched their room for objects that helped express their ideal space. Once they completed this task they were asked to share the idea in the chat stream and take a picture of the model or object. Each person presented his or her ideal public space. These are some of specific ideal spaces:

- Brendan - Outdoor environment, nearby park, kid-friendly, and sense of freedom.
- Ann - walking outside, and exploring.
- Tessa - natural environment and no noise/cars, community garden, water features. Places to “linger” and spend time with each other Places to sit
- John - Wells Fargo cup - incorporating the railroads and the history of early industry in San José (ironworks, banking, etc.) History helps us make connections and remember memories. Places are embedded with meaning, either history or experience – thoughtful meaning being considered in the place and what you build

Key themes, places and activities

Feelings
"Destinations within the destination" for all different kinds of people
A "blank canvas" to accommodate many different activities
The space makes you feel special and uplifts you
Ability to take ownership of space
Showcase what San Jose has to offer: beauty, arts and cultural diversity
San Jose has wealth in culture

Intergenerational
Family friendly
Programing for all ages
Multigenerational, children/elders
Spaces for all generations to explore, learning about history and build things
Intergenerational elements with parks for seniors that provide opportunities for both independent and guided exercise

Art
Dynamic arts and program that are always changing, keeping people interested in the place
Egalitarian art
Art and ecology
Interactive
Public art

Mobility
Places to linger
Space to roam/interact/observe
Pedestrian experience
No cars, no noise
Bike friendly, racks

Urban Design
Human scale, tactile, shade
Integration of natural and manmade
Benches, seating, relax
Similar elements to Transbay Terminal

History/Belonging
Maintain historic structures – clustered together to tell a story
It needs to be human and have a story to connect with people
Embrace the history of San Jose
Preserve agricultural feel
Museum type room with history of farming land and Ohlone peoples,
Public Library (with outdoor learning)

Diridon Station:
Retain the historical integrity of the old train station

Building upon the history of Diridon Station and the area that surrounds it.

Nature:
Design with Nature/vegetation
Create beautiful natural features
Use native plants
Water features

Uses:
Passive and active
Public market
Children's playground with long slides and splash pads similar to the one at Mayfair Park; programming for all ages
Sports, play grounds
Community gardens
Safety hand sanitizer (keep clean! Able to use public space again!)

Summary: As workshop facilitators, one of the challenging tasks is the translation of what was said and not said. People use metaphors to represent ideas and feeling. The participants came up with public space ideas, solutions and feelings based on their lived San Jose experiences. No one mentioned the High Line in New Your City, which has dominated open space conversations and designs for the past few years. Rather than seek out national models the participants focused on their landscape, issues, and possibilities. Participants expressed that public space is a critical part of their lives and this project. It ties them physically, mentally and emotional to this place.

The participants stated various ways public space can enrich the lives of San Jose residents and visitors alike. By incorporating nature, history, art and activities, this can be an interdisciplinary, enduring space. Public space has to embrace the city's diversity. Therefore, it has to be flexible, allowing for different ways of being.

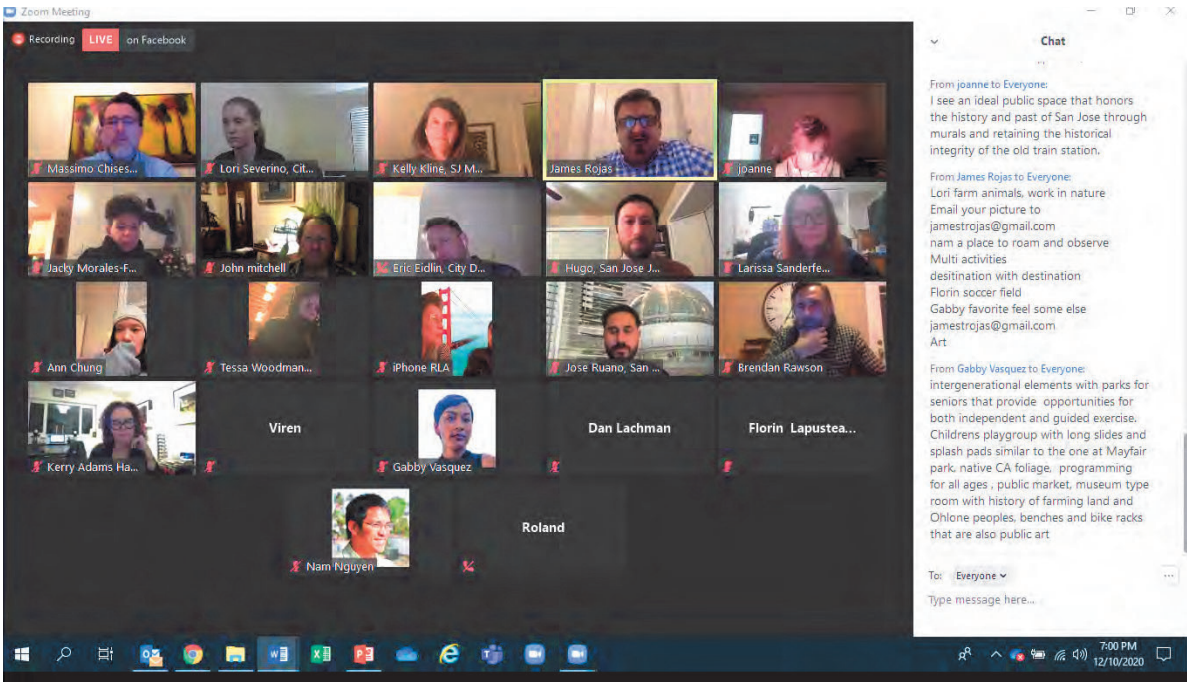
As a new gateway district for the City the DSA should meaningfully reflect the identity of San Jose. San Joseans put a high premium on learning, knowledge, curiosity, grit, innovation and discovery. An iconic public library epitomizes these values and would serve as the civic anchor in this new gateway district.

Diridon Station should touch on the area's natural landscape, Native American traditions, agricultural history and our current tech industry. The space should highlight sustainable urban practices. Participants want to feel welcome, comfortable, and know they are experiencing San Jose.

Large group discussion: 7:00 – 7:30 (City Staff)
Comments

- Think about the sounds, sights, smells, etc. from favorite memory.
- Why do you want to go back?
- Permanent/iconic and dynamic.
- History in Diridon Station – important to save it, product of FDR program, as we move into green economy – think about government support in our new buildings
- Embrace the legacy of the past, but look forward; take best elements of different eras (orchards to high tech; keep nature)

- Lincoln Building (where Hoppa's is) did a great job of preserving the history of San Jose; would love for the DSA to have similar elements to give you that feeling
- Lessons learned from Salesforce Tower – public/private partnership?
  Boston Properties; integration of nature/technology; experiences at different time of day; valuable land; different context—complicated financing package, station design, Iconic structure, but public space is 5 stories up (drawbacks)
- Active v. observational?
- Connection to place, put names on a brick; sponsor and come back?
- What are ideals when thinking about San Jose planning for this transit center?
- We put high premium on knowledge, learning, curiosity, discovery
- Some areas could be no cars – show that we are a leader in climate change
- SAP is a bad thing for this area – asking for 5,000 spaces; we need to put our money where the mouth is – let that past go! Our future is Google in this area. Royal Coach diesel bus depot on Stockton needs to go too. Airport and fossil fuel uses need to go.
- Architecture – San Jose has not done a great job with that
- Art – What is put on murals needs to be evaluated more carefully (does not like the Modera mural) – we need inspirational not violent messages
- Symbolism of the transportation – all walks of life, diversity of San Jose
- Yes, we have to work on climate change
- Mitigate violent images through rules and a board
- Parents came here as farmers – third generation San Joseans. Also pulling for preservation of depot, convert to a state-of-art transit center. My roots to SJ are too deep to leave
- Glad to see City involved in open space
- Want to make the DSA a diverse, urban and walkable area
- Got take-out and realized that there is not space to stop and eat outside
- Ideal would be to have decentralized, small spaces for intimate meetings and opportunities to be outside – would help make a diverse and dynamic environment
- San Jose is a working town – hope that is carried through
- Sound pollution: cars, leaf blowers, etc.
    - We don't talk about this near enough
    - Negative and positive sounds
- Nature of creek, rhythms of a train station, music
- Need a comprehensive noise ordinance to address those issues
- Outside pianos!
- San Jose Jazz did a sound workshop recently – interesting concept to explore
- Sound triggers memories
- Stockton to Taylor – grand boulevard to Diridon
- Open lots should be used to grow food – sustainability
- We need office more than housing
- Preserve views of mountains on east side
- Replace Royal Coach with garden


Zoom Meeting
Recording
LIVE
on Facebook
Massimo Chises...
Lori Severino, Cit...
Kelly Kline, SJ M...
James Rojas
joanne
Jacky Morales-F...
John mitchell
Eric Eidlin, City D...
Hugo, San Jose J...
Larissa Sanderfe...
Ann Chung
Tessa Woodman...
iPhone RLA
Jose Ruano, San ...
Brendan Rawson
Kerry Adams Ha...
Viren
Gabby Vasquez
Dan Lachman
Florin Lapustea...
Nam Nguyen
Roland
Chat
From joanne to Everyone:
I see an ideal public space that honors the history and past of San Jose through murals and retaining the historical integrity of the old train station.
From James Rojas to Everyone:
Lori farm animals, work in nature
Email your picture to
jamestrojas@gmail.com
nam a place to roam and observe
Multi activities
desitination with destination
Florin soccer field
Gabby favorite feel some else
jamestrojas@gmail.com
Art
From Gabby Vasquez to Everyone:
intergenerational elements with parks for seniors that provide opportunities for both independent and guided exercise. Childrens playgroup with long slides and splash pads similar to the one at Mayfair park. native CA foliage, programming for all ages , public market, museum type room with history of farming land and Ohlone peoples. benches and bike racks that are also public art
To: Everyone
Type message here...
7:00 PM
12/10/2020

County of Santa Clara
Department of Planning and Development

103913

DATE: December 16, 2020

TO: Airport Land Use Commission

FROM: Mark Connolly, Senior Planner / Deputy Zoning Administrator

SUBJECT: City of San Jose referral for an amendment to the Diridon Station Area Specific Plan

RECOMMENDED ACTION

Consider recommendations relating to the Diridon Station Area Plan Amendment, affecting lands within the San Jose International Airport (SJC) Airport Influence Area. (City of San Jose File No. GP20-007)

Possible action:

a. Find the Specific Plan Amendment consistent with the policies contained within the SJC Comprehensive Land Use Plan (CLUP).

   OR

b. Find the Specific Plan Amendment inconsistent with the policies contained within the SJC CLUP.

REASONS FOR RECOMMENDATION

The subject referral is a Specific Plan amendment for the Diridon Station Area Plan(DSAP), which is an amendment to the existing 2014 Diridon Station Area Plan. The location is south of SJC and west of the downtown San Jose core area, with the Diridon Transit Station as a focal center point of the Specific Plan area. The plan area includes development of land uses within an approximate 300-acre project boundary.

The project site is located within the San Jose International Airport (SJC) Airport Influence Area (AIA), between SJC and the Downtown area. As can be seen on Figure 1 of the referral, approximately half of the Diridon Station Area Plan area is located within the AIA of SJC. These areas are currently identified as Area A (Julian North) and Area B (Arena North) and allow Transit Employment Center, Urban Village and Downtown General Plan Land Use designations. The proposed amendment would remove these General Plan Land Use designations and replace them with Downtown and Downtown Commercial General Plan designations. The Plan omits the Downtown West project boundary, which is a separately proposed project that will be referred to the ALUC following the DSAP referral.

Therefore, the analysis is this report will be limited to these two areas of the Plan (Julain North and Arena North) located within the AIA.

The DSAP amendment is technically an amendment to a Specific Plan within the City's General Plan, which includes both map and text amendments. Pursuant to State Law, anytime modifications to a Specific Plan are proposed within the Airport Influence Area (AIA) of an adopted CLUP, a referral must be made to the County ALUC for a consistency determination. The City must refer the application to the ALUC to provide a consistency determination with the appropriate CLUP policies prior to final approval.

The following is a consistency analysis of the Diridon Station Area Specific Plan amendment with the San Jose International Airport Comprehensive Land Use Plan (CLUP):

Noise:

The SJC noise contours use CNEL for depicting noise disruption from aviation activity, due to the penalty added during nighttime activities where aviation noise disruption could affect people the most. The SJC CLUP uses 65, 70 and 75 decibel CNEL noise contours and includes different noise mitigation based on the type of use exposed to aviation noise.

As seen on Figure 3 of the referral "Land Use/ Noise Contours", the Specific Plan area is located between the 60 and 70 dBA CNEL noise contours and would allow Employment Commercial, residential and retail uses within these CNEL noise contours.

According to Table 4-1 of the SJC CLUP, Office Buildings, business commercial, professional and retail uses are "Generally Acceptable" between the 60-70 dBA CNEL Noise Contours.

However, residential uses are "Generally Unacceptable" between the 65-70 dBA CNEL Noise Contours. Table 4-1 of the SJC CLUP states:

> *New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design. Outdoor activities are likely to be adversely affected.*

Also, policy N-4 of the SJC CLUP states:

> *No residential or transient lodging construction shall be permitted within the 65 dB CNEL contour boundary unless it can be demonstrated that the resulting interior sound levels will be less than 45 dB CNEL and there are no outdoor patios or outdoor activity areas associated with the residential portion of a mixed use residential project or a multi unit residential project. (Sound wall noise mitigation measures are not effective in reducing noise generated by aircraft flying overhead.)*

Interior noise insulation and insulated fenestration would be required by the City, but the outdoor areas associated with residential development would be exposed.

City of San Jose included language from its General Plan and Zoning Code into the current 2014 Diridon Station Area Plan, which includes the following "Safe Airport" policies:

Goal TR-14 – Safe Airport

- Ensure that airport facilities in San José are safe by removing potential conflicts between land use and airport operations.

Policies – Safe Airport

- TR-14.1 Foster compatible land uses within the identified Airport Influence Area overlays for Mineta San José International and Reid-Hillview airports.
- TR-14.2 Regulate development in the vicinity of airports in accordance with Federal Aviation Administration regulations to maintain the airspace required for the safe operation of these facilities and avoid potential hazards to navigation.
- TR-14.3 For development in the Airport Influence Area overlays, ensure that land uses and development are consistent with the height, safety and noise policies identified in the Santa Clara County Airport Land Use Commission (ALUC) comprehensive land use plans for Mineta San José International and Reid-Hillview airports, or find, by a two-thirds vote of the governing body, that the proposed action is consistent with the purposes of Article 3.5 of Chapter 4 of the State Aeronautics Act, Public Utilities Code Section 21670 et seq.
- TR-14.4 Require avigation and "no build" easement dedications, setting forth maximum elevation limits as well as for acceptance of noise or other aircraft related effects, as needed, as a condition of approval of development in the vicinity of airports.

The current DSAP amendment omits reference to these policies. However, they are still in the Envision San Jose 2040 General Plan and should still be used by the City of San Jose staff to ensure a projects consistency with the General Plan.

However, as there are no specific policies within the Specific Plan amendment or existing Safe Airport policies that would prohibit residential outdoor space within the 65 dBA CNEL contour, the DSAP amendment would be inconsistent with the SJC CLUP noise policies.

A solution that is not proposed in the DSAP amendment, could be if the City agreed to add language into the DSAP amendment that precluded residential outdoor space within the 65 dBA CNEL. If such language is not included, the DSAP amendment would be inconsistent with the SJC CLUP noise policies.

Safety:

Safety of people on the ground and in the air and the protection of property from airport-related hazards are among the responsibilities of the Airport Land Use Commission. The 2002 Caltrans Handbook presents guidelines for the establishment of airport safety areas in addition to those established by the FAA.

Airport safety zones are established to minimize the number of people exposed to potential aircraft accidents in the vicinity of the Airport by imposing density and use limitations within these zones. The safety zones are related to runway length and expected use.

As can be seen on Figure 4 of the referral "Land Use / Safety", four plan areas lie within the Outer Safety Zone (OSZ) for SJC. Both Downtown and Downtown Commercial Land Uses, which include residential and retail development. The Downtown land use designation would

allow a very broad range of uses including potential hospitals, residential and commercial development up to 800 dwelling units per acre and an FAR of 30. The DSAP amendment states "While this land use designation allows for up to 800 dwelling units to the acre, achievable densities may be much lower in a few identified areas to ensure consistency with the Santa Clara County Comprehensive Land Use Plan(CLUP)". However, there is nothing specific in the plan amendment that would limit density specifically within the outer safety zone. The Downtown Commercial land use designations would allow a floor area ratio FAR of 15.0.

According to Table 4-2 of the SJC CLUP, the OSZ allows non-residential uses to a maximum density of 300 people per acre with 20% of the gross area required as Open Space. This portion of the plan area is approximately eight (8) acres, where the Specific Plan amendments would allow an approximate population density of 2,400 people is this area.

Table 4-2 also provides that, if non-residential uses are not feasible in the OSZ, residential infill is allowed up to the existing density. No regional shopping centers, theaters, meeting halls, stadiums, schools, large day care centers, hospitals, nursing homes or similar activities are allowed.

The CLUP density policies do not focus on type of use, such as residential or commercial, but rely on people per acre as the prescription for acceptable density. As will be discussed in the height section below, the height allowed in these areas is between 180 and 205 feet tall above grade. Parcel sizes vary and would dictate the specific floor area ratio allowed. However, it is highly likely development under the Specific Plan amendments would allow an exceedance of 300 people per acre given the FAR and height allowed and any of the sites within the Outer Safety Zone.

As supported by the "Safe Airport" policies in the City's General Plan, staff recommends the following language be added into the DSAP amendment:

- The maximum density of development within the Outer Safety Zone of the SJC CLUP shall be limited to 300 people per acre with 20% of the gross area required as Open Space.

As a note, the required Open Space could be achieved on the adjacent park land, Guadalupe Garden and Creek area, as well as Highway 87.

Overall, if the recommended language were added into the Diridon Station Area Plan amendment, the amendment would not conflict with any of the safety policies contained within the SJC CLUP. If the City were not amenable to the addition of the above language, the DSAP amendment would be inconsistent with the SJC CLUP safety policies.

Height:

Airport vicinity height limitations are required to protect the public safety, health, and welfare by ensuring that aircraft can safely fly in the airspace around an airport. This protects both those in the aircraft and those on the ground who could be injured in the event of an accident. In addition, height limitations are required to protect the operational capability of airports, thus preserving an important part of National and State aviation transportation systems.

Federal Aviation Regulations (FAR) Part 77, Objects Affecting Navigable Airspace, establishes imaginary surfaces for airports and runways as a means to identify objects that are obstructions to air navigation. Each surface is defined as a slope ratio or at a certain altitude above the Airport elevation. The ALUC uses the surfaces as height restriction boundaries.

Figure 5 of the referral is titled " existing heights / OEI", but is actually the FAA FAR Part 77 surfaces. Figure 6 shows the Terminal Instrument Procedures (TERPS) surfaces. And Figure 7 shows the ground elevations. In June of 2020, the San Jose City Council adopted TERPS as the height limitation surfaces for the area south of SJC. Because there was no associated projects, there was no required referral to the ALUC for consideration. However, City staff did attend an ALUC meeting in March of 2020 as a courtesy to inform them of the changes.

Figure 9 shows the proposed heights in the DSAP Specific Plan amendment. For comparison, Figure 8 shows the existing heights allowed in the 2014 DSAP.

The adoption of TERPS surfaces as a height standard allow heights that exceed the Part 77 surfaces by varying heights of 80-120 feet

Figure 9 of the referral shows building heights up to 295 feet tall allowed within the Station Area Plan amendment. All proposed heights proposed in the DSAP amendment would exceed the allowed heights (FAR Part 77 Surfaces) in the SJC CLUP

According to Section 20.70.200, the City of San Jose Zoning Ordinance, the height of structures within the Airport Influence Area (AIA) of SJC is as follows:

- Except as otherwise specified in this chapter, properties located in the downtown zoning districts shall only be subject to the height limitations necessary for the safe operation of San José International Airport.
- No building or structure, together with any equipment or objects attached to such building or structure, shall be permitted of a height that exceeds the elevation restrictions prescribed under Federal Aviation Regulations Part 77 (14 C.F.R. Part 77), as amended, unless the proposed height is specifically reviewed in an aeronautical study prepared by the Federal Aviation Administration in accordance with such federal regulations and the study concludes that the proposed building or structure does not constitute an obstruction or hazard to air operations.

Notwithstanding the Safe Airport polices and the above ordinance language, The DSAP amendment, that uses TERPS surfaces as a height standard, would allow heights in conflict with the CLUP height policies. Therefore, the DSAP amendment is <u>inconsistent</u> with the SJC CLUP height policies.

Because the City has already adopted the TERP surfaces as a policy, there is no way that the DSAP using TERP surfaces can be consistent with the SJC CLUP height policies, because the CLUP uses FAA FAR Part 77 surfaces as a height restriction boundary.

<u>Avigation Easement:</u>

Avigation Easements provide notice to future owners and occupants of buildings that there will be aviation activity around them. Avigation Easements are important disclosures both for the public and airport operators to ensure aviation activity is taken into consideration.

SJC CLUP policy G-5 states: "Where legally allowed, dedication of an avigation easement to the City of San Jose shall be required to be offered as a condition of approval on all projects located within an Airport Influence Area, other than reconstruction projects as defined in paragraph 4.3.7 [of the CLUP]. All such easements shall be similar to that shown as Exhibit 1 in Appendix A [of the CLUP]."

Neither the Diridon Station Area Plan, nor the amendment, propose any specific development. Therefore, at the time of any future specific development proposals, the City of San Jose, Planning Staff will require Avigation Easements as a condition of all such development.

STEPS FOLLOWING ACTION:

Following the consistency determination by the ALUC, staff will forward the recommendations to the City of San Jose to include in the final action of the City of San Jose Planning Commission and City Council. If the ALUC determines the Plan amendments are inconsistent with the SJC CLUP, the City may initiate the overrule process, which requires a two-thirds vote of the local agency's governing body, supported by specific findings which demonstrate that the plan(s) satisfy the purposes of the State Aeronautics Act {PUC 21670 et seq} and guidance of the state's Airport Land Use Planning Handbook.

Section 4.2.2.1 of the SJC CLUP (Overrule Notification Process) states that in the event of intent to overrule, the affected local agencies shall:

- Notify the ALUC at least 45 days in advance, of their intent to overrule any ALUC non-consistency determination including a copy of their proposed decision and specific findings.
- Notify the ALUC if and when the local agency overrules any ALUC non-consistency determinations.

ATTACHMENTS:

- Diridon Station Area Plan Amendment_ALUC_Referral (PDF)

County of Santa Clara
Department of Planning and Development

103914

DATE: December 16, 2020

TO: Airport Land Use Commission

FROM: Mark Connolly, Senior Planner / Deputy Zoning Administrator

SUBJECT: City of San Jose General Plan Amendment and Rezoning for the Downtown West project

RECOMMENDED ACTION

Consider recommendations relating to a request from the City of San Jose for a General Plan Amendment and Rezoning for the Downtown West Project, within the Airport Influence Area of San Jose International Airport (SJC). (City of San Jose Planning File Nos. GP19-009, PDC19-039-multiple parcels)

Possible action:

a. Find the General Plan Amendment and Rezoning consistent with the policies contained within the SJC Comprehensive Land Use Plans (CLUP).

   OR

b. Find the General Plan Amendment and Rezoning inconsistent with the policies contained within the SJC CLUP.

REASONS FOR RECOMMENDATION

The project includes multiple parcels and includes General Plan Amendments, a Planned Development Rezoning, Planned Development Permit, Historic Landmark boundary Amendments, Historic Preservation Permit, and Vesting Tentative Map. However, only the General Plan Amendment and Rezoning are mandatory referrals to the ALUC. The Vesting Tentative Map is for the subdivision of airspace for condominium purposes, as well as to adjust right-of way boundaries. However, it is what the General Plan Amendment and Rezoning allows on those subsequent lands that is subject to the SJC CLUP policies. The other processes do not affect aviation land use, either because they are administrative, such as a boundary amendment, or do not have associate specific development included.

Pursuant to State Law, anytime a General Plan Amendment or Zoning Amendment is proposed within the Airport Influence Area (AIA) of an adopted CLUP, a referral must be made to the County ALUC for a consistency determination. The City must refer the

application to the ALUC to provide a consistency determination with the appropriate CLUP policies prior to final approval.

Downtown West ("Project") is an approximately 81- acre mixed-use plan located within the Diridon Station Area Plan (DSAP) boundary and General Plan Downtown Growth Area in the City of San José. The Project is seeking land use approvals including amendments to the General Plan, Planned Development Rezoning and a Planned Development Permit, including the Downtown West Design Standards and Guidelines (DWDSG) (file numbers GP19-009, PDC19-039 and PD19-029) among other related entitlements studied under the Draft Environmental Impact Report (DEIR).

The Diridon Station Area Plan (DSAP) is currently undergoing an amendment and is a separate referral to the ALUC, not considered with the subject referral.

Two areas of the project are located within the CLUP Airport Influence Area (AIA) for the Norman Y. Mineta San Jose International Airport and subject to this referral: The portion north of West Santa Clara Street, and the portion east of South Montgomery Street and north of West San Fernando Street.

Although not entirely within the SJC AIA, the overall project would allow the development of up to 7,300,000 gross square feet (GSF) of office space; up to 5,900 residential units; up to 500,000 GSF of active uses, which may include retail, cultural, arts, etc.; up to 100,000 GSF of event space; up to two central utility plants totaling approximately 130,000 GSF; hotels up to 300 rooms; up to 800 rooms of limited-term corporate accommodations; and approximately 15 acres of open space. The project also proposes infrastructure, transportation, and public area improvements, as well as a customized infrastructure, utility, mobility and public spaces. The project site is approximately 80 acres, and extends approximately one mile from north to south and is bounded by: Lenzen Avenue and the Union Pacific Railroad tracks to the north; North Montgomery Street, Los Gatos Creek, the Guadalupe River, State Route 87, South Autumn Street, and Royal Avenue to the east; Auzerais Avenue to the south; and the Caltrain rail corridor to the west. As can be seen on Figure 2 of the referral package, approximately half of the project area is within the Airport Influence Area (AIA) of San Jose International Airport (SJC).

In addition to the proposed General Plan Amendment and Rezoning and unique to the subject project, the project incorporates Downtown West Design Standards and Guidelines (DWDSG) that affect aviation land use, such as heights and density. These design guidelines will be written into the City's Zoning Ordinance for projects in the Downtown West area. When future specific development is proposed the City will evaluate the project for consistency with the guidelines through the Planned Development Permit process.

General Plan Amendment

As can be seen on Figures 2 and 3 of the referral, the General Plan Amendment of the project entails amending the existing General Plan designations of Transit Employment Center, Public / Quasi Public, Downtown, Commercial Downtown and Open Space to Downtown and Commercial Downtown, to allow for the mixed commercial, office, retail and residential development proposed in the plan.

Rezoning

The purpose of the Rezoning (PDC19-039) is to incorporate the proposed Design Guidelines into the Zoning Ordinance for the project area. This also prescribes the heights of the buildings. The referral states the following proposal related to height:

"Maximum building heights for individual buildings in the Downtown West PD Zoning District may be increased without amendment to this General Development Plan provided that: (a) such increase correlates to an increase in maximum allowable height authorized by the FAA and approved by City Council following Santa Clara County Airport Land Use Commission review, if applicable; and (b) the Planning Director conducts environmental review of the building's proposed height increase to determine compliance under CEQA. Documentation of any height increase pursuant to this section shall be through the Zoning / Design Conformance Review process described on Sheet 8.01."

Development density and intensity can vary significantly in the project area based on the nature of specific uses likely to occur. However, the project does not propose specific development. Future development will be evaluated through the City's Planned Development Permit process, which is only being included in the project to create the specific development review path for future development.

The following is an analysis of the consistency of the proposed Downtown West ("Project") with the San Jose International Airport Comprehensive Land Use Plan (CLUP) policies. The analysis specifically focuses on what the General Plan Amendment and Rezoning allows.

Safety:

Safety of people on the ground and in the air and the protection of property from airport-related hazards are among the responsibilities of the Airport Land Use Commission. The 2002 Caltrans Handbook presents guidelines for the establishment of airport safety areas in addition to those established by the FAA.

Airport safety zones are established to minimize the number of people exposed to potential aircraft accidents in the vicinity of the Airport by imposing density and use limitations within these zones. The safety zones are related to runway length and expected use.

As can be seen on Figure 5 of the referral "Safety Zones", the project area is located outside of all safety zones for SJC. Therefore, none of the SJC CLUP safety polices apply.

Noise:

The SJC noise contours use CNEL for depicting noise disruption from aviation activity, due to the penalty added during nighttime activities where aviation noise disruption could affect people the most. The SJC CLUP uses 65, 70 and 75 decibel CNEL noise contours and includes different noise mitigation based on the type of use exposed to aviation noise.

As can be seen on Figure 4 "Noise Contours 2027 forecast", the project area is between the 60 and 65 dBA CNEL noise contours. The General Plan Amendment would allow Employment Commercial, residential and retail uses within both CNEL noise contours.

According to Table 4-1 of the SJC CLUP, Office Buildings, business commercial, professional and retail uses are "Generally Acceptable".

However, residential uses are "Generally Unacceptable" between the 65-70 dBA CNEL Noise Contours. Table 4-1 of the SJC CLUP states:

> *New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design. Outdoor activities are likely to be adversely affected.*

Also, policy N-4 of the SJC CLUP states:

> *No residential or transient lodging construction shall be permitted within the 65 dB CNEL contour boundary unless it can be demonstrated that the resulting interior sound levels will be less than 45 dB CNEL and there are no outdoor patios or outdoor activity areas associated with the residential portion of a mixed use residential project or a multi-unit residential project. (Sound wall noise mitigation measures are not effective in reducing noise generated by aircraft flying overhead.)*

Interior noise insulation and insulated fenestration would be required by the City, but the outdoor areas associated with residential development would be exposed.

City of San Jose General Plan and Zoning Code currently include the following "Safe Airport" policies:

Goal TR-14 – Safe Airport

- Ensure that airport facilities in San José are safe by removing potential conflicts between land use and airport operations.

Policies – Safe Airport

- TR-14.1 Foster compatible land uses within the identified Airport Influence Area overlays for Mineta San José International and Reid-Hillview airports.
- TR-14.2 Regulate development in the vicinity of airports in accordance with Federal Aviation Administration regulations to maintain the airspace required for the safe operation of these facilities and avoid potential hazards to navigation.
- TR-14.3 For development in the Airport Influence Area overlays, ensure that land uses and development are consistent with the height, safety and noise policies identified in the Santa Clara County Airport Land Use Commission (ALUC) comprehensive land use plans for Mineta San José International and Reid-Hillview airports, or find, by a two-thirds vote of the governing body, that the proposed action is consistent with the purposes of Article 3.5 of Chapter 4 of the State Aeronautics Act, Public Utilities Code Section 21670 et seq.
- TR-14.4 Require avigation and "no build" easement dedications, setting forth maximum elevation limits as well as for acceptance of noise or other aircraft related effects, as needed, as a condition of approval of development in the vicinity of airports.

These policies are intended to be used to evaluate projects within the AIA of SJC to ensure aviation land use safety and General Plan consistency. Future specific land use proposals would be evaluated by City staff and these policies used to ensure project consistency with the General Plan and Rezoning and ideally include conformance with these CLUP polices.

However, as there are no specific policies within the General Plan Amendment, Rezoning, Design Guidelines, or existing Safe Airport policies, that would prohibit residential outdoor space within the 65 dBA CNEL contour.

A solution that is not proposed in the Downtown West project could be if the City agreed to add language into the General Plan Amendment, or Rezoning Design Guidelines that precluded residential outdoor space within the 65 dBA CNEL. If such language is not included, the Downtown West project would be inconsistent with the SJC CLUP noise policies.

Height:

Airport vicinity height limitations are required to protect the public safety, health, and welfare by ensuring that aircraft can safely fly in the airspace around an airport. This protects both those in the aircraft and those on the ground who could be injured in the event of an accident. In addition, height limitations are required to protect the operational capability of airports, thus preserving an important part of National and State aviation transportation systems.

Federal Aviation Regulations (FAR) Part 77, Objects Affecting Navigable Airspace, establishes imaginary surfaces for airports and runways as a means to identify objects that are obstructions to air navigation. Each surface is defined as a slope ratio or at a certain altitude above the Airport elevation. The ALUC uses the surfaces as height restriction boundaries.

Figure 6 of the referral shows “existing heights / OEI”, but is actually the FAA FAR Part 77 surfaces. Figure 7 shows the Terminal Instrument Procedures (TERPS) surfaces. And Figure 7 shows the ground elevations. In June of 2020, the San Jose City Council adopted TERPS as the height limitation surfaces for the area south of SJC.

The adoption of TERPS surfaces as a height standard allows heights that exceed the Part 77 surfaces by varying heights of 80-120 feet

As started earlier in the report, the Downtown West Design Standards and Guidelines (DWDSG) would be used for building height allowance up to TERP surface ceiling. This would equate to building heights approximately 295 feet tall from grade. All proposed heights proposed in the project would exceed the allowed heights and specific development could potentially exceed the FAR Part 77 Surfaces in the SJC CLUP, which are used by the ALUC as height restriction boundaries.

According to Section 20.70.200, the City of San Jose Zoning Ordinance, the height of structures within the Airport Influence Area (AIA) of SJC is as follows:

- Except as otherwise specified in this chapter, properties located in the downtown zoning districts shall only be subject to the height limitations necessary for the safe operation of San José International Airport.
- No building or structure, together with any equipment or objects attached to such building or structure, shall be permitted of a height that exceeds the elevation restrictions prescribed under Federal Aviation Regulations Part 77 (14 C.F.R. Part 77), as amended, unless the proposed height is specifically reviewed in an aeronautical study prepared by the Federal Aviation Administration in accordance with such federal regulations and the study concludes that the proposed building or structure does not constitute an obstruction or hazard to air operations.

Notwithstanding the Safe Airport polices and the above ordinance language, the Downtown West General Plan Amendment and Rezoning would allow heights in conflict with the Part 77 surfaces and SJC CLUP height polices. Therefore, the General Plan Amendment and Rezoning are inconsistent with the SJC CLUP height policies.

Avigation Easement:

Avigation Easements provide notice to future owners and occupants of buildings that there will be aviation activity around them. Avigation Easements are important disclosures both for the public and airport operators to ensure aviation activity is taken into consideration.

SJC CLUP policy G-5 states: "Where legally allowed, dedication of an avigation easement to the City of San Jose shall be required to be offered as a condition of approval on all projects located within an Airport Influence Area, other than reconstruction projects as defined in paragraph 4.3.7 [of the CLUP]. All such easements shall be similar to that shown as Exhibit 1 in Appendix A [of the CLUP]."

The General Plan Amendment nor the Rezoning, propose any specific development. The Planned Development Permit is procedural process for future development. The Historic Landmark boundary Amendments would simply amend a boundary, the Historic Preservation Permit is needed to amend that boundary, and Vesting Tentative Map is for subdivision of airspace for condominium purposes. Therefore, at the time of specific development proposals to the City of San Jose, City Planning Staff will require Avigation Easements as a condition of all such development. These easements shall be similar to the document contained in the CLUP appendix.

STEPS FOLLOWING ACTION:

Following the consistency determination by the ALUC, staff will forward the recommendations to the City of San Jose to include in the final action of the City of San Jose Planning Commission and City Council. If the ALUC determines the General Plan Amendment and Rezoning are inconsistent with the SJC CLUP, the City may initiate the overrule process, which requires a two-thirds vote of the local agency's governing body, supported by specific findings which demonstrate that the plan(s) satisfy the purposes of the State Aeronautics Act {PUC 21670 et seq} and guidance of the state's Airport Land Use Planning Handbook.

Section 4.2.2.1 of the SJC CLUP (Overrule Notification Process) states that in the event of intent to overrule, the affected local agencies shall:

- Notify the ALUC at least 45 days in advance, of their intent to overrule any ALUC non-consistency determination including a copy of their proposed decision and specific findings.
- Notify the ALUC if and when the local agency overrules any ALUC non-consistency determinations.

ATTACHMENTS:

- Referral-Letter_Downtown-West-Google-Project (PDF)
- Downtown West Airport Land Use Project Package (PDF)
- Downtown West Design Guideline Excerpt (PDF)

Shasta/Hanchett Park Neighborhood Association
P.O. Box 28634 ▪ San José, CA 95159 ▪ info@shpna.org ▪ www.shpna.org

January 8, 2020

VIA EMAIL (jose.ruano@sanjoseca.gov)

Jose Ruano
Diridon Station Area Plan Project Manager
City of San Jose
Department of Planning, Building, and Code Enforcement
200 East Santa Clara Street, 3rd Floor Tower
San Jose, CA 95113

Re: Diridon Station Area Plan Draft Amendment

Dear Mr. Ruano:

I am writing to you as the Vice President and Director for Planning and Land Use of the Shasta / Hanchett Park Neighborhood Association (S/HPNA), on behalf of the NA, with our comments on the scope of the Draft Amendment to the Diridon Station Area Plan (DSAP). S/HPNA represents 4,500 households immediately west of Diridon Station, in the Garden Alameda, Shasta / Hanchett Park, and St. Leo's neighborhoods, directly adjacent to the western boundary of the DSAP; the easternmost portion of S/HPNA is within the DSAP boundaries. For more than thirty-five years, we have sought to work with the City of San Jose, developers, and our neighbors to create a vibrant neighborhood.

While we appreciate the fact that the City has posted the Draft Amendment at this early stage, we must take issue with the revision process itself. Given the scale of the Draft Amendment, we have several concerns regarding expedience taking precedent over thoroughness; our comments include, but are not limited to, the following:

- **Comment Period:** The City's website gives conflicting information as to when the comment period for the Draft Amended DSAP ends. PBCE's 'Diridon Station Area Plan' web page lists January 11th and includes a link to the online feedback form; this is the top search result for 'Diridon Station Area Plan Amendment Comment Period'. This is unacceptable and could be seen as a deliberate attempt to sideline commentary.

- **Use of Amendment Process:** A Draft Amendment that cites a previously completed, adjacent EIR, which never included any reference to the specific site, building height, and transit issues associated with the Diridon Station Area (DSA), cannot be considered a full guiding document for future development. This conveys a clear disinterest in any in-depth analysis of the specific challenges posed by the DSA. The revised Ignoring the 2014 DSAP allows PBCE to set aside the guides, considerations, and years of public input that preceded the 2014 document, in favor of unrelated analysis. The agreements and mitigations being consciously discarded include the Strong Neighborhood Initiative Zones, deference to residential building heights at the southern zone of the DSAP, and the 2002 Delmas Park Neighborhood Improvement Plan. Overruling years of community engagement, and multiple agreements and plans, should not be an Amendment process. It is a clean sheet undertaking.

- **Building Heights:** Using the amendment process circumvents the public's ability to comment on the building height and neighborhood interface issues. Projects of substantially smaller scopes have entailed supplemental or new EIRs, when there were no substantive changes to proposed building heights. To now cite an array of disparate documents, previously prepared without reference to the project area or

substantial increases in building height, as the heart of a CEQA document would be laughable, were it not for the decades of impact this document will have. This comes across as an attempt to sidestep the need to address the substantive mitigation issues, sacrificing the ability of the surrounding neighborhoods to engage in the process, for the sake of expedience.

- **Crane Heights:** The Draft Amendment ignores the fact that the substantial increase in building heights would require cranes that would violate FAA guidelines, rendering the achievement of these proposed heights logistically impossible. When asked this question multiple times, in a series of meetings, City staff chuckled, and acknowledged that it is a problem that will need to be addressed. Environmental Impact Reports and CEQA documents are exactly where these issues are to be addressed. Even an Amendment, crafted to circumvent the typical process, cannot be taken seriously if it does not address one of the fundamental challenges of development within the DSA.

- **Development Data / Metrics:** The Amendment should include documentation of all proposed, pending, entitled, and completed developments within the DSAP, dating back to at least 2002. This should also include any projects which are scheduled to be approved or entitled before the final version of this Amendment, including developments which have held publicly noticed meetings. This information is needed to properly understand the context of the DSAP. Individual S/HPNA residents should not have to compile the data themselves, and then provide it to City staff, who were admittedly unaware of the specifics; yet this is exactly what has happened. Planning staff that has no knowledge of the current Planning conditions cannot be relied upon to generate an accurate, complete CEQA document.

- **Separating Means of Transportation:** The City's General Plan Land Use Goals, and its embrace of Vision Zero, emphasize that walking and bicycling become primary transportation methods. The proposed Amendment includes significant negative impacts on bicycle and pedestrian safety, putting it in conflict with these goals. Connecting the Los Gatos Creek Trail across West Santa Clara Street with token crosswalk and curb improvements is inadequate. The Amendment calls for massive intensification of uses at this area; an office building, two residential buildings, an events center, the adaptive re-use of the San Jose Water Company Building, a large plaza, the upgraded Los Gatos Creek Trail, the Guadalupe River Park Trail, Arena Green (with the pending Urban Confluence structure), and SAP Center. The proposed improvements would only nominally improve the congestion caused by SAP Center alone and would do little to substantively protect cyclists and pedestrians. The City has cited an overcrossing as an 'ideal solution', at some future, undefined date. The overcrossing needs to be studied as part of the project proposal, and a solution, based on robust analysis of pedestrian and non-vehicular access, should be part of any development approval. An environmental document cannot rely on ideal future solutions as a means by which to address substantial shortcomings in pedestrian and bicycle safety.

  A pedestrian crossover on West Santa Clara Street, close to Diridon Station, would address further shortcomings. The lack of a BART station entrance on the north side of West Santa Clara Street will create a substantial uptick in traffic across West Santa Clara, as will the inevitable substantial developments to the north. The Amendment does not address this order-of-magnitude increase in crossings. A detailed micromodality management plan needs to be produced, with robust community involvement and input.

- **West San Fernando Street and Cahill Park Promenade:** West San Fernando Street between Race Street and the project area is indicated as a protected bike lane. This would bisect Cahill Park, eliminating the promenade between the playground and the open grass. West San Fernando Street is a narrow street that already experiences heavy pedestrian, motorized scooter, skateboard, and bicycle usage. The area was converted to permit parking as part of the Arena Traffic and Parking Management Plan (TPMP) more than twenty-five years ago. The proposed protected bike lane is vital, but it undermines the TPMP's detailed commitments and requirements. The proposal reduces the safety and functionality of the single large park immediately adjacent to the DSA – an area that is already drastically lacking in parks. It reduces the efficacy

of mitigations made as part of the Arena's construction, directly undermining the City's commitments to its residents, and substantially increases the non-vehicular usage of a street that is already substandard in many ways. These are all clear dismissals of Vision Zero principles. Analysis and recommendations for how to improve West San Fernando Street and Cahill Park without causing these substantial harms must be included in any CEQA document.

- **Roadway Network Changes:** Emphasizing Autumn Street and Almaden Avenue as primary circulation paths, while closing Delmas Avenue, would substantively hamper vehicular ingress and egress to the DSA, especially to SAP Center. This directly undermines the TPMP and has the potential to send drivers through residential neighborhoods seeking nearby freeway onramps; one of the very problems the TPMP was drafted to prevent. The TPMP goals must continue to be met.

- **Expedite Downtown Transportation Plan:** West San Fernando Street, Cahill Park, and West Santa Clara Street at Diridon Station will all be bottlenecks that clearly prioritize car and bus traffic. The Downtown Transportation Plan (DTP) should be expedited, so that its findings and recommendations can be incorporated into the DSAP. To undertake an effort as substantial as the DTP, only to have it not apply to the DSAP analysis, is either farcical or a cynical effort to ensure that any impacts are dismissed as 'existing'. The DTP should provide City Council and PBCE staff with the necessary data and models to address the potential impacts of the DSAP Amendment before it is approved.

We take pride in our neighborhood; S/HPNA Board members and volunteers have been diligent advocates for decades. Density and additional development within, and adjacent to, our boundaries are inevitable; documents and plans that ignore precedent, and seek to circumvent substantive analysis and public input, while ignoring or minimizing significant impacts on the adjacent residents, should not be. We welcome development that supports the neighborhoods with community services and amenities, while maintaining and encouraging the walkability and vibrance of the area.

Respectfully submitted,



Edward Saum
Vice President & Director for Planning & Land Use
Shasta / Hanchett Park Neighborhood Association

Cc: San Jose City Council
Mayor Sam Liccardo
Rosalynn Hughey, Director, Department of Planning, Building and Code Enforcement
Robert Manford, Deputy Director, Department of Planning, Building and Code Enforcement
Toni Taber, City Clerk



January 8, 2021

Jose Ruano, Diridon Station Area Project (DSAP) Manager
Planning Building and Code Enforcement
City of San Jose

Dear Mr. Ruano:

Please accept these comments from San Jose Parks Advocates on the Diridon Station Area Plan (DSAP) and park components of the Downtown West (Google) plan. SJ Park Advocates is a group of passionate park residents with a mission to bring parks into the public political consciousness, to make parks an issue in all discussions of civic priorities, neighborhood services, and community interactions with the City of San Jose.

The limited commitment to park land for an area for 24,000 new residents and 20,000 new office workers is shocking. The park space is wholly inadequate. The DSAP plan should more clearly acknowledge how COVID demonstrated the importance of public space for urban residents.

Parks, Recreation and Neighborhood Services has adopted *ActivateSJ* as guiding principles for the entire system. The over-riding goals for DSAP Parks and Open Space should be sorted according to the guiding principles of *ActivateSJ* and should be coordinated with those principles. Comments on the DSAP will be discussed within the context of those five guiding principles.

Stewardship: We take care of what we have and invest for the future.

1. **The plan should include clear specification about operational and decision-making responsibilities and the role of future residents in those decisions.** It alludes to the collaborative relationship with Guadalupe River Park Conservancy, but it is completely unclear what organization (City, Google, GRPC, or other) will:

a) operate the public spaces within DSAP and Downtown West (Google);

b) decide what amenities will be included—even though Downtown West (Google) has provided a proscriptive list for their properties and the lands they may dedicate;
c) program and select activities;
d) decide when facilities will be closed to serve private needs;
e) respond to future residents needs and wants.

Further, nobody knows what maintenance costs will be shared or born exclusively by the City. **It is fiscally irresponsible to establish a plan with no clear lines of responsibility.**

2. **The DSAP plan should state that park land that is accepted for dedication and/or for purchase will be evaluated for its robust usability and flexibility as well as its attractiveness for users.** Irregular shapes that can't be programmed or designed for different usages in the future should be rejected. The plan should acknowledge that the COVID pandemic has changed how people interact with parks and that many social scientists believe it will change how people interact with each other in the future and that parks and plazas should be acquired with scale and dimensions that allow responding to that change. **The DSAP should state the City will reject dedication of land that is shaded by tall buildings throughout the day.** All parks and plazas should be of a size and orientation so that they receive sun during peak usage from 10 am to 4 pm year-round. This builds on the experience of other cities that have popular, naturally and cost-effectively activated parks *when the parks have sunshine throughout the four seasons* and filtered shade from trees. **Land with southern exposure along a street should be preferred for park acquisition and dedication.**

3. **The DSAP plan should clarify that plazas are meant as places of respite, for people-watching, and for the development of social cohesion through interaction.** The current language suggests their primary purpose is for people movement—diluting the goal of building social cohesiveness through public space. Parks and plazas serve a different purpose than sidewalks. PRNS must invest in spaces that serve PRNS purposes, not transit. **The DSAP should make clear that PRNS properties are not places designed primarily for waiting for transit—** buses, Lyft, Uber, Airporter, or car rides.

4. **The DSAP park plan should specify the acreage of each type of property. While Downtown West (Googletown) claims 16 acres of "open space," only about 4 acres is possible city parkland.** The 16 acres over-inflates what may be usable by the public. The DSAP plan should seek to provide clarity. "Open space" does not mean "anything that is not a building;" it means "space where the public can feel openness to nature." In addition, the DSAP language should make clear that some of that potential parkland may go away with the construction of the Diridon Integrated Station Complex. (DISC) or if Google chooses to sell or not develop later phases.

5. **The DSAP should clarify the role of the upcoming development agreement and its impact on the park plan.** Specifically, the dedicated park lands should be a priority and should be dedicated in phase 1.

6. **The DSAP should make clear that PDO/PIO fees collected will be allocated according to the City's usual protocols.** PRNS must protect residents of the city and the integrity of the PDO/PIO process in the face of developer pressure to keep fees within the boundaries of their project even when it does not serve the City.

Nature: We protect, promote and preserve natural areas for all people.

1. **The plan should state how the City will protect existing parks and riverine environments, such as Arena Green West, from shade impacts and how the plan will mitigate any degraded natural experience from proposed buildings.** DSAP proposes very tall building heights without regard to shade impacts on existing parks and open space. The Downtown West (Google) DEIR shade analysis demonstrates the severe impact on the existing Arena Green West park, limiting the ability to keep any natural elements and reducing availability of natural elements to future residents. The DSAP makes no mention of this degradation and any compensatory action plans for the residents from the City. Since Arena Green West is less than 10% of the entire Guadalupe River Park, Downtown West (Google) does not have a CEQA obligation to mitigate the degradation. The DSAP plan suggests that Arena Green West will be providing the more natural experience, but the shade will degrade that experience and potentially eliminate natural from this park. (Also, it is unknown how much of this park will be turned to hardscape for the Urban Confluence project—potentially eliminating ALL natural elements in the Arena Green West). In addition, shade impacts were highlighted by the Joint Powers Board/Caltrain in its letter to the Downtown West EIR, the stated the shade impacts would damage their Los Gatos bridge habitat restoration. The Water Quality Control board similarly has expressed concerns on the impact of shading on the riverine environment. Activate SJ calls for the City of San Jose through PRNS to be a steward of park land and open space and *protect the assets.* The DSAP should explain how CSJ is protecting these assets from shade impacts.

2. **The DSAP plan should not include a proposal for an additional bridge across Los Gatos Creek between West San Fernando and West Santa Clara.** The currently proposed bridge violates the City's Riparian Habitat Study, Santa Clara County Consortium's Land Use Near Streams, and the Habitat Conservation Plan for minimum separations between bridges. There are already bridges nearby. This bridge would connect from one private property to another piece of private property and further damage the already fragile habitat.

3. **The DSAP should make clear that it follows the Habitat Conservation Plan with its minimum 35-foot setback for all recreational elements.** Downtown West (Google) has proposed extensive numbers of structures of various types within the minimum 35 ft. setback required by the Habitat Conservation Plan (HCP). The HCP plan is specific about the type and frequency of intrusions—seeking to minimize intrusions. The DSAP plan should specify that this area is NOT an appropriate area for intensive education experiences. The habitat is too fragile. **Educational experiences should be provided *outside of DSAP boundaries* and within the City's and County's regional parks that have more robust riverine environments,** such as Guadalupe River Park north of Coleman Avenue which is just outside the DSAP boundary and within a 20-minute walk of Diridon station.

4. **The DSAP plan should improve language around "urban form" to indicate that urban form with somewhat more hardscape does not equate to no nature.** Surveys conducted by multiple groups (eg Gehl, Santa Clara County Housing, People for Public Spaces, City of San Jose, New Yorkers for Parks, Trust for Public Land, as well as academics) show that people prefer urban parks with strong natural elements.

Equity and Access: We embrace people of all ages, cultures and abilities.

1. **The DSAP park plan should clarify how decisions will be made about programming and design.** The DSAP should indicate how the parks and plazas and programming will be updated over time as new residents join the community and wish to express their views. It appears that Downtown West (Google) has already decided about their spaces as evidenced by their proscriptive design guidelines where nearly all decisions are made and future residents and workers will have little input.

2. **The DSAP park plan should include language that describes *how* PRNS will be certain that persons of all ages, income levels, abilities and cultural preferences will have access to parks that meet their needs.** DSAP suggests a desire to provide a neighborhood that allows residents to surrender their cars which will limit access to amenities that are housed in distant neighborhoods. PRNS should provide a full palette of recreational categories. The published Downtown West (Google) design guidelines and their consultants indicate that their designs are based on western European public spaces. They have specified a color palette. The Downtown West (Google) plan's space names do not reflect the cultural or historic or technological diversity of San Jose—even though they affirmed a desire to design a place that says *San José*.

3. **The DSAP should indicate that PRNS will specifically counter-design to provide the diversity of design, culture and amenities that the Downtown West (Google) project does not provide.** For example, the City's public art could include the names IBM, HP, Adobe, Cisco, or Yahoo. The City's parks should include symbols, colors and park design elements from places other than western Europe so that all of the city's residents from around the world can feel comfortable in the public space including those who don't have money to spend at the coffee shops and restaurants proposed to line these Downtown West (Google) European-style public spaces.

4. **The DSAP should indicate that PRNS will carefully inventory amenities and will counter-design so that all public space needs, including active recreation, are met through appropriately sized amenities.** Although large residential development may provide certain amenities to their residents, the city should keep track and provide adequate amenities for residents who do not live in these expensive facilities as well as for those residents who have little interest in outdoor coffee shops for their recreation.

5. **The DSAP should specify that city park design guidelines shall supersede any developer's design guidelines when issues of equity and access are at stake, even if this was not**

discovered at the time of entitlement or the development agreement. For example, signage must be multi-lingual and all-access. Seating design must allow the less-able to rise independently either through the use of arms or appropriate heights.

6. **The DSAP park plan should include a discussion of potential low income housing and the impact on park fees collected.** An equity discussion should be included on how it is equitable that poor people will have less access to parkland. The DSAP should lay out what policy alternatives there are to backfill this discount so that poor people (who are primarily people of color or language minority) are not disadvantaged in park access. Typically, fewer recreational amenities are built within low income/affordable housing.

7. The DSAP Housing sections suggests that there will be further discounting of park fees and makes claims that the discounting will further the construction of inclusionary housing. **The claim—if true—should be documented with the research that supports additional discounts.** The claim should also indicate what percent park fees represent of total construction, marketing and development costs and should provide historic data on the park fees that have been foregone by this policy giving examples of how many inclusionary units have been built with the current discount policy. Housing built on this discount program should be mapped and access to parkland should be described. Equity issues should be discussed answering the question, "Does black and brown and poor mean less access to parks and less access to health and community building from public life?" The supporting documentation should be placed in appendix along with research that suggests what *other strategies*, such as direct subsidies, increase inclusionary housing.

8. **The DSAP plan should indicate the Diridon Station Area will continue to perpetuate discriminatory inequities that communicates non-European cultures are not valued if PRNS does not obtain enough PDO/PIO fees** or other monies to develop culturally sensitive public space that counter-balances the Euro-centric Downtown West (Google) design,

Identity: We aim to be a premier parks, recreation and neighborhood services system.

1. **The DSAP offers an appallingly small amount of public park and open space compared to similar major redevelopment projects in other cities nationally and internationally.** It is unacceptable that this plan is being presented with so little public space at a time when COVID has reminded everyone of the critical role of public space. Premier park systems identify parcels for acquisition. DSAP should contain stronger aspirational language about land acquisition. Downtown West (Google) offers only 4.7 acres of public parkland—where ALL of the DISC construction impacts will reduce those public park acres and none of the Downtown West (Google) highly commercialized, European-style, curated private open space. The city's portion of DSAP contains a guarantee for only one small plaza and the continuation of Arena Green West in some less usable form after the Urban Confluence project covers some or all of the park.

2. **The DSAP language should continue to emphasize the importance of acquiring prominent parkland on the Barack Obama Boulevard Gateway.** These parcels will set the stage for residents and everyone entering the Diridon Station Area. They can be designed to say "San José" with our cultural diversity, focus on nature, health, sun, and fun. They would allow an additional recreational opportunity for underserved residents from Downtown West (Google) residential buildings on Royal at West San Carlos (Old Orchard Supply Hardware site).

3. **PRNS should reject the Downtown West (Google) offer of dedication for several of the suggested properties. They are not compatible with a premier system. They are table scraps from one of the largest corporations in the world and shows disrespect for the City and its park system.** Specifically:

> 3a. **The City should reject dedication of the land behind the residential village on the old Orchard Supply Hardware.** The DISC construction will take this property. It is too narrow and there will be too much user conflict between those residents and the users of the trail. It is bad design and incompatible with the city's stated aspiration to being a premier system.
>
> 3b. **The City should reject the St. John Triangle from Downtown West (Google).** It will be fully shaded by buildings and receive sun for less than hour per day. It has an odd irregular shape and it will be hard to convince people to use during three seasons per year. Land is too valuable to be underutilized. Using this site for parkland is a mis-match for the state goals of DSAP;s park system.
>
> 3c. **The City should reject dedication of the "The Social Heart."** It is irregular shaped and dominated by the personality of Downtown West (Google)'s tenant businesses. It sits on top of planned Downtown West (Google) parking lot. The irregular property lines make it difficult to maintain and does not allow for changing tastes. It requires complex programming and interaction with the Downtown West tenants. *"Too many cooks spoil the broth."*

4. **PRNS should discuss within the DSAP land acquisition strategies to fully serve the periphery of DSAP, including McEvoy and Stockton Avenues neighborhoods.** The appendix should include a simple discussion of strategies in addition to the traditional PDO/PIO process, such as bonding against a parcel tax, floating commercial paper, or collaboration with San José's heritage developers seeking to reduce tax burdens from generational transfer of property.

5. **PRNS should include in DSAP a statement the City of San Jose will set aside staff or designer time to more aggressively shape public space both in and outside of Downtown West (Google) to create design reflective diverse cultural communities around the world—beyond Western European.**

6. **DSAP should indicate how community members will be notified when they are on public land and when they are on private land—even if it is publicly accessible.** Some members of the public may not want to be on the land of such a controversial company. The Downtown West (Google) design guidelines call for a proscriptive and narrow color palette for both the privately owned public open space and the turnkey City-owned parks. The identity of the City of San Jose may become blurred with Google's identity if there is such uniformity of design.

7. **The DSAP plan for a bicycle flyover addresses user conflict and would certainly be iconic, but it doesn't address human behavior and won't meet the stated goal.** The Flyover won't attract bicyclists in a hurry, they will use the trail at grade—perpetuating conflict--unless the city plans to build barricades (that people likely will remove). Looking ahead 30 years, the City's transportation plans hope the number of bicyclists will require something more than this flyover. More likely, lunchtime pedestrians will enjoy the view from a flyover—something like the highline. The iconic structure would build the city's identity, but considering the costs, is it the best use of money that will be limited due to the ongoing pressure from housing department managers and other city staffers to continue to discount PDO/PIO fees for nearly all types of housing? A single iconic structure does not counter balance table scraps and cold north-facing wind-swept plazas that no housed resident will use.

Public Life: We promote community spaces for a safe, fun and healthy San José.

1. **The DSAP plan should eliminate the promise of a Community Center. No PDO/PIO development fees from the park trust fund should be spent on another community center in this catchment area.** The language of the plan should reflect contemporary reality that under city policy few community centers are full service (hub). While the City owns many buildings, it does not program most of them, depending on a "partner program" with local non-profits. Gardner Community Center is located within one-half mile of Diridon Station. A modern facility, it has been converted to a "partner" program and left vacant most of the time since the start of the "partner" program. The Gardner partners never operated a full-service center and limited hours of operation. Gardner is located across the street from Gardner Elementary and the DSAP plan area is the catchment attendance area for the school. Children from DSAP area walk to Gardner elementary school every day during normal non-COVID times. It would not be unreasonable to expect DSAP residents to walk to this modern facility. Further, San Jose Unified School District Enrollment Projection report and the Downtown West (Google) DEIR have both indicated that few children are expected in the DSAP area. The City's current community center offerings city-wide focus on seniors and children with very, very, very few offerings for people between the ages of 25 and 55 which is the expected age of nearly all new residents of DSAP. Additionally, most of the "partner" non-profits the City depends upon to operate community centers are suffering greatly from the pandemic. Many are expected to fold. The model of using "Partners" does not appear to be sustainable. PRNS is not taking care of what they already have (e.g. the Gardner Community Center), and should not build anything else until they can. However, the Gardner Community Center property could be remodeled for

additional square footage and additional programming—if a future city-wide study of sustainable and equitable community center operation warrants it.

2. When describing urban parks, **the DSAP park section should have illustrations that show a greater variety of active and urban uses beyond eating and drinking at tables.** PRNS should make mention of Viva Calle, Viva Parks, and programming by Downtown Association and other event providers and how parks were a part of the al fresco program. Narrative could be supported by photos of a physical trainer, a ropes course, a tall rock climbing wall, other active activities or events like a "painting party", a youth camp, Indian "Holi" Color Festival, Mexican folklorico dancing, Japanese drumming or a concert. Illustrations should be reviewed with an eye towards equity, and diversity. If someone saw these pictures, would they see themselves? Their family? Grandma? Friends? Co-workers? The section should speak to each of these users. At present, they do not.

3. **The DSAP should have language about *how* PRNS will design to avoid user conflict.** At present, the Downtown West (Google) sketches appear to be replete with user conflicts. DSAP and the PRNS design guidelines should have specific language highlighting the importance of minimal user conflicts for safe parks. PRNS guidelines should take precedence over Downtown West (Google) plans. Particularly worrisome is the conflicts that appear to be likely between trail users and the thousands of residents and office workers who will be confined to narrow park and POPOS corridors in the Downtown West (Google) plan.

4. **The DSAP language should address this important significant role for parks: climate change management.** There should be a mention of the urban heat island effect, and the use of evapotranspiration to cool a local area. Parks enhance local wind patterns with a park breeze (cooler air over parks replaces warmer air in adjacent city neighborhoods). Parks sequester carbons and other pollutants as well as mitigate local precipitation anomalies caused by heat island issues. (The best place in Downtown San Jose on a 100-degree day is Arena Green West—next to the river and under the trees.) San Jose has little experience with highly urbanized areas. It should learn from other urbanized cities and address these climate change management strategies right here in this plan for what will be the most urbanized area of San Jose.

5. **The DSAP should indicate how public life will be measured without violating people's privacy.** The City should state that passive data collection via cell phone monitoring by private companies will not be tolerated. It should not be allowed with POPOS. However, if the law does not allow this limitation on the property, users of the POPOS should be warned via signage and a text every time they cross from the public domain onto the private property that they are being monitored through their cell phone.

6. **The DSAP should acknowledge how COVID has made clear the critical role of public parks as areas for exercise, recreation, and respite and safety from the intensity of interpersonal relations in small spaces.** Reference should be made to how COVID is likely to change human behavior to increase the desire for greater personal space. Building developers are already

modifying their designs to reflect this prediction. Americans already required more personal space in their public spaces than most world cultures. It would not be surprising if they require even more personal space in the future.

Great cities have great parks.
Great redevelopment projects include a great public realm with parks at the center.

Thank-you for the opportunity to comment.

Sincerely,

/s/

Jean Dresden
On behalf of San Jose Parks Advocates

cc.
SJ Parks Advocates Board
Nicolle Burnham, PRNS
Larissa Sanderfer, PRNS

CATALYZE SV
www.CatalyzeSV.org
advocacy@CatalyzeSV.org

January 8, 2021

San Jose Planning Division
Department of Planning, Building, and Code Enforcement (PBCE)
200 E. Santa Clara St.
San Jose, CA 95113

Memo: Diridon Station Area Plan

Dear Lori Severino and San Jose's Planning staff,

Thank you for considering Catalyze SV's Diridon Station Area Plan feedback based on input from the 2 Community Visioning Workshops and insights from our member's review of Downtown West. We applaud you and your colleagues' efforts on this important plan that will help shape the future of San Jose.

Background: In fall 2020, Catalyze SV (CSV) conducted 2 Community Visioning Workshops (including virtual site walks) about the Diridon area - one on 10/21 for the Vietnamese community and another on 11/21 for the artist and creative community.

CSV synthesized feedback from the 60 total workshop participants into two reports linked here:

- Community Visioning Workshop & Virtual Site Walk for Artists & Creatives
- Community Visioning Workshop & Virtual Site Walk for the Vietnamese Community

Meanwhile, Catalyze SV's members evaluated & scored Google's Downtown West project in October 2020 based on our project criteria.

Thus, our input below is based on a) the input we gleaned from both workshops; b) our general project criteria; and c) our specific evaluation of the Downtown West project.

City of San Jose's request to Catalyze SV: "The City team has tried to reflect the big picture themes (i.e., the vision for the area) in the Draft Amended DSAP and will consider adjustments based this fall's engagement. We would love your feedback on the DSAP vision statements and any suggestions on how to reflect the community input you helped us gather this fall! Most relevant are sections 1.2 (Vision), 1.4 (Planning for Equity), and 2.2 (Key Principles – land use and design), 3.2 (Key Principles – open space and public life), and 4.2 (Key Principles – mobility) …"

1.2 Vision:

In general, the Vision aligns with what we heard from the artist and Vietnamese community workshop participants, as well as with Catalyze SV values. While most of these are covered in additional sections, items that could be incorporated into the values include:

- Art in public space
- Abundant homes for people of all incomes and family sizes
- Pedestrian and bicycle wayfinding
- Micromobility
- Adaptable for changing times and needs
- Cultural/event space and community centers.

There are a few language choices in the Objectives that we wish to address briefly.

- "Create a pedestrian-focused mixed-use urban district with buildings that maximize height potential to allow for more urban vitality and economic activity, with appropriate transitions to surrounding lower-density residential neighborhoods."
    - The use of "appropriate" could have a range of meanings. As the most important transit hub in Northern California, we assume the continued expansion of density in surrounding neighborhoods as the Diridon Station Area is built out. We are concerned that hundreds of housing units won't be built because density will be limited near single-family homes that will benefit greatly from the new amenities.
- "Improve pedestrian, bicycle, motorized and transit connectivity between the station site and existing adjacent commercial and residential areas to ensure seamless multi-modal connectivity."
    - As a policy choice, improving "motorized" (car) trips in this area, and especially for through traffic, seems like the wrong goal. With the increased density and sustainable transportation focus, we recommend discouraging car trips passing through the area while prioritizing transit, walking, and biking.

1.4 Planning for Equity:

We are really glad that this is being called out as a separate section, but most of the actual implementation will come from specific choices made in land-use, public space, mobility, and other areas of planning. We encourage you to continue to actively reach out to different groups as you enabled us to do with the artist and Vietnamese communities. Some specific ideas include:

- Provide pedestrian, bicycle & transit wayfinding in Spanish and Vietnamese to make the area welcoming to residents that do not speak English.
- Ensure the area can be enjoyed at all hours, as some low-income workers that don't work normal hours should also be able to benefit from the new public space. This includes good lighting, safe pedestrian access, and active frontages. The Vietnamese community suggested having a night market, which could increase vibrancy after-hours while providing employment for small entrepreneurs.
- Small food carts within the neighborhood or temporary stands could be allowed for independent small businesses to operate similar to those found in East San Jose.

- Safe and secure bike parking not just at the station but in hubs throughout the area will benefit low-income residents who have the highest bike mode share in the United States.[1]

2.2 Key Principles – Land Use and Design:

Both the artist and Vietnamese workshop participants called for plenty of housing at all levels of affordability and different sizes of households. This is a principle with which Catalyze SV strongly agrees. We believe the following feedback/suggestions for land use fall in line with these principles.

- We hope the CEQA clearance allows for any housing or other uses that does not get built-in Google' Downtown West (DTW) area to still be developed. If Google only builds 4,000 units, then 8,900 are allowed in the area outside DTW to equal the maximum in the Station Area.
- "Urban Residential (30-95 du/ac) Density: 30-95 DU/AC; FAR 1.0 to 4.0" - This is a very low density and FAR for areas this close to Diridon Station. CSV believes taller buildings around a handful of single-family homes are an okay trade-off for adding hundreds of additional housing units. Can these areas be converted to Transit Residential or at least have the allowed DU/AC increased?
    - Example: CSV's Project Advocacy Committee evaluated a planned affordable housing development at 777 West San Carlos that falls within the Urban Residential zoning area. Using the state density bonus to build, the developer plans to maximize density with 126 DU/AC, and would have proposed even more affordable homes if it was not limited by the existing zoning. This is a direct example of how this zoning is reducing much-needed homes.
- In general for a site this close to Diridon Station, the City should match building heights with what is allowed based on FAA regulations. There is no reason for the city to limit the number of homes in this transit-oriented district through heights, maximum densities, or FAR.

Both workshops and Catalyze SV members were concerned about the Diridon Station area having a range of different housing types. This includes affordable housing and family units which we believe is being addressed in the plan. But we are concerned that, less conventional homes such as micro-units that are naturally affordable and work/live space for artists could be limited by density and parking regulations.

- By setting maximum densities, developers will be discouraged from proposing micro-units or co-living buildings that are space-efficient and can be naturally affordable.
- Parking is another area that often increases the cost of homes. We hope that there will be low parking maximums for residential buildings and no parking minimums. If development is being limited because of concerns about traffic, adding parking maximums is the best

[1] "National Household Travel Survey bike/walk data - Bike Lab." Accessed January 7, 2021. https://bike-lab.org/2019/01/04/national-household-travel-survey-bike-walk-data/.

way to address this issue. Additionally, buildings without parking minimums are more likely to have ground floor space available for work/live units.

Commercial space for small businesses: Attendees of the visioning workshops focused on providing small shops, business space, and "Mom & Pop" food production locations. This would provide a naturally affordable space for small entrepreneurs, increase the diversity of businesses, and provide amenities for people of all incomes. Would the City consider setting a minimum percentage of ground-floor commercial space that could be divided into smaller areas (maybe between 200-800 sq ft) for large developments or provide incentives for buildings that do?

3.2 Key Principles – Open Space and Public Life:

We're glad that the Guadalupe River Park is a key focus point in the DSAP principles on open and public space. From the community workshops, we believe this area and other parks could present a great opportunity for subsidized or affordable commercial space for low-income entrepreneurs. This could be in the form of more permanent space or small food carts, farmers markets, and other less formal commercial activities that provide lower-cost options to visitors and residents.

Additional ideas include:

- Connect health and wellness by providing outdoor exercise equipment, space for physical activity, and playgrounds for kids.
- Add signage and wayfinding in Spanish and Vietnamese to encourage use by residents with limited English ability and display San Jose's cultural diversity.
- Provide flexibility of the space and encourage art through temporary exhibitions and not just permanent art installations.
- Utilize the changing urban environment by placing art exhibitions, studios, and community space in underutilized lots as the area is built out. Instead of empty lots waiting to be developed, create vibrancy, and bring in the community.

4.2 Key Principles – Mobility:

Participants from both the artist and Vietnamese workshops were concerned about the pedestrian realm and creating an accessible place. While the DSAP does specify the importance of walking, Catalyze SV believes there is still too much focus on driving and enabling through-traffic for cars.

- We're glad to see a goal of only 25% drive alone trips for this area as compared to 35% in DTW by Google. But 25% of 44,000 jobs, 28,000 residents, and many additional visitors in the Diridon Station Area is still 35,000 plus drive alone trips a day. This site is the most important transit node in Northern California and should shoot for 85 or 90% of trips on foot or by public transit, bicycle, or other alternatives to single-occupancy vehicles.

- While pedestrian access and routes were covered, the flip side of a quality pedestrian environment is limiting vehicle traffic passing through the neighborhood and speeds which we hope could be directly called out in the principles. Though-traffic by cars should not be encouraged or convenienced. It could even be priced.

The Vietnamese community felt strongly about the need to prioritize public transit, which is a value shared by Catalyze SV. To help prioritize public transit and maximize the movement of people into and through the area, we offer the following suggestions:

- Look into creating a Transportation Demand Management District that provides all residents with VTA Smart Passes to encourage transit use. This would help improve equity, with low-income residents most likely to use public transit and benefiting the most from the reduced need to spend on transportation. A similar measure was adopted by the Tasman East District (see page 150) of Santa Clara with bulk VTA Smart Passes being purchased for all residents once the population reaches 3,000 and can receive the bulk VTA discount.
- Provide bus-only lanes on West San Carlos, West Santa Clara, and The Alameda to prioritized transit and increase bus speeds.
- Explore a major public space - such as a transit-mall - that does not allow car access outside Diridon Station.

Additional ideas/feedback include:

- A strategy around micro-mobility seems to be missing from this chapter. This includes parking spaces, areas for charging, bike share, and micromobility parking locations to organize these vehicles.
- While secure bike parking is mentioned at the station, creating additional bicycle parking hubs throughout the area will increase the attractiveness of cycling and maximize ridership.

The Diridon Station Area Plan (DSAP) will help bring thousands of new homes and jobs that prioritize sustainable transportation and vibrancy to this under-developed neighborhood of San Jose. We applaud the effort in developing the DSAP and look forward to seeing the final plan with our feedback taken into consideration. We welcome follow-up dialogue on these ideas if that would be helpful, & we look forward to continuing to engage in this important process.

Sincerely,
Gavin Lohry, Catalyze SV's Development Manager
Alex Shoor, Catalyze SV's Executive Director

About Catalyze SV
Catalyze SV's Project Advocacy Committee is comprised of community members who identify, evaluate, & lead advocacy efforts around specific development projects.

CALIFORNIA
High-Speed Rail Authority

January 11, 2021

Jose Ruano, DSAP Project Manager
City of San José
Department of Planning, Building, and Code Enforcement
200 E. Santa Clara St., 3rd Floor Tower
San José, CA 95113-1905

Submitted via e-mail to Jose.Ruano@sanjoseca.gov

RE: Draft Diridon Station Area Plan Amendment

Dear Mr. Ruano:

We are pleased to provide this letter as the California High Speed Rail Authority's (Authority) comments on the Draft Diridon Station Area Plan (DSAP) Amendment dated October 2020. As mentioned in our December 8, 2020, letter commenting on the City of San José/Google Downtown West Mixed-Use Plan (Downtown West) (attached), we appreciate the ongoing partnership with the City of San José and your support for the delivery of high-speed rail passenger service to San José and the San Francisco Bay Area.

The Authority is supportive of the City of San José's amending the Diridon Station Area Plan in response to the Downtown West project and the Diridon Integrated Station Concept (DISC). Amending the DSAP is consistent with Authority policy to attract employment and housing to downtown station areas. Implementation of the DSAP will advance city regeneration and district-scale development consistent with our sustainability policies and vision for the integration of high-speed rail and local land use to transform California.

As discussed in more detail below, the Authority requests that the City of San José consider our feedback on the following topics on the DSAP:

1. Ensure right-of-way (ROW) preservation for high-speed rail needs;
2. Ensure that the DSAP provides the necessary station access as envisioned in the Authority's Draft EIR/EIS for the San Jose to Merced Project Section;
3. Confirm station development potential;
4. Incorporate coordination on inter-related projects, phasing, and capital improvement plan into the implementation chapter; and
5. Coordinate interim and final public improvements between the various projects and programs in the area.

The Authority looks forward to working with the City of San José on the coordination necessary to ensure the successful implementation of the Diridon Station Area Plan.

1. Rail Right-of-Way. Please update the DSAP to account for the Authority's high-speed rail alignment, as identified in the San Jose to Merced Project Section Draft EIR/EIS including the map figures.[i] For more detail on this, please refer to our attached Downtown West EIR letter, dated December 8, 2020.

2. Station Access. The Authority is highly supportive of the DSAP objective to "Improve pedestrian, bicycle, motorized, and transit connectivity between the station site and existing adjacent commercial and residential areas to ensure seamless multi-modal connectivity." We request consideration of the following to ensure station access improvements can meet our performance needs as envisioned in the Authority's Draft EIR/EIS for the San Jose to Merced Project Section:

    a. Cahill Street. Cahill Street is the point of arrival to the station and the City. The Authority's San Jose to Merced Project Section Draft EIR/EIS utilizes Cahill Street for walk, bike, transit, and vehicular access to the station. As the heart of a seamless passenger experience of multi-modal connectivity, there is a need for collaborative planning on how Cahill Street can be improved over time to meet all users' access needs as well as optimize pedestrian access to the station for each travel mode with the buildout of the DSAP.

    b. BART Station Access. Adding an entrance to the BART station that faces Diridon Station would substantially improve the user experience for passengers connecting from the heavy rail systems to BART. The BART station should have direct line of sight and connection to Diridon Station.

    c. Station Plaza. Please eliminate reference to plaza with regard to the entire station footprint as shown in Figure 4-4-6 Connection within the Station.

    d. Street Design. For more detail on street design please refer to attached Downtown West EIR letter from the Authority, dated December 8, 2020.

3. Station Area Development. To help achieve the objectives of the DSAP "to establish Diridon Station and the surrounding area as a local, citywide and regional destination where all residents and visitors, regardless of race, ethnicity, age, gender identity and income level can live, work and play," we would like to see the following clarifications to station area development for the Diridon Station site:

    a. General Plan Land Use Designation. To advance the DSAP principle "make more efficient use of scare transit-adjacent land and preserves natural resources by accommodating urban growth in the city's core instead of undeveloped areas at the city's edge", consider clarifying the text on page 33 under Public/Quasi Public to be consistent with the General Plan land use map so the text says that

the Diridon Station site has a Public/Quasi Public designation on the westside of the station and a Commercial Downtown designation on the east side of the station. The station site is not limited to only Public/Quasi Public uses. Given that the DISC vision has retail and employment uses extending to the west side of the station, the DSAP should permit these uses on the west side of the station. Figure 2-3-1: Land Use can be updated to be consistent with Figure 2-3-2: DSAP Preliminary GP Designations, which shows Commercial Downtown and Public/Quasi Public uses.

b. Height. To advance the DSAP objective "create a pedestrian focused mixed-use urban district with buildings that maximize height potential to allow for more urban vitality and economic activity...", we suggest considering updating Figure 2-3-4: Building Heights to show a maximum height designation for the Station. Per Figure 2-3-3 Airport Influence Area (AIA), Diridon Station is not within the AIA boundary so there is no FAA height restriction. Indicating the potential height at the station site would enable the opportunity to advance the City's interest for skyline-defining massing.

c. Street Frontage. To achieve the objective of "establishing the station and the surrounding area as a destination," we suggest updating Figure 2-4-3: Prominent Sites and Frontages to show both sides of Cahill Street as "image defining frontages". This will benefit travelers arriving to downtown San José on transit, as well as travelers arriving to the station to take transit. Figure 2-4-4: Podium and Pedestrian Level Framework can be revised from a Secondary Addressing Street designation to Primary Addressing Street, so there is an emphasis on active ground floor uses at the station and across the Cahill Street from the station. This will make the DSAP consistent with the Downtown Design Guidelines.

d. Transit Gateway. It would be beneficial to identify transit gateways for the BART station and the future location for the VTA light rail station below grade per DISC. Two interim conditions could be also considered in the text: 1) the existing location of Diridon Station, and 2) after HSR implementation with station entrances located both north and south of the existing historic station. This would be prior to the implementation of DISC. Figure 2-4-4: Podium and Pedestrian Level Framework shows four transit gateways as entry points to and from Diridon Station per the DISC Concept Layout.

e. Open Space and Public Life. For Figure 3-1-1: Open Space and Public Life Vision, we would like to coordinate on the location of the southern plaza to ensure there is a solution that works for our station entrance as envisioned in the Draft EIR/EIS. We also noted that the location of the two plazas differ from the DISC Concept Layout, which locates both plazas on the east side of Cahill Street.

4. Implementation. The challenge for the DSAP is the staged implementation of several major projects in the area over a prolonged period of time. The Implementation Chapter is an opportunity to address this, by considering how the DSAP can work to accommodate each project as implementation advances as a roadmap to realizing the overall vision of the DSAP. A few high-level suggestions on how to consider this:

    a. Inter-Related Projects. It would be helpful to have a single table of inter-related projects identified in the DSAP. The table can identify the Lead Agency and collaborating Agency roles and responsibilities, project scope, time frame and status, and inter-related projects that require coordination. This would clarify how each project contributes to the whole, as well as leverage investment for mutual benefit, minimize impacts and avoid duplicative efforts. This can also clarify what Downtown West and other private development is contributing to improve the function and quality of life of the station area.

    b. Phasing. It would be beneficial for the DSAP to include a phasing plan for public improvements. This would ensure station access improvements are in place to facilitate growth in ridership and support build-out of the station area. We suggest adding concepts for near, mid and long-term phasing of station access improvements based on anticipated completion dates for Caltrain modernization, BART – Silicon Valley Phase II and HSR service. For example:

        i) Near-term improvements (5 years) would be tied to completion of Caltrain Electrification and Phase 1 of DTW Plan.
        ii) Mid-term improvements (5-15 years) would be tied to completion of BART, HSR and Phases 2 and 3 of DTW Plan.
        iii) Long-term improvements (+15 years) would be tied to completion of DISC and buildout of the station area.

    c. Capital Improvement Plan. The DSAP could prioritize a list of capital improvements with a specific focus on station access. The list can include the scope of improvements, an estimate of costs, measures for financing each capital project, who is responsible for completing the improvements and timing. DSAP assumes that street frontages and utilities will be required to be improved or replaced with new development, however there are improvements that benefit the larger station area and cannot be built piece-meal. The DSAP can have an appendix with an update to the Diridon Station Area Infrastructure Analysis Report which was funded by the Authority. An update can identify a delivery program for improvements funded by the City's adopted Basic Infrastructure Impact Fee on development in the station area.

    d. Coordination Plan. The Implementation Chapter, at a high level, needs to frame future coordination efforts needed to implement the DSAP. The City is the Lead Agency for the approval of private development and associated public

improvements. This includes design and approval of multi-modal access improvements that serve the station. The topics raised above all require a coordination plan to ensure that all interested parties are engaged at the right level.

5. Diridon Integrated Station Concept.

   The DSAP presents the DISC Concept Layout as the future vision for the station. We suggest that the City work with the Partner Agencies to consider how space can be reserved "pre-DISC" for future station access for each mode, so the vision of DISC can be realized. Elevating the tracks/platforms and realigning light rail transit will create some, but not all space needed for station access, especially for light rail facilities, local/intercity buses and pick-up/drop-off space.

Thank you for the opportunity to comment. We look forward to our continuing collaboration with you and your staff. If you have any questions or concerns, please contact me at margaret.cederoth@hsr.ca.gov or (916) 882-1272.

Sincerely,

Margaret Cederoth

Margaret (Meg) Cederoth, AICP, ENV SP
Director of Planning and Sustainability

cc: Boris Lipkin, Northern California Regional Director
Serge Stanich, Director of Environmental Services
Kelly Doyle, Supervising Transportation Planner

Enclosure: Authority Comment Letter on Downtown West EIR, dated December 8, 2020

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[i] Figure 2-3-1: Land Use, Figure 2-3-2: DSAP Preliminary GP Designations, Figure 2-3-3 Airport Influence Area (AIA), Figure 2-3-4: Building Heights, Figure 2-4-3: Prominent Sites and Frontages, Figure 4-4-6 connection within the Station Area, and all other maps.

CALIFORNIA
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December 8, 2020

Shannon Hill, Environmental Project Manager
City of San José
Department of Planning, Building, and Code Enforcement
200 E. Santa Clara St., 3rd Floor Tower
San José, CA 95113-1905

Submitted via e-mail to shannon.hill@sanjoseca.gov

RE: Downtown West Mixed-Use Plan (Google Project)
File Nos: GP19-009; PDC19-038; PD19-029
Review of Draft Environmental Impact Report

Dear Ms. Hill:

Please accept this letter as the California High Speed Rail Authority's (Authority) comments to Google's proposed Downtown West Mixed-Use Rezoning and Development Plan (DTW Plan) Draft Environmental Impact Report (Draft EIR) to the City of San José dated October 7, 2020. We appreciate the ongoing partnership with the City of San José and your support for the delivery of high-speed rail passenger service to San José and the San Francisco Bay Area.

The Authority is supportive of the City of San José's efforts to develop the DTW Plan in the Diridon Station Area. The DTW Plan is consistent with Authority policy to attract employment and housing to downtown station areas. Implementation of the DTW Plan will advance city-regeneration and district-scale development consistent with our sustainability policies and vision for the integration of high-speed rail and local land use to transform California.

As discussed in more detail below, the Authority requests that the City of San José and Google consider the following specific revisions to the DTW Plan and coordination efforts:

- Inclusions to demonstrate conformity with the transit-supportive Goals and Policies of the Envision San José 2040 General Plan;
- Updates to the documents to account for the HSR rail alignment laid out in the Authority's San Jose to Merced Project Section Draft EIR/EIS;
- Further analysis to determine the impacts on high-speed rail ridership and modes of access/egress;
- Modifications to the design of the street network to meet the Authority's performance needs for station pick-up/drop-off (for all modes) and address functionality of dynamic lanes, bicycleways, and sidewalks for pick-up/drop-off in constrained right-of-way;

- Guidance for the future site planning of the BART station to ensure seamless rail-to-rail connectivity to minimize travel times for HSR travelers;
- Recognize and support the intent of the Diridon Integrated Station Concept (DISC) to create a world-class center of transit and public life integrated with surrounding development, especially given the significant level of investment in rail transit serving the Diridon Station area; and,
- Inclusion of a Comprehensive Construction Coordination Plan to avoid and minimize impacts on HSR construction, utility, infrastructure and station access.

The Authority looks forward to working with the City of San José and Google to ensure the coordination necessary to ensure the successful implementation of the respective policies, goals and plans for the Diridon Station Area and downtown San José.

Effects on the High-Speed Rail (HSR) Project Alternatives

On September 17, 2019, the Authority Board identified Alternative 4 as the Preferred Alternative for the San José to Merced Project Section for inclusion in the Authority's San Jose to Merced Project Section Draft EIR/EIS. Alternative 4 utilizes a blended at-grade high-speed rail/electrified Caltrain configuration through Diridon Station.

Although the Authority identified Alternative 4 as the Preferred Alternative for the San José to Merced Project Section, the final decision about the alternative to be implemented will not be made until after completion of the Final EIR/EIS for the San Jose to Merced Project Section. The EIR/EIS is considering three other alternatives (Alternatives 1, 2, and 3) that share a common aerial station design and aerial alignment through the San José Diridon Station area. Because it remains possible that an aerial alternative could be selected, the Authority has identified the following impact topics that affect all alternatives.

1) RAIL RIGHT-OF-WAY

The area around Diridon station is a constrained environment with plans for both rail upgrades and new development proposed in the DTW Plan Draft EIR. The Authority's planned rail right-of-way needs are laid out in the San Jose to Merced Draft EIR/EIS and would be impacted by the proposed project described in the DTW Plan Draft EIR. The Authority requests that the City of San José and Downtown West continue to collaborate with the Authority to update the documents to account for the HSR rail alignment laid out in the San Jose to Merced Draft EIR/EIS. This supports our shared goals for effective rail operations and feasible and high-quality station and development projects. It is critically important to reserve space for HSR to avoid challenging right-of-way negotiations in the future and the Authority stands ready to work with the City of San José and Downtown West on these issues. Please see the enclosed Table 1 Potential Right-of-Way and Temporary Construction Easement Impacts by Alternative. For the Authority's Preferred Alternative 4, development would impact planned ROW and preclude track, retaining structures, and temporary construction easements of the north approach to Diridon Station.

The DTW Plan should comply with the transit-supportive Goals and Policies of the Envision San José 2040 General Plan (see *Table 3.13-2 Land Use and Transportation Goals and Policies*) by, including the following in section 3.13.2 Regulatory Framework of Downtown West's EIR (p. 3.13-21):

- Goal TR-4 – Passenger Rail Service: Provide maximum opportunities for upgrading passenger rail service for faster and more frequent trains, while making this improved service a positive asset to San José that is attractive, accessible, and safe.
- Policy TR-4.2 – Work collaboratively with the California High-Speed Rail Authority to bring high speed rail to San José in a timely manner.

Downtown West's development application, submitted in October 2019, accounted for space for a future rail alignment (represented by the hatching and notes included on *Figure 2.09 Illustrative Framework* of the development application). *Figure 2.2 Downtown West Mixed-Use Plan* in the Downtown West Design Standards and Guidelines (DWDSG) does not similarly account for space needed for a future rail alignment. The proposed right-of-way (ROW) boundaries identified in the DTW Plan Draft EIR do not include development setbacks for parcels B1, C1, C2, F5, and G1. The lack of setbacks in these locations could complicate and/or impede the construction and staging of the Authority's project. Additional information on the construction staging of the DTW project would be helpful in evaluating additional impacts on the Authority's project. The Authority stands ready to work with Downtown West and the City of San José to find solutions for the permanent and temporary ROW interfaces between the DTW Plan and the Authority's project.

We noted that deviations from the DWDSG are allowed following implementation of DISC, per approval by the City Director (p. 242). The likelihood of major deviations being needed could be greatly reduced by the Downtown West documents better accounting for the future rail alignment including both HSR plans and the DISC Concept Layout. The Authority requests that the Downtown West documents be updated to account for this.

2) STATION ACCESS

The analysis in the DTW EIR requires further development and is insufficient to determine the impacts on high-speed rail ridership, modes of access/egress, and the implications for the transportation network (including all modes) around Diridon Station. The Authority's critical interaction with the DTW Plan is how high-speed rail passengers get to and from Diridon Station. The Authority's San Jose to Merced Project Section Draft EIR/EIS laid out a series of improvements around Diridon Station to improve access and ensure that passengers will be able to get from high-speed rail to other transportation modes, to the surrounding area, and to the entire service travel-shed surrounding Diridon Station. The DTW Plan proposes a variety of changes to the street network and various access points to the station that would impact the ability of high-speed rail passengers to use the station. Below is a list of specific areas that require further analysis and potential changes to ensure that high-speed rail and other passengers can get to and from Diridon Station. The DTW Plan EIR must ensure that the proposed modifications do not negatively impact high-speed rail passenger access as described in the San Jose to Merced Project Section Draft EIR/EIS.

The Authority supports creating urban walkable environments and requests that the Transportation Policies of the City of San José's General Plan (Chapter 6 - Land Use and Transportation, p. 37) be mentioned, and that the following Transportation Policies from *Table 3.13-2 Land Use and Transportation Goals and Policies in the Envision San José 2040 General Plan* be included in section 3.13.2 Regulatory Framework of Downtown West's EIR:

- Policy TR-1.8 – Actively coordinate with regional transportation, land use planning, and transit agencies to develop a transportation network with complementary land uses that encourage travel by bicycling, walking and transit, and ensure that regional greenhouse gas emission standards are met.
- Policy TR-1.5 – Design, construct, operate, and maintain public streets to enable safe, comfortable, and attractive access and travel for motorists and for pedestrians, bicyclists, and transit users of all ages, abilities, and preferences.

The Authority is highly supportive of DWDSG, Mobility Objectives:

> "Improvements throughout this chapter are crafted to enhance transit access and ridership by levering the Project's proximity to Diridon Station, which is served by multiple transit agencies, and where existing and new transit providers are planning future service enhancements."
>
> "Prioritize space for pedestrians and cyclists within streets to promote walkability and active mobility. Support walking, biking and public transit ridership with amenities that support non-vehicular choice to and from Downtown West."

The Authority's concerns regarding the DTW Plan are described below for each mode of access.

<u>Pedestrians</u>

The Draft Local Transportation Analysis (LTA) is underestimating pedestrian activity by omitting the consideration of the fact that all transit trips from the DTW development will require people to walk from transit to employment/housing. The analysis included only walk mode share trips generated by the project.

The Authority is particularly concerned about the assumption that all people going to the downtown area walk on the right side of the street and all people going to Diridon Station walk on the left side of the street, which undercounts the pedestrian flows, especially at intersections. The Authority recommends additional analysis that includes not only the walk mode share trip, but also the walk portion of the transit trips. Key areas for station access within the plan area are:

- Cahill Street and Santa Clara Street
- Cahill Street and Park Avenue
- Cahill Street and San Fernando Street
- Cahill Street and Post Street
- Montgomery Street and San Fernando Street
- Montgomery Street and Santa Clara Street

The DTW Plan shows excessive walking distances to cross Cahill Street to enter Downtown West, overloading pedestrian densities at Santa Clara Street, San Fernando Street and Park Avenue intersections. The DTW Plan creates two superblocks across Cahill Street from the station requiring pedestrians to walk over 1,000 feet to Park Avenue and Santa Clara Street, rather than a more walkable pattern of small city blocks with closely spaced intersections. The Authority requests street improvement plans with more frequent pedestrian crossings.

Bicycles

The DTW Plan should provide street design plan drawings to show how bicycle lanes are configured at intersections, given the high number of commuters accessing the station by bicycle and the high density of onsite workers who will be using bicycles in the station area on a daily basis. The Authority acknowledges the value of considering the quality of user experience in designing bicycle facilities to attract a diversity of riders.

Transit

Downtown West should comply with the transit-supportive policies of the Envision San José 2040 General Plan, and include the following Policy from *Table 3.13-2 Land Use and Transportation Goals and Policies in the Envision San José 2040 General Plan* in section 3.13.2 Regulatory Framework of Downtown West's EIR (p. 3.13-21):

- Policy TR-3.5 – Work with the Valley Transportation Authority (VTA) and other public transit providers to increase transit frequency and service along major corridors and to major destinations like Downtown and North San José.

The Authority requests that a Mobility Objective be added in the DWDSGs to improve transit access, reliability, and speed and that Downtown West's EIR documents, including through transit-supportive design by reserving space needed for transit.

Pick-Up/Drop-Off

The Authority recommends that the DTW Plan demonstrate how the design of the street network can meet the Authority's performance needs for station pick-up/drop-off. This is consistent with the following DWDSG Mobility Objective:

> "Enable efficient, intuitive and safe movement of cars, buses and trucks through a redundant street grid that is right-sized to traffic volume, has separated space for pedestrians and bicyclists and slows vehicle speeds."

High-speed rail travel choice, compared to flying and driving for inter-regional trips, is sensitive to door-to-door travel times. The Authority's Draft EIR/EIS Alternative 4 uses local streets for curbside pick-up/drop-off at Cahill Street, Montgomery Street, Otterson Street, Stover Street, and Crandall Street. The Downtown West Plan conflicts with Alternative 4 station access improvements by making the following changes:

- Precludes extending Stover Street with development of Site D6
- Precludes extending Crandall Street with development of Site D7
- Reconfigures Cahill Street from San Fernando Street to Otterson Street
- Reconfigures Montgomery Street
- Closes Otterson Street with development of Site F1

Active Streetscapes

The Authority has the following concerns regarding the functionality of the proposed active streetscapes:

- Location and width of dynamic lanes to serve station access and pick-up/drop-off
- Pedestrian/cyclist adjacency conflicts given highly constrained right-of-way
- Pick-up/drop-off conflicts with bikeways with inadequate sidewalk width between the curb and bikeways for safe pick-up/drop-off
- Inadequate sidewalk width for pedestrian through-movement
- Adequate buffer width for street trees

Per the Vesting Tentative Tract Map for Condominium Purposes PT20 - Downtown West, we want to highlight three examples:

- Exhibit TM-15, D Cahill Street Meander. DTW Draft EIR Alternative 3 is better for locating the bikeway on the east side of the street so that pick-up/drop-off can be located in front of the station. To accommodate a range of vehicles and use of the dynamic lane. For greater flexibility, they need to be 10 feet wide.

- Exhibit TM-15, N. Montgomery Street. Needs a third, new alternative with bikeway on east side of street to avoid conflicts with pick-up/drop-off serving the station on the west side of the street. Dynamic lanes need to be 10 feet wide. Alternatives 1 and 2 have pedestrian/bicycle conflicts when used for pick-up/drop-off.

- Exhibit TM-16, San Fernando Street F1 and F2. Both sections, at 55-foot and 60-foot right-of-way are too narrow to meet functional requirements, especially as the only cross street between two approximately 1,000-foot super blocks extending from Park Avenue to Santa Clara Street. Five-foot-wide sidewalks (after accounting for the one-foot transition) is not a functional width to serve a 280-foot-high building and primary access to the station. Sidewalks need to be at least 12 feet.

The Authority recommends continuing the on-going coordination with the Downtown West development team and the DISC Partner Agencies (defined below) to work together to review the multi-modal functioning of the street network to ensure street design meets the shared objectives of the Authority, DISC Partner Agencies and Downtown West.

3) CONSTRUCTION IMPACTS

Overlapping Construction Projects

A comprehensive construction coordination plan is needed to avoid and minimize impacts on HSR construction and station access during operations. The DTW Plan does not propose, and the EIR does not analyze, any solutions to the overlapping construction schedules for the HSR project, BART Silicon Valley Extension, and the DTW Plan to ensure that all projects can adequately meet their respective schedules and avoid substantial delays to these planned, critical transportation projects.

The DTW Plan proposes significant demolition, excavation and earth moving for utilities, district systems, street network changes and new buildings. Ten years of continuous construction is assumed starting in 2021 and continuing to 2031. Three phases of development are planned, and each phase includes development, utilities and street infrastructure to serve that increment of development.

The development and implementation of a Construction Traffic Control Plan needs to have multi-agency coordination and oversight to ensure that the Project Sponsor and their General Contractor(s) minimize and avoid impacts to transit service and station access for transit, bicycles, pedestrians, and vehicles. This includes early notification to affected agencies to ensure adequate time to coordinate construction management and formulate traffic control plans.

Future Focused Local Transportation Analysis (LTA)

When future focused LTAs are developed, there needs to be a method for the Authority and transit agencies to review changes to multi-modal access to the station in the plan area. Per the DTW Infrastructure Plan, "future focused local transportation analysis (LTA) will be done to address site access and on-site circulation, in addition to evaluation of multimodal access in the Plan area. Improvement plans deemed acceptable so long as they substantially comply with street sections for typologies shown in the DWDSG." The City needs to ensure responsiveness to transit agency feedback on these plans to maintain access to transit services.

4) BART AND DIRIDON STATION PASSENGER CONNECTIVITY

There is no information or guidance for the BART site in the DTW Plan. It is essential that the design of the BART Station and Diridon Station are seamlessly connected to minimize travel time between all rail services. The stations are inter-related projects. However, they have differing governance, funding, design parameters, construction timelines and service schedules. The DTW Plan should provide clear guidance to inform a future development application. The DTW Plan and DWSG should include the urban design of this site, as well as consideration of implementation over time, including how the BART station connects passengers to: 1) the existing Diridon Station, 2) modifications of Diridon Station for HSR service, and 3) implementation of DISC.

This site is to be jointly developed between Google and BART as a P3 project for the BART station and up to 500 units of housing and 18,000 SF of ground floor retail. The project description Figure 2-4 shows existing and proposed changes to General Plan Land Use Designations shows the site as D1, with a downtown land use designation, however Tentative Map Exhibit TM-9A and the Downtown West Design Standards and Guidelines (DWDSG) show this site as NOT part of the project.

5) DIRIDON INTEGRATED STATION CONCEPT

The Authority, City of San José, Caltrain, MTC and VTA (the Partner Agencies) entered into a 2018 Cooperative Agreement and mutually accepted a Concept Layout for the future Diridon Station in 2020 that defines a conceptual spatial layout for Diridon Station. The Concept Layout coordinates inter-related projects to realize the benefits from new Bay Area Rapid Transit (BART) service, new high-speed rail service, and additional Caltrain, Altamont Corridor Express (ACE), and Capitol Corridor service coming to Diridon Station. When BART, commuter rail, high-speed rail, light rail, and supporting bus services converge, Diridon Station will support more high-capacity transit connections than any other place in the Bay Area. The Partner Agencies' goal is to develop a world-class center of transit and public life that provides seamless connections between modes and integration with the surrounding neighborhoods.

The Authority supports Downtown West's delivery of a transit-oriented center with new jobs, residences and active uses. The variety of the mixed-use core will promote transit ridership and create an active public realm. The Authority requests that the DTW Plan orient these active uses towards Diridon Station.

The DTW Plan, however, does not anticipate the spatial layout of DISC. Recognizing DISC design elements is an opportunity to achieve excellence in integrating development and transit.

As presented in DWDSG Figure 3.5. Minimum Required Ground Floor Active Use Locations there are no building entrances or active ground floor uses oriented towards the station. Every development block that is adjacent to the station turns away from the station: F1, F5, G1, D1 and C2. It is particularly concerning to not see any information on site D1, which is the BART Station site. Figures 4.3 Character Zones of Downtown West's Open Space Network and Figure 4.4 Natural to Urban Open Spaces are opportunities that could be explored to create more directly visible and accessible open spaces to the station. For example, building entrances could be better oriented toward the station to welcome passengers arriving to downtown San José.

6) INFRASTRUCTURE

The DTW Draft EIR proposed several changes to the infrastructure in and around the Diridon station area. There is an ongoing need for the Authority and CSJ to communicate design evolution and coordinate construction sequencing, given the overlapping schedules. As the design of utilities and infrastructure continues to develop, there should be an emphasis on collaboration between the Authority, the City of San Jose and Google to eliminate conflicting information and simplify construction. The vision of the 2018 California State Rail Plan is to connect the most populous cities of the state together and integrate intercity and regional rail with high frequency service and competitive travel times for long distance and regional trips. High-speed rail will provide competitive travel times between major urban centers of California as well as high-capacity long distance regional and inter-regional travel. With integrated ticketing and fare coordination, high-speed and regional rail services is planned for seamless transfers.

7) HSR MODE CHOICE

The DTW Plan misses an opportunity to include HSR service as a commute travel mode choice as part of the travel analysis as part of TDM reduction strategies. There is no HSR ridership assumed, development period falls within planned HSR Service with Valley-to-Valley service in 2029 with up to 40 trains a day and with Phase 1 Service starting in 2033 with up to 148 trains by 2040. The vision of the 2018 California State Rail Plan is to connect the most populous cities of the state together and integrate intercity and regional rail with high frequency service and competitive travel times for long distance and regional trips. High-speed rail will provide competitive travel times between major urban centers of California as well as high-capacity long distance regional and inter-regional travel. With integrated ticketing and fare coordination, high-speed and regional rail services is planned for seamless transfers.

Thank you for your consideration of our comments. We look forward to our continuing collaboration with you and your staff. If you have any questions or concerns, please contact me at (916) 718-6981 or serge.stanich@hsr.ca.gov.

Sincerely,



Serge Stanich
Director of Environmental Services
(916) 718-6981
serge.stanich@hsr.ca.gov

cc: Boris Lipkin, Scott Rothenberg, Meg Cederoth, Gary Kennerley, Bryan Porter, Chris Diwa, Bruce Fukuji

Enclosure: Table 1 – Potential Right-of-Way and Temporary Construction Easement Impacts by Alternative

Table 1 – Potential Right-of-Way and Temporary Construction Easement Impacts by Alternative

Alternative	Right-of-Way and Temporary Construction Easement Impacts (Based on Figure 2-10 of DTW DEIR)
Alternative 4 (with 40mph design variant)	• Parcel A1: ~0.11 ac impact to planned ROW, precluding UPRR MT0 track and retaining wall structures; Sta B3050 to B3054. (Approximately 0.17 ac additional impact to proposed TCEs adjacent to planned ROW south to Cinnabar St.) • North-End Park: ~0.33 ac. impact to planned ROW, precluding UPRR MT0 track and retaining wall structures; Sta. B3058 to B3063. (Approximately 0.13 ac additional impact to proposed TCE need identified adjacent to planned ROW) • Parcel B1: ~0.02 ac. impact to planned ROW, precluding UPRR MT0 track and retaining wall structures; Sta. B3064 to B3066, ~0.02 ac. (Approximately 0.04 ac additional impact to proposed TCE need identified adjacent to planned ROW) • Parcel C1 and St. John Triangle: ~0.29 ac. impact to planned ROW, precluding UPRR MT0 track and retaining wall structures; Sta. B3066 to B3072. (Approximately 0.29 additional impact to proposed TCE need identified adjacent to planned ROW) • Parcel C2: ~0.14 ac. impact to planned ROW, precluding UPRR MT0 track and retaining wall structures; Sta. B3072 to B3075. (Approximately 0.14 ac additional impact to proposed TCE need identified adjacent to planned ROW) • Parcel C1: ~0.9 ac impact precludes replacing 116 displaced parking spaces and reconfiguring parking drive aisles and spaces to adjust to the planned ROW on SAP Center site.
Alternative 1 and 3	• Development of Parcels A1, B1, C1 & C2 precludes planned ROW & proposed TCE's required to build the planned alignment in the northern approach to Diridon Station. • Development of Parcel F5 impacts planned ROW for Diridon Station facilities. • Development of Parcel G1, H2, H3 & H4 precludes planned ROW & proposed TCE's required to build the planned alignment in the southern approach to Diridon Station.
Alternative 2	• Development of Parcels A1, B1, C1 & C2 precludes planned ROW & proposed TCEs required to build the planned alignment in the northern approach to Diridon Station. • Development of Parcel F5 impacts planned ROW for Diridon Station facilities. • Development of Parcel G1, H2, H3 & H4 precludes planned ROW & proposed TCE's required to build the planned alignment in the southern approach to Diridon Station.

DANG
Diridon Area Neighborhood Group

January 8, 2021

City of San Jose
Planning Building & Code Enforcement
Jose Ruano, DSAP Project Manager
200 East Santa Clara Street
San Jose, CA 95113
Sent via email

RE: Diridon Station Area Plan CEQA document amendment

Jose,

The Diridon Area Neighborhood Group (DANG) would like to reiterate its consternation and frustration concerning the DSAP revision process. Commenting on this Draft Amended DSAP document was difficult due to the lack of a straightforward nature of messaging, community input, and document creation. We have several issues of concern that we want to have clarified.

1. Presenting the Draft Amended DSAP document merely as an amendment does not constitute a full guiding document to be used for future development. We believe that this should be a supplemental or new DSAP EIR.
2. When the Downtown Strategy Update 2018 was being approved, at no time was there mention that there would be no further opportunity for the community to address any building height or neighborhood interface issues for the Diridon Station area. The public should have had the ability to comment on these issues during this process.
3. Piecemealing of various documents for the purpose of taking a short cut and not letting the surrounding neighborhoods know the full extent of the mitigation issues of this change in the DSAP is unprofessional at best, creating a Frankenstein-type monster of a CEQA document.
4. Another item of concern is located within the document ***Downtown Update Strategy 2040 EIR***, page 208, which states:
   The proposed 4,000-unit increase in residential capacity to 14,360 units would be achieved by transferring residential units from outlying (beyond the general vicinity of Downtown) Urban Villages and other Growth Areas identified in the 2040 General Plan.

The statement above does not declare that the 4,000 units are to be assigned specifically to the Diridon Station area. Since this document does not specifically assign these additional residential units to the station area, staff should eliminate all specific numbers of residential units from the Draft Amended DSAP. If, in fact, these units are assigned specifically to the station area, please cite the location in the EIR document.

Furthermore, DANG requests that you:

1. Provide information about the criteria used to determine that an amendment to the DSAP was the appropriate process instead of a supplemental or new DSAP EIR. DANG believes that a supplemental or new EIR should be the appropriate process because of the major changes being allowed, such as Council's decision to no longer follow the OEI guidelines and the massive increase in development potential for the DSAP area due to the dramatic building height increases.
2. Provide the proposed increase of commercial development in square feet and number of housing units from the 2014 DSAP to the current draft DSAP amendment.
3. Provide information about the impact of the crane heights on development heights.

Regardless of the impediments created to limit public comment, please see below other DSAP comments from DANG.

Thank you,

Kathy Sutherland	Bert Weaver
Laura Winter	Sarah Springer
Edward Saum	Harvey Darnell
Helen Chapman	Bill Rankin
Mary Pizzo	Norma Ruiz
Kevin Christman	Jake Smith

Our research shows that the following documents and referenced pages guide development height in the Diridon and specifically the Delmas Park neighborhood.

Downtown Strategy 2040, Integrated Final EIR

December 2018

Page 209

Diridon Station Area Plan (DSAP)

The majority of the DSAP area is within the Downtown Strategy 2040 boundaries. The Downtown Strategy 2040 does not propose changes to the DSAP. Development occurring in the DSAP area would be subject to land use regulations and policies established in the DSAP. The project, therefore, would be consistent with the DSAP.

Diridon Station Area Plan (DSAP)

June 2014

Page 4-9 number 5 states the following:

ASSUMPTIONS AND EXCLUSIONS

The height limits used in the development of the test-fit plan are consistent with, and in most cases below, the height limits established in the Urban Design Section of this Plan. Building heights used in the test-fit plan are also below the maximum building heights established by Federal Aviation Administration (FAA) Part 77, as discussed below. In the southern zone building heights were set to respect the scale of the adjacent neighborhoods and the recommendations in relevant Strong Neighborhood Initiative (SNI) documents. (underlined for emphasis)

Page 4-16

STRONG NEIGHBORHOOD INITIATIVE ZONES

Project sub-areas D (Dupont/McEvoy) and F (Park/San Carlos) both fall within existing SNI (Strong Neighborhood Initiative) boundary and both of these areas have had SNI Neighborhood Improvement Plans and/or Business Improvement Plans prepared in the recent past. Delmas Park SNI Neighborhood Revitalization Plan gives general guidance on the community's preferred land uses, and desirable massing/heights/densities of buildings. The proposed uses, block and street patterns and building heights indicated in the 'test-fit' DSAP - Final Plan Report are intended to be respectful of and consistent with the community's recommendations.

2002 Delmas Park Neighborhood Improvement Plan

Approved and accepted by City Council and the Planning Commission

Amended in 2007 without changes to this language by City Council and Planning Commission

> Page 30 states the following: Infill Development Criteria During the planning process community members made specific recommendations for infill development within the West San Carlos corridor, including height, density, tenant mix, and architectural character. Height/Density Community members support significant density and height for new development, provided it is sensitive to adjacent neighborhood conditions.
>
> The “Infill Location and Heights” graphic on the following page illustrates height/density criteria. Infill recommendations for specific locations are:
>
> > • West San Carlos Street Frontage - Replace existing auto and light industrial uses with housing over commercial; 4-5 stories average height along the frontage, stepping down to 3 stories adjacent to single-family areas on the north and south.
>
> Page 31 includes a map clearly identifying the site as a redevelopment area with 4 -5 stories.

Draft Amended DSAP

Page 49

Lot Line and Right of Way step back Plane

From the mid-block Lot Line and Right of Way Setback Plane lines to W. San Carlos, how many square feet of land does this section include? How many square feet of land are in the entire DSAP?

Page 51

The Lot Line step back Plane figure 2-4-8a demonstrates how this will work for a Rear Shared Property Line.

The Lot Line step back Plane does not apply to only rear property lines.

The majority of the property lines are side property lines with only three (3) foot setbacks.

Provide an additional figure to demonstrate the proposed setback plane under these conditions.

In the DSAP area (with the exception of Downtown West), on a map please show developments built within the past 20 years, projects currently under construction, entitled projects, development proposals which are scheduled to be approved before the final version of this amendment, development proposals which have held publicly noticed meetings.

Provide information about the loss of "theoretical capacity" for commercial and residential development in the DSAP due to the above projects

Provide information about the loss of "theoretical capacity" due to newly acknowledged crane height concerns

Provide information about the loss of "theoretical capacity" if the 3 half-blocks on the south side of W San Carlos between Bird and Delmas were developed to the following heights as called out in the Delmas Park Neighborhood Improvement Plan:

"West San Carlos Street Frontage - Replace existing auto and light industrial uses with housing over commercial; 4-5 stories average height along the frontage, stepping down to 3 stories adjacent to single-family areas on the north and south."

Bicycle and Pedestrian Facilities

The proposed project would conflict with a bicycle-or pedestrian-related program plan or policy if it would create a hazardous condition that currently does not exist for pedestrians or bicyclists, or if it conflicts with planned facilities or local agency policies regarding bicycle and pedestrian facilities

Several areas both within the project plan and adjacent to the project plan will have significant negative impacts on bicycle and pedestrian safety, conflicting with Envision **San Jose 2040 General Plan Land Use Goal TR-2**: "improve walking and bicycling facilities to be more convenient, comfortable, and safe**,** so that they become primary transportation modes. Although the Downtown West and adjacent areas will greatly improve pedestrian, bicycle, and other micromodality transportation modes due to the proposed improved network of streets and access to transit, the following locations need greater scrutiny to assure compliance with Safe Routes to Transit, San Jose Bike Plan 2020, and Vision Zero: Onsite Improvements

1. "Off-street path connections along Los Gatos Creek within the project site to fill in gaps in the existing trail, with an off-street path connection running along the western edge of Los Gatos creek between Auzerais Avenue and Park Avenue, as well as along the eastern edge of the creek from West San Fernando Street to West Santa Clara Street. These trail segments would be connected by on-street protected bikeways along

Autumn Street between Park Avenue and the VTA tracks." A safe pedestrian and bicycle undercrossing is imperative here to assure safety for both recreational uses and transit access for commuters. This will be a major vehicular/bus intersection that will be incompatible with the heavy pedestrian, bicycle and other micromodality uses expected for the project area.

"Controlled at-grade crossing (crosswalk and curb improvements) for the Los Gatos Creek Trail across West Santa Clara Street at or near Delmas Avenue. This crossing would connect the existing segment of the Los Gatos Creek Trail within Arena Green, along the west side of the creek, with a new portion of the trail to be developed as part of the project on the east side of Los Gatos Creek between the VTA tracks and West Santa Clara Street." This area is slated for a much more intense use than at present: an office building, two residential buildings, an events center, the adaptive re-use of the San Jose Water Building, a large plaza, the Los Gatos Creek Trail, the Guadalupe River Park Trail, plus Arena Green and SAP center all converge here. Simple controlled-grade crosswalk and curb improvements are grossly insufficient for this level of activity on both sides of West Santa Clara Street. We are aware that an undercrossing is unfeasible. An overcrossing needs to be studied for this location along with a more robust analysis of pedestrian and micromobility issues.

1. West Santa Clara Street at Cahill Street is another location that will be unsafe for pedestrian and micromodalities. Two possible solutions might be to include a second BART station entrance at the north side of Santa Clara Street in front of SAP Center or an overcrossing.

2. Provide a detailed safety analysis with proposed solutions for Bird Avenue over Highway 280. The Gardner Academy on the south side of 280 in the Gardner Neighborhood includes an enrollment boundary north of Highway 280 and is currently a pedestrian and bicycle nightmare. A parallel pedestrian/bicycle bridge may be the safest solution here.

3. West San Fernando Street between Race Street and the project area is proposed to be a protected bike lane and currently experiences heavy pedestrian, motorized scooter, skateboard, and other micromodality usage and the bikeway includes a portion of Cahill Park's promenade. The public safety issues with this bikeway is alarming. An analysis and safety recommendations for this section of West San Fernando Street must be made.

4. A detailed micromdality management plan needs to be produced with robust community involvement and input.

Roadway Network Changes

Autumn Street and Almaden Avenue do not connect to a major highway, as does Delmas Avenue; this would potentially increase VMT and lead to driver confusion, especially with egress for SAP Center, a new project Events Center and Logistics Center. The Arena Traffic and Parking Management Plan is a very detailed document created with the input of the adjacent residential neighborhoods and for 30 years has worked flawlessly to minimize traffic impacts from SAP Center on said neighborhoods. Removing Delmas Avenue between West Santa Clara Street and West San Fernando Street will have a significant negative impact from visitors to SAP Center, the new Events Center and the new Logistics Center. Google Maps and Waze, if not programmed properly, will automatically send drivers through residential neighborhoods in order to get to the nearest freeway onramp to the south of the project area, the Highway 87 southbound onramp at Delmas and Auzerais Avenues. The TPMP goals must continue to be met and the navigation apps must not send drivers into a residential neighborhood.

DANG recommends a pedestrian crossover on West Santa Clara Street: Elevated crosswalk with stairs, elevators and escalators for safe pedestrian crossing over W. Santa Clara close to Diridon Station.

DANG also recommends an elevated trail connection in the north end of the DSAP based upon the outcome of the DISC development. The final determination of the location and termination points would be coordinated with the public before the Diridon Station work has begun.

Draft amended DSAP comments

Roland Lebrun <ccss@msn.com>

Mon 1/11/2021 3:05 AM

To: Ruano, Jose <Jose.Ruano@sanjoseca.gov>
Cc: Rood, Timothy <timothy.rood@sanjoseca.gov>; Zenk, Jessica <Jessica.Zenk@sanjoseca.gov>; Klein, Nanci <Nanci.Klein@sanjoseca.gov>

[External Email]

Dear Mr. Ruano,

Thank you for the opportunity to comment on the Draft Revised DSAP.

Please allow me to start by stating that I am 100% in support of the theoretical maximal buildout. Having said that, I believe that we have multiple opportunities to achieve a superior outcome including higher densities in specific areas of the DSAP:

Challenge #1: DISC

The DISC boundaries should be adjusted to south of Julian in the north and west of the Historical Depot in the east. The ensuing reduction in DISC footprint will ensure the feasibility of the maximal buildout while eliminating any nexus between CEMOF, the Warm Springs line and the proposed elevated station (conceptual engineering available on request).

Challenge #2: Downtown West proposed street types

There are no issues with the proposed West San Carlos and West Santa Clara Grand Boulevards but every connector in the central zone other than the Autumn connector should be converted to a "local" (bike and ped only) connector. The resulting reduction in connector widths will in turn make it possible to increase the adjacent buildings' footprints thereby ensuring the feasibility of the maximal buildout even when factoring in potentially reduced building heights due to building crane height restrictions.

Challenge #3: Light rail alignment

VTA have correctly determined that the relocation of the Diridon LRT platforms opens an opportunity to eliminate the San Fernando station. VTA have also correctly identified the need to underground the LRT alignment between Sunol and Diridon but have so far failed to recognize that the alignment east of Diridon requires similar undergrounding (all the way to Delmas). Once this is resolved, Google will have an opportunity to redevelop the entire block between West Santa Clara and West Fernando and increase the footprints of the E1, E2 and E3 buildings thereby ensuring the feasibility of the maximal buildout.

I hope you find these comments useful.

Sincerely,

Roland Lebrun

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is there a limit on the amount of input on each field for DSAP form comments?

Cat Woodmansee <cat.woodmansee@gmail.com>
Sun 1/10/2021 12:51 AM
To: Ruano, Jose <Jose.Ruano@sanjoseca.gov>

[External Email]

thanks Jose hopefully there is no limit on those fields youve set for us?????

this should have been articulated in the field that there is no limit for confidence to say A LOT
but you dont want to really hear from us
its really a farce that we go through
you dont listen to us the public or the science of climate change which is really dangerous!

warm regards,

tessa woodmansee

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PAC*SJ
PRESERVATION ACTION COUNCIL OF SAN JOSE

PRESERVATION ACTION COUNCIL OF SAN JOSE
History Park
1650 Senter Road
San Jose, CA 95112
Phone: 408-998-8105
www.preservation.org

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January 11, 2021

VIA EMAIL Rosalynn.Hughey@sanjoseca.gov, Robert.Manford@sanjoseca.gov

Rosalynn Hughey & Robert Manford
Department of Planning, Building, and Code Enforcement
200 E. Santa Clara Street, T-3
San Jose, CA 95113

RE: Comments on DRAFT Amended Diridon Station Area Plan (DSAP)

Dear Ms. Hughey and Mr. Manford,

Thank you for the opportunity to provide comments to you on the Draft Amended DSAP on behalf of PAC*SJ and its members. These comments are in addition to any comments the City might receive via the online form, reflecting our concern that the on-line format was insufficient to address broader issues of concern.

In short, PAC*SJ is concerned about both what is absent from the amended draft of the DSAP, including but not limited to the following matters:

1) The amended DSAP Plan lacks reference as to how the historic Diridon Station itself "fits" within its namesake plan. It is the most iconic, prominent, unique feature to San Jose and yet, there is no statement of support for its existence going forward. San Jose's failure to protect this structure sends a clear message to others who are currently or will be involved in private and multi-agency initiatives that San Jose is abdicating its voice in this matter; and.

2) Similar to our concern about the historic Diridon Station, the amended DSAP fails to establish a clear position of support for the protection and preservation of other historic buildings inside and outside the DSAP's boundary that are either subject to direct demolition, or related negative impact from development within the DSAP; and,

PAC*SJ
PRESERVATION ACTION COUNCIL OF SAN JOSE

PRESERVATION ACTION COUNCIL OF SAN JOSE
History Park
1650 Senter Road
San Jose, CA 95112
Phone: 408-998-8105
www.preservation.org

3) The absence of an updated DSAP EIR leaves developers and participants in multi-agency projects without up-to-date information that would otherwise inform the analysis of alternatives required by CEQA and the development of sensible mitigation measures. We disagree with the broad conclusions of the October 23, 2020 Circlepoint memo that there were no Substantial Changes to the DSAP Project, its Circumstances and Information Known. Relying on an EIR that was finalized in 2014, based on input from the community on a project that envisioned Major League Baseball stadium at its core appears to be an attempt to bypass San Jose's responsibility to the people to properly analyze everything that will happen within this 262-acre planning area; and,

4) The review of Project Plans and EIRs for projects that will be located fully within the DSAP such as the Downtown West project is already proceeding in advance of finalizing the Diridon Station Area Plan and is being done so with a thin draft document that shows no recognition towards historic assets the City of San Jose should be protecting.

Mitigation Alternatives Analysis

PAC*SJ sees little to no connection between the mitigation measures listed in the Integrated Final Program EIR from August of 2014 and the amended DSAP. There is no apparent connection between the "alternatives" described in the 2014 DSAP EIR and the amended DSAP.

PAC*SJ is seeking to understand why the City is not reconciling the mitigation and alternatives analysis it did in 2014 relative to historic resources within a DSAP that envisioned Major League Baseball stadium with the current DSAP. We are quite simply looking for data we can use to weigh in on a DSAP that we believe should point to a robust mitigation strategy and alternatives analysis that is commensurate with the significance of the area slated for development.

PAC*SJ has noted in every community forum for which it has been invited the need for San Jose, as the Lead Agency for the DSAP, to take a position on the preservation of historic resources including but not limited to the following:

- **Preservation of the Diridon Station/Cahill Station Historic District**. Ideally, this will include all elements of this project (depot, outbuildings, platforms, signs, etc.). Should any entity seek to modify, move or demolish any of these historic elements, PAC*SJ is seeking the City's commitment to exercising an active role when working with public agencies such as the Peninsula Corridor Joint Powers Board, High Speed Rail Authority, BART, ACE Train, VTA, etc. or any other private entity in aggressively representing the interests of the people of San Jose in preserving and protecting this National Register-listed historic landmark district.

  The only document covering mitigation of the Diridon Train Station and its various elements is the

PAC*SJ
PRESERVATION ACTION COUNCIL OF SAN JOSE

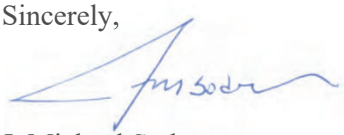
PRESERVATION ACTION COUNCIL OF SAN JOSE
History Park
1650 Senter Road
San Jose, CA 95112
Phone: 408-998-8105
www.preservation.org

2014 Final DSAP Program EIR, which notes in Section 2.2.1 (Additions and Modifications to the Station) that the historic depot building will remain for passenger rail functions and that existing heavy rail platforms, LRT facilities, and pedestrian tunnel would also remain in their current locations and that new platforms for the HSR trains would be constructed approximately 60 feet above the existing at-grade platforms." PAC*SJ is painfully aware that the fairly detailed information that is included within the 2014 EIR regarding the disposition of the historic elements is almost completely absent and/or inconsistent with the limited information included within the amended DSAP document (e.g. there is zero language within the amended DSAP about saving the historic Diridon Station and resource and rail platforms at 25' versus 60' above grade). As such, there is woefully insufficient information to even discuss mitigation measures and alternatives. For this and other reasons, PAC*SJ is asking the City to note specifically within the DSAP that projects within the DSAP area (e.g. Downtown West, DISC, etc.) must comply with CEQA and other ordinances relative to preservation.

- Preservation, relocation, and rehabilitation of impacted historic resources and Structures of Merit, including receiver site property acquisition.
- Proactive planning efforts and historic resource surveys in the surrounding Diridon Station Area, which will undoubtedly be subject to increased development pressure as a direct result of the Downtown West project.
- Required documentation of all impacted CEQA-eligible historic resources and Structures of Merit should include both interior and exterior documentation. Industrial resources should be documented to the standards of the Historic American Engineering Record.

Thank you for the opportunity to provide these comments. We look forward to what we hope is a recognition by the City of the need to include the preservation of historic buildings and places such the Diridon Station/Cahill Station Historic District into the next draft of a the DSAP plus a commitment to finalizing the DSAP before certification of the Downtown West Project EIR is brought to City Council for certification, or at the very least synchronize the timing of the superset DSAP plan with the subset Downtown West Project EIR.

Sincerely,



J. Michael Sodergren
Board Vice President & Advocacy Committee Chair
Preservation Action Council of San Jose (PAC*SJ)

Santa Clara Valley Transportation Authority

January 8, 2021

City of San José Department of Planning, Building, and Code Enforcement
200 E. Santa Clara St., 3rd Floor
San José, CA 95113

Attn: Jose Ruano
By Email: Jose.Ruano@sanjoseca.gov

Dear Jose,

VTA appreciates the opportunity to comment on the Draft Amended Diridon Station Area Plan (DSAP). VTA has reviewed the document and has the following comments:

Equity

VTA commends the City of San José for positioning equity - and leading with race - as an objective of the DSAP. VTA shares a commitment to examining the collective role of government in advancing equity, acknowledging historical inequities, working in partnership with our communities, and continuously building common understandings in order to recognize the true impact – including the benefits and burdens - of our work. VTA would like to deepen our City-VTA partnership to move toward equitable outcomes on this project and all future projects. VTA looks forward to engaging in ongoing, productive dialogue with City staff to discuss common definitions, processes, and overall understanding in order to drive equitable outcomes that will help make San José and Santa Clara County a place that is welcoming for all and where all people can thrive.

On Page 18, the DSAP notes that, "Development agreements — common for large, multi-phased projects — offer additional opportunity to increase benefits for residents and advance equity goals." VTA requests the DSAP provide more detail on ways the City will tailor development agreements to do so. If this is listed elsewhere in the DSAP, VTA recommends this section point readers to that location.

Diridon Station Integrated Concept (DISC)

The Diridon Integrated Station Concept (DISC) Program is a joint effort of the City of San José, the Peninsula Corridor Joint Powers Board (PCJPB, also known as Caltrain), VTA, the California High-Speed Rail Authority (CHSRA), and the Metropolitan Transportation Commission (MTC) (collectively referred to as the "Partner Agencies") to redesign the Diridon Station area. It is the goal of all our agencies to develop a world-class center of transit and public life that provides seamless connections between modes and integration with the surrounding neighborhoods. VTA supports the DSAP as it is consistent with the Partner Agencies' goals to attract employment and housing to downtown station areas and the increased transit ridership it will bring to the Diridon Station area.

VTA appreciates that the DSAP reflects the guiding principles of the DISC Concept Layout, which are elevated station platforms, station entrances at Santa Clara and San Fernando streets, and maintaining

track approaches that generally stay within the existing northern and southern rail corridors. The Concept Layout coordinates inter-related projects to realize the benefits from new Bay Area Rapid Transit (BART) service, new high-speed rail service, and additional Caltrain, VTA bus and light rail, Altamont Corridor Express (ACE), and Capitol Corridor service coming to Diridon Station.

As discussed in more detail below, VTA looks forward to continued collaboration with the City of San José and the other Partner Agencies to determine appropriate revisions to the DSAP and other supporting documents regarding:

- Reserving space for DISC rail alignments
- Land use designations in the immediate station area
- Identification of primary transit walking routes
- Active ground floor uses oriented toward Diridon Station and primary transit walking routes
- "Back of house" uses oriented away from Diridon Station and primary transit walking routes
- Comprehensive plans to coordinate overlapping transformational projects

One major feature of the DISC process is VTA's intent to keep bus service on Santa Clara Street instead of moving it off-street. Moving bus service off the roadway significantly increases travel time and therefore increases costs. Figure 4-4-4 on Page 116 shows bus service on the new Post Street. This should be changed and the text updated to state that bus service for the station will be located on Santa Clara Street.

The Metropolitan Transportation Commission (MTC) joined the DISC partnership in 2020. The DSAP should be updated to correctly describe the partnership throughout.

Reserving Space for the DISC Rail Alignments

The Partner Agencies, including the City of San José, have been working collaboratively to evaluate potential boundaries needed to accommodate DISC rail alignments that meet Partner Agency goals and requirements. This collaboration supports our shared goals for effective rail operations and feasible and high-quality station and development projects. However, the space needed for foreseeable DISC rail alignments is underrepresented in the draft DSAP (Pages 11 and 106). The DSAP should be updated to institute appropriate mechanisms to account and reserve space for future DISC rail alignments. It is important to reserve space for DISC rail alignments because heavy rail tracks are the least flexible element in a station design effort.

VTA supports the City's development goals and recognizes the City must make development decisions in the near term. The Partner Agencies are satisfied that an acceptable future rail envelope can be defined – and supporting requirements established – to allow for the advancement of near-term land-use decisions while also preserving the ability to deliver the DISC program in the future.

Cahill Street

VTA appreciates that the interconnected plazas included in the Concept Layout are referenced in the DSAP (Pages 76 and 102). These plazas are intended to be on the east side of the station adjacent to

station entrances and, as stated in the DSAP, be active public spaces that serve as San José's front door, be welcoming to everyone, allow for comfortable and easy transitions between travel modes, be well integrated with surrounding land uses, and serve as breaks in the urban fabric to make the station more visible from surrounding areas to help travelers orient themselves upon arriving at the station. The Concept Layout also includes plazas that extend across Cahill Street. While the exact locations, sizes, and design of the plazas are not finalized, the DSAP should be updated to accurately represent current levels of certainty regarding the location, sizes, and designs of the station plazas.

The Partner Agencies envision a highly-visible main entrance, iconic station hall, and active public space in front of Diridon Station. To achieve this, the Concept Layout envisions that Cahill Street will be open primarily to bicycle and pedestrian traffic between Santa Clara and San Fernando Streets but will be designed to accommodate emergency and other occasional service vehicles. Designating Cahill Street as a pedestrian- and bicyclist-only thoroughfare as part of the Diridon Station Plaza is crucial to the success of the Diridon Station development and the surrounding area. The Street Frontage Classification for Cahill Street between Santa Clara Street and San Fernando Street should therefore be changed to Paseo in Figure 2-4-4: Podium and Pedestrian Level Framework (Page 43). By classifying that segment of Cahill Street as a Secondary Addressing Street, readers could imply that motor vehicle traffic would be able to use it, when it has been established that it is envisioned to only be open for pedestrians and users of micromobility devices.

VTA would also like to note inconsistencies between the DSAP and the Downtown West DEIR released in October 2020. In Appendix M of the Downtown West DEIR, Cahill Street classified as a Primary Addressing Street between Santa Clara and San Fernando Streets (Page 188). In DSAP, it is classified as a Secondary Addressing Street (Page 43) and an Active Greenway (Page 109). It is also noted to allow regular vehicle traffic with separated bikeways installed along the entire roadway in the diagram on Page 118 of the DSAP and on Pages 262-263 of Appendix M of the Downtown West DEIR. The documents should be updated to be consistent.

Bicycle Facilities

As bicycles are a primary mode of access for BART, VTA would like to ensure that the bicycle access to station and storage facilities considers the need for BART, which is located along Santa Clara Street. For the BART station specifically, the Diridon BART Station access design principles state that there should be a minimum number of bicycle parking spaces within proximity to the BART headhouse. While these bicycle facilities will not be limited to BART users only, the DSAP should also consider bicycle facilities in the vicinity of the BART station (Page 117).

VTA appreciates the attention to bicycle and pedestrian facilities shown throughout the plan. VTA recommends Figure 3-5-1 on Page 79 be updated to include bicycle facilities on Autumn Street (as described on the previous page).

Development and Land Use

VTA applauds the inclusion of Transit Residential land use in the DSAP area. Specifically, VTA would like

to emphasize the statement, "All development within the Transit Residential designation is required to be pedestrian oriented with an emphasis on activating the ground level." VTA understands this to mean that developments with this designation will have a limited number of driveways/curb cuts where any garbage or parking access will share a driveway either through an alley or other location with minimal pedestrian and transit interaction and will not be located on Santa Clara Street/The Alameda or San Carlos Streets, the roadways designated as Grand Boulevards in DSAP (Page 107). This type of design is appreciated and will go a long way to make the Diridon Station Area a pedestrian- and transit-friendly place.

That said, VTA notes that land use designations that enable realization of the Partner Agencies' vision for Diridon Station are desirable, but the designations currently included in the DSAP likely do not enable the Partner Agencies' vision for Diridon Station. For example, retail uses will likely be desired within the footprint of the existing Diridon Station, but the Public/Quasi Public designation does not expressly allow retail. In another example, the Commercial Downtown designation does not expressly encourage or require active ground floor uses, nor does it allow for residential development – both things that may be sought by the Partner Agencies to achieve our shared goals for the Diridon Station area. The Partner Agencies request that the City of San José continues to collaborate with the Partner Agencies to appropriately assign land use designation(s) to properties within and adjacent to the land included in the DISC Concept Layout, much of which is land owned by agencies who are members of the DISC partnership.

VTA understands that the buildout of the Google Downtown West development will cover some of the proposed numbers, but in the case that if Google builds fewer residential units than planned, will the broader DSAP be able to meet the capacity? While the document explicitly states the plan will build "up to" 13,519 residential units, 14,444,154 square feet of office, 1,036,000 square feet of active uses, and 300 hotel rooms (for environmental analysis), we are concerned that the number of residential units built, for example, may be way lower than originally thought and that desired densities may not be realized. VTA recommends the DSAP include a minimum number of residential units, commercial square footage, hotel rooms, and office square footage so that a certain level of density is guaranteed for the area and corresponds with the level of planned transit investment.

VTA recommends the DSAP make note of minimizing service impacts during project construction. For example, the PCJPB parcel immediately south of the VTA parcel by Diridon Station contains the light rail cut and cover tunnel box, where the alignments swings under the tracks to get to the Diridon Light Rail station. Any future construction, such as foundation piles, on that PCJPB parcel needs to protect the light rail tunnel and avoid or minimize any service interruptions.

BART Silicon Valley Phase II Extension Project

The BART Silicon Valley Phase II Extension Project is misnamed several times throughout the DSAP. The name should be updated to VTA's BART Silicon Valley Phase II Extension Project."

The language used for the completion date for VTA's BART Silicon Valley Phase II Extension project

should be updated on Page 53 footnote and Page 113 to "will be substantially completed by 2028, followed by testing."

The language on Page 111 should be rephrased to the following: "...the BART Station entrance located on the parcel south of Santa Clara, between Montgomery and Cahill Streets..." Additionally, the language for proposed project [S1] on Page 115 should be updated to say, "The Concept Layout proposes an access point to BART via the lobby of a proposed future building on the parcel south of Santa Clara, between Montgomery and Cahill Streets. The Partner Agencies are considering additional access points, which could be completed as part of the Concept Layout project."

Public Life

VTA applauds the inclusion of public life in the DSAP. VTA recommends that the first sentence of the second paragraph on Page 94 be rephrased to say, "In contrast, private modes that are bigger, heavier, and faster tend to separate travelers from the surrounding urban environment." The current phrasing initially seems to include transit in the description, causing confusion. Transit riders engage in more social interactions than motorists so the section should place more emphasis on how private vehicles "hampers interactions" rather than all vehicles.

Transportation Demand Management (TDM)

VTA appreciates the DSAP including a Parking and TDM section as part of the Mobility chapter. VTA recommends Tables 4-5-1 and 4-5-2 on Pages 127 and 128 be updated to clarify what the asterisks (*) and Xs mean (right now only the table on Page 129 shows what the icons indicate). Additionally, it is unclear what the categories on these tables indicate and the acronym "Maas" should be defined.

VTA should be involved in the development of the curbside management plan noted on Page 126. VTA is a DISC partner and is permitted to operate along curbs within the city so a curbside management plan would benefit from more clarity about curbside management hierarchy, especially in the Diridon Station area. Additionally, VTA recommends that we be involved in the initial discussions around the development of the third-party Transportation Management Association (TMA). VTA programs are included in the TDM Measures tables in DSAP and appreciates the City working with us to ensure the TMA works for all stakeholders.

Project Status

VTA is concerned that some of the projects in the document are shown with more detail and definition than is reasonable. The projects that VTA is particularly concerned with are the Santa Clara Street Dedicated Public Service Lanes (Page 115) and the VTA Light Rail Grade-Separation and Realignment (Page 122). Neither of these projects have been defined or designed to any significant level and significant work will need to be conducted before their impacts on the local transportation network can be described. These projects should be shown as more visionary or long-term in their respective diagrams to emphasize how they are conceptual projects and highlight in the text that further study is needed. VTA looks forward to working with the City of San José on studying both projects to determine how to best meet the transportation goals for this area.

VTA would also like clarity on the current project status and for a few projects in mobility chapter of the document. From the descriptions in the DSAP document it is unclear what the status is of the Santa Clara Street/SR-87 Ramp Modifications (Page 117) and Julian Street/SR-87 (Page 117) projects. Both projects may have significant impacts to the transit network in the area, VTA would like to coordinate with the City of San José on developing these projects.

Railroad Change of Use

The DSAP indicates potential changes of use for railroad crossings. A General Order 88-B will need to be completed and submitted to California Public Utilities Commission (CPUC) prior to any changes.

Coordination of Overlapping Transformational Projects

VTA notes that the DSAP does not include plans to phase and coordinate design and construction of the multiple and overlapping transformational projects advancing in the Diridon Station area (e.g., Downtown West, VTA's BART Silicon Valley Phase II Extension, High Speed Rail, the DISC program, etc.). The City of San José should continue to collaborate with the Partner Agencies to develop comprehensive plans to phase, coordinate, and manage the design and construction of the multiple transformational projects in the Diridon Station area.

Draft Diridon Affordable Housing Implementation Plan

VTA was one of the three funders of the craft Affordable Housing Implementation Plan (AHIP) in support of affordable housing at transit. We previously commented to the City on the administrative draft document and offer the following additional comments on implementation. VTA looks forward to being part of the solution to build affordable housing and help reverse the displacement of Black and Latinx households that are currently undergoing gentrification in the Diridon Station area.

Strategies

Listed as a Housing Production Strategy, the Affordable Housing and Sustainable Communities (AHSC) grant does have the potential to enhance affordable housing production in the Diridon Station area. VTA has been a long-standing partner on AHSC applications with local jurisdictions in Santa Clara County. In VTA's experience, AHSC applications are lengthy and the lead times required for a successful application should not be underestimated. VTA strongly advises a shared, long-term (multi-year) AHSC strategy when identifying potential projects that envision transit investment, due to the need for advanced coordination of capital projects. This allows VTA to confirm that such projects are feasible and align with VTA's current transit strategy investment goals.

Figure 13 on Page 17 of Appendix B should be updated to include VTA's Green Line and Rapid 523 route along San Carlos Street. Including these routes will expand the location eligibility for AHSC, Transit Oriented Development, and Infill Infrastructure grant programs. VTA recommends an overlay of Figure 13 with planned future transit investments, within the next 10 years, to see the full realization of where AHSC applications may occur.

Racial Equity

VTA fully supports strategies aimed at reducing displacement of Black and Latinx households located within the Diridon Station area. At VTA, we want all people in Santa Clara County to be mobile, to thrive, and be heard. As such, VTA shares the City's vision for diverse housing opportunities in the Diridon Station area so people can take transit to do activities like get to jobs, medical care, and visit friends. VTA acknowledges that historic discriminatory housing policies have led to wide disparities across race. By partnering to provide access to affordable housing and jobs near transit, we address housing barriers, racial segregation in our communities, and its root cause: systemic racism.

VTA Transit-Oriented Development Site

VTA policy dictates a minimum of 20 percent affordable residential units on VTA-owned property. Therefore, we recommend that the sentence on Page 42 of Appendix B be updated to read, "provide a minimum of 20 percent of residential units…"

Gentrification

VTA recommends that a study by the American Public Transportation Association entitled "The Real Estate Mantra – Locate Near Public Transportation (2019)" be considered for literature review for the gentrification section of the AHIP. This study also references additional transit and real estate research in the bibliography to further support research in the AHIP. VTA also recommends additional external research be presented in the report to supplement those already produced by the report's author, Strategic Economics. Additional external-supporting research would provide more balance and context to aid the AHIP in achieving its goals.

Thank you again for the opportunity to review this project. We look forward to working with the City to realize the goals set forth in this plan. If you have any questions, please do not hesitate to contact me at 408-321-5830 or lola.torney@vta.org.

Sincerely,



Lola Torney
Transportation Planner III

SJ1110

sv@home

November 15th, 2020

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Staff
Leslye Corsiglia
Executive Director

Honorable Mayor Liccardo and Members of the City Council
City of San José
200 E. Santa Clara St.
San José, CA 95113

Dear Mayor Liccardo, Vice Mayor Jones, and Councilmembers Arenas, Davis, Diep, Carrasco, Esparza, Foley, Jimenez, Khamis, and Peralez,

On behalf of Silicon Valley at Home we write today to provide comments on the draft amendments to the Diridon Station Area Plan and the Affordable Housing Implementation Plan. As a member of the Station Area Advisory Group, SV@Home has been deeply engaged on all phases of the Diridon Station planning process. We are encouraged by the work city staff have undertaken to fulfill the vision of a vibrant, mixed-use Diridon neighborhood that is connected to the largest transit hub in the region and accessible to people of all incomes, backgrounds, and abilities.

Achieving this vision requires the City of San José to plan for a bolder, more inclusive future. **That is why we urge the City Council to continue to support a housing-rich Station Area Plan that includes at least 13,000 new homes, which adds to the roughly 2,000 units recently constructed or entitled to reach the goal of 15,000 homes in the Station Area, at least 25% of them affordable.** City staff has done tremendous work in creating a framework that is responsive to the full range of community interests. To keep us on track, the City must ensure that it does not constrain this housing potential through further reduction in height limits, or additional design constraints.

Downtown San José and Diridon are primed to become even more significant jobs centers, with well over 50,000 new jobs anticipated for the Station Area alone. Importantly, both the City and Google have committed to making housing a priority as well. Not only will this enhance the quality of this new urban center, it will begin to address the housing needs generated by these new jobs and avoid shifting affordability pressures to other parts of the city. We know that many of these new jobs will not pay the kinds of wages needed to afford San José's high housing costs; as a result, we need to also ensure that we create affordable housing in the Area that gives people of all incomes and abilities access to this new, vibrant neighborhood.

SV@Home has conducted its own analysis of potential development capacity in the Station Area, concluding that San José should plan for at least 15,000 new homes in the Station Area. Our analysis has been cross-checked with the excellent work done by city staff on the Diridon Station Area amendments process, and we believe that our figures coincide. The latest versions of the plans for Downtown West and DSAP amendments envisions around 13,000 new homes which, when added to the 2,000 homes that have been recently built or entitled, would meet our 15,000 new home goal. As with all planning processes, it is critical that this housing potential remain a priority, and that further adjustments to the plans not constrain our ability to actually build this housing we so desperately need.

350 W. Julian Street, Building 5, San José, CA 95110
408.780.8411 • www.svathome.org • info@siliconvalleyathome.org

With Google committing to at least 4,000, and up to 5,900 new homes (at least 25% of them affordable), San José must focus on how the remaining housing capacity can be realized. The latest proposed amendments to the Diridon Station Area Plan concentrate opportunities for new housing construction around existing residential developments in the southern end of the Station Area. SV@Home's calculations of the remaining housing opportunity parcels support staff's findings that, in order to reach the housing targets, roughly 75% of new residential development will need to be high-rise construction.

The draft Affordable Housing Implementation Plan goes a long way towards responding to these challenges. There is more work to do, but with continued commitment from all parties we are confident we can get there, and we can do so while being creative and accountable to the preservation and protection pieces that are going to fulfill the broader goals of keeping communities whole even as we grow. Thank you to the City Council for your commitment to achieving at least 25% of new homes in the Station Area as affordable, and thank you to Housing Department staff for beginning to develop plans to make this possible.

We ask that the Council support the Planning and Housing Department staff's efforts to realize the housing potential of the Station Area by:

- **Maintaining the maximum heights for residential construction throughout the entire Station Area, as originally planned;**
- **Actively embracing new construction technologies such as cross-laminated timber and modular construction;**
- **Committing to the required affordable housing subsidies that will ensure we are able to meet our affordability targets;**
- **Committing to feasibility without sacrificing our ability to produce needed affordable units. This will require new, innovative approaches to building and financing affordable homes as part of high-rise construction.**

Additionally, the City should give serious consideration to maintaining flexibility in converting commercial parcels or shifting designations in ways that maintain the broader goals and capacity targets, but that are responsive to the market and the Station Area as it is built out. Similarly, both Caltrain and VTA-owned parcels should be prioritized for housing development. These steps would take additional pressure off of individual residential parcels and provide more flexibility in meeting the goals for both jobs and housing.

The Diridon Station Area is a tremendous opportunity for the City of San José to create a vibrant new neighborhood with new jobs, new housing, new retail space, new parks, and a fully interconnected transit system. Great downtowns around the world have all of these things, and we must ensure that we plan for the housing and affordable housing that will make Diridon accessible to all. That is why the Council must act to ensure that we do not constrain the opportunities for residential development so we can fulfill the promise of a more equitable, vibrant Downtown San José for all residents.

Sincerely,



Leslye Corsiglia
Executive Director

350 W. Julian Street, Building 5, San José, CA 95110
408.780.8411 • www.svathome.org • info@siliconvalleyathome.org

CATALYZE SV
www.CatalyzeSV.org
advocacy@CatalyzeSV.org

November 11, 2020

Ricardo Benavidez - Google
Sheela Jivan - Google
Woody Hanson - Site Labs
Marla Weinstein - Google
Bethany Windle - Google
Jessica Graham - Google

RE: Google's proposed Downtown West Planned Development and Design Standard and Guidelines in San Jose

Dear Ricardo, Sheela, Woody, Marla, Bethany, & Jessica,

Thank you for presenting Google's planned development proposal and Design Standard & Guideline for Downtown West to the Catalyze SV Project Advocacy Committee. Catalyze SV's members first reviewed Google's plan in December 2019 with feedback provided in February 2020. As we understand the updated development, it comprises 84 acres of land with 4,000 (up to 5,900) residential units, up to 7.3 million sq ft for office space, & up to 500k sq ft of active uses. It also includes up to 300 hotel rooms, up to 800 overnight accommodations for corporate employees (which will be taxed like a hotel), an event center (up to 100,000 sq ft), and up to 7,160 parking spaces. The development is focused around the Diridon Station transit hub, adds bike lanes throughout the plan, and creates 15 acres of parks set aside for open spaces & riparian habitat.

Positive Elements:

- **Intensity/Zoning:** The Downtown West transit-oriented development looks to maximize heights and achieve a high level of density suitable for this site. The neighborhood has an excellent mix of homes, office, commercial, & public space. The dense housing and jobs near Diridon Station have active ground-floors & the hotel with less need for transit access is located in the North end of the site. These considerations, plus maximizing housing, were part of the feedback Catalyze SV provided you in February. We like that the homes currently proposed include many larger residential units we hope will be for families.

- **Vibrancy:** Based on the details provided in the Design Standards & Guidelines, the vibrancy of the Downtown West neighborhood has shifted from our members' greatest concern (in 2019) to its best asset. With activated ground floors & an extensive network of public open space, our members are excited to spend time in this fun, engaging place. The development embraces the area's history by preserving & enlivening historic buildings, especially the San Jose Water Company Building. With Google's emphasis on celebrating art, local culture, & river activities weaving through Downtown West, it could serve as an international example of placemaking. We hope that Google continues to improve public space through events, music, & markets, while also ensuring ground-floor commercial space is available at a variety of sizes for entrepreneurs and non-profits.

- **Integration of Public and Green Space:** Google is looking beyond its own site to integrate with the surrounding area (it's term is "a 20-minute city"), while increasing walkability through access to the Los Gatos Creek & Guadalupe River trails. Downtown West includes pedestrian-first blocks, bike lanes & trails which will slow down cars and create a safe space for pedestrians and cyclists. The network of public space, along with the commitment to ground floor commercial and active frontages, will attract and entertain residents, workers, & visitors alike.

Elements to Improve:

- **Transportation Shift:** While we appreciate that a 35% drive-alone mode share and 7,000 parking spaces are an improvement to existing conditions, development at the region's transit hub should be more future-focused. We encourage Google to be more ambitious in planning for a transportation future where less parking (drive-alone trips) funds additional transit use & innovative solutions for people's transportation needs. While we're also glad Google is promoting sustainable transportation through TDM & providing transit passes to employees, we believe more could be done. We encourage Google to explore transit passes for contractors & service workers while having residential developments buy discounted VTA Smart Passes in bulk. This would increase transit use, allow for reduced parking, and improve the quality of the environment with fewer cars.

- **Affordability:** We are encouraged that Google is committing to build 25% affordable housing, with our preference for these homes to be within the Downtown West development. We are excited to see at least 1,000 new affordable homes in this transit-oriented job-rich area; we encourage a particular focus on homes for those most in need. With a high Average Median Income (AMI) in Santa Clara Country, we urge Google to prioritize extremely low-income, very low-income, & low-income units.

- **Maxing Sustainability:** We appreciate that Downtown West will build to a high standard of sustainability, but encourage Google to show leadership through maximizing green building standards & homes near transit. The neighborhood & all office buildings will be certified as LEED Gold, but hope this is the floor of what can be done. Rather, Google should build to LEED Platinum throughout the development, including residential buildings. Building the 5,900 maximum number of homes would allow thousands of additional people, including Google's own employees, to live healthier, more sustainable lives.

This is a truly transformational project that will serve as the heart of a brand-new vibrant transit-oriented neighborhood. By building a dense development next to Diridon Station, Downtown West will connect the region's transit hub with Downtown, increasing San Jose's attractiveness & use of transit. With a focus on public space, active use, & trail connectivity, this development will be both a regional job center and leisure destination bustling with activities all

day. With our feedback incorporated into the design, we look forward to seeing this project move through the entitlement process & becoming a lively new neighborhood in San Jose.

Sincerely,
Catalyze SV's staff, Board, and Project Advocacy Committee members

CC:

Mayor Sam Liccardo (mayoremail@sanjoseca.gov)
Kelly Kline (kelly.kline@sanjoseca.gov)
Joel Devalcourt (joel.devalcourt@sanjoseca.gov)
Kim Walesh (kim.walesh@sanjoseca.gov)
Nanci Klein (nanci.klein@sanjoseca.gov)
Jerad Ferguson (jerad.ferguson@sanjoseca.gov)
Nathan Ho (nathan.ho@sanjoseca.gov)
Raul Peralez (Raul.Peralez@sanjoseca.gov)
Christina Ramos (christina.m.ramos@sanjoseca.gov)
David Hai Tran (david.tran@sanjoseca.gov)
Dev Davis (dev.davis@sanjoseca.gov)
Timothy Rood (timothy.rood@sanjoseca.gov)
Lori Severino (Lori.Severino@sanjoseca.gov)
Jose Ruano (jose.ruano@sanjoseca.gov)
Rachel VanderVeen (rachel.vanderveen@sanjoseca.gov)
Kristen Clements (kristen.clements@sanjoseca.gov)
Jessica Zenk (Jessica.Zenk@sanjoseca.gov)
Eric Eidlin (Zacharias.Mendez@sanjoseca.gov)
Nicolle Burnham (nicolle.burnham@sanjoseca.gov)
Jacky Morales-Ferrand (jacky.morales-ferrand@sanjoseca.gov)
Mary Anne Groen (maryanne.groen@sanjoseca.gov)
Jessie O'Malley Solis (jessie.o'malleysolis@vta.org)
Ron Golem (ron.golem@vta.org)
Jeremy Nelson (Jeremy.Nelson@vta.org)
Ricardo Benavidez (benavidez@google.com)
Javier Gonzalez (javiergonzalez@google.com)
Ann Wharton (wharton@google.com)
Ava Bromberg (ava.bromberg@lendlease.com)
Woody Hansen (whanson@sitelaburbanstudio.com)
Casey Fromson (fromsonc@samtrans.com)
Seamus Murphy (murphys@samtrans.com)
Boris Lipkin (boris.lipkin@hsr.ca.gov)
Rosalynn Hughey (Rosalynn.Hughey@sanjoseca.gov)
James Han (James.Han@sanjoseca.gov)
Zak Mendez (zacharias.mendez@sanjoseca.gov)
Lori Severino (lori.severino@sanjoseca.gov)
Sheela Jivan (sheelajivan@google.com)
Jessica Graham (jessgraham@google.com)
Bethany Windle (bethanywindle@google.com)
Marla Weinstein (weinsteinm@google.com)
Gavin Lohry (projects@catalyzesv.org)
Shannon Hill (shannon.hill@sanjoseca.gov)
John Tu (john.tu@sanjoseca.gov)
David Keyon (david.keyon@sanjoseca.gov)
Robert Manford (robert.manford@sanjoseca.gov)

About Catalyze SV

Catalyze SV's Project Advocacy Committee is comprised of community members who identify, evaluate, & lead advocacy efforts around specific development projects.

From: Han, James
To: Severino, Lori; Tu, John
Subject: FW: Google downtown project
Date: Thursday, October 8, 2020 9:25:51 AM

Lori and John,

Fyi, public comment for your records.

James Han
Planner | Planning Division | PBCE
City of San José | 200 East Santa Clara Street
Email: james.han@sanjoseca.gov | Phone: (408)-535-7843
For More Information Please Visit: http://www.sanjoseca.gov/planning

San José City Hall is closed in response to COVID-19.
I am working remotely in accord with governor's and City's direction.
I will monitor email during this time.

-----Original Message-----
From: Alrie Middlebrook [redacted]
Sent: Thursday, October 8, 2020 8:21 AM
To: Han, James <James.Han@sanjoseca.gov>
Subject: Google downtown project

[External Email]

When are the dates for public comment?
If we wish to write an email to the google rep, what is his/her contact info?
When is the deadline for all public comments?
To whom may we write to express our views in the mayors office?
Public works? Parks and Rec? Environmental services?
Thank you for this info.
Sincerely,
Alrie Middlebrook
Executive Director
The California Native Garden Foundation
The Center for Urban Sustainability

[redacted]

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

From: Han, James
To: Severino, Lori
Cc: Amanda Wolf; Tu, John; Downtown West Project
Subject: FW: Question
Date: Tuesday, October 13, 2020 8:38:16 AM

Hi,

Fyi, public Comment.

Thanks,
James Han
Planner | Planning Division | PBCE
City of San José | 200 East Santa Clara Street
Email: james.han@sanjoseca.gov | Phone: (408)-535-7843
For More Information Please Visit: http://www.sanjoseca.gov/planning

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I am working remotely in accord with governor's and City's direction.
I will monitor email during this time.

From: Ron Jimenez [redacted]
Sent: Friday, October 9, 2020 12:33 PM
To: Han, James <James.Han@sanjoseca.gov>
Subject: Question

> [External Email]

Good Afternoon Mr. Han,
I enjoyed reviewing the Google Project slides as relates to our downtown of the future. One thing I did not hear was what provision will be made for access to medical care for those living and working in this downtown area. Currently these medical resources are limited and are primarily constituted by Santa Clara Valley Health and Hospital System ambulatory clinic and scattered Urgent Care Clinics in the vicinity. How will the project address this community need within the context of the anticipated volume of residents?

Thanks,
Ron Jimenez, MD, FAAP, FAMIA
[redacted]

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

From: Han, James
To: Severino, Lori; Amanda Wolf; Downtown West Project
Cc: Tu, John
Subject: FW: Public input
Date: Tuesday, October 13, 2020 8:59:57 AM

Hi,

Public comment.

Thank you,
James Han
Planner | Planning Division | PBCE
City of San José | 200 East Santa Clara Street
Email: james.han@sanjoseca.gov | Phone: (408)-535-7843
For More Information Please Visit: http://www.sanjoseca.gov/planning

San José City Hall is closed in response to COVID-19.
I am working remotely in accord with governor's and City's direction.
I will monitor email during this time.

From: Marylou Avanzino [redacted]
Sent: Saturday, October 10, 2020 4:41 PM
To: Han, James <James.Han@sanjoseca.gov>
Subject: Public input

> [External Email]

Hi James,

I plan on attending the October 19th Google Village public input meeting, but I want to email you this recommendation for the planning team in hopes that they insist on attractive names when a new street are built, if there will be new street.

There is a new development in South San Jose, next to Costco on Great Oaks, that is being built. The street names are awful. Who would want to live on Magnetic Loop, Shutter Court, Emergent Way? Not me. Sure, I know it used to be IBM property, but these street names make me depressed.

Please request that whatever new street names the planning department pulls out of the hat for this Google Village project are evocative, poetic, or have historical reference. Not Magnetic Loop.

Thank you for sharing my itty bitty piece of input. It's important to me.

Marylou Avanzino
[redacted]




Token
Quantum Loop
STOP


Emergent Way
Aperture Way



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

From: Hideko Anderson
To: Pamela Campos
Cc: Downtown West Mixed Use Plan; Severino, Lori; Han, James
Subject: Re: Child Care in Google Village
Date: Monday, November 23, 2020 3:11:27 PM

[External Email]

Hi Pamela,

Thank you for your inquiry and apologies for the delay.

This is a very important topic for us, as well as what we've heard from the community. At this early stage we have not identified any specific organizations or businesses that will occupy the retail space as part of the project. However, the project does identify childcare facilities within the most southern end of the project, specifically around West San Carlos Street and Royal Avenue.

In response to your questions, we're not yet at that juncture of the project. We first need the City Council to approve the project, which we expect to be considered for approval in May 2021.

In the meantime, we encourage you to sign-up to receive project updates or check our website for updates. Additionally, just let us know if you'd like to connect sometime soon to discuss your ideas and suggestions.

Thank you,
Downtown West Team

On Thu, Oct 22, 2020 at 4:27 PM Pamela Campos [redacted] wrote:

> To whom it may concern,
>
> I just learned of the public's opportunity to provide feedback on the Google Village Project, however, I am curious to know if there is any dedicated space for Child Care?
>
> The notes I've seen on the city webpage explain that 500,000 gsf will be for "Active uses (retail, restaurant, arts, cultural, live entertainment, institutional, childcare and education, maker spaces, non-profit, small-format office)"
>
> My questions are how much square footage will be dedicated to child care, who will design the space, who will pay to construct the space, who will operate it, and what children will be allowed to enroll in that space?
>
> I hope to hear from you soon!
>
> Pamela Campos

--
You received this message because you are subscribed to the Google Groups "Downtown West Mixed Use Plan" group.
To unsubscribe from this group and stop receiving emails from it, send an email to sanjoseplan+unsubscribe@google.com.
To view this discussion on the web visit https://groups.google.com/a/google.com/d/msgid/sanjoseplan/CAGL60vFeLfhEOg1nnZABhtdUW4-LJfN3om-Ba2vb%3DDbFLN%3DcLA%40mail.gmail.com.

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

From: Roland Lebrun
To: Hughey, Rosalynn
Cc: Walesh, Kim; Zenk, Jessica; Severino, Lori; Eidlin, Eric; Klein, Nanci; Rood, Timothy; reggiardom@samtrans.com
Subject: DWDSG questions
Date: Monday, November 9, 2020 8:20:44 PM

[External Email]

1) What are the Southern Pacific Depot Landmark Boundary amendments and why are these required?
2) Why are you allowing ANY kind of vehicular traffic other than emergency and overnight delivery/maintenance vehicles in the Central zone (West Santa Clara/Autumn/Park quadrant) instead of eliminating all through traffic and enabling specific location access via the Downtown West underground parking infrastructure ?
3) Why are you extending Cahill instead of closing it to vehicular traffic and turning the existing right of way over to active modes of transportation?
4) How are you going to be able to sell lots A, B and C with the current VTA/HSR proposals???
5) DISC needs to be integrated into the Downtown West proposal. Specifically, **Google have assembled a team with more rail and station design expertise that VTA/Caltrain/HSR combined.**
6) There are no issues with construction phasing. The real issue is the DISC team competence, specifically the lack thereof.

From: Roland Lebrun
Sent: Monday, November 9, 2020 6:57 PM
To: timothy.rood@sanjoseca.gov <timothy.rood@sanjoseca.gov>
Cc: kim.walesh@sanjoseca.gov <kim.walesh@sanjoseca.gov>; Jessica Zenk <jessica.zenk@sanjoseca.gov>; Rosalynn Hughey <rosalynn.hughey@sanjoseca.gov>; Severino, Lori <Lori.Severino@sanjoseca.gov>; Eidlin, Eric <eric.eidlin@sanjoseca.gov>
Subject: DSAP questions

In the bizarre absence of a chat window (???), here are my questions:

1) Why doesn't the Historical depot show up on any of the slides?
2) What happened to the 265-foot building in front of the Historical depot between Stover and Cahill? Why is it no longer part of the DSAP?
3) Why isn't the DISC integrated into the DSAP?
4) Why is the public garage to the north of Santa Clara?
5) Will the shared parking be open to Caltrain/ACE/Capital Corridor/HSR riders and, if so, why not?
6) Why aren't there any links to the meetings in the last slide?

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From:	Alex Shoor
To:	The Office of Mayor Sam Liccardo; Kline, Kelly; Devalcourt, Joel; Walesh, Kim; Klein, Nanci; Ferguson, Jerad; Ho, Nathan; Peralez, Raul; Ramos, Christina M; Tran, David; Davis, Dev; Rood, Timothy; Severino, Lori; Ruano, Jose; VanderVeen, Rachel; Clements, Kristen; Zenk, Jessica; Eidlin, Eric; Burnham, Nicolle; Groen, Mary Anne; O"malley solis, Jessie; ron.golem@vta.org; jeremy.nelson@vta.org; benavidez@google.com; Javier Gonzalez; wharton@google.com; ava.bromberg@lendlease.com; whanson@sitelaburbanstudio.com; fromsonc@samtrans.com; murphys@samtrans.com; boris.lipkin@hsr.ca.gov; Hughey, Rosalynn; Han, James; Mendez, Zacharias; sheelajivan@google.com; jessgraham@google.com; bethanywindlen@google.com; weinsteinm@google.com; Hill, Shannon; Tu, John; Keyon, David; Manford, Robert
Cc:	<Projects@catalyzesv.org>
Subject:	Catalyze SV"s Members Weigh In on Google"s Downtown West Plan
Date:	Wednesday, November 11, 2020 7:01:04 PM

[External Email]

Ricardo, Sheela, Woody, Marla, Bethany, & Jessica,

Thanks for presenting Google's Downtown West proposal to Catalyze SV's Project Advocacy Committee last month. Our members are extremely excited about this truly transformational project that will serve as the heart of a brand-new, vibrant, transit-oriented neighborhood.

Please find below the evaluation from Catalyze SV's Project Advocacy Committee members and a feedback form for the project.

1) **Scorecard.** The project scored very well - 4.29 out of 5! This is above a key Catalyze SV threshold that allows us to continue to be involved in urging this project to move forward.

2) **Letter**. We'd also like to offer constructive comments on the project. Especially with Catalyze SV's remaining suggestions incorporated, we look forward to seeing this project move through the approval process to become a great neighborhood in San Jose. We'll be urging Google & the City to ensure these improvements are incorporated into your proposal.

3) **Feedback Form**. To make it easier and quicker for you to respond point-by-point to our suggested improvements, we've prepared this feedback form. We'd like to ask Google to use this form to respond to our comments within 60 days. That would be by January 10, 2021. *Is that feasible for Google*? We're also happy to set up a Zoom video or phone call to chat further.

We've already added the above scorecard & letter to our website. Thank you so much for considering our members' views on this project. Yours in community improvement - Alex

Alex Shoor
Executive Director
Catalyze SV
[redacted]
www.CatalyzeSV.org

From: Dave Javid
To: Severino, Lori
Subject: Fwd: Keep The Sharks In San Jose
Date: Thursday, November 12, 2020 2:11:13 PM

[External Email]

Want to make sure these are coming to you, I'll forward others.

DAVE JAVID, AICP, LEED AP
Founder + Principal

We moved to a new office, please note the updated address below.

---------- Forwarded message ---------
From: **Kyle Boockholdt** [redacted]
Date: Thu, Nov 12, 2020 at 11:30 AM
Subject: Keep The Sharks In San Jose
To: <diridonsj@sanjoseca.gov>, Dave Javid <dave@plantoplace.com>

The Sharks must remain in San Jose. Getting to The Tank is so convenient, please don't force them out. If they win a cup and they're not here when it happens that will be devastating.

Kyle Boockholdt

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

From: Dave Javid
To: Severino, Lori
Subject: Fwd: Downtown SJ
Date: Thursday, November 12, 2020 2:12:37 PM

[External Email]

Email that came directly to me through the website. Should we go ahead and change the contact on the website back to you?

DAVE JAVID, AICP, LEED AP
Founder + Principal

We moved to a new office, please note the updated address below.

---------- Forwarded message ---------
From: **Omar** [redacted]
Date: Thu, Nov 12, 2020 at 1:52 PM
Subject: Downtown SJ
To: <dave@plantoplace.com>

Hi there,
Just want to take a moment from your busy day to share my concerns and frustrations with the proposed plans SJ has for the next few years. I've grown up hearing that change is good. Unfortunately, I fear that the commission has missed its mark here.

Downtown SJ is a place where people can visit for entertainment and fellowship. One place to do this is the SAP Center. I fear that adding all these extra buildings and people will make downtown unsafe for our residents. It might make more sense to go go elsewhere for that entertainment.

So please, trudge this road with care. Take care of the existing residents first by keeping this city safe. Do some homework, add more parking. Don't let an entertainment venue like SAP be engulfed by someone like google. There are other parts of San Jose that they can move to.

Thanks,
Omar Beas

[redacted]

From: Dave Javid
To: Severino, Lori
Subject: Fwd: San Jose Hockey Now
Date: Thursday, November 12, 2020 2:11:39 PM

[External Email]

more emails through the website.

DAVE JAVID, AICP, LEED AP
Founder + Principal

We moved to a new office, please note the updated address below.

---------- Forwarded message ---------
From: **Sheng Peng** [redacted]
Date: Thu, Nov 12, 2020 at 1:27 PM
Subject: San Jose Hockey Now
To: <diridonsj@sanjoseca.gov>, <dave@plantoplace.com>

Hey Dave,

This is Sheng Peng with San Jose Hockey Now, just spoke with you.

Can you please direct me to appropriate contacts at the city of San Jose, DSAP, and/or Google who can speak to the DSAP project and the San Jose Sharks' criticism of it?

Thank you!
--
Sheng Peng l Reporter
[redacted]

Virus-free. www.avg.com

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From: Dave Javid
To: Severino, Lori
Subject: Fwd: Diridon Station
Date: Friday, November 13, 2020 11:11:19 AM

[External Email]

Another email sent directly to me if you want to respond. I'm going to change the contact info this morning, just want to make sure I'm not a bottleneck for these emails.

---------- Forwarded message ---------
From: **Jay Dixon** [redacted]
Date: Fri, Nov 13, 2020 at 11:09 AM
Subject: Diridon Station
To: <dave@plantoplace.com>

Dave,

I am writing to you to express my belief that the Diridon Station should stay as is and not altered in any way. I was born and raised in East Side San Jose and am a lifetime San Jose Sharks fan. I have watched things that made San Jose unique to other over constructed cities slowly change to the exact same cold, condensed and unappealing place that other cities have transformed into all for the name of modernization. I keep this short because part of me feels like we are never heard anyways but I will tell you this there are alot of like minded people who share my same sentiment.

Jay Dixon

--

DAVE JAVID, AICP, LEED AP
Founder + Principal

We moved to a new office, please note the updated address below.



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

From: anthony jordan
To: diridonsj; Severino, Lori
Subject: Diridon station area project, Google arena village, project EHP2020
Date: Sunday, November 22, 2020 10:59:46 PM
Attachments: charcot and component 11222020.pdf
hedding and coleman 11222020.pdf
Project EHP2020 09292020.rtf
EHP2020 FUNDING PROCESS AND REPAYMENT 10032020.rtf
PROJECT EHP2020 EXCEL 10302020.xlsx

[External Email]

I'm extremely concerned about what's going on with the Sharks and the Google Village construction. Being a season ticket holder since Patrick Marleau has been in the league. I think that Google should build over on the property at the component drive and charcot avenue area. See attached. If Google insists on building near the SAP center, then I would like to see about building a new arena at the hedding and Coleman area. Also I would like to build a village with bars, restaurants, etc.
I'm currently trying to get funding to eliminate the homeless problem in this country.

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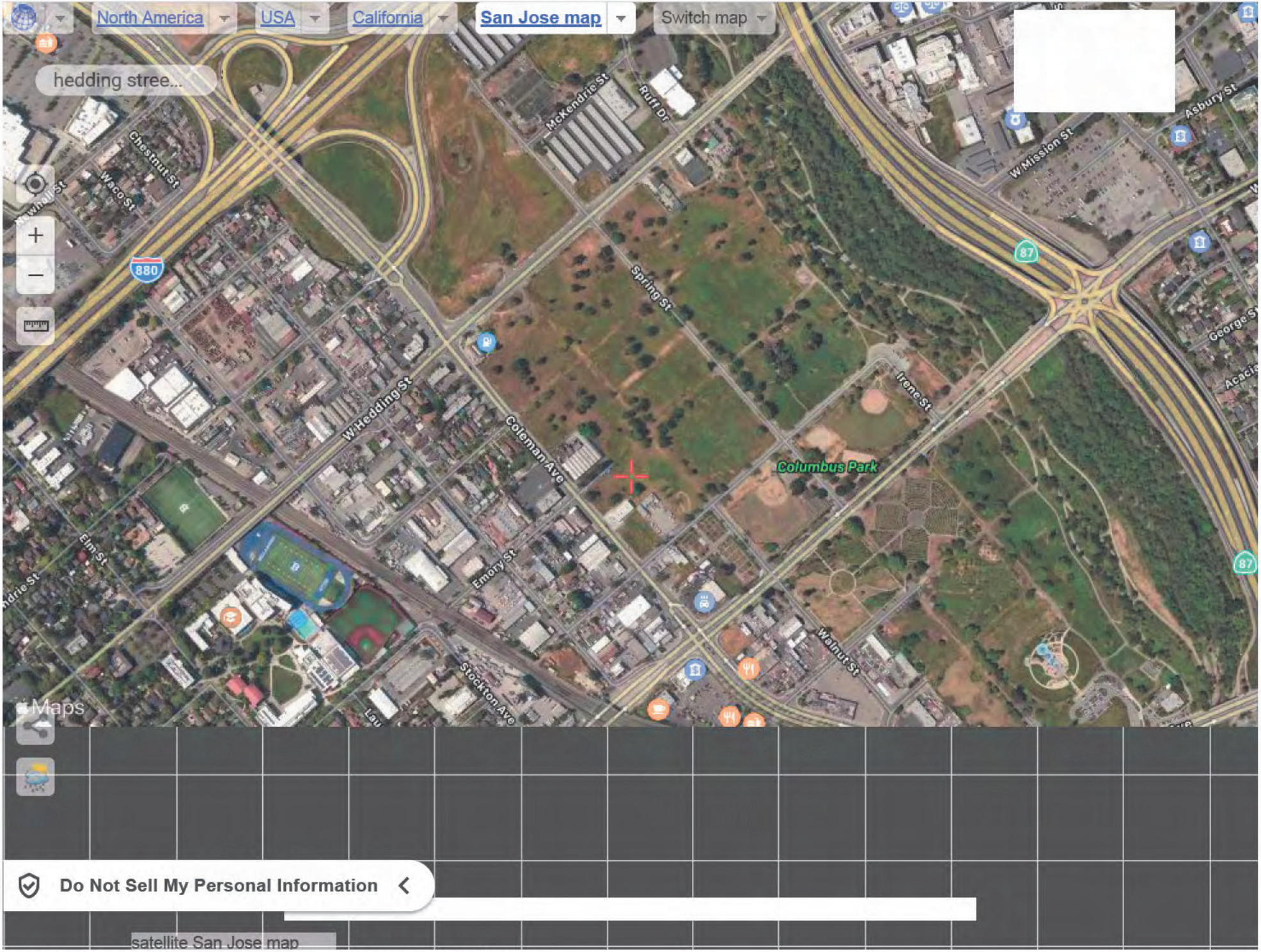
North America
USA
California
San Jose map
Switch map
charcot ave
New St
Component Dr
Trimble Rd
Channing Ave
Atmel Way
Charcot Ave
Maps
Do Not Sell My Personal Information
satellite San Jose map


North America
USA
California
San Jose map
Switch map
hedding stree...
Chestnut St
Waco St
McKendrie St
Ruff Dr
W Mission St
Asbury St
880
87
Spring St
W Hedding St
Coleman Ave
Irene St
Columbus Park
Elm St
Emory St
Stockton Ave
Walnut St
Maps
Do Not Sell My Personal Information
satellite San Jose map

Project EHP2020 (United States complexes)

The mission is to raise $12.8 billion for Project EHP2020. To build 92 complexes across the country ($200 million maximum per complex) .The project objective is to eliminate the homeless problem in theis country. Since the government is to stupid to accomplish it. So it's going to be a goal of my company Tru-Choice Enterprises, Inc. My company is a multibusiness corporation that is going to have businesses in majority of industries available. I will model my company after Warren Buffett's Berkshire Hathaway company.

I've been trying to get the Mayors of any of the major cities to sit down and listen to my solution to the homeless crisis. But as usual all of them keep ignoring me. I constantly have to hear them say how there doing everything they can to deal with the situation. All lies and they should be exposed. Why would you not want to hear a solution that can eliminate the problem forever.

My plan is to construct a facility or facilities that can house the entire homeless population, not just a select few. In places that are away from the schools and residences. Similar to the way the Hardly Strictly Festival is held in the Golden Gate Park annually. The festival is a jazz and blues festival that is free to the public. The security, sanitation and acts are paid for by a trust fund. The interest generated is so much that the trust balance grows each year keeping up with the cost of living and inflation.

I feel that each city should build a facility or facilities . That can house people with mental disorders, one with drug addictions and one that can house family units. Each unit will have a sleeping, living, dining and kitchen area. The bathroom will have the walkin tub/shower combination. The door locks will be the coded variety. There should be an account fund set up for each facility or facilities. Below is the cost to build the complex in California as an example.

Unit cost

Walkin tub combo
$2,500
Fridge
500
Microwave
60
Bed
200
Tv
300
Dining table
100
Coded door lock
500
==========

$4,160

Number of units
X 10,000
==========
Total
$41,600,000

Land
$1-$3 million
Cafeteria
$1,600,000
Washer/Dryers (200 units X50 rooms)
$570,000
Office construction cost
$400,000
Medical offices cost
$1,500,000
==========
Total
$5-$7,070,000

Staffing
Security (15/5 # of guards X 24 hours X $30 per hour X 30 days X 12 months) $1,296,000
Kitchen (20 X 8 hours X $30 per hour X 30 days X 12 months)
$1,728,000
Office staff (10 X 8 hours X $30 per hour X 30 days X 12 months)
$864,000
Medical staff (10 X 8 hours X $50 per hour X 30 days X 12 months)
$1,440,000
==========
Total
$5,328,000

Utilities cost
Gas and Electric ($1,000 X 12 months)
$12,000
Water ($2,000 X 12 months)
$24,000
Garbage ($1,000 X 12 months)
$12,000
Cable ($30X10,000 DVR Box X2 months)
$3,600,000
==========
Total
$3,648,000

Amount needed to be placed into an account to pay for annual cost
$125,000,000

Total amount needed to eliminate the crisis and build the facility or facilities **$180,576,000**

Total number of homeless in country 567,715. (State break down) and complex number of rooms in each facility.

State (# of homeless) Number of rooms of the complex

A
Alabama (3261) 5000 Alaska (1907) 2500 Arizona (36,000) 40,000
Arkansas (2717) 5000

C
California (151,278) 160,000 Colorado (9619) 10,000 Connecticut (3033) 5000

D
Delaware (921) 2500

F
Florida (28,328) 30,000

G
Georgia (10,443) 15,000 Guam (875) 2500

H
Hawaii (6412) 10,000

I
Idaho (2315) 5000 Illinois (10,199) 15,000 Indiana (5471) 10,000
Iowa (2315) 5000

K
Kansas (2381) 5000 Kentucky (4079) 10,000

L
Louisiana (12,504) 15,000

M
Maine (2106) 5000 Maryland (6561) 10,000 Massachusetts (18,471) 20,000
Michigan (8575) 10,000 Minnesota (7977) 10,000 Mississsppi (1184) 2500
Missouri (6175) 10,000 Montana (1357) 2500

N
North Carolina (9314) 15,000 Nebraska (2365) 5000 Nevada (7169) 10,000
New Jersey (8864) 10,000 New York (78,676) 80,000 New Hampshire (1396) 2500
North Dakota (2069) 5000

O
Ohio (10,345) 15,000 Oklahoma (3944) 5000 Oregon (15,876) 20,000

P
Pennsylvania (15,000) 20,000 Puerto Rico (3182) 5000

R
Rhode Island (1055) 2500

S
South Carolina (4172) 5000 South Dakota (995) 2500

T
Tennessee (10532) 15,000 Texas (25,848) 30,000

U
Utah (2798) 5000

V
Vermont (1089) 2500 Virginia (5783) 10,000

W
Washington (21,577) 25,000 Washington D.C. (6521) 10,000 West Virginia (1397) 2500
Wisconsin (4538) 5000 Wyoming (548) 2500

EHP2020 Funding Process

1. Funds will be deposited into a Wells Fargo escrow account.
2. Invoice will be submitted from vendor doing work. City will approve company doing work. Lender will approve amount to be paid to vendor.
3. Funds will be transferred into Tru-Choice Enterprises business account.
4. Vendor will receive check or ACH transfer from Tru-Choice Enterprises.

EHP2020 Construction Process

A. Funds are approved by lender and escrow account is opened.
B. A.M. Jordan attends city council meeting in San Jose, Ca. advises city of funds obtained and request a one on one meeting to go over details of EHP2020 complexes.
C. Request to have meeting with mayors of other cities where complexes are going to be built in California. Request to have meeting with Gavin Newson to help get a governors summit meeting with other governors of the other states.
D. Summit is conducted where the request for a grant to make the monthly interest only payments to made from the homeless budget funding.
E. Each site is determined.
F. Architect firm is hired. Construction company in each state will be hired.
G. Permits are obtained and construction begins.
H. Summit meeting with all food banks and homeless coalitions in each state are conducted. Campaign to advise homelesss individuals of upcoming homes. Begin process of Identifying homeless by name and find out their needs. Determine which section they will be living in under the categories (Mental disorder, Drug addiction, family unit).
I. Staffing personel are determined.
J. Facility opens simultaneously.

Repayment of $12.8 billion

!. One month from date of opened escrow account the first payment of $54 million is remitted. Be advised will be trying to get entire sum of the 24 $54million ($1.3 billion) payments all at once at this time.

2. Twenty-five months from date of opened escrow account payment of $12.8 billion is remitted From Tru-Choice Enteprises.

3. Back up plan if Tru-Choice Enterprises does not have funds to pay final payment of $12.8 billion. Have the 50 states sell municipal bonds to raise funds for the final payment.

STATE	# OF HOMELESS	COMPLEX SIZE	# OF COMPLEXES
ALABAMA	3261	5000	1
ALASKA	1907	2500	1
ARIZONA	36,000	40,000	4
ARKANSAS	2717	5000	1
CALIFORNIA	151,278	160,000	16
COLORADO	9619	10000	1
CONNECTICUT	3,033	5,000	1
DELAWARE	921	2500	1
FLORIDA	28,328	30,000	3
GEORGIA	10443	15000	2
GUAM	875	2,500	1
HAWAII	6412	10000	1
IDAHO	2,315	2,500	1
ILLINOIS	10199	15000	2
INDIANA	5,471	10,000	1
IOWA	2315	2500	1
KANSAS	2,381	2,500	1
KENTUCKY	4079	5000	1
LOUISIANA	12,504	15,000	2
MAINE	2106	2500	1
MARYLAND	6,561	10,000	1
MASSACHUSETTS	18471	20000	2
MICHIGAN	8,575	10,000	1
MINNESOTA	7977	10000	1
MISSISSPPI	1,184	2,500	1
MISSOURI	6179	10000	1
MONTANA	1,357	2,500	1
NORTH CAROLINA	9314	10000	1
NEBRASKA	2,365	2,500	1
NEVADA	7169	10000	1
NEW JERSEY	8,864	10,000	1
NEW MEXICO	3241	5000	1
NEW YORK	78,676	80,000	8
NEW HAMPSHIRE	1396	2500	1
NORTH DAKOTA	2,069	2,500	1
OHIO	10345	15000	2
OKLAHOMA	3,944	5,000	1
OREGON	15876	20000	2
PENNSYLVANIA	15,000	20,000	2
PUERTO RICO	3182	5000	1
RHODE ISLAND	1,055	2,500	1
SOUTH CAROLINA	4172	5000	1
SOUTH DAKOTA	995	2,500	1
TENNESSEE	10532	15000	2
TEXAS	25,848	30,000	3
UTAH	2798	5000	1

VERMONT	1,089	2,500	1
VIRGINIA	5783	10000	1
WASHINGTON	21,577	25,000	3
WEST VIRGINIA	1397	2500	1
WASHINGTON D.C.	6,521	10,000	1
WISCONSIN	4538	5000	1
WYOMING	548	2,500	1
TOTAL	594762	712500	92

TOTAL COST OF COMPLEXES	
$	90,288,000.00
$	45,144,000.00
$	722,304,000.00
$	90,288,000.00
$	2,889,216,000.00
$	180,576,000.00
$	90,288,000.00
$	45,144,000.00
$	541,728,000.00
$	270,864,000.00
$	45,144,000.00
$	90,288,000.00
$	45,144,000.00
$	270,864,000.00
$	180,576,000.00
$	45,144,000.00
$	45,144,000.00
$	90,288,000.00
$	270,864,000.00
$	45,144,000.00
$	180,576,000.00
$	361,152,000.00
$	180,576,000.00
$	180,576,000.00
$	45,144,000.00
$	180,576,000.00
$	45,144,000.00
$	180,576,000.00
$	45,144,000.00
$	180,576,000.00
$	180,576,000.00
$	90,288,000.00
$	1,444,608,000.00
$	45,144,000.00
$	45,144,000.00
$	270,864,000.00
$	90,288,000.00
$	361,152,000.00
$	361,152,000.00
$	90,288,000.00
$	45,144,000.00
$	90,288,000.00
$	45,144,000.00
$	270,864,000.00
$	541,728,000.00
$	90,288,000.00

$	45,144,000.00
$	180,576,000.00
$	451,440,000.00
$	45,144,000.00
$	180,576,000.00
$	90,288,000.00
$	45,144,000.00
$	12,775,752,000.00

Dr. Larry Ames • [redacted]

Dec. 7, 2020

James Han, Planning Downtown West/Google Project Manager
Larissa Sanderfer, Parks, Recreation, and Neighborhood Services Project Manager
Shannon Hill, Environmental Project Manager
Jose Ruano, Diridon Station Area Plan Project Manager
Lori Severino, Diridon Station Area Advisory Group Project Manager

re: The Downtown West/Google Project;
The Downtown West/Google Project's EIR; and
Draft Amended Diridon Station Area Plan

Dear Project Managers,

I am writing regarding the planned developments in the vicinity of the Diridon Station, including CalTrain electrification, High Speed Rail (HSR), the Diridon Integrated Station Concept (DISC), the Diridon Station Area Plan (DSAP), and Google's proposal (the Downtown West Mixed Use Plan Draft EIR). I am writing in regard to all of them together because of their interconnectedness, and because I worry that not every plan is well integrated with one another and aware of the changing conditions and interfaces.

Even though I have participated in a number of meetings as a member of various groups or commissions, I am writing this on my own behalf as an individual member of the public. I have already made a number of these comments verbally in various public forums, but I repeat them here so as to have submitted them in written format.

Overall, I am generally very supportive these projects: the electrification of CalTrain, High Speed Rail coming to San José, the reconfigured Diridon Station with the elevated tracks, BART, and Google's plans to transform a faded part of the city into a dynamic and vibrant district.

That said, I do have a number of questions, comments, opinions, and concerns…

CalTrain electrification. I am very supportive. However, I'm concerned by the phasing: the electrification of the at-grade tracks is under construction now and is due to be completed in 2022. However, the planned raising of the tracks for the new Diridon Station is not even scheduled to begin construction until 2027. My fear is that "you" (by which I mean the various officials, consultants, planners, and governmental agencies) will say that all that money now being spent on electrifying the at-grade tracks would be wasted if the tracks are then raised, and that it'll be cheaper (and "good enough") to keep them as-is in their current at-grade configuration. When I asked about this at a recent meeting, I was assured that the "lost cost" – the stanchions and power cables – is but a small fraction of the total cost, and the majority of the investment (e.g., power stations and new rolling stock) can be reused. I raise this now because I've been burnt before by phrase, "it's cheaper to use the existing". Indeed, we've already been burnt when you and HSR decided to electrify the current Tamien-to-Diridon at-grade tracks rather than constructing the promised "aerial alignment" (which reduces the community impacts by keeping the tracks within the 280 and 87 freeway right-of-ways) – "because It's cheaper and

good enough." What I'm looking for here is assurance that the elevated tracks and raised platform *will* proceed as now planned.

Elevated CalTrain Tracks.

Elevating the tracks near the Diridon Station will have a number benefits:

- It will allow grade-separation for Auzerais, which will avoid train-caused delays for the many residents in the new and planned high-density dwellings (Ohlone Towers, Monte Vista, etc.) as they head for the Bird Ave. freeway on-ramp.
- It will allow grade-separation (hopefully!) for West Virginia at Drake, so that the rather isolated Drake-Fuller neighborhood isn't further isolated by the hundred-some trains a day that eventually will cross there.
- It will allow Park Avenue to be reconstructed, removing the psychological barrier caused by the current deep-dive undercrossing.
- It enables a reconfiguration of the Diridon Station, with shops, services, and attractions on the ground level and the train platforms above.
- It will allow a greatly improved east/west pedestrian and bicycle crossing at San Fernando.
- And it will allow an improvement to the Los Gatos Creek Trail at the recently replaced CalTrain bridge over the creek, which as now planned has the trail with minimal vertical clearance and barely above creek high-water.

Some concerns and issues:

- The elevating of the tracks will require the replacement of the San Carlos St. Bridge. This bridge is old and (in my opinion) worn out and substandard: no great loss. However, I have seen little mention of it in any of the meetings. Also, care is needed in its design so that it itself doesn't create an uncrossable barrier for the Los Gatos Creek Trail.
- How will the new train tracks cross I-280? – the logistics will be challenging! Allow me to recommend building the new bridge somewhat to the west of the current tracks, (1) so that service on the old tracks is not disrupted during construction, and (2) to make for a smoother ride on the new tracks by "smoothing the arc". (The current track curves near Bird Ave, straightens out when crossing I-280, and then is curved again at Auzerais, giving a "jerky" ride.) However, such a smoothed curve might require the taking of a property or two on West Virginia and/or Gregory St., which I don't recall being discussed.

Opportunities:

- Once the train service has shifted to the new bridge, the old bridge could be converted into a bike/ped bridge, creating a trail connecting the Gardner neighborhood to the Hannah-Gregory neighborhood and on to the Diridon Station.
- The current at-grade tracks north of Auzerais would make a great "commuter's trail" connecting the Los Gatos Creek Trail (LGCT) directly to the Diridon Station, freeing the downstream portion of the creek trail to be more pastoral and recreational. I am pleased to see that this LGCT – Diridon spur is shown in some of the presentations. Some questions: (1) How would this spur trail cross Park Ave. if the street is regraded? And (2) how would the spur trail access the station? – could there be a cyclists' entrance at the south end?

Also: What about the Vasona Spur?

- Elevated or left at-grade? It only carries maybe one train a week, often late at night, but even so, I doubt that you'd want to leave it at-grade, with diesel engines pulling freight past (or through?) the station's ground-level shops.
- A challenge is that the Vasona spur is on the west side of the main tracks, whereas the freight track is on the east side so as to better access the Milpitas(?) Wye. I understand that there are two alternatives: (1) construct an elaborate freeway-like undercrossing/onramp to get the Vasona tracks over to the east side, or (2) just come in on the west side and then "sneak across" the mainline over to the east. I support this latter approach as it is much simpler and cheaper, and I think it is viable because of the late-hour of the infrequent crossing – but it may require adjusting the height of the electrified train's power cables and/or limiting the maximum height of the Vasona's fully-loaded freight cars.
- Would the Vasona Spur be elevated at Race/Parkmoor, and, if so, can the traffic-delaying Light-Rail/freight train signals now there be removed from the intersection?
- Would this spur line bridge over I-280 also need to be replaced?

Diridon Station Design:

- The publicly presented station concept designs show elevated platforms to reach the elevated train tracks, with escalators to get passengers to and from the platform. But how does the station accommodate bicyclists? Bike lockers are great for those who bike to the station, park their bikes, and then ride the train. But CalTrain currently operates a very popular bike-compatible commuter service with multiple bike-cars, each capable of carrying dozens of bikes, allowing cyclists to bike to the station, keep their bikes with them on the train, and then easily complete their trips by bike to their final destinations. How do these users access the trains? Standard escalators are not suitable for carrying bikes, and an elevator would not have the capacity to handle the peak demand: there needs to be ramps, comparable to those now in the current station. Alternatively, there could be specialized escalators, comparable to those in some stores that carry shopping carts.
- The current Diridon Station building is a Historic structure. Parts of the building (e.g., HVAC, plumbing, electrical, restrooms) may be in need of renovation or replacement, but the building's façade and main-hall interior ceiling are definitely worth preserving. Can the critical portions of the building be preserved in-place while accommodating the widened track footprint, or will it be necessary to physically move the building?
- To accommodate the increased usage, the new Diridon Station is going to be larger than the existing historic structure, but the old building can be preserved and incorporated into new building. The Oslo (Norway) Central Terminal is a perfect example; local, smaller-scale examples here include the Golden Arches McDonalds (on Almaden near Curtner) and the Willow St. Pizza (just east of Lincoln).
- All great train stations need a great Entrance Plaza: again for an example see the Oslo Station. An Entrance Plaza is the station's "front door", its focal point, enabling it to handle large crowds, both for the daily commute and for special occasion arrivals. The Entrance Plaza also invites folks to walk out and venture into town. The grand entrance is obvious in our current Diridon Station building, but which one of the three or four entrances planned for the new building is the Main entrance? Santa Clara west, Santa Clara east, San Fernando east? The multiple

entrances may be convenient, but they don't concentrate the area's excitement and vibrancy. (They can also confuse infrequent users: "I'll meet you at the train station"– but which entrance? You'll need a "Meeting Point" designated somewhere, as is done in some airports.)
- Are the station design efforts being coordinated with Google? You want to have the streets and parks in their project line up with the Entrance Plaza and with the newly planned entrances.
- I haven't seen much discussion of BART: it will have a major station of its own near Diridon: will it be inside the new train station or adjacent to it? Will there be a public plaza by the BART entrance to help aggregate travelers approaching BART and disperse those departing? (I don't see any nearby plazas or other open spaces in any of the various plans.)
- Sorry to have to ask, but… Will the new building be able to handle anticipated possible future security measures? Our new SJC airport terminal, for example, does the job quite well, but I've seen older buildings with grand entrance staircases all fenced off and the public forced to go through a side door entrance to pass through a metal detector; other places I've seen buildings with several entrances, but only one remains unbarricaded due to enhanced security measures.

Speaking of the SJC Airport: be sure to have a quick and convenient connection from Diridon to our local airport.

- It's important for the airport: If people can't easily get to SJC, they'll just stay on the HSR (or take the electrified CalTrain) to get to SFO, or else they'll take BART to go to OAK. Either way, it would likely be easier and less expensive than having to exit the Diridon Station and flag down a cab to take them to our local airport.
- It's important for the Diridon area: Visitors coming via HSR from LA or the Central Valley are likely to need a rental car for when they arrive: if it's convenient to jump over to SJC, they can get a rental car there and we don't have to waste the valuable land here by the station duplicating the nearby rental car facilities. Likewise, Bay Area residents catching HSR for business or pleasure trips to southern California might not be able to avoid driving to Diridon: why not have them use the long-term parking lots at SJC rather than wasting land here?

Los Gatos Creek Trail:

The Los Gatos Creek Trail is an important part of the regional trail network, serving bicyclists, joggers, walkers, young and old, recreationally and transportationally. It will be a contributing component of the Diridon transportation web, providing a non-automobile alternative means for accessing or traversing the area. I am glad that Google is prioritizing the trail in their project.

Starting at the south and heading north, some points:

- I support the current plans to extend the trail northward from its current San Carlos St. endpoint by remaining on the west side and crossing beneath the recently rebuilt CalTrain bridge at San Carlos and the creek, and then continuing downstream on the west side past what has been the fire training center. Unfortunately, the CalTrain bridge is lower and thicker than had been promised and so the trail both will have minimal vertical clearance *and* will occasionally flood, but this trail alignment is too critical to forego. When CalTrain elevates the tracks for the new Diridon Station, the trail can be reconstructed to better avoid flooding. In the interim, as this is an important transportation corridor, a process needs to be established to indicate temporary detours when flooding is likely, and also to clean up mud and silt after a flood so that the trail

can be quickly reopened. The Town of Mountain View has dealt with a similar situation with the Stevens Creek Trail at US-101: perhaps they can share pointers.

- When the train tracks are elevated, a spur trail can branch off from the main Los Gatos Creek Trail and carry Diridon-bound commuters directly to the Station, thereby reducing the load on the creekside trail. If Park Avenue is not regraded during track elevation, the current train bridge can be reconfigured for trail use; if Park Ave. is regraded, please provide a safe trail crossing (e.g., an overpass, or at least a signalized crossing).
- Also develop a trail on the east side of the creek from Auzerais to Bird, as Google has proposed. While this alignment is not as convenient as the west-side trail, it still can serve as a detour during the rainy season. As there likely are fewer bicycle commuters during inclement weather, the detour traffic is probably relatively light, and so this alternative alignment probably doesn't need to be designed to carry as many trail users as the main trail.
- Current plans are for the west-side trail to come up to Bird Ave./Montgomery and then follow the sidewalk north to Park Avenue. Please widen the sidewalk into a proper trail, and also provide a smooth transition from Creekside to roadside trail: don't repeat the mistake we made with the Three Creeks Trail where it abruptly jogs onto a narrow sidewalk at Bird Ave.
- I am truly sad that we are not taking advantage of this project construction to "right a prior wrong" and "daylight" the Los Gatos Creek, freeing it from its culverts under the Montgomery/Park intersection. While it would involve a significant amount of earth-moving, the amount is probably small compared to that involved in regrading Park Ave. at the railroad bridge. One of the advantages of daylighting the creek was that it would have provided the opportunity for safe trail crossing of both Park and Montgomery. Lacking that, it becomes more important to provide safe and convenient crossings of both Park and Montgomery so that the trail can continue to its junction with the Guadalupe and can carry trail users northward to Alviso and beyond. If it is not practical to provide trail under-crossings, would it be feasible to have overcrossings? (It'd be important to design such a crossing for ease-of-use: a crossing with hairpin turns is likely to be more of an impediment than a benefit…)
- I very much support the city's dream of acquiring properties between Autumn and the Creek for both trail continuity and for natural parkland.
- There's more to designing a good bike trail than simply drawing a continuous line on a map: please work with the cycling community when designing the trails so as to avoid common mistakes such as sharp bends or blind curves.
- Be sure the trail is sized to accommodate the anticipated usage: just like highways in town are wider than rural roads, the trail here near the Diridon Station will be carrying more trail-users than those segments out by the edge of town. It may be desirable to have multiple trails to help separate the usages: narrower winding trails nearer the creek for pedestrians quietly admiring nature and the scenery, and wider/smoother trails for joggers and commuter cyclists.

Overall Development:

There has been discussion at some meetings about the amount of housing in the Diridon area. I feel that the area should be primarily commercial, and I feel that Google is a great match for the location. As repeatedly stated at the General Plan Update ("Envision 2040") meetings, San José is "bedroom community" with more housing than jobs. San José needs tax revenue from businesses to reduce its structural budget deficit. I feel that we do want to have some residents in the area, so as to avoid it

becoming an after-hours ghost town. But we don't want too much housing in the area, as the residents quite likely will hop on BART or CalTrain for jobs in Oakland and San Francisco, giving those cities the tax revenue while San José is stuck paying for the needed infrastructure (parks, libraries, police, etc.)

Parks:
People need parks, both for physical health *and* for mental health. Parks are for residents, and also for workers who may need to get outdoors midday and clear their minds.

San José doesn't require park land dedication for new employment projects (I feel it should), but it does require it for new residential developments, requiring parkland (or equivalent cash fees) at the rate of 3 acres per 1,000 new residents. Google's plan is for 4,000 new units, which is roughly 8,000 new residents (depending on unit size), which works out to roughly 24 A of additional parkland needed. It's not practical to provide all of that within the 80 A footprint of Google's project. However, the need for parkland does exist, and can be met by collecting the in-lieu fees for the missing parks and then building parks in nearby neighborhoods like St. Leo, Shasta/Hanchett Park, Auzerais-Josefa, and Gardner.

Google's presentation talks about a total of 15 A of park and open space, but Google agrees that much of that is "project sponsor-owned open space" that doesn't count towards the 24 A requirement: only the 4.8 A of city-dedicated open space counts.

Google's park plans includes 4.1 A of Privately-Owned Public Open Spaces (POPOS). Several questions:

- Who maintains the sites?
- Who controls access, determining who is allowed to enter and who must leave?
- What are the hours of access? How are the times determined, can they change, and who changes them?
- Will POPOS public access be assured by means of a conservation easement? Would such a conservation easement "have teeth", or would it be all too easily circumvented?
- What happens to the POPOS if there's a change of owners? I wish Google a long and healthy existence – but I thought Netscape, Yahoo, Atari, Sun, IBM, and Lockheed would all be here forever, too. I would much prefer public open space to be city-dedicated parks.

Google's "15 acres" also counts the area within outdoor restaurants: they're nice, but shouldn't be counted as public open space; nor should walkways between buildings, rainwater runoff mitigation sites, or riparian setbacks. I appreciate Google's desire to design a green and open project, but I also feel it's a little misleading to count anything not paved over as "open space", even if they assure us that they're not trying to claim park credit for it.

I appreciate Google's concept for more "urban-based experiences" at their parks nearer the Diridon Station and more "nature-based experiences" further away and/or nearer the Los Gatos Creek. But even the "urban" parks need some nature: they shouldn't be all pavement and hardscape, but should also have trees for shade and landscaping to help refresh the soul.

Comments and questions on specific Google parks:

- Los Gatos Creek Connector (by Auzerais): What will be the impacts when CalTrain elevates the tracks? Will parkland be lost in case an additional track is needed when HSR arrives? Will parkland be lost when the San Carlos St. Bridge is replaced to accommodate the elevated CalTrain and/or HSR? As noted earlier, the trail through here will provide a suitable detour when floodwaters close the main trail at the current CalTrain undercrossing.
- The Meander: this proposal appears quite intriguing: a vibrant pedestrian walkway filled with activity. It is technically an "open space" in the sense that it's not a building, but to me it seems more of a pedestrian corridor than a park. It shouldn't count as parkland, and it is not being claimed as such, but showing it on the parkland diagrams may seem to be somewhat misleading to us in the public.
- Social Heart: is there an inviting connection between it and the entrance to Diridon? – it would seem like a natural connection. (Be sure to connect to wherever the currently-planned Entrance Plaza is located, and be alert to any future design changes.)
- Gateway to SJ (on Santa Clara): a park to provide a view down The Alameda, and to be viewed from The Alameda. This park will also be the "front door" to Arena Green and the planned icon. I am concerned that there appears to be little coordination between Google and Urban Confluence Silicon Valley, sponsors of the icon at Arena Green: if it is to be as important and popular as has been promised, I would hope for perhaps a little more attention to "viewsheds" and accessways. But of course, like the Diridon Station, this too is "a moving target", with details such as design and location very much still TBD. And perhaps the "Los Gatos Creek East" open space will suffice as a view corridor.
- St. James Triangle: I recall that this area was pitched as a quiet escape: special measures may be needed to block the noise of a hundred-some trains a day passing along the western edge on elevated tracks.
- North Montgomery Pocket: This is a water runoff mitigation site? It doesn't count as parkland, but it may still be a green (and marshy?) retreat best appreciated from the periphery.
- Northend Park: This park will be quite isolated until the CalTrain tracks are elevated, after which it will be accessible by Lenzen and will be appreciated by residents of the nearby park-deficient Shasta/Hanchett Park neighborhood.

I'm also glad that Google is respecting the riparian corridor and that a decent setback is provided. This is to be a natural habitat with minimal public disturbance: an open space but not a recreational resource: it doesn't count as park, nor is it being claimed as such; I point that out for the record so that the appropriate amount of park in-lieu fees can be collected to help fund actual parks in adjacent nexus-connected neighborhoods.

I'm glad that Google is working to preserve historic and other old buildings: they add character to an area. That said, I question why Google wants to preserve the old warehouses on the east side of Autumn, including (I believe) "Building 9" and "Building 12"? These buildings extend to well within the riparian corridor: this is an opportunity to remove them and restore a critical habitat. Google has been using one of the buildings for public meetings, but they've just been using the front portion near the street: they could remove the unused add-on extension in the back without a loss and also enhance the riparian corridor. I suppose some of these buildings can add to the "gritty" character of the area, but

why not just keep the façades, remove the back portions of the buildings, and widen the corridor. Please don't keep them just to "remodel": don't use them as justification for constructing new buildings too close to the creek by claiming that they're rebuilt old buildings on their existing footprints.

Miscellaneous:
A few additional points:

- Google, don't forget about your western façade: you will be the "welcome to San José" view for people arriving by train. Please "put on a good face".
- The city is talking about building a new Community Center in the Diridon area. Why? The city already has several dozen centers, but is only able to operate about a dozen (roughly one per council district), and has had to close or "reuse" (i.e., hand over operation of) the rest. Indeed, the city already has a newly built center about a half mile away at Gardner that's presently unused: let's spend our time and resources using what we have.
- I'll echo the sentiments of others: this is going to be an exciting project, and promised "community benefits" will help ease the pain of squeezing such a large project into an established community. But "mitigation" is not "community benefits": mitigation is what must be done to make up for damages caused; community benefits are "above and beyond" to make for a better project.

As I wrote in an op-ed to the Mercury News three years ago,
"Welcome, Google! Your project at Diridon Station will affect the surrounding neighborhoods and shape our entire city for years to come. It will be truly transformative."

I recognize that there are many pieces to this puzzle – CalTrain electrification, elevated CalTrain, High Speed Rail, BART, Light Rail, the connector to SJC–San José Airport, the Future Icon at Arena Green, the Los Gatos Creek Trail, the creek itself, nearby neighborhoods, and the city of San José, as well as Google – and we're asking you to assemble this puzzle while the pieces are all shifting shapes.

The Diridon Station Area / Google complex needs an overall project manager to coordinate and make sure that the interfaces between the different components all fit. I hope my comments may help point out some of these interconnects.

As soon as I email this, I'm sure I'll think of some additional points that I wish I had made. This is the Holiday season, and we all are distracted by it (and also by Covid, and the political season, and…). I'm sorry, but I haven't had as much time as I'd like to check through all the documentation, and so I apologize in advance if specific issues I've raised have already been addressed somewhere. But I also didn't want to miss the opportunity to provide public comment by missing the deadline.

I live just over a mile away from Diridon, and I regularly use the area now, both recreationally and as transportation. I look forward to it becoming a truly useful and vibrant destination!

~Larry Ames
longtime resident / trail and park advocate / environmentalist / community activist.

cc: Nicolle Burnham, San José Parks, Recreation, and Neighborhood Services (PRNS)
San José Parks & Rec. Commission, c/o Teresa Meyer-Calvert
Jessica Zenk, SJ DOT
Ricardo Benavidez, Google
Steve Borkenhagen, Urban Confluence Silicon Valley
Jean Dresden, San José Parks Advocates
Harvey Darnell, North Willow Glen Neighborhood Association
Bill Rankin, Save Our Trails of Santa Clara County
Kathy Sutherland, Diridon Area Neighborhoods Group
Helen Chapman, Shasta/Hanchett Park Neighborhood Association
Ed Saum, San José Historic Landmarks Commission

email addresses:

To:
james.han@sanjoseca.gov
larissa.sanderfer@sanjoseca.gov
shannon.hill@sanjoseca.gov
jose.ruano@sanjoseca.gov
Lori.Severino@sanjoseca.gov

cc:
nicolle.burnham@sanjoseca.gov,
teresa.meyer-calvert@sanjoseca.gov,
jessica.zenk@sanjoseca.gov,
benavidez@google.com,
steve.borkenhagen@sanjoselighttower.org,
jean@sjparksadvocates.org,
harveydarnell@yahoo.com,
bill@networds.com,
kathysutherland@pacbell.net,
4chapmanfam@sbcglobal.net,
edward@saumdesignconsulting.com

What questions do you have	What resonates with you the most	What needs improvement	Additional Comments
None	I'm glad to see a focus on arts and active uses, as well as transit improvements. Also nice to see some new quality active transportation as well.	The plan needs stricter anti-displacement measures. While I'm happy to see the report acknowledge the need, I saw no sign of any form of eviction protections or rent controls for residents who face the threat of being priced out due to the new investments. Also, while I like the new focus on transit, I feel the plan still prioritizes parking a little too much, especially given the City's climate concerns and the fact that Diridon is set to become one of the largest transit hubs in the nation. Finally, the housing element should be greater. Dense, transit oriented housing is certainly financially feasible for the City, and if the amount of housing created doesn't meet the new jobs that DSAP will bring, we will be digging ourselves deeepwr in our housing crisis.	Turn San Carlos Bus Priority into dedicated public service lanes.
Will the Diridon station be restored? or town down?	That Diridon Station will be a gateway into downtown.	An appreciation for history and historic buildings that are in the area under consideration. Will any be restored? or moved to the history site in SJ?	I love the historic Diridon train station. I hope any plans will include keeping it and renovating as necessary, and not tearing it down. I'm thinking of the historic Sacramento station and how lovely that is. And Penn Station in NYC. I'm sure there are many more but the historic quality of the building brings character and connections with the historical San Jose that should b kept and not torn down. St. Joseph's Cathedral is a good example of how restoring a beautiful building adds to the quality and character of downtown.
None	Glad to see the public spaces and mixed uses.	Displacement protections could be strengthened with a Tenant Right to Purchase provision. San Carlos Street should have public service lanes. Parking minimums should be eliminated; just keep parking maximums. More housing would be great too, maybe increase the FAR for those parcels.	Instead of realigning the VTA tracks through the DSAP, maybe plan for investments in VTA operations which are about to get severely cut.
What exactly are the future plans for parks in the area? The city struggles heavily to maintain what it has now?	The short sightedness of this whole project. Are we really selling the city to Google in the midst of all the antitrust allegations? Regardless of whether they are found criminally responsible of not, they will forever be morally responsible! Come on SJ... you can do better!!!	The entire plan! There is very little reason to visit Downtown as a destination, this will not help that!	The Diridon Station Plan WILL cost the city a fortune!! Can anyone name any joint venture that has not costed the city a fortune? That's of the city will just pay off their debts by laying off employees then spending millions trying to figure out how to hire them back!

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Context: My name is Mike Reinhart, and I am a representing board member from a local non-profit human services agency called “ACT (All Coming Together) for Mental Health Inc.” ACT for Mental Health is located at 441 Park Ave, San Jose, Ca. 95110 and we have been serving the unique social, and mental health needs of those in our underserved communities in San Jose for over 60 years. “ACT’s founder, Wanda Broadie Alexander has received the Jefferson Awards for Public Service for her exceptional work and for the great benefits our communities have received as a result. The services we provide include low-cost, and even no-cost mental health and social services, to a diverse range of age groups and ethnic backgrounds. Our efforts at ACT are focused on restoring and enhancing human strengths through acceptance in a safe, stable, and professionally guided environment that provides tools and support for the resolution of personal, emotional, and situational life problems. ACT has been able to provide these critical services without reliance on governmental funding, and instead have survived primarily through public donations. Our Question: In these challenging times, the services that that ACT for Mental Health provides are so essential in maintaining a quality of life. So our question is - What accommodations are being made to support non-profits who are affected by the redevelopment efforts? And how can ACT for Mental Health participate in those efforts?	Solutions that support safe interactions and activities appealing to a broad spectrum of our society.	N/A	
Concerned about the impact of the development on traffic to/from SAP Center & Downtown.	The decrease in traffic lanes and parking along with the increase in offices which will bring more traffic to the area.	Amend plan to increase and not decrease traffic lanes and parking.	
What affect will this have for out of town visitors accessing SAP center for live events who do not have easy access to public transit to the area and depend on driving themselves by automobile?	This would affect my ability to attend games or events at SAP if the option of driving and parking my own vehicle to events is taken away.	Do not take away parking space from SAP center and do not take away the 4 lanes of traffic on W Santa Clara - that is a main road for access for anyone who is driving to any event at SAP center and the easiest route of access - why fix what isn't broke!!	
Where is the parking for these projects? If the anticipated increase in vehicle traffic is 7 times more than the current volume, how you do anticipate moving these vehicles through this area?	Parking, parking, parking. That is the main issue considering there MUST be safe access to SAP Arena at all times.	Your plan for the streets around the transit station and SAP Arena. Narrowing Santa Clara St, Montgomery and Bird to two lanes is incredible short sighted. How are you going to move the 130,000+ vehicles that need access to the area for work, transit and entertainment?	

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How does the City plan to add all of this development and still for the volume of pedestrians and vehicles that need to get in and out of SAP? It is not adequate, or realistic, to expect fans to arrive via public transit, especially give that Sharks fans and concert come from all over the Bay Area.	the sheer size of the development and the traffic impacts	Why are we reducing traffic lanes - needed for access to SAP - in order to make room for more corporate buildings?	
This should not happen - I work in downtown San Jose and also go to events at SAP so this is going to make it exceptionally hard to get parking not only for work (limited already) and for special events. Is this project going to generate more sales tax income for the City as appears it would create less and traffic will be worse. Potentially SAP could move out of the City negatively impacting local businesses.	Parking, reduction in traffic lanes, loss of income and San Jose Sharks moving out of SJ with Google probably not paying taxes!	Parking and road accessibility	This is a disgrace and also shows how much power tech companies have ignoring the generally population and workers in SJ. You will see businesses close, relocate and also say goodbye to the San Jose Sharks who will probably move to Santa Clara!
Why are you reducing the number of lanes in/out of the SAP area? Traffic on game/event days is already slow.	The lack of parking is a major concern. This seems like the kiss of death for a project. This reminds me very much of the Cupertino Vallco project in proximity of the new Apple Campus: creating a destination but poor foresight to how ppl get there and where they park. This discourages people from coming.	Auto traffic flow/parking	
Will the planners and those receiving millions and millions of taxpayer dollars be forced to live in this future hell hole? They should have to live with their mess and not be able to escape to mansions far away.	Why choose suicide of the city?	Access to SAP Center. Parking for events, concerts, Sharks and Barracuda games.	The amount of construction and disruption to the area is mind-boggling. Just because you can doesn't mean you should.
How does google plan to accommodate parking for the SAP center? What does google intend to do about the homeless population that will be displaced from this area? How does google plan to help and compensate the police department for largely impacting available police resources?	Google is disregarding a very important part of San Jose. It is important to keep the SAP center open and fully functioning to bring in revenue. It's incredibly important that the NHL Sharks stay in San Jose.	Google needs to consider the impact their causing to the entire area. They are causing a strain on traffic, local residents, and local businesses.	Keep google out of San Jose. They don't belong here.
Why do we need this huge project ?	Overbuilding, overcrowding, reducing street lanes will cause more traffic backups Not enough parking spaces allocated for apartments and buildings.	Smaller scope of project Don't reduce street lanes Have 2 or more parking spaces per apartment	
Are there plans to increase parking in the surrounding area and will public transportation be run more often? One of the reasons I don't take Caltrain to this area regularly is I come down outside commute hours and the train cadence is too long. BART is more attractive since those trains run more often but I work in SSF and so the BART would send me the long way around (up to SF and down around the East Bay instead of straight down from Millbrae which is time consuming so also not totally appealing).	I wonder about access to SAP Center for Sharks games and other events and whether the Sharks would wind up relocating since I've been a huge fan and go to at least one game a month. Having grown up in San Jose though, the idea of a Downtown West is appealing if it helps add/support local businesses.	See parking and public transportation question above. I would prefer that a BART route come from Millbrae instead of Fremont or that Caltrain run trains more often so it's not a full hour wait between trains during non-peak times.	

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Will parking be available around the arena for events that my family and friends will be able to use? Having attended many Shark's games, concerts and events at SAP, the availability of parking is essential.	The overcrowded feeling of all the buildings that are planned in the Diridon area is overwhelming and does not fit in with the hometown feeling of the San Jose that I love. Mobility in and around SAP Center is important. So is safety. The crowds coming out of the arena after an event, especially a Shark's game, has a feeling of safety while walking to my car. Will we be able to park near enough to walk to a parking lot? It seems Google is being allowed to do anything they want without consideration for the people and Shark's fans of San Jose, surrounding cities and far away places who come to SAP Center.	Affordable parking.	Narrowing the streets around SAP Center is a ridiculous idea and again, everything is being done to appease Google without thought for me and all other people who come to enjoy events at the arena.
What measures are being taken to ensure plenty of affordable parking for events at SAP Center for attendees traveling long distances? Some of my first concerts were at SAP, and I drove 4 hours to get there. Public transit isn't an option for some coming long distances. How do you intend to prevent severe traffic congestion when there are events at SAP?	I'm an avid Sharks fan. I see no consideration taken for the Sharks and their fans.	Don't leave SAP out to dry in the haste to rush an ill considered improvement project that feels more about kowtowing to big tech than doing what's best for the citizens.	
How are these plans impacted in a post-COVID-19 world? Understanding city government must plan for the future, you now have to deal with more remote workers. Not sure that parking is being taking into account as much as it should be. I know we want a higher transit ridership; however, I think COVID-19 has greater impact than you are considering.	Open space is wonderful,	Addressing concerns from San Jose Sharks. Addressing a post-COVID-19 world.	
Sharks games access and parking....this plan seems to completely shut out the Sharks fans.	NOTHING!	Parking! Access to SAP Center	this plan is horrible! i have walking limitations and this plan will make me probably cancel my sharks tix (along with many others) or force the sharks out of SJ. Is that what you want?
If parking and auto access is restricted, will there be an adequate increase in public transit options?	As a die hard Sharks fan, I fully support the DSAP plan to increase density and reduce auto access to the Diridon neighborhood as long as public transit access and accessibility is increased.	BART access to Diridon station.	I do not live in San Jose, but I would be willing to attend more Sharks games in person if I could take BART instead of drive.
What are the impacts to hosting entertainment events at SAP Center (e.g., traffic jams, inadequate parking, inability to effectively use Uber & Lyft, etc.)?	SAP Center is the most critical entertainment source for the city of San Jose. Retaining the ability to enjoy sports and other pleasurable events WITHIN San Jose is a must for residents to really appreciate living here.	Eliminate obstacles to enjoying our SAP Center resource!!!	If the Sharks leave San Jose because of these proposed changes, I (and many others) will move away as well.
I don't have any questions	Affordable housing. Although feeling tentative about whether it will really be affordable and accessible.	I think there is not nearly enough parking in this plan and no thought to how much more congested the roads will be.	

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What considerations are being made to ensure the SAP Center will be able to continue operations to an incredibly passionate hockey fan base? This facility is a major part of the city, and while this project will probably be very good for the growth and future of San Jose, the San Jose Sharks and their facility cannot be left out of this project. The City of San Jose should work into the proposal's that the developer's provide sufficient access, parking, and ability for fans to attend the games with minimal inconvenience.	Though growth must happen, the cities that truly are successful in growth don't allow their core identity to be altered in the process. This is much easier said than done considering the magnitude of developing such major construction projects, but just as historic cities such as San Francisco or San Antonio, their growth and expansions have not lost site of their identity as a city. I am very concerned that the focus of this growth has been off-base with the considerable concerns that the SAP Center has brought to the table. The San Jose Sharks and the "Shark Tank" are absolutely part of the identity of this great city and must be incorporated in the planning of this massive development.	More intentional work needs to be done to address the access, parking, and impact from the construction on the SAP Center, in order to ensure this venue and the many events that it holds, does not become negatively impacted to where it becomes too difficult for fans to attend. Think of the hundreds of dollars that are spent in this corridor during the days and nights where events are held. This will not just have a negative impact on the SAP Center if this is not considered, it will also have a overall negative impact on the economy of local businesses.	
How will this redevelopment project impact SAP Center and the San Jose Sharks? Even if there is minimal negative impact from the city’s perspective, it would be nice to get some transparency from city officials. Seems like the San Jose Sharks organization has expressed its concerns over the last year, but very little response.	Keeping the Sharks in downtown San Jose.	Public transit	
This project seems to be overly ambitious. Why does this have to be so big of a project?	It sounds like parking and driving in this area will be a nightmare. I come to San Jose mostly for events at the SAP center, and if that is forced out of town I will have very few reasons to visit the area and spend my money....	Parking and getting around the area needs to be fixed. And any threat to the future of SAP center needs to be resolved.	
I would like to know if there was considerable due-diligence to analyze the negative impact these developments will have on the SAP Center. Reducing lanes and creating a situation with far more traffic will cause immense congestion. Moreover, the lack of additional parking will only be exacerbated by the influx of more drivers in the area.	Reducing traffic lanes makes no sense if the city is expecting a large influx of people to the area. More parking is imperative, as well. The proposed plans are the complete opposite of what is actually needed.	Increase parking. Do not reduce traffic lanes.	I feel like these development plans are shortsighted and do not take into account the impact to the SAP Center and its patrons. The arena has been a key destination and revenue generator for SJ for 3 decades. These developments will negatively impact an important part of our community.
Why do you have no plans for the Sharks and SAP Center for the future of google	That you have no plans >:(	What needs to be improve is plans to keep SAP Center	Do not force the Sharks to leave SAP Center. The Shark Tank has been a huge part of downtown San Jose for about 30 years. It would be very disappointing for Sharks fans. The Sharks have created many memories at SAP Center.
Why would you compromise the appeal of San Jose in order to model yourself after LA and NYC just to increase tax revenues. We already have enough of the problem that come with over development and urban sprawl. How about taking care of them better than you currently do instead of creating more? There are already enough vacant buildings. How about rebuilding THEM and occupying THEM first, unless the reason is YOU ALREADY RECEIVE REVENUE from them and just want to approve new projects.	Increased traffic congestion and reduced parking. Access to SAP center events which is currently not a problem.	Stop the Los Angeles and New York wanna be mentality and focus on being a friendlier city. Stop bending to Google and big development dangling tax revenues in fro t if your faces and watching you jump through hoops at the expense of the quality of the city of San Jose. Google will work from home in the future for the most part.	It’s all about generating tax monies for the city without having a second thought to the problems it will bring to the city. Funny how the timing of having the public discussion, meetings, etc is being addressed again AFTER the election! This is just a required box to be checked off during the process and will have no effect on the pre determined outcome. Asking for public input is just optics.

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What will the traffic time be for people visiting Sharks Games? We already have too much traffic in this region. Why add more when we are going to something that entertains us?	Parking and ease of accessibility to the Arena.	Plans to show why the city does not believe this will be an hinderance fro Sharks patrons.	Looks like this is to receive more money without thinking of the consequences or impact of having less parking for games.
Will you ensure accessibility options and ease of access for visitors and staff of SAP center during and after development?	The negative effect the development may have on the SAP Center.	Compromise. Work with SAP Center so that it is not jeopardized.	Go Sharks!
It seems like you're forcing the Sharks and SAP Center to move. Why is that?	Doesn't seem to consider the Sharks and SAP Center and the support of hockey in the San Jose area	Clearly you need to reconsider how to support the SAP Center and the Sharks with arena scale parking	
What is going to happen with the SAP center? How will access be provided for parking and ability for residents of the area to get to the arena for events?	That this may push out the arena and lose our hockey team. Given how much is there, I'd likely avoid the area due to congestion especially if the sharks leave.	Parking and access to SAP or alternate location for arena.	
Please add more housing of all types, and reduce the area dedicated to parking and single occupancy vehicles.	Please add more housing of all types, and reduce the area dedicated to parking and single occupancy vehicles.	Please add more housing of all types, and reduce the area dedicated to parking and single occupancy vehicles.	Please add more housing of all types, and reduce the area dedicated to parking and single occupancy vehicles.
Why do you continue to assume mass transit is in San Jose's future? It's not. We are not New York, Paris, or London with a robust subway system. CalTrain had to beg and plead for a 1/8c tax increase to stay afloat when ridership was down due to COVID. To say it's on shaky ground is an understatement. BART can't keep up with current demand and has already said that future demand will be problematic. Eliminating parking in favor of CalTrain, BART and light rail (which has already had to abandon a line due to low ridership -- how much did THAT cost the taxpayers?) is shortsighted at best and recklessly irresponsible at worst.	You're increasing demand for the area and decreasing the amount of available parking in the area	The amount of available parking spaces, unless your goal is to create further problems down the road by failing to address parking concerns now. You can pretend like people will take mass transit if forced, but that will only lead to having to spend even more money down the road to try and fix the problem on an emergency basis.	
How can we protect the SAP Center and the events it brings to San Jose? How can traffic be controlled so the area won't be so congested it is difficult to enter and exit?	Protecting SAP Center including our hockey team and all the other events it brings to our city. Traffic congestion and parking is a huge concern.	parking and traffic	I do not want to see the SAP Center forced out of San Jose. We need this venue to stay in San Jose to continue to provide access to entertainment and sports locally for our community.
WHY is there NO plans for parking and FEWER TRAFFIC LANES, when the finished project means MORE TRAFFIC??	LACK OF INTELLIGENT PLANNING. How are the local businesses to survive is THERE'S NO PARKING? Alum Rock Road in Little Portugal is a prime example.	BETTER PLANNING, or more intelligent planning, not just the money aspect that all this project MAY bring to that area.	HOW WILL ALL THE SMALL BUSINESSES, THE SAN JOSE SHARKS (YOUR BIGGEST ECONOMIC PROVIDER), AND CURRENT AND FUTURE RESIDENTS SUPPOSED TO SURVIVE THIS INANE PROJECT?? NO ONE is going to benefit.
Why the elimination of the sharks parking lot? Where are people going to events at SAP supposed to park if the parking lots are still full of workers? Why make Santa Clara st two lanes if you plan on increasing the car trips by 100,000?	New housing, but it needs parking too!	Parking! Don't build over the shark parking lots, and have fewer spots with 5x times the people competing for them! Don't allow the building over of parking lots till CAHSR and BART are both at the station.	

What questions do you have	What resonates with you the most	What needs improvement	Additional Comments
Traffic accessing and leaving Sharks home games for those who only have the ability to use a personal vehicle? Close parking availability? Cotinued access to street metered parking? Affect on downtown eating establishments if commuters do not attend the games?	I am a Sharks season tix holder. I have authority over 7 season tix and that means at least 3 vehicles drive to every game .As a resident of Fremont, my only good option to get to SAP Center is by private vehicle for the 40+ Sharks Home games. Thus, both traffic management and accessible parking are key to me... both enter AND exit. Not only will any restrictions of traffic harm my attendance at the Sharks games, but we usually come down for a pre-game dinner at one of the nearby eating establishments. If commuters do not come to the games, don't you think the restaurants will suffer also? If I lived within walking distance of the arena, I would eat at home.	Inexpensive close parking, including EXPANDING, not contracting street metered parking Management of egress after the Sharks games.	The growth of this area has to be managed mainly by vehicle access. If 120,000 people move into the area, that will be 120,000 more cars. It is a myth to say that access to mass transit reduces cars. If that was correct, how come mass transit ridership is suffering and car traffic is growing?. A car allows you to go anywhere at anytime. When you add pandemic possibilities, who wants to ride in mass transit?
What is the guarantee of enough access to SAP center throughout the construction projects? As a San Jose Sharks season ticket holder, I invest a good amount of money to the San Jose Sharks and the restaurants/establishments at San Pedro Square Market before and after the game. I would hate to lose access in a reliable way to SAP Center over the next 5-10 years, as I plan on continuing to support the San Jose Sharks and San Jose economy.	Construction preventing my access to SAP center to/from San Pedro Market square.	Guaranteed minimum access/service to SAP Center and San Pedro Market Square throughout the life of the construction projects.	

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In the larger picture ... why does Google need to expand? What is the limit of expansion? Homelessness and mental health is getting a LOT worse, and we just do not need Google in San Jose. What about the rising mental health epidemics, which are growing worse every year? These poor people do not need jobs first; they need consistent care. We do not need more and more big tech; what we do need is a grassroots community approach to this humanitarian crisis. Every study ever done on this topic shows that more big tech raises rents. That more and more big tech equals more and more homelessness. Go around to the encampments; see for yourself. Any one of us could be any one of them tomorrow; for many of “them” were once like you. Many homeless individuals were once high-income. And many were once as stubborn and ignorant as some of the people reading this note... What would be the harm in creating, in pioneering, a catalyst where we address the rising homelessness crisis; where we find ways to get consistent help for the mentally disabled on our streets; where we treat all our residents equally? And all the while, reality is not slowing down. It would not be the end of the world if Google did not come here, just like Berlin did not explode when the people were successful in chasing Google out of there after a year of the search bully’s planning. For there are other, and creative, ways to get money. We cannot continue to perpetuate this severely broken status quo. We just can’t. That’s the bottom line. We just can’t. We can debate on how we alter things, and we can debate until we collapse, and while that is fine ... we need action. We need to put people first; to express a willingness to solve the “roots” — optimal word — of a very, very rapidly-rising homelessness and mental health epidemic. Whine all you want until you are blue in the face ... hate us all you want ... the problem is that we have been perpetuating a severely broken status quo, and we have been doing it for decades, and as long as we give priority to development, these issues will only become worse. And so, we have a choice: continue to ignore everything... or express a willingness to care for our fellow	In the larger picture ... why does Google need to expand? What is the limit of expansion? Homelessness and mental health is getting a LOT worse, and we just do not need Google in San Jose. What about the rising mental health epidemics, which are growing worse every year? These poor people do not need jobs first; they need consistent care. We do not need more and more big tech; what we do need is a grassroots community approach to this humanitarian crisis. Every study ever done on this topic shows that more big tech raises rents. That more and more big tech equals more and more homelessness. 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What questions do you have	What resonates with you the most	What needs improvement	Additional Comments
How are you going to maintain access to the SAP Center? How are you going to make parking available for the SAP Center. The train is not always an option	Not being able to get to the SAP Center easily or conveniently	Access to SAP Center via automobile.	
Can someone please define affordable housing? Cars are not going away, so why so little parking? There are suburban areas to San Jose that are not served very well by the transit system now so what is going to change? If you want people to use the transportation hub how do they get there? All the additional housing being added by these projects will bring in people who will have cars so where are they goin to park? How can people visit the SAP center or other downtown venues when they can't park? How are the high rise buildings going to affect the flight path of the airplanes coming to SJ? Not everyone can afford Uber/Lyft rides so do they get around? Inclement weather is not conducive to riding a bike how do these people get around? What if you are unable to ride a bike what good are all the bike lanes to them? How is grid lock going to be managed with all the cars and buses?	Assuming that people will be drawn to this " wonderful" planned transit village yet not knowing how many people it will truly serve without disrupting exiting venues .	Parking. Avoiding grid lock because new plan for street capacity is reduced. How to minimize disruption during construction. Communication with areas outside of downtown as to how all of these plans will benefit them.	With the denseness of the housing being planned how can a future pandemic be minimized? Why does SJ have to try and be like SF or NYC? We are providing for all this future expansion and we can't take care of our current homeless situation. Is downtown SJ going to get like SF with the homeless taking up space on the sidewalks and door ways of these new buildings?
Can the city of San Jose and Google provide more support for SAP Center, one of the biggest drivers of business to our quaint downtown?	Protecting the SAP Center and San Jose Sharks.	Communication between the city, Google and the San Jose Sharks.	The city of San Jose needs to listen to its lifelong residents and do all that it can do keep their successful sports franchise in the city.
Why are you not addressing the needs of the San Jose Sharks/SAP Center wrt traffic and parking?	The fact that you are not incorporating the needs of one of the City's most valuable and popular venues, SAP Center.	The San Jose Sharks and SAP Center are important parts of the San Jose social and financial landscape. Please engage with them and adjust your plans to ensure that the team and the arena can continue to operate in San Jose during and after your plans come to fruition.	While this plan is a huge plus for SJ, putting SAP center and the Sharks at risk is not a price I think is worth paying. With the resources at your disposal I am confident that the needs of all parties can be met.
Will you ensure that City planners address the street capacity issues, parking shortfalls and construction impacts in a manner that DOES NOT jeopardize SAP Center?	San Jose are the Sharks and the Sharks are San Jose. The Sharks are all San Jose is well known for. The SAP and San Jose Sharks turn random strangers into family. If you get rid of SAP and the SHARKS decide to leave, you are destroying a big part of San Jose and a big part of everyone.	Not the SAP center, that’s for damn sure! We need to win a Stanley cup and we’re not gonna do that by kicking the Sharks out of SAP because google wants to take over.	The city needs to listen to the people. We don’t need google here. They are just making San Jose more overcrowded than it already is. They are going to jack up the prices on any and everything. This is just going to benefit their wallets and kick everyone out that’s from San Jose.
Because of the pandemic and companies allowing their employees to work from home permanently, will the projected amount of people traveling in and out of the area be the same? Currently CalTrain and BART are struggling. Is there really a need to take away streets and parking in an area that is already packed.	Don't take away the few sports team we have here (physically in San Jose). When the Warriors were in Oakland, it was much easier for low-middle class people like myself to attend their games. Now they are in SF and it's more expensive and harder to get to.	no more big companies moving into what makes our downtown unique	please don't take away SAP or make it harder for fans - when you make something harder to get too, charge more to get there, people who don't make a lot of money will less likely spend it. Like if you raise the local tax, it hurts everyone - people spend less and small businesses don't meet their sales goals

What questions do you have	What resonates with you the most	What needs improvement	Additional Comments
How do you plan to having parking and space for SAP Center guests for San Jose Sharks games, concerts, etc? Why is this even necessary?	..	Parking, crowdedness, room for the San Jose Sharks and other events to be able to smoothly take place and fans/guests can attend without any obstruction.	As a resident of San Jose, I'd prefer this either doesn't happen or is fixed to the standards that allows events and Sharks games to easily take place and easy for guests/fans to access. SAP Center and the Sharks are a HUGE part of the city. Brings plenty of revenue for businesses around the area. To mess that up is a huge mistake.
What are you doing to keep the San Jose Sharks in San Jose?	Keeping the San Jose Sharks in San Jose.	The San Jose Arena	
N/A	N/A	The lack of parking and access to the area by car, specifically SAP Center, is concerning.	
Will people still be able to access SAP Canter easily?	I'm worried about my sharks and the stability they will have at SAP center!	Don't blockout SAP center or make it difficult to access!	MAKE SURE THE SHARKS STAY IN SAN JOSE! As a life long fan and recipient of Make-A-Wish to be a San Jose Shark for a day, I can tell you the team means the world to me and have helped me and so many others in the community!
Why is the city of San Jose not properly looking out for the San Jose Sharks and SAP Center, an organization and venue that since 1993 has attracted numerous sporting and entertainment groups while also bringing the city money and it's citizens entertainment?	The San Jose Sharks and SAP Center having necessary street and parking resources to ensure access to the building is not impeded as well as allowing the hundreds of sporting events, concerts, and entertainment shows to continue providing excitement for San Jose citizens and money for the city of San Jose	The communication and relationship with the San Jose Sharks and SAP Center needs to improve. They are vital tenants to our city and the building is just as vital.	If the city of San Jose is willing to landlock the SAP Center to appease other developers such as Google, BART, and VTA, then they should be willing to fund an entirely new arena for the San Jose Sharks hockey club and any other groups that desire to hold events in San Jose
Will there be adequate access to SAP Center for commuters?	As a frequent attendee of live events at SAP Center I am most concerned with access to the venue. These concerns include drive times once in the area, parking and walking routes. Without tolerable access to the venue there would be no need to spend my money in a congested downtown San Jose. For a frame of reference it is currently congested but tolerable (at least pre-pandemic) accessing SAP Center.	Adequate parking and access to the arena and downtown restaurants.	
Why has this not been approved ASAP by now for the general overall good of San Jose?	Many petty complaints from Shasta-Hanchett area were made before the Arena approval vote; today, we can readily see these objections were proven false, and it seems like everyone enjoys the arena. There is always negative people to change. Just do it for the good of all San Jose. Get this project approved. San Jose continues, even with all the progress, to be a second-tier city as compared to San Francisco.	Make sure enough parking.	
What happens to SAP AND THE SHARKS	History	What happens to sap	
What other ways of accessing this area will employees, riders, and guests have ?	The possibility of moving the Sharks out of San Jose should be immediately stopped and reconsidered. Accessibility also needs to be a main priority for the people this is affecting.	Accessibility.	Keep the sharks in San Jose!

What questions do you have	What resonates with you the most	What needs improvement	Additional Comments
As an Alphabet employee, I have concerns about Google's need for expansion considering the relaxed Work From Home policy we are currently under and will likely continue to be under in the future. Do we feel that Google still has a need for additional physical footprint in the Bay Area?	I'm concerned about the diminished bandwidth of traffic coming to the SAP Center which, under normal circumstances, accounts for 50% of my trips to San Jose. Traveling by car is not only quicker, but surprisingly cheaper than using CalTrain and I worry about the traffic issues for 41 Sharks home games, 34 Barracuda home games, some 10-20 concerts and events, and 4-24 hockey playoff games per year.	An understanding of what the traffic changes surrounding SAP Center mean to traffic in the area. Will there be traffic and parking diverted to other areas? Is this just considered a downside in favor of other avenues of the project?	
Why are parking and street access being reduced when studies show an increase in expected vehicle traffic to the area.	As a frequent visitor to downtown and the SAP Center specifically, I have concerns about the impact this plan and the Google development will have on vehicle access and parking in that area.	Plans need to account for increased, not reduced, vehicle traffic to and from downtown from the Diridon area as well as from surface streets which connect the area from nearby freeways (Montgomery, Autumn, Santa Clara, San Carlos). Significant parking, surface or multi-level, needs to be added to accommodate visitors to Diridon Station, the SAP Center, and destinations that will be part of the Google development.	
YouTube and Apple have similar housing near their HQ that was billed as affordable and both of the housing companies operate independently of the nearby tech company. However, each housing building almost exclusively houses company employees from the respective nearby company. What is to stop Google from housing mostly, if not exclusively, its employees in the DSAP affordable housing?	Improved public transportation, sustainability, and making the area more environmentally friendly.	How is this not just another Google campus? Who else benefits apart from Google and its employees? In spits of all the salesmanship, marketing, and PR, everything here seems to be just for Google and its employees. Google now has campuses in almost every city in the world.	Google can save themselves, the taxpayers, and the city money by expanding the campuses they've already built.
No additional questions at this time.	Overall vision is commendable.	Parking and traffic flow. I'm all for increasing the usage of public transit and alternative transit. But, we need to be somewhat practical here. For better or worse, a significant portion of the travel in the Diridon area will be automobile based for the foreseeable future. It is unconscionable that this plan includes taking away the SAP Center parking as well as reducing traffic lanes on Santa Clara St (and others). I suspect that the destruction of the parking and traffic capacity will precede my ability to attend an SAP Center event via the BART extension by at least a decade (yes, I'm a pessimist on the timing of the BART extension based on current circumstances).	It seems completely misguided to put together a "plan" for Diridon that for all intents and purposes ignores the primary existing asset in the area: the SAP Center. The plan should be boosting that asset and further integrating it into the fabric of the area vs. isolating it. Almost seems like the planners want SAP Center to "go away". Be careful what you wish for...
None	How politicians continue to be bought in the Bay Area	Everything	Google is all about google they are ruining more lives and cities for their own interest and San Jose is going to learn the hard way that google is a disease that' spreads like a pandemic

What questions do you have	What resonates with you the most	What needs improvement	Additional Comments
Why can't we coexist??	We have had season tickets for the San Jose Sharks for nearly 10 years and have attended many other events at SAP over the 27+ years they have been the San Jose Arena. We live in Gilroy and always drive to SAP for events, the trains do not run late enough for us to attend events and get home on public transportation. Usually we arrive at Shark's games early, have dinner downtown and then attend the game. We like the freedom of driving with flexibility to leave early or arrive late depending on work or family obligations.	We like it just the way it is and has been for the last 20-30 years!!	The San Jose Arena is all we have in this area for large scale entertainment, please do not let it die:(I would think after this year of 2020 and our global pandemic, Google has figured out that many of their employees can work remotely and they do not have to redesign an entire city to accommodate their google campus.....
I have concerns of how parking and driving transportation will work smoothly with the lack of parking planned from the google downtown west facility and the narrowing of streets in this area. As an avid sharks fan these plans directly impact how I would be able to get to games to support OUR local sports team. I would hate for these plans to directly impact the only sports team I. San Jose and force them to relocate because of it.	The parking and narrowing of the streets is very concerning to me. Seeing how difficult it is now to to get to the Shoreline amphitheater due to google increase in traffic makes me extremely nervous for the sap center and attending any sports game or entertainment event.	How the overall plan will ensure that the ability to get to and from the sap center is not greatly hindered and bottleneck by construction and new parking contrasts that will appear due to the expansion of google.	The San Jose sharks are the last physical connection I have to father who passed away. I would be deeply saddened to see the city not try and help this sports team to grow and ensure that it will not relocate.
do not get rid of Sap . ands keep lanes to 4 not 2. we work there for IA local 134 Seiu employees and sharks so rethink watcha gonna do please	keeping SAP please	security and keeping a place of work and entertainment for many folks over the big google plans to overrun our sap	
Sharks plans	The Sharks need to stay in SAP and in San Jose	Parking	
Have you considered how these plans and the ensuing construction will be detrimental to the San José Arena? Have you considered how making it difficult for fans to drive to and park at the Arena will cause artists to choose other venues for their events? Have you paid any attention to the issues Levi's Stadium is having attracting artists because of the friction with Santa Clara and the access issues? What plan adjustments have been considered in light of COVID-19 causing more employees to work remotely and companies possibly not needing as much office space? How will this construction affect the current access and parking at the Arena for upcoming events (once those resume)? How will the surrounding areas, which are currently occupied, be assimilated into this project? Can I expect the same level of parking at the Arena once this project is completed?	The encroachment on the Arena property. The difficulty of parking for an event at the Arena. Google doesn't share very well over by the Shoreline Amphitheater, which was there before they were (much like the Arena). What really resonates is how big money from a tech company can buy what it wants regardless of the occupants of the area.	Considerations of the crowd and traffic levels in the immediate Arena area for big events (e.g., NHL playoff games, concerts by big name artists).	
I want to make sure that people can still get to and use SAP Center for hockey and other events easily without traffic or parking delays	the lack of consideration for existing businesses and supporters access	access to SAP Center remaining unrestricted	
How will these plans, with little to no increased parking or increased ingress/egress points to key highways How the increased daily commuters?	Impact to easy and safe access to SAP Center and other attractions in the downtown area.	A more comprehensive parking and transportation plan is needed. This seems to be based on unrealisticly optimistic assumptions on the use of public transportation that are not consistent with historical public transit use in the Bay Area.	SAP Center, and entertainment opportunities in the downtown area seem to be at serious risk of impairment with this plan, making attending any events in the area a time consuming and unpleasant proposition.

What questions do you have	What resonates with you the most	What needs improvement	Additional Comments
Why are you not prioritizing the ability of SAP Center visitors in your plans? The arena has been in down town San Jose for almost 30 years, your plans are going to inhibit the ability of the visitors to the arena	The fact that it is going to become even more challenging for me to attend Sharks games. I am a season ticket holder who comes for the East Bay. I drive in. I refuse to use public transportation for several reason, 1 being it is not feasible from my location, 2 it is not a safe or cost effective option, and 3 even if I could take public transportation it doesn't run late enough.	Leave the streets and parking alone. This is an absolute insane idea to drop street traffic to 1 lane in each direction. It's already awful to get around near the arena. This is not fair and will eventually run the team out of the area.	This is a disgusting abuse of power to run the team out of town and replace them with Google. This city and community loves this team and this arena and it is absolutely a disgrace that you would do this.
Why is Google involved?	I like the SAP Center where it is, thank you.	The city of San Jose is not omnipotent.	The Sharks are one of the few things the city of San Jose has going for it. Don't screw it up.
If it is not possible for Google to help the Sharks can they help them out for a new arena that would be more centralized for the hockey fans in the whole Bay Area.	I don't want to loose my team to another city.	The Sharks are an integral part of Bay Area sports for 25 years. The power mover here need to work with the Sharks institution.	
1) How does reducing Santa Clara Street down from four lanes (two each way) to two lanes (one each way) help with the planning? 2) I'm confused on parking; are there really only approximately 2,850 parking spacing being proposed? 3) What will the traffic look like if this Diridon Station plan goes through? 4) What will the traffic look like if both the Diridon Station and the Google Downtown West plans go through? 5) What are the potential crime rate increases? 6) What are the potential ramifications on the housing market? Will the cost of housing go up or down with these changes?	That parking and mobility of vehicles are the major issues. I'm very concerned with adding more trains to Diridon without offering more parking at the station itself.	Number of parking spaces and keeping Santa Clara Street at least as wide as it is.	
I have questions about parking, walking to games with all the construction and leaving DTSJ after games.	The parking is probably most important.	What makes San Jose a great city? In my opinion, it is that you can use both transit or your car. In SF you can not really do that. When you develop a large area like this and do not plan for better access points out of downtown and not provide enough parking, then you will make it nearly impossible for some fans to attend games/concerts. Please consider to build more parking structures and have better access to and from the arena to accommodate this development.	
Why does the DSAP not provide adequate parking for a possible influx on 30,000 new employees? The current proposal is totally inadequate regarding parking. Why does the proposal reduce major arteries in and out of the Diridon area from 4 lanes to 2 lanes? This proposal will create total gridlock just like construction around Chase Center in San Francisco? What mitigation measures are proposed to lesson construction impacts regarding attending events at SAP Center? Such a huge increase in traffic, lack of parking, and continuous construction will keep people from attending events at SAP Center.	I am not anti-growth but I feel the DSAP severely underestimates the impact this development will have on events at SAP Center which has become the cultural center for San Jose.	Improvements are needed in 3 areas: 1. Street network access 2. Parking 3. Construction impacts	It would be a shame if the impacts of the DSAP forces the San Jose Sharks to relocate. Not only would San Jose lose its beloved professional hockey team and millions of dollars in revenue but San Jose would lose the venue and revenue for other events because the arena could not support itself without a pro sports franchise.

What questions do you have	What resonates with you the most	What needs improvement	Additional Comments
1. Displaced residents: Your report states in the Google redesign of the Diridon Station area, 68% are renters, half of which are very low income. Yet only 25% is planned to be affordable housing. Where are the other 43% to reside, plus the displaced home owners/ non renters? 2. Building heights: with higher, condensed buildings, more open space is needed for healthy mental well-being/ not claustrophobic environment, especially from ground level. And now with COVID, we need more open space. 3. Is it true the streets around the SAP Center will be one lane in each direction, especially Santa Clara, Autumn, and Montgomery? Is this wise? Currently, these streets are full, especially during after work commute. And worst with dedicated lane/s for mass transit/ bicycles.	4. Mass Transit: Arrivals to SAP activities, parades, marathons, street fairs, etc. are usually staggered, thus mass transit works. However when the events are over, mass transit is inundated by thousands trying to return home all at once..This discourages me, especially being a senior citizen, to have to battle crowds to get home. And again COVID requires spacing to stay healthy, not “massing”. 5. Where’s the parking? To take mass transit at Diridon, to attend activities at SAP/on street, to reside, to shop, etc.? The maps/illustrations do not include any. Will there be a distinction between residential and commmercial parking? A sufficient amount?	6. COVID HAS CHANGED OUR WORLD. This Google take over of San Jose may no longer be a good idea. Mass transit needs to be replanned. The Google plan needs to be overhauled!!!	
Why am I reading an article today about the possibility of the San Jose Sharks moving? Why is this article blaming the city for not keeping its most recognized and valuable commodity happy? What is the city going to do to address these concerns the San Jose Sharks have?	The fact that the city of San Jose is being called out by the Sharks for its lack of consideration for them	Clearly your relationship with the Sharks. Also, isnt SAP center the most used arena in the country. How do you not have a plan for that?	I have been attending Sharks hockey games in downtown San Jose for over 20 years. It is by far one off the greatest sports environment the bay area has to offer. It is clearly the heart and soul of the city. If city does anything to jeopardize that the shame on you. Its extremely disappointing and heartbreaking a bunch of political hacks would jeopardize the Sharks.
none	I live in Sacramento. As a long-term Sharks fan I am concerned both with the amenities around the SAP Center and the ease of access. As for amenities, there is no doubt in my mind that amenities close to, or next to, these types of venues help to make them special, and worth a trip in themselves. Fenway Park, Dodgers Stadium, Yankee Stadium and Century Link/T-Mobile Park come to mind in my experience. Chase Center and Oracle Park have potential. SAP lacks any of this EXCEPT venues like the Poor House Bistro. The place is a gem. The proposed development seems to eliminate/replace this "organic development" with something likely very ordinary. That would be unfortunate. It would be simply sad for me to see what appears to be just more, relentless, corporate homogenization. I would be less likely to visit. As for access, it seems pretty clear that the "beef" by SAP Center interests is a negotiating tactic over who shares in the parking revenue. I want better access and more parking. I understand I will have to pay. Finally, the area around the SAP Center needs to be improved. It is underutilized in an economic and urban planner sense. But, it needs to be special in some sense.	Same as above: I live in Sacramento. As a long-term Sharks fan I am concerned both with the amenities around the SAP Center and the ease of access. As for amenities, there is no doubt in my mind that amenities close to, or next to, these types of venues help to make them special, and worth a trip in themselves. Fenway Park, Dodgers Stadium, Yankee Stadium and Century Link/T-Mobile Park come to mind in my experience. Chase Center and Oracle Park have potential. SAP lacks any of this EXCEPT venues like the Poor House Bistro. The place is a gem. The proposed development seems to eliminate/replace this "organic development" with something likely very ordinary. That would be unfortunate. It would be simply sad for me to see what appears to be just more, relentless, corporate homogenization. I would be less likely to visit. As for access, it seems pretty clear that the "beef" by SAP Center interests is a negotiating tactic over who shares in the parking revenue. I want better access and more parking. I understand I will have to pay. Finally, the area around the SAP Center needs to be improved. It is underutilized in an economic and urban planner sense. But, it needs to be special in some sense.	None thanks

What questions do you have	What resonates with you the most	What needs improvement	Additional Comments
Why has the DSAP not included a detailed study of the impact to the San Jose Sharks and continued support of the Arena as a music and show Venue?	What resonates with me most: That after being a season ticket holder for nearly 25 years and continued concert attender at the arena, the San Jose Sharks may be forced to move. It is very sad to think a National institution like the San Jose Sharks that has done SO much for the local and surrounding communities are not being taken into consideration. I have lived in the Greater Bay area (Alameda and Contra Costa County) for my entire life (52 years}- This continued lack of protecting our most cherished values to our communities (Oakland Raiders to Las Vegas, Golden State Warriors to SF, and now the San Jose Sharks to who knows where) has me thinking of actually moving not just out of the Bay Area, but out of the State of California.	The awareness that continued growth and development are not always the most important thing to a community. Limits should be made to this growth before it is too late. The local support that has been here giving of time and money for our lifetimes are taking the back seat to the over powering GOOGLES of the world. Very short sighted and this needs improvement before many of the "LOCALS" get up and move away...	Thank you for the opportunity to voice our concerns and experience from the last 25 years. I hope that there will be more discussion and heed the NON-STOP GROWTH of the Bay Area. Let's hope you will be able to find a balance of providing for the needed housing and development while making it possible for the San Jose Sharks (A major NHL TEAM) to stay in the South Bay at the City owned Arena. I moved from Alameda county this last year to get further away from the already over developed city of Dublin, CA. I continue to drive all the way from the Central valley from Oakdale, CA. to be able to attend Games and concerts. San Jose was one of the last great venues for incredible entertainment. Without the Sharks being there, I do not think I would ever come back.
Questions around street capacity issues, major parking shortfalls and construction impacts - the gridlock once built and during construction is all but guaranteed if this ends up being developed as proposed. These changes/construction will severely limit access not only for downtown employees, but transit riders and SAP Center guests such as myself intending to reach the Diridon area by automobile. Most will have few, if any, other transportation options to reach the area for the foreseeable future. I for one park right at/or across out of safety and convenience. Question regarding revenue loss for the City of San Jose if the SAP Center cannot be accessed or attract performers/host games.	See above and below comments	City planners need to address the street capacity issues, parking shortfalls and construction impacts in a manner that does not jeopardize the SAP Center; the gridlock is all but guaranteed if this ends up being developed as proposed. Ive enjoyed numerous Sharks games, concerts and ice skating events/championships and traffic and parking was already tough enough even without Google. I strongly believe SJ needs the SAP Center to remain competitive and attract these venues or lose it all/revenue to the Chase Center in SF!!!	
How are the San Jose Sharks being incorporated into this project? What will be done to ensure the public safe access to the SAP Center? How will the additional (Google) vehicles be appropriately accommodated in terms of parking? What are the plans to adequately coexist with the SAP Center and its surrounding neighbors?	The complete disregard of the staple of San Jose: the San Jose Sharks. For generations the hockey team has provided to the community and the economy. In order for the DSAP project to progressively move forward, the SAP Center must be taken into consideration. The thousands of Sharks fans who annually swarm to the Shark Tank are being belittled in favor of the potential Google population and the accompanying persons within the additional commercial spaces.	There must be revisions to the street design surrounding the SAP Center. Plans to narrow lanes from four (4) to two (2) overlook the likelihood of frequent traffic jams. SAP Center and SAP Center Parking footprints MUST be respected	The San Jose Sharks must stay in San Jose. Google and the tech business will not have significant difficulty relocating within the Silicon Valley.
How will this affect the SAP Center? Will the Sharks have to move?	Not only will this affect the SAP Center, home to the San Jose Sharks and their hundreds of thousands of fans, this will also affect the area around. Traffic will be much more congested and it will be difficult to find parking	Please, have Google reconsider their plans. Think of the people in San Jose	#KeepTheSharksInSanJose

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Have you even considered that the SAP center and all its entertainment packages it offers to the residents including the Sharks team which if this plan with the limited traffic restrictions closing two lanes on very busy access streets, limiting the parking for those attending these events may certainly tell the Sharks and the company that owns both the SAP center and the ice rinks by Spartan Stadium for the practice facility for the Sharks and Baracuda , two teams plus all the concert venues that play here and multiple play offs with Tennis and skating Disney on Ice, basketball etc. will be moved and take away the heart of San Jose and all that the SAP offers and move it to some other state ? I have been a Sharks Pak holder since the first year they opened and I REALLY DO NOT WANT TO SEE THIS FACILITY COMPROMISED IN ANY WAY. Google and all these high tech companies are screwing up the whole delight of living in California ia. The cities build housing that is ruining our neighborhoods with traffic which no added streets or anything to accommodate the residents that enjoyed their neighborhoods can bear. We are moving in rapid numbers as it is because of high taxes and insane real estate , utilities and everyday neccistities. DO NOT APPROVE THIS PLAN TO RESTRICT STREETS AND PARKING FOR THE SAP CENTER. It would be devastating to lose this arena and its parts for not only the entertainment but for all the surrounding restaurants and other venues in the area.	It just is a killer for the SAP center. The parking , the reduction in street lanes, the inaccessibility to the major contributor of entertainment in the downtown area. Its insane.	The SAP center needs to be considered an asset of the plan/	
No questions	N/A	N/A	I just hope whatever plan the city comes up with doesn't drive out the San Jose Sharks. Having a major league sports team is a boon to exposure and brings in $$ for the city. There are people on the other side of the world who know the city of San Jose for one thing and it isn't computer companies: The San Jose Sharks hockey team. Do you know that several of the high profile players on the Sharks have stuck it out with the Sharks over the years not because it was the Sharks franchise but because it was the San Jose Sharks franchise. I sure hope that kind of loyalty means something.
How will you preserve the SAP Center so it will remain an anchor to bring the people of the City of San Jose to a place for sports, music, cultural events? I will you provide adequate access and parking for the guest of SAP?	How you work with the San Jose Sharks to help them remain a franchise team in San Jose?	Adequate parking and road access to the SAP Center.	

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How will you preserve the SAP Center so it will remain an anchor to bring the people of the City of San Jose to a place for sports, music, cultural events? I will you provide adequate access and parking for the guest of SAP?	Save the San Jose Sharks from leaving SAP Center	Better parking and automobile access to SAP Center	
Saving SAP Center for the San Jose Sharks	Keeping San Jose Sharks in SAP Center	Adequate parking and access to SAP Center	
Do they have any OPTIONS for transportation into the downtown/SAP/Diridon areas??! Will VTA and Cal Train be affected?? HOW are people supposed to get to WORK (once COVID is supressed)??	The effect it will have on future events at the Arena, and downtown (which NEEDS more foot and car traffic for business!!) HOW will people be able to come to the SAP center, CPA, California Theatre, Civic Center, CONVENTION CENTER (!!), or even SAN JOSE STATE UNIVERSITY!!??	We need a centralized transportation center for VTA, Light Rail, Cal Train, and Greyhound! Take a look at the ARTIC center in Anaheim!! It combines ALL of their public transportation into one hub!! Taxis, Uber and Lyft are also available, as well as Hotel Shuttles, and shuttles to/from the SNA (Orange County Airport)!!	
How will this affect the events put on at SAP Center moving forward, most specifically San Jose Sharks games?	I'm most concerned about Google's plan for mixed use development.	I'd like to know more about the effect these plans will have on the SAP Center.	The San Jose Sharks have been a mainstay of San Jose and the Bay Area at large for almost thirty years. The Sharks helped put San Jose on the map, and the presence of a major arena in San Jose has provided entertainment to millions of people for over twenty years. When moving forward with this plan, consider the impact that new developments will have on traffic for folks attending events at SAP Center. Don't push out the fans and the hockey team who have helped revitalize the charm and culture of downtown San Jose.
Looks good on paper. How will the greatly increased density impact surrounding communities and transportation infrastructure?	It would turn San Jose into a real city in stead of a collection of suburbs.	Parking/transportation appears to be getting insufficient attention. Wouldn't want to creat the same traffic nightmare New York, Chicago and other big cities 'enjoy'. Also, while it is being mentioned that keeping the SAP center viable, haven't seen too much concrete plans to do so.	
Where will SAP Center employees park? How can you guarantee fans won't be inconvenienced by traffic and construction? Have you considered some acts may not come to San Jose during all the disruption? They will go to Chase Center in SF instead. Two lanes on Santa Clara St is ridiculous. You need to widen not narrow the roads around the development.	You need to consider the Sharks. If they leave I have no reason to come downtown.	Where is the commercial space? We need restaurants, bars, and other nightlife around the area.	
Where will the 17,000 fans that often watch the Sharks Game Park?	The disregard for the established NHL Program that has given millions of dollars back to its' community.	Where is anyone going to Park? Public transportation is really not that great of an option.	The planning committee could have done better. Did they even look to see where they were making plans to build on top of?
Why disregard the value of a brand linked to the area for development?	The sharks organization provide a multi draw aspect to the Silicon Valley. Hockey is a lot deeper into your demographic than you think.	NHL arena and development.	Keep the sharks, don't be dumb.
How does this plan map to the reality that California does not have a good public transportation system and therefore many of us still need to drive single cars to get around—which means decent parking availability and realistic traffic management?	I love SAP center and this plan seems to favor Google's interests above everyone else's, including SAP's amd its customers.	Consideration of SAP's needs and those of us commuters from other cities who have to drive cars and need parking.	

What questions do you have	What resonates with you the most	What needs improvement	Additional Comments
What are you doing to ensure the Sharks are taken into consideration? Also why do you think Santa Clara street will not become a nightmare once the Google employees arrive? I've worked for Google for six years and despite all their efforts, Shoreline boulevard exit on 101 is always backed up for sometimes over a mile.	That the plan is out of touch with the Sharks and the people of San Jose.	Create a wider Santa Clara street and add a parking structure to the SAP center that would allow it to operate during construction.	Like I said, I worked for Google for six years and can attest that every freeway entrance and exit near their Mountain View hq is a nightmare. They can do all they want with the transportation but the bottom line is people still drive and there is rarely enough spots for the amount of workers present. Leaving work is a nightmare and can sometimes take over an hour just to reach the freeway entrance from your own office. Literally an hour for a few lights.
In what way is it okay to prioritize corporate interests over citizens? How is it okay to drive out a hockey team that has done such good for our community? Are you going to fight to keep the Sharks at SAP? Are you going to provide SAP Center parking so it can continue to serve the community as the entertainment and cultural hub? Or is this whole thing really about making Google and their deep pockets happy? This isn't responsible growth. This is greed.	The lack of consideration this whole project has shown is astonishing. Downtown San Jose doesn't need to be a Google haven. It needs to be a cultural hub FOR CITIZENS. A place where culture not corporations thrive... and SAP center and the events it holds is an integral part of this. The charm of the location of our arena is that it's so central, it's within walking distance from restaurants and bars. People can join together as a community and celebrate Sharks' wins or get dinner before a concert. The environment brings people together. And in a post-pandemic world where we can return to interacting safely, that unity and sense of community will be sorely needed.	More consideration for how much this community values the San Jose Sharks and their organization. The outreach they have done to not only help the community but bring hockey to kids who might not have had access to it has been beyond appreciated. The Sharks are a source of unity and a HUGE source of pride for San Jose and to propose conditions that would make games impossible to drive to is a travesty to the community. Not being able to park at SAP would make it impossible for someone like myself who moved out of town and relies on my car to get me there.. For the Sharks to come out and say they don't know if they have a future here is devastating to the people of San Jose and surrounding cities. And it should be a very clear sign that this plan is not a good one.	Do better. San Jose deserves better. The people want better. People. Not corporate interests.
Where will we park to attend events at SAP? How will we get to SAP during construction?	There seems to be ZERO concern for the SAP Center in this plan. It was nice to see it labeled on the map, but that is the only recognition that it seems to be getting. It has been the center of activity downtown for years and now the city is acting like it doesn't even exist.	Parking. Traffic Flow. Including SAP Center in the plan and being excited about it enhancing the plan rather than seeing it as a burden to the plan.	
What is the city of San Jose going to do about making sure the San Jose Sharks stays at the Arena?	Keeping the San Jose Sharks at the Arena.	Find Parking and access for the fans.	I have been a San Jose Sharks fan since the beginning, I feel the City needs to find a way to fix the problem I am hearing in the news. Please figure out a way to keep them there, the City needs this.
How is traffic going to be handled given the increase in people and actual reduction in parking? This has already gotten worse with the new rental units downtown.	I worry the most about how we would be able to get into the area during the evening and park for sharks games.	Need to see more parking and how you would propose to protect people attending sharks games	If this ends up moving the sharks I will be bitterly disappointed, and would consider leaving the area altogether.
How do you plan to allow people to park?? The rising costs of the Bay Area make it tough already. Can't imagine how I'll be able to see a Sharks game...	This seems like wishful thinking that transit solves everything. People still need to drive to concerts and games. This doesn't make sense.	Don't forget about parking! Sharks fans and music fans from all over Northern California and central California need parking lots!	The Sharks having to relocate to a new arena would be devastating as a fan and as general income to the city. SAP center would be a disaster to get to. My family has traveled from Fresno since 1995 to go to games. We would drive up and back the same day. Making parking harder to find and more expensive would have made it impossible for me to have become a lifelong Sharks fan. Now I currently reside in the Bay Area and don't want to see the same mistakes SF took happen in SJ.

What questions do you have	What resonates with you the most	What needs improvement	Additional Comments
See below.	Work with the Sharks to alleviate their concerns. The Sharks have provided the city with enjoyment for over 25 years. We do not want to lose them!!!	Re-address the parking and traffic needs.	
How close could I park to SAP for any event. I am handicapped.	There will be no easy access to SAP and no easy parking.	Parking and access from freeway.	We need to keep easy access and plenty of close parking for the SAP arena.
None	Reducing road lanes and parking to accommodate a project that is going to increase traffic sounds ridiculously stupid.	I don't even know where to start.	If the Sharks have to leave San Jose because of this I am going to be endlessly angry at every single person involved with this project. The SAP center has been an important part of our lives since my family moved to the South Bay, and it would be really disappointing to lose that important piece of San Jose's culture.
Will the city force the Sharks out of San Jose due to poor coordination of infrastructure projects and lack of foresight?	The San Jose Sharks staying and thriving in their current arena for the next 50 years.	Coordination between all the various planned infrastructure and transportation projects.	
It seems like this downtown development wants to segregate people outside of the area, by not providing enough parking, expecting to have all of the people using public transportation without thinking that the pandemic might last for several years	environmental sustainability	Parking	
Will there be parking available for Sharks games?	The lack of concern for the patrons of the Sharks. I have supported their existence by having season tickets for over 30 years. That means I visit downtown San Jose before the game for drinks, dinner, attend the game and then visit with friends at other downtowns establishments after the game. All this and parking too comes to a financial cost to me but a support of San Jose businesses and taxes to San Jose. Considering that this expenditure is made over 40 times a season I think you can understand the financial impact of 17,000 people per game this will have on San Jose if the Sharks are forced to move.	San Jose's way of thinking. Conceding to anything that Google wants is a great mistake. Parking for the Sharks games now is workable. Any changes to the status quo will create a ripple effect. To the point that visiting downtown San Jose would not be worth the hassle nor the cost. This includes Sharks games themselves. With fewer season ticket holders I'm sure the Sharks would seek another city to play in. And the lure of a Google city in San Jose would not entice one to visit more than once. Consider that a Sharks season would mean downtown would have up to 17,000 people visiting and spending money at San Jose businesses more than 40 times you can do the math.	While other cities are enticing sports franchises to come BACK to their downtown areas it seems San Jose is doing the opposite, Turning their backs on established in town sports complex in hopes that a company which can change direction in a fleeting moment will be the tax base they expect. You should work WITH the Sharks and not turn you backs on them. Work in concert for they are money in the bank now and in the future.
What is the whole point of this?	SAP CENTER	Everything	The SAP Center isn't just a building in San Jose, it's a part of San Jose's culture and what we're known for, it brings in revenue throughout out the whole year, and it makes the population of San Jose feel like it's a part of the them. Since 1991 the Sharks have played every game in that building, it's a part of what San Jose is known for, there aren't just hockey games there, but also concerts and we have to realize that Google has land in Silicon Valley where they could simply just expand and continue their success.

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What are you doing to accommodate the San Jose Sharks franchise and their fans as it relates to construction's impact on SAP Center accessibility.	The threat these undertaking's pose to the San Jose Sharks residency in San Jose.	A plan needs to be in place so that construction happens at a pace that doesn't cripple the San Jose Sharks ability to host regular home games at the SAP Center. The lack of attention to this detail is troubling to say the least. The Sharks are a Bay Area institution and simply cannot be impacted. It is among one of the last really affordable family entertainment options as it pertains to live sports in the Bay Area.	
Does Google need all this space in light of the new age of work from home? Covid has made us reconsider the need to be in big office complex in our little cubicles.	A congestion nightmare worse than Time Square. Do we really need this?	Build a New Shark Stadium at the much unused Fairgrounds and sink some city money into improving that large patch of land.	Do you have a plan for the homeless that live in the area marked by the yellow margin?
This seems like it is going to be a traffic nightmare for attending anything at the SAP Center. What are you doing about more not less parking in that area?	Parking and traffic. Reducing street size is never a good idea. Bringing more people to the area and reducing traffic patterns looks like a recipe for diaster.	This needs to be better thought out. SJ needs the revenue of the housing and business but this plan will just make that area a place to avoid.	
How will you guarantee parking and improved transportation to SAP center during and after construction ?	18000 people regularly commute to SAP center for various events. SAP is a marquee part of San Jose. Transportation to and from SAP must be easy affordable and accessible at all times.	LIght Rail and Caltrain must provide extra trains in all direction before and after all SAP events. IE the removal the Shark Train was a big mistake. Additional parking must be made available near stations for what is lost during this transition. Think park and ride With additional passengers you need to reduce prices and during constructions prices need to be lowered.	If you can't accommodate SAP fans who have been coming for 30 years in many cases you need to outline plans to move the stadium to a more friendly San Jose location as part of this plan.
What allowances for parking and travelling by car are going to be incorporated?	While a vibrant downtown and development is needed, the existing needs of the community need to be taken into consideration.	It is extremely disheartening that the San Jose Sharks might be forced out of San Jose due to this project. Not only are they an established community institution, but they good that they do through community and fan outreach is beyond compare. As a public school teacher, my class participates in Reading is Cool each year and the support that they provide for the educational community is outstanding. It would be beyond sad to lose such a caring organization, who not only seeks to provide entertainment but truly looks for ways to better our community at large. The other events held at SAP generate untold amounts of revenue for our community from local restaurants to hotels to ride share drivers. Please reconsider stripping SAP center of the parking and travel routes that they need to stay afloat and remain rooted in San Jose.	
Why would you not work with the SAP Center and the San Jose Sharks so they remain happy in San Jose?	The fact you are planning to reduce parking and traffic lanes, threatening the Sharks to depart from San Jose.	Perhaps add more parking, allowing the Sharks to utilize garage parking (similar to Levis Stadium).	The San Jose Sharks have been the heart and soul of San Jose for the last 30 years. Their departure would mean the City of San Jose would lose its soul. The hotels, restaurants, bars would all suffer. Children growing up in San Jose will not have a sense of pride for their city. It would be extremely sad.
How will this affect local businesses and sports teams? How much revenue will it bring in compared to having these teams stay in San Jose?	Reducing parking in an already overcrowded area. Potentially forcing a team out of the city which will harm small businesses who rely on the consumers who go to these games.	Reduce the size	

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What will you do to keep the Sharks in SAP Center with the developments?	I love the idea of revitalizing downtown and adding more public transit	WORK WITH THE SAN JOSE SHARKS!!! They bring a lot of life and business to the community and thousands of families rely on their presence to play their favorite sport! Narrowing the streets and removing parking around SAP Center would make game days and concert nights almost inaccessible. They MAKE SURE THAT ANY DEVELOPMENT DOES NOT AFFECT THEIR ABILITY TO PLAY OUT OF SAP CENTER! They are the soul of downtown and a model organization that any city in the country would be proud to call their own. PLEASE ensure that they will have the support and amenities they need to continue making our home city of San Jose such an amazing place to live.	
I'm concerned about the lack of parking, driving, and easy access to the SAP Center for Sharks games and other events. While it would be nice to be a city that relies on public transportation, the South Bay is nowhere near there, and most people still drive to the arena. I'm concerned these plans would make that harder and more frustrating.	I think more restaurants and nightlife is a good thing to build up the area. Public transit leading right to San Jose is also a good thing.	Traffic and parking.	
Have you given serious thought to your ultimate sacrifice of 2 of BIG money makers for downtown San Jose and the City of San Jose for over 28 years? Did you really look at what will happen with the traffic that is caused by all of these so called "improvements" coming into a very limited sized areay? Are you willing to give up a secured big money maker for the City of San Jose for 1 very rich Tech company that i might and might not stay with in the City because of our lack of secure electricity in the very hot summer months? Will Google offer those who end up unemployed because of the sacrifice of the SAP Center a job with Google to make sure that everyone does not suffer from this poorly planed project?	The serious long term planning and the ultimate results of this? The ultimate sacrifice of the one building that has put San Jose on the map as a serious sports & entertainment destination Does San Jose want to copy the traffic nightmare that Chase Center & the San Francisco Giants have and do the planners really think San Jose and the business's that will suffers because of this survive?	The traffic situation that will result from this possible boondoggle of a project. The thought of the City Planners being star struck by Google coming in and taking over such a huge part of important land and not working out all of the kinks. Just being going along with what ever Google says. You all have college degrees--USE THEM!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!	The City Planners have to get over the fact that it's Google they are dealing with and stop and consider the long term effects the Google campus will have on the City as a whole. The City Planners are clearly just in anther world of their own if they plan on going thru with this and not looking at and considering the long term effects it will have on San Jose in so many other areas, areas that helped put San Jose "on the map". Are you really willing to put a successful sports team, a team that had no plans of leaving San Jose and a Arena that has brought millions of much needed dollars into the downtown hotels and restaurants up for one tech company? A tech company that only two years ago thouth twice about staying hear at all due to the Power Shut Downs that happen in the very hot months of summer? Really??!!!

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How do planners plan to mitigate traffic congestion if they are decreasing the number of lanes on Santa Clara Street and the surrounding roadways? How do planners plan to manage parking and street access to account for the increase in workers and the riders driving to the area to utilize public transit? How will the city account for and manage pedestrian safety in the area while construction is underway? How does the city plan to work with SAP Center, a long-time revenue driver and City partner, and residents and small businesses as it develops these projects? Right now, it seems like the City is not working holistically with SAP Center or community stakeholders, nor recognizing the value patrons to bring to the City. In fact, it's putting those relationships in jeopardy.	How wasteful and near-sighted this plan is, especially with remote work here to stay and many people moving out of the Bay Area.	Consideration for traffic congestion - this project only seems to add to it. Significantly more parking. Safe access to SAP Center.	It's unfortunate the City is considering a plan that jeopardizes access to the only major entertainment venue in the city, one that no doubt brings in millions of dollars every year, based on the hope that it will revitalize the Diridon area with a development that will feel as soulless and be as empty as downtown Sunnyvale. This project, while ambitious, seems outsized for the area and for the demand. San Jose has a downtown, it has San Pedro's Square - why the City feels the need to bring more congestion, more wasteful construction, reduced parking and alienate its allies for a project that is already outdated - considering new remote working trends, tech workers leaving the Bay Area and new social behaviors - is baffling. If the San Jose Sharks move out of San Jose, you risk eliminating hundreds of jobs. You risk losing the thousands of patrons who flock to SJ on game day and provide an economic influx to local bars and restaurants. You risk losing a key part of the city and the region's identity. You risk more small businesses closing. Sadly, you likely have promises from developers on how this project will line the City's pockets with revenue from a demographic (tech workers) that is transient in nature and is already leaving the area. You have already lost some of the city's soul by selling parts off to Google. If you ever had the chance to visit Patty's bar on game day, you'd know what San Jose is really about. This project isn't it.
When our family attends events at SAP center, we need parking as we come from the East Bay. Based on reading the current draft, there is a critical shortage of available parking let alone when there is an event at the Arena. Also during the Construction how are you planning on having the access to the Area. Seems that there is No plans for this.	Seems No consideration is being given to the needs of the Arena!	Access to the Arena and providing parking.	We as a family prefer going to events at SAP center over the Arena other venues in the Bay Area. If the current plans are implanted, this will change our making SAP the first choice. We usually attend 12 plus Hockey Games a year at SAP, plus 4-6 other events. When we attend, we dine in one of the restaurants in the area

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Why does Google need to encroach on the footprint of the Shark Tank? Specifically, the north parking lot, and the smaller parking lots to the south.	The impact, both from a traffic standpoint and the encroachment on the footprint of the SAP Center.	Refer to previous questions/statement.	The SAP Center (Shark Tank) has been a staple in this area for over 25 years. The value that arena brings to the immediate vicinity, and both San Jose and Santa Clara County in general, has been tremendous. It is a prime venue, not only for NHL hockey, but a variety of different events. That venue was the reason the San Pedro Square and surrounding areas has boomed as much (and as quickly) as it did. It has been the most fan/event-attendee friendly arena due to the ease of traveling there, parking options, and walkability to the arena from the aforementioned variety of parking options. This proposal, as designed, is going to turn that completely in the opposite direction.....it will turn it, from a traffic and parking standpoint, into a venue that people will avoid due to the hassle to drive and park there. For all that the SJ Sharks, and the SAP Center, has done for the city of San Jose, this is the thanks they get? Absolutely disgusting!! If this goes through as designed, I would not blame the Sharks for seeking a different venue (outside of SJ based on the way they are being treated) and I hope it completely backfires on the City of San Jose and causes financial catastrophe for the City and Google!
What is the impact of closures to parking near SAP?	The possibility of the San Jose Sharks leaving town as a result.	More public disclosure.	I am a fan of the San Jose Sharks and I enjoy frequent trips from my hometown in Sacramento to attend many Sharks games during the hockey season at the SAP Center. I am writing to share my concerns with elected officials and to implore you to ensure that as City planners, you address the street capacity issues, parking shortfalls and construction impacts in a manner that does not jeopardize the SAP Center, its events and its fans. SAP Center has a long- standing history as serving the city of San Jose’s community arena, and hosting a wide-ranging line-up of diverse sporting and entertainment events. It is imperative that the city of San Jose protect the arena and that these massive development projects are planned and implemented so that the City-owned arena can continue to operate as one of the largest contributors to the economy of downtown San Jose. Without this support, the arena simply cannot survive. I want to see the SAP Center remain viable and preserved for future generations to come.

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Please keep SAP Center (Shark Tank) in mind during your planning. The Shark Tank has made downtown San Jose a destination. We always eat downtown before going to a game or concert. The San Jose Sharks have given the city an awesome team to cheer for. I have seen a million concerts at SAP Center and have the ticket stubs to prove it (Circus, Rod Stewart, Celine Dion, Bon Jovi, Coldplay, Gabriel Iglesias, Katy Perry, Michelle Obama, Maroon 5 just to name a few). I believe in progress, but I also believe in compromise. You guys are smart. I'm sure you can come up with a plan that provides more parking for people that attend the events as well as more through traffic lanes by the tank. It would be a crying shame to lose the Sharks to another city. I love the Sharks and SAP Arena more than I like Google.	Be a good neighbor to the San Jose Sharks and SAP Center.	Be a good neighbor to the San Jose Sharks and SAP Center.	
How will you ensure that an icon of the San Jose culture and identity, the San Jose Sharks and the Sharktank, are supported by access and experience as part of the downtown west plan?	Light rail is inconveniently routed, disconnected in space, time, and schedule from the Sharktank and other transit options. Develop parking, transit, entertainment, community and culture as an integral experience with the Sharktank and the Sharks as a social hub for the people of San Jose and the downtown west project	Sharktank access and parking and surrounding experiences	
How are you planning to allow space for a new arena? The bottom line is SAP will be the NHL's second oldest arena once Calgary builds a new arena for the Flames. It won't be long until the Sharks pressure the city to help finance a new building (or provide the land for it), or threaten to leave -- right out of the pro franchise playbook that the 49ers, Warriors, Giants, and A's have used. Most Live Nation concerts now go to Chase Center in SF. To be competitive, SJ will have to build a new arena nearby or completely renovate the existing building. If not, San Jose will be a dead city with little to no nightlife. It's pretty bleak now, especially on the music side.	I hope to move soon, so it won't matter much to me, but the music scene is pathetic in downtown San Jose. You have to go to the Fox or Paramount in Oakland, or travel to SF and attend shows at the Warfield or Masonic (or dozens of other small venues) for popular music. San Jose is really dead.	See above. And how about some common sense? Which morons are proposing two lane roads in the area by the train station and arena. Apparently some people need a good kick in the ass. This isn't Amsterdam or Copenhagen.	The people planning San Jose need to get their collective heads out of their asses and make common sense changes . . . . THAT THE PEOPLE WANT. A huge Google center will do nothing if people have to drive to San Francisco or Oakland to get their entertainment fix. And I'm talking young people -- they want to see live modern music at nearby venues -- not the $#%@! opera. Open up the California Theater to other events, like Rock, pop etc.
HOW WILL YOU SAVE THE SHARKS?	SAVE THE SAN JOSE SHARKS, BUILD ADEQUATE PARKING	SAVE THE SAN JOSE SHARKS, BUILD ADEQUATE PARKING	SAVE THE SAN JOSE SHARKS BUILD ADEQUATE PARKING

What questions do you have	What resonates with you the most	What needs improvement	Additional Comments
Why is the google planning not considering the existing SAP Center livelihood and the reason that makes san jose great. Taking away and making it difficult to visit the facility will make the residents unhappy and therefore risking a satisfied community.	Google planning taking away the simple needs of the SAP Center. Accessing the SAP Center. Not willing to work together on resolving important access and parking issues. Building parking structures in existing parking lots.	Access	The San Jose Sharks organization brought life into the downtown San Jose area. There should be more consideration of the need for better street access, parking, parking structures and public transportation access for the Bay Area residents to access their one and only entertainment venue. Taking away the opportunity for entertainment will take San Jose back to the days of run down and unappreciated downtown area. The need to work with the SAP Center and their concerns are imperative for their livelihood. Consider parking structures, 4 lane street, clear access for public transportation to the SAP center (lightrail) so the public can feel safe and a sense of working together to keep downtown san jose a great place to visit.
Why would you want to lose the Sharks?	The San Jose Sharks are the best thing that has happened to San Jose in my lifetime. My family and I enjoy going to the games. We frequently go out to dinner in San Jose before the games. Anything that would jeopardize the future of the Sharks staying in San Jose is a bad idea. I live in Livermore. Without the Sharks I have no reason to come spend my money in your city.	Fix it to keep traffic flowing around the arena. Add more parking. Don't give a reason for the Sharks to leave.	
In regards to the SAP Center access and parking situation between the City of San Jose, Sharks and Google, I'm hoping that a resolution is found ASAP. I'm asking that all parties work together to ensure that our city's professional hockey team does NOT LEAVE. I'm sure something could be figured out that is win-win for all involved. I can't even begin to explain how much this team means to me, my friends and family that have lived in San Jose our whole lives.	The potential of the San Jose Sharks leaving the city...	Whatever needs to be done to ensure that the San Jose Sharks do not leave the SAP Center.	As a life long San Josean, I'm very concerned about the discussion regarding the San Sharks' possible departure from the city/SAP Center. I'm appalled at the idea of not being able to take my new born to Sharks games in the near future as my parent did when I was young. The thought of the Sharks leaving our hometown makes me physically ill.
All of this construction will definitely interfere with any SAP SPECIAL EVENTS. I myself, need to keep the San Jose Sharks Hockey team at the SAP CENTER!	I don't want our city lose its valuble hockey team at ANY COST! It is the only event that I attended at the SAP CENTER and live for our NHL HOCKEY TEAM! LOSING THE SHARKS WOULD BE A GREAT LOSS TO SAN JOSE!!!	If Google builds here then they must also BUILD A PARKING GARAGE FOR ITS EMPLOYEES! Right now that immediate area contains neighborhoods that will be really impacted. Google has enough money to provide that area ample parking and leave the SAP CENTER PARKING AS IS!	KEEP SAP CENTER PARKING ACCESSIBLE AND KEEP THE HOME IF THE SAN JOSE HOCKEY TEAM HERE IN SAN JOSE! We don't have any other sports teams here to watch, support and be a part of. Google wants to build, leave the SAP CENTER ALONE!
Parking is very limited. This is a major concern, the majority of people drive	Mixed use? What does this mean to the community?	Parking. No high rise bldgs!	Limit bldg height to 6 floors
Only questions around adequate street space and parking spaces in the area, especially near SAP center	I like the new development planned but we need to see adequate driving lanes (going from 4 to 2 is not a good idea) and make sure lots of parking available, more than planned now.	Street network access - near SAP should not be reduced from 4 to 2 lanes Parking - need a lot more parking near SAP	

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Considering the current pandemic, is it really in the city's best interest to put so many resources into office and retail space. Technology companies have had employees working remotely for about 8 months and it has worked well in most situations. Will technology companies continue to use office space as they did in the past, or will innovation and cost savings have more and more employees working from home? The build up of the Diridon Station, and providing more housing seems like a thoughtful planning approach, but the office space and retail seems outdated and could leave a possibly vibrant area as a business ghost town. Also, I am very concerned about the lack of consideration given to the Arena. Besides being the home of the ONLY San Jose created professional sports team and the host to various events and concerts, it appears that the Arena is not being valued as a positive city attraction. I fear San Jose would lose the Sharks and all of the other events to Oakland or San Francisco due to the lack of accessibility from outside the city.	While the Google plan definitely has the superficial appeal with a potential for increased revenues, it also brings in the vision of low occupancy in the office space due to changing work habits/locations. Building up transportation centers makes perfect sense for our future. Building immense amounts of office space seems like a backward thinking/planning proposal.	Reconsider the Google plan and focus on the build up of affordable housing and improvements to the Diridon Transportation Hub. Let's learn from this pandemic and look to the future for meeting the needs of the people. Housing, accessible transportation and continuing to also consider arena use for keeping that San Jose Pride and keeping San Jose on the map for entertainment and family activities.	Accessible transportation is one of the bay area's weakest points, resulting in most people still needing a car to go to and from most places. San Jose has done a great job with the light rail and the plan to bring BART to San Jose. Diridon is going to be a great future hub for the bay area. The San Jose Arena was brought forward by a citizen group and was brought to reality when completed in 1993. It has been a great draw to the downtown area providing consistent business to the San Pedro Square area throughout the year. We should also not forget the arena is home to our own NHL team. The Sharks create a great deal of city pride. This current plan appears to ignore the relevance of the Arena and if not careful, the NHL and event planners may look more favorable upon San Francisco and Oakland in the future. I hope the city is not enticed by the shiny bright google object flashed before the city council. Consider the issues important to building up San Jose while maintaining the things we appreciate about the city.
Why are you reducing the road capacity to SAP center? Nobody is going to attend events if it takes forever to get to the events and you’ ll lose business to downtown restaurants and retail.	There’s going to be massive off ramp traffic jams on gameday and getting out of the arena will be a major headache. People won’t want to go to the arena.	Freeway and arena access. It’s going to create awful and unsafe traffic on the freeways which are already bad.	Car accidents, personal injury/death, and decreased attendance with similar decrease in gameday purchasing at downtown businesses will be on the developer’ s hands.
Parking in Downtown SJ. We are Sharks season ticket holders and the parking in Downtown SJ has been dwindling down over the years with new projects taking over parking sights. This project is taking away additional sites and will increase the number of people heading in the area of the SAP Center. What is going to be done to assure there is adequate parking available? In addition, I'm concerned about the traffic in the area and also access into the arena during events.	My fear is this will drive the Sharks out of the area. We have supported the Sharks from Day 1 and love being able to attend the games in person. We are truly missing this at this time due to COVID and cannot wait until we are able to return to SAP Center to see our beloved Sharks live and in person.	Parking for sure needs improvement and better access in Downtown SJ area	Please help to assure our Sharks are not driven out of town. We deeply look forward to games and events at the tank and are very fearful this will drive them out of town and we will loose our beloved hockey team.
How will you accommodate SAP center and the increased parking need for the 30k new tech employees	Loss of the beloved hockey team	...	
Has the City of San Jose considered all aspects of the Bart line as well as the property sold to Google? Could the Bart line be relocated to another street, such as San Fernando, Park, Santa Clara, other?	The City of San Jose may have been short-sighted in planning San Jose's future. Major Lee's plan to bring corporations into San Francisco has not worked out as it was planned.	Before construction starts the City of San Jose should give serious consideration to the proposed plans with the intention of making changes that will be best for the City as well as its residents.	I do believe that the current plans will only create more homelessness than there is currently
What is being done to insure that the SAP center will be able to continue viable operations (i.e. unimpeded accessibility to the facility by car for guests) during construction of the DSAP?	Impact of SAP center events during construction.	Accessibility by car (i.e. not reducing current ingress/egress road capacity) & parking for SAP center events.	

What questions do you have	What resonates with you the most	What needs improvement	Additional Comments
Why	nothing	Parking and traffic flow	The San Jose Sharks and the Shark Tank have contributed greatly to the revitalization of down town San Jose. Your plan to eliminate parking and reduce traffic lanes leading to the Tank will make accessing this venue for sporting and entertainment events very difficult. If you are trying to drive the Sharks out of San Jose and close the arena so that you can tear it down and Google build more offices, then this is the right plan. If you want to continue to provide a facility that provides the local community with a venue to enjoy sports and entertainment as we as a vitalized down town entertainment district this plan has serious flaws with regards to traffic flow and parking.
With the added commercial space and large increase of housing; how is the public safety going to be implemented? Are we looking to have many cameras around with a police station near by?	Developing the area to be welcome to all with a focus on tax revenue for the city to fund existing and future services. Therefore housing shouldn't be the first priority for this area as San Jose has lower Job per habitant than surrounding cities. Other cities haven't done their fair share and need to do more too (not just San Jose).	Security for the newly added business and residents (not discussed)	
Why are you being so aggressive with these plans?	That it seems to me, as an outsider and brand new resident of San Jose, that you are not working very closely with SAP Center, which is extremely disturbing and disappointing.	I understand you need to address the street capacity issues, parking shortfalls and construction impacts but PLEASE PLEASE PLEASE do so in a manner that does not jeopardize SAP Center, especially the San Jose Sharks. 90% of the reason I chose to move here this year is because of the Sharks and their fantastic organization. My friends and family love going to games at the SAP Center so much, I got an apartment a mile away. I enjoy supporting the surrounding stores and restaurants, and of course hockey games themselves at the wonderful SAP. It is such a great place and I truly hope you don't make some of these harsh decisions that could potentially impact them negatively. Please have some more consideration!	
we all want the arena where it is with parking for all of us	we all want the arena where it is with parking for all of us	we all want the arena where it is with parking for all of us	we all want the arena where it is with parking for all of us
I guess my question is why did this sound like a good idea?? That area already gets so congested at rush hour; adding new businesses and taking away lanes from highly-traveled streets seems like a terrible idea.	I've spent a lot of time commuting through the Diridon area and going to events at SAP Center. This seems like it would make both infinitely more difficult and infinitely more unpleasant.	I understand wanting to invite Google to give the city money or whatever, but this isn't making the city better. It's harming the infrastructure that's already there and trying to build around it, instead of improving the city's existing infrastructure and building with that.	Yikes

What questions do you have	What resonates with you the most	What needs improvement	Additional Comments
Transportation	God to have google. SAP seems to be neglected.	Operations at SAP should not be adversely impacted, including the ability for patrons to easily drive to and park at the arena and nearby downtown locations. While I'm a big fan of public transport, it often isn't practical or remotely time efficient. Think about driving to work in the morning and wanting to take in an event after work and d wife's heading home. Driving is the only practical option for most people	
See below	Vehicle traffic and parking. Reducing lanes of traffic on Santa Clara St (near Arena) and also out Montgomery to Bird Ave and Hwy 280 does not make any sense. How is the Arena supposed to deal with parking and in/out traffic for events with reduced access. Diridon, Bart and Caltrain are long term answers to congestion. Forcing people to take them in order to avoid the congested areas just makes people not want to go instead.	The same as above, vehicle traffic and parking. There is going to be an exponential increase in traffic and needed parking and reducing access to both of these as stated makes no sense at all. The growth of this city is not the problem it is all the infrastructure surrounding it that hasn't been thought out enough on the affect of the everyday employee that has to now deal with these changes that don't make complete sense.	
With limited parking at VTA lots, in conjunction with what appears will be a shortage of parking spaces around SAP Center, how do you propose attendees will access SAP Center?	The City has provided a wonderful venue -- SAP Center. The current plans sound like driving to and parking at the Center will be infeasible. How disappointing!	Access to the Arena	
Where can I park? VTA is not providing adequate service.	Lack of proper planning for 17,000 fans attending events at SAP.	transportation planning	
How can you ensure that the SAP center and it's patrons will have adequate access AND parking during the construction phase and most importantly, afterwards? There is a huge impact to the center and it's future in San Jose with the current plans.	Brining REASONABLE housing to San Jose IF plans change to support the surrounding businesses, especially the SAP center	There must be changes to the current plans to ensure that street traffic is addressed, adequate parking is available and overall limitations to access the SAP center during and after construction.	It continues to amaze me how the city officials turn their back on the businesses that employ people, bring tourists and patrons to downtown and have done so for decades. The SAP center gives so much to our town, the county and the community. Please expand your plans to ensure the viability of the most important business that has been there for you!
How do we create the excellent walkable environment that people pay and travel to experience in 'great' cities including Paris, Amsterdam, Vienna, London, New York and San Francisco? How do we maximize transportation options for persons, not just large, dangerous, steel boxes? How do we build for a future where our planet is not dying from CO2 and climate change, where California is not on fire, choked with smoke and flooded? How do we create permeable, pedestrian-oriented blocks and neighborhoods with frequent 'show up and go' transit options (including all the services right there at Diridon)? If the Sharks don't want the magic that SF has created with Chase center, we wouldn't ruin our city just to please them would we?	Walkability, greenery, 'show up and go' transportation, interacting with the community in person, safety from cars,	Vision 0, no more death and serious injuries to peds and bikes from cars, no more lung cancer and emphysema, no more destroying the climate, health through walkability, maximize dwelling units (market rate & BMR)	The Chase Center has no parking for the general public nor is there much within the surrounding neighborhoods, yet it has been a gold mine for SF & the Warriors. Please DO NOT ruin the project and the neighborhood by doubling Santa Clara St. to 4 lanes to please a small minority living in a past world that no longer exists, people who do not want us to create the magic of Paris, Amsterdam, Vienna, London, New York and San Francisco right here at the best transportation hub in Northern California -- where arena fans can literally arrive from almost any city by rail or bus, drink safely if they wish, and experience real life without being locked away in a dangerous car.

What questions do you have	What resonates with you the most	What needs improvement	Additional Comments
How will you ensure new residents and workers have essential services like a grocery store in walking distance?	I love the more urban character, with a more walkable and bikeable environment. Fewer surface parking lots. I could see a lot of people enjoying spending time in the area.	Please make sure there are trees and shade	Please don't listen to the SAP center people who want to keep surface parking lots. The area around the station should be welcoming and inviting and include a lot of services accessible on foot, not just parking lots for an arena.
N/A	The increased housing and the focus on sustainable (non-car) transportation options	More visually appealing & comfortable (perhaps covered?) walkway connection to downtown San Jose.	
If High Speed Rail plans to have their platforms and tracks raised around Diridon Station, does this mean that the tracks below San Carlos street will now be on top, and the car bridge will just be a through street? Will Park avenue and Santa Clara street under the tracks be flattened instead of the dip they are at right now? For Park avenue, would that allow there to be development along the sidewalks where there is currently landscaping? If the VTA lightrail stop is underground and the San Fernando stop eliminated, about where will the train come back to surface level? Also are there any plans to have the other downtown stations to be underground as well? Will the station be designed in such a way to accomodate future transit, such as a possible BART or lightrail extension onto the Stevens Creek corridor?	I am so glad that planners in this city are finally designing urban areas based around humans and not cars. I am very excited to see where this goes, and appreciate how dense and walkable this new development will be.	Really make sure that the open spaces like Arena Green are enticing with interactive spaces to draw people in. Make use of the rivers being there, as people like gathering around water.	Even with the Diridon Station redevelopment, please integrate the current main building instead of getting rid of it. Try to salvage and integrate other historic buildings around the DSA too. Also, don't give in to whatever the Sharks are proposing in terms of parking and making it more suburban. If this is truly going to be the Grand Central Station of the west then it needs to be a walkable, dense, urban area.
What will we do to discourage driving in this area and encourage residents and commuters to use transit and active mobility?	A vibrant area which accelerates #DTSJ's departure from a car centric suburban mindset.	All density should be completely maximized.	Bike and pedestrian infrastructure should be the top priority along with density of commercial and residential property.
As a long-time San Jose Sharks ticket-holder who does not live in downtown San Jose, I am concerned about the access and parking plan for SAP Center. The DSAP seems to provide for massively increased people densities but with equal or reduced traffic access and parking. Public transportation is inadequate, not addressing the majority of attendees' needs and creating increased costs to ticketholders who provide a revenue stream as it is for San Jose. If the goal is to make downtown a vibrant active environment, it seems that it is doing so to the exclusion of long-time participants in that community in favor of creating a "fortress Google" company town. I don't see how this addresses the needs of the businesses already there and the people who patronize them.	not much	Parking, access to SAP Center, access to draw people from somewhere other than those living downtown into the downtown area.	

What questions do you have	What resonates with you the most	What needs improvement	Additional Comments
What principles/objectives guide the allocation of land to residential, office, retail, roads/parking? A cynical answer is, "if you build housing, you also have to build schools and hospitals; if you only build offices, somebody else can pay for schools and hospitals"--- which may be true, but how can we tackle this regionally? The housing crunch produces high housing costs, which means you can make six figures and not be able to buy property near where you work. With an adequate housing stock, live could be more affordable for everybody; fewer people would be driven to live in RVs for example. How can we deal with this? How could this DSAP help the jobs/housing imbalance? Is there any way that we could ever build more housing than offices? If we build additional one dwelling unit per ten or even five additional jobs, that's better than zero units, but what we really need in our area is two or five new dwelling units per additional job. Where is my thinking wrong on this?	I like the idea of having fewer cars in the core Diridon Station area, with parking/cars on the perimeter.	Jobs/housing imbalance! 14 million sq.ft of office space... how many jobs is that? With high prices for office space, are we going to have even 100 sq.ft/employee? 141,000 jobs, and a max of 13,519 dwelling units... over 10 jobs added per dwelling unit added.	
What will the experience be of taking Bart or Caltrain and walking to the arena? Do I have to walk along dangerous uncomfortable roads and cross awkward parking lots? Is the trip to the arena a fun experience in itself, or a burden?	Walkability and transit access.	Fewer giant parking lots that make the area unpleasant, more walkability that will make this a place people want to be.	Much can be learned from other stadiums and venues around the Bay Area. Taking Bart to Embarcadero and walking to the Giants ballpark is a great experience, even though it is a very long walk. Taking bart to the Coliseum and walking across a giant parking lot with nothing of interest nearby is not very pleasant. Similar for the 49ers stadium and taking VTA light rail. We have the chance to create an amazing experience for fans here, please do it!
Will SJ's vision for a more compact, walkable, livable, and forward-thinking plan for the Diridon station area be watered down or made ineffective by an over-reliance on auto parking?	I am glad that SJ is moving toward more human-centric thinking rather than planning everything around car accessibility. As much as I do enjoy driving when there's no traffic, it's not my usual vehicle of choice, and I am glad that Diridon station is planned to better accommodate folks on two feet and two wheels.	I would like to see more experimentation with "car-last" planning, meaning certain streets and commercial strips/corridors should be designed for peds and cyclists first, with car access severely throttled or entirely eliminated. We have plenty of roads which are car-first and car-only (every freeway comes to mind), and I think we should experiment more with streets that are car-light or car-free (and not just in parks or residential areas). As a bonus, this negates the need for car parking, with is either pricey, or a poor use of land, or both.	
Why is there so much housing in the area? Shouldn't the housing be kept on the periphery or out of the area all together and jobs placed closer to the station? Will the Autumn Parkway extension be completed as part of this work? Although transit will be key in the area, shouldn't we preserve auto infrastructure as well?	Bringing much needed jobs to San Jose. This framework appears to be a good foundation for a modern western downtown San Jose	More jobs density, move residential one or two transit stops away.	Good framework. The city must capitalize on the transit investment and insure that Diridon Station is bringing employees in rather than shipping them out. Jobs must be the focus within 1/2 mile of the station, especially on undeveloped and under-developed land.

What questions do you have	What resonates with you the most	What needs improvement	Additional Comments
Why the need to add do much traffic congestion and over populating. U already have Whole Foods with limited parking	Save SAP. We want the Sharks!!!	Don’t ruin such a great venue. U are taking away all the great social events at the SAP if we can’t get to it	
What will be done to ensure adequate access to and parking for San Jose Sharks fans and other events at the arena.	The San Jose Sharks have been the best thing that happened to San Jose in the last century (unless you can tell me there is something better). The Sharks and the arena put San Jose on the map and have provided thousands of highly attended events of the highest quality. The Sharks and the arena re-vitalized downtown more than any other change. It is imperative that the Sharks and the arena be enabled to continue operating as a business and for their patrons during this construction, which I support. It does not appear at this time that enough is being done to make this happen. "Pardon the dust" is an unacceptable, dismissive and disrespectful response to the best organization that has ever happened to San Jose (again, if you have a better one, please let me know). Thank you for working with the Sharks to develop an equitable solution.	Adequate access and parking for the San Jose Sharks and the arena during and after construction.	Please see above, This project is a great opportunity for San Jose, the tenth largest city in the country that is perceived as a big small town. I love the vision, but the most important current business in San Jose, and the only one that puts it on the map, is the San Jose Sharks. I travel globally extensively. San Jose likes to consider itself the capital city of Silicon Valley, which everyone knows about. Most people outside of Santa Clara County think San Francisco is the capital of Silicon Valley. This project and Urban Confluence will help to change that. But the Sharks are a critical part of that also, and the Sharks have been the only notable part of the city for 25 years. Respect that and work with them to make a successful transition to a wonderful new downtown San Jose that includes the Sharks. It would be a travesty if steps are not taken to enable them to succeed as a business and stay in San Jose.
Why the arbitrary jagged lines for defining the boundary? The boundaries should encompass a larger area and be more rectangular so that it is less confusing (e.g. Highway 87, I -280 as natural barriers) How are airspaces above public spaces being considered for use? In addition to creating a special district to manage parking, what about considering a larger district to deal with all management of the public spaces in this area? What do I mean by that question? Well, the SAP Center is well-managed by the Sharks. It is maintained and kept clean. Or, on a broader scale, look at Federated Reality and its mixed-used development, Santana Row. It is a destination because it is a clean, activated, and safe gathering spot. It is privately managed, but for the larger public benefits, as you don't have to be a customer to enjoy the public spaces or activities they host. I suspect that the combination of the Sharks and Google could do a better job of managing the Diridon Station Area than could the city.	The linear parks along the Los Gatos trail offer the potential for an amazing public space. The plan should look to the San Antonio Riverwalk and Chicago's Riverfront for how to activate and maintain this setting long after it is constructed. It really would be good if the trail can be created without having to cross any streets.	Please work with the Sharks to accommodate their concerns about access to the arena, parking, and construction impacts. The Sharks have given San Jose a positive identity throughout the nation and beyond. 19-acres of open space/park seems deficient for an area that will see as many as 140,000 people passing through. At 3.5-acres for 1,000 people, even if the population of this area grows to 10,000, then, by the city's formula, there should be 35-acres of parkland. The plan should consider the impact on the design of Diridon Station if High-Speed Rail is jettisoned. It should also look at the potential for a vertiport (with the understanding that it might not be possible due to the SJC flightpath).	The following link provides an idea for how to add new greenspace, space for a community center/activities, and parking/mobility options while creating something iconic that could complement the Urban Confluence and provide a distinctive, functional landmark for San Jose. https://docs.google.com/presentation/d/105zhrpUJnzCTHkkZIx3wRydmQqbFCIsVH5zguPymz-o/edit?usp=sharing

What questions do you have	What resonates with you the most	What needs improvement	Additional Comments
How will fans that need to drive to SAP events and other downtown San Jose events get in and out and where will they park?	People have cars and San Jose's transit system is quite poor. Give people ease of ingress and egress and a place to park.	More thought of the SAP Center and San Jose Sharks needs to be considered.	When I lived in a different part of district 3, our HOA reached out to SJPD MANY times about a home that was clearly dealing drugs but SJPD never responded. Only when Liccardo held a neighborhood walk did the police respond. They responded to Liccardo, not the people that actually lived there. SJPD needs to be proactive, not reactive. That said, I've had Sam Liccardo lie directly to my face during 2 separate neighborhood functions. Liccardo has proven to me that he will say anything he thinks you want to hear. Regarding Jared Yuen, I'd like to know of any other occupation where you're allowed to retain your job after shouting profanities and inciting violence. Eddie Garcia is quoted as saying the Yuen investigation could take up to a full year, despite overwhelming evidence of Yuen's unstable and provocative actions. If the so-called investigation takes more than 3 months, Garcia should be fired for incompetence. Garcia said Yuen let his emotions get the best of him. If you can't control your emotion, you don't have the self-control required to be a police officer. And the next time Garcia considers using the "bad apple" theory, he should consider that police are held to a higher standard. Would you fly on a plane if the airline excused a few bad apple pilots? I yield my time.
			As a south Bay native since 1976. I regularly took the 22 bus along Santa Clara St when downtown San Jose was a cesspool before the Arena was built. The arrival of the Sharks is largely responsible for a thriving San Jose night life. As a lifelong Sharks fan, it pains me to tell you that Sam Liccardo has lied directly to my face more than once so when Liccardo says the Sharks are a priority, I am highly doubtful. As a San Jose resident for the last 15 years, I've seen the city implement road diets in favor of unused bike lanes and do everything possible to make cars unwelcome including removing parking while charging more for what little is left. San Jose is not Manhattan. San Jose's joke of a public transit system is not an option for fans west of El Camino or from the east bay.

What questions do you have	What resonates with you the most	What needs improvement	Additional Comments
WHY	NOT enough open space where are the parks?? where do people pakk if there are parks (all citizens must have access to parking (if they live in the East side and want to bring a large family how can they?)	On the ground space management (not from behind a desk)	
When will it start?	Raising the tracks :)	Continued attention to bike/pedestrian ways. More focus on traffic congestion and easing (speedbumps, crosswalks, circles, dividers, planters). Please add/clarify/increase setbacks for a transition requirement to the 170' buildings on the east side of Stockton. Pedestrian/bike crossing of the tracks at Lenzen (and Cinnabar, but Lenzen is primary because it is further into the shopping center and further from the crossing at Julian, increasing ability for northerly neighborhoods to SAFELY access groceries on foot). Put the proposed park at this Lenzen crossing. Increase number of parks and innovative design of play structures (do not install cookie cutter crap, consult artists, make these a draw not a place to do drugs).	
If housing is above retail, will it include elevators? I'm over 60, and see far too many multi-storied residences that require stairs. That just doesn't work for older tenants or with children, due to safety issues. Concern that high rises will withstand our next big earthquake...	Concern that the Sharks will be unable to have fans attend games because parking has been removed, once the pandemic is over. Or it will be so far away as to be unrealistic. Hope that more housing will be affordable and not too "ritzy".	parking concerns, whether for Sharks or transit. Can Santa Clara street be left accessible during construction, since it's such a big thoroughfare?	
Will the project create more traffic in the surrounding areas? Will this mean that this city will keep up with its maintenance of the city?	Building more high rises will only mean more people and congestion in the area.	The entire city needs improvement. Beginning with cleaning up the city. There is trash and garbage everywhere. The streets in many areas need repairs. The homeless are creating filth everywhere. Building is nice but how about focusing on the basics before all this planning? I have lived most of my life in San Jose and this is the worst I have seen this city. Surrounding city’s are better and cleaner than San Jose. This is a disgrace. Also, there are specific areas in San Jose where there is more focus to take care of these issues I raise above than other areas and that is a problem!	I am not interested in building, building and building if this city is not going to have the capability to maintain it surrounding area clean and safe for all. Building just adds to the traffic that we are already dealing with in this city.
Have you guaranteed that there will be enough parking places, and enough roads to drive on, for 17,000 car loving Sharks fans, and concert fans, and WWE fans? You MUST ensure that the Shark Tank continues to be a fun, convenient destination that people from all over the Bay area come to and spend money downtown!	not sure	Have you guaranteed that there will be enough parking places, and enough roads to drive on, for 17,000 car loving Sharks fans, and concert fans, and WWE fans? You MUST ensure that the Shark Tank continues to be a fun, convenient destination that people from all over the Bay area come to and spend money downtown!	Have you guaranteed that there will be enough parking places, and enough roads to drive on, for 17,000 car loving Sharks fans, and concert fans, and WWE fans? You MUST ensure that the Shark Tank continues to be a fun, convenient destination that people from all over the Bay area come to and spend money downtown!

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How is google going to help homeless issues and resuce crime rate here is dtsj?	There are many high household income in dtsj. We understand contributing to our local community makes business sense for both. We dont mind paying more tax if it make sense. Im sure google feels the same way. The issue is homeless are everywhere, especially in front of starbucks. We also notice there are many crimes nearby as well. I hope google will lead by example. Change the environments and provide us a safe place to live.	Safety. I would like to have private and friendly security guards. We cannot reply on police officers.	
Why has the project not started already?	Mobility	The timeline should be shorter	
What impact will the Develoment have on SAP Center? The development seems to take away key parking and congestion that will make attending events at SAP Center a nightmare. Industrial areas and attracting low income together seems like it is a formula for disaster. I am concerned it will create a inner-city vacated areas that will be plagued by more graffiti and crime. How will this plan affect viability of SAP Center as home to the San Jose Sharks?	As a San Jose Sharks season ticket holder for 20 years, any plan which potentially jeopardizes the San Jose Sharks from potentially leaving San Jose is a bad idea. The Sharks have brought tens probably hundreds of millions of dollars to the downtown economy during “normal times” over the past 27 years, and that seems to be completely ignored in this development plan. I reviewed the SITELAB presentation and appreciate the Arena Green plaza area next to SAP center. While I am all for support of housing and technology company presence in downtown San Jose, the expansion absolutely should not be at the expense of SAP Center and Sharks and Barracuda Hockey. THe area immediately around the arena seems to be missing an element of game day experience. How do you safely get into an do it o f the area. PUblic transit plans will take a decade to complete. Mobility is focuse don non-vehicular movement, which is fine for a commercial and residential hub when completed, but could designate viability of SAP Center as an entertainment hub. Where is the happy medium here? It is this council’ s public responsibility not to ignore the franchise, it’s fan base and what it means to this city.	Provide an amended mobility plan that take into account event days. How can you add 4,00 housing and 7.3M sq feet of office space without having more parking next to an entertainment hub? We need a plan that enables transportation and parking infrastructure to be well thought out and support professional sports and concerts at SAP Center. I like the idea of BART and expansion of Diridon station, but the concern is the area can’t function during the construction process. Need more restaurant/retail to create Fanzone atmosphere, and a pull to keep fans in downtown west using the plazas and restaurants as gathering places to share, not vacating immediately after the game or event. The area I Eid alter adjacent to SAP Center contains lot of office buildings that do not promote that type of environment.	Kudos to the thought process that has gone into preserving the park and trail system, so Downtown West does not feel too urban. Please find a way to make SAP Center an active part of your plan, or it isn’t a plan, it is an afterthought. I feel like Google is the Goliath and David is anyone else but Google. While I am sure Google’s presence can help the city, it can’t be at the expense of making SAP Center not viable and a ghost town.
How can you raise downtown plan to new height limits when they are inconsistent with SJC's airport land use policies? (and the cranes required during construction). What are you doing to retain small businesses?	Adding open space and a trail system. Adding housing near transit.	Need to lower the heights. 300FT is not reasonable for this area. It shouldn't be over 100 FT. The city can't just define higher heights, and disregard policy/FAA/ALUC. The percentage of affordable housing needs to be higher than 25%. Need to commit to a process to keep small business.	

What questions do you have	What resonates with you the most	What needs improvement	Additional Comments
Does the mobility section adequately address micro-mobility? Electric powered scooters, skateboards, bikes, etc. are becoming more popular on a daily basis. They will soon be a standard method for commuting. The plan should address this change and assure that a surge in these vechicles is accommodated for and done in a manner that is compatible with pedestrians.	The high level and forward thinking approach to addressing the planning area. The Plan does a reasonably good job laying out a grand vision for the area surrounding one of the most important transportation hubs in the west coast. While the report does a good job of addressing the issues associated with housing, transportation, and infrastructure. The plan does not yet adequately address parks, opens space, and environmental concerns.	On page 62 the report indicates the plan is consistent with the vision of ActivateSJ. As a member of the ActivateSJ Task Force, I believe that the plan is far from consistent with ActivateSJ. ActivateSJ calls for a service level of 3.5 acres of parkland for every 1000 residents and that an available neighborhood park. Based on this standard there should be approximately 80 acres of parkland. The plan calls for 19. Some of the 19 acres being proposed is unsuitable as parkland. It is either small irregular shapes that cannot be programmed or is shaded all day long. The plan should set clear and specific standards on what will be accepted for dedication and/or purchase. The land behind the Old Orchard site and the St. John Triangle should be rejected for not satisfying the minimum standards for dedication. While it is impossible to provide 3.5 acres /1000 residents within an urban area this number doesn't even come close. Where within the plan area can one of the 25,000 residents or 140,00 people coming though the Diridon Station can throw a freebie or kick a soccer ball. It is critical that the land that is identified as parkland can satisfy the recreational needs of the residents. ActivateSJ states that the City will protect, promote, and preserve natural areas for all people. No where in the plan do I see any mention of protecting the integrity of the area's primary environmental asset; Los Gatos Creek. One of the plan's objectives should explicitly state that the plan will protect and preserve Los Gatos Creek and the area's natural environment. The implementation of the plan may have a significant negative impact on the creek's riparian environment as a result of being constantly shaded and significantly more human interaction. The plan also violates the minimum 35 foot setback from top of bank. The plan should address and rectify the negative impacts to Los Gatos Creek. Housing strategies 6 and 7 on page 54 call for increasing population without adequately providing funding for parkland. Although they may assist in providing much needed housing those who occupy that housing will not have access to parkland. This is an equity issue. Lower income residents in small, urban units will not have parklands available to provide a respite from crowded, high density urban living. If there is one thing we have learned from the pandemic is that residents are visiting parks in never before seen numbers.	

What questions do you have	What resonates with you the most	What needs improvement	Additional Comments
Our comments are submitted on behalf of the Guadalupe River Park Conservancy. We provide community leadership for the development and active use of the Guadalupe River Park & Gardens through education, advocacy and stewardship. The GRPC Executive Director and Board President met with City staff in June of 2020 to discuss the inclusion of Arena Green, the largest public park within the DSAP area, into the DSAP boundary. The reasons for this are many and were outlined in a letter to the Deputy City Manager, Kim Walesh, on June 15, 2020 “Re: Inclusion of the Guadalupe River Park in the DSAP Boundaries.” We expressed that to achieve shared visions of a vibrant, healthy, and well-maintained park, and to achieve the City’s General Plan Goals for the Guadalupe River Park to be a “Grand Park” for San Jose, there needs to be formalization of the park as part of the broader DSAP district and downtown area, in order to ensure that the river park and the Central San Jose area can develop and prosper together. Our request should be seriously considered, especially given the stated visions for the parks and public spaces in the area. A number of the parks and trails images shown in the Draft DSAP Plan are placed to inspire aspirational goals around open space design, stewardship, and programming. These open spaces also are supported by various value capture and reinvestment districts. For instance, Bryant Park is supported by a business improvement district. Buffalo Bayou is supported by a tax increment reinvestment zone, and Milton Street Park is supported by the Baldwin Hills Conservancy, with joint exercise of power agreements with two different park districts that assess property taxes. The latter also benefits from formal boundaries that provide site control that allows their agency to access significant public (State) funds for park development and maintenance. Ensuring that these formal boundaries are thoughtfully drawn now will support a vibrant park system in the future, and will ensure immense economic, social, and environmental value in the long-term vision for the district and the City. Without formalizing the boundaries that encompass the network of parks and open spaces in the district (Guadalupe River Park, Los Gatos Creek, and all the existing and planned parks and plazas), there is not a foundation to support the future development of these spaces to meet the park and public space goals stated in the document. If further revisions are being made	•Highlighting equity as a central value in the plan and the acknowledgement that a core part of this is access to high-quality parks and open spaces. •The recognition that well-maintained and safe parks contribute dramatically to the health of residents and a lack of such facilities is considered to be an environmental injustice. •The understanding that the City has a responsibility to develop a parks and recreation system that serves each neighborhood and demographic ground with equity and all residents have the right to health, wellness and access to parks and recreational opportunities. •The Plan’s determination that “among the most memorable Downtown skyline views are those from parks such as Arena Green”. •The determination that “Urban parks and natural open spaces are amenities that form part of Downtown’ s ecological systems and address the need for natural spaces that support mental and physical health.” •The use of recycled or reclaimed water for parks irrigation, especially in light of drought and climate change, should definitely be included as a tenant of the Plan – and for all development in San José. •The importance of the Plan’s consistency with PRNS’s 2020 ActivateSJ Strategic Plan (Activate SJ), including achieving all General Plan levels of service and the maintenance, improvement, and expansion of facilities, programs, and services to promote good access to a large and diverse variety of parks, trails, and recreational facilities for all residents. •The Plan’s Key Principle of connecting plazas, neighborhood parks, and other open spaces to the existing and planned street network with a consistent system of signage and public art that will create a coherent and accessible network of open spaces. •The discussion in the Plan related to the importance of the GRP as “an outdoor living room where community members can gather and connect, both for events and as part of their daily lives. Changes in the Diridon Station Area will certainly impact GRP, just as changes in GRP will impact the Diridon Station Area. This necessitates that the open space strategy considers how these will interact and be managed and funded in the long term.” Including Arena Green and the trail within the boundaries of the DSAP will provide a more guaranteed consideration of these importance resources as further planning occurs. •We concur that the pedestrian and bicycling network is important and support the footbridge over Los Gatos Creek and hope that it will allow travel for both pedestrians and bicyclists. We also support the concept of “Active Greenways”; however, any that are located in proximity to the Guadalupe River or Los Gatos Creek must respect the natural environment of these ecological resources.	•None of the objectives of the plan on page 12 mentioned supporting or elevating parks, open spaces, areas for public life, public art and the existing natural resources in the area. These are key elements to achieve goals around creating a regional destination (goal 1), and equitable planning goals later in the same chapter. Without specific objectives to meet the baseline public life and civic commons amenities needed, we are concerned that these community priorities would be overlooked. •As the goals do not expressly support the health and restoration of the adjacent natural resources, ecology, and open spaces, the plan creates an innate opposition between supporting development and preservation and restoration of our City’s defining unique assets. We encourage the City to revisit the draft plan and first identify elements of the district which are special and unique to us, and plan for and invest in them to become characteristics of our economic, cultural, and social competitive advantage in the region. •We do not believe that market rate housing development applicant should be excluded from having to pay existing parks fees. If parks fees are not paid, parks are not developed or maintained. This is an environmental injustice impact as defined by the Plan. •The Guadalupe River Park (GRP) is one of the largest parks in San José and provides parks, recreation, and transportation amenities throughout the Downtown and DSAP areas. However, the importance of Arena Green as a stand-alone park must also be recognizes. The Downtown West (Google) project DEIR did not assess the impacts of shade and shadow on Arena Green specifically and attempted to dilute impacts of shading by applying the impacts to the GRP as a whole. This and any future lack of autonomy for impacts to Arena Green would be partially rectified by the inclusion of Arena Green within the DSAP Boundaries. •One of the key strategies of the Plan is to provide “19 acres of easily-accessible public and private open space, including plazas and neighborhood parks, dispersed through the existing neighborhoods and the proposed new developments.” As we stated in our letter on the Downtown West DEIR, we are concerned that the Google project is not providing its required 39 acres of parkland and it is unclear how this will be mitigated. Therefore, we are confused as to how the proposed 19 acres is factored into the requirements of the Google project and would appreciate clarification in the DSAP Amendment. •Similarly, the Google project includes “semi-private” and “project sponsored-owned open space”. Is this considered public park lands? We do not feel that outdoor seating for restaurants or landscape buffers as part of commercial development	Including the GRP and Trail in the DSAP boundary will provide the opportunity to better focus the building strategy of the DSAP around public life, not only in terms of environmental benefits provided in air filtration and reduction of urban heat island effect, but also in terms of the physical and mental well-being of a community. Our parks and open spaces have never been more important than right now in this time of pandemic, as mentioned in the DSAP Amendment. The increase in usership of these kinds of spaces has been substantial, and inclusion of them in the planning process should be of high priority future open space planning. Including the Guadalupe River Park into the DSAP boundaries allows for a more comprehensive plan that helps address public health, equity, ecology, and recreational impacts the development will have in the district and city. The placemaking, circulation and access goals of the DSAP will be greatly enhanced by the inclusion of the largest open space and dense trail system on its doorstep in the planning process and we welcome the opportunity to participate and provide leadership for the future. We fervently believe that the DSAP process will benefit from the inclusion of the Guadalupe River Park and Arena Green to ensure that these open space resources support DSAP development and quality of life goals. This is an opportunity for the City of San Jose to redefine success by connecting growth and circulation goals to ecology, equity, and public health. GRPC urges our city leadership to include GRP and Arena Green in the DSAP boundary.

What questions do you have	What resonates with you the most	What needs improvement	Additional Comments
The following comments are submitted on behalf of the Preservation Action Council of San Jose (PAC*SJ) by its executive director, Ben Leech. Given the profound changes in proposed use for the area in question, the expansion of the original plan boundaries, and the complexities of the project area's interface with major development proposals, including the Downtown West/Google development and the Diridon Integrated Station Concept Plan, PAC*SJ strongly challenges the City's assertion that an amendment to the 2014 DSAP without a formal EIR analysis of the proposed changes is sufficient under CEQA law. We also question the lack of a formal public comment period without assurances of City responses to comments. Will responses to this feedback form be formally acknowledged and entered into the public record? The 2014 DSAP includes significant discussion of historic resources and their appropriate treatment, none of which have been referenced or incorporated into the 2020 DSAP amendment. Does this mean they no longer apply, or have they been incorporated by reference? At a bare minimum, the DSAP amendment must include an identification of designated and eligible historic resources within the expanded plan boundaries, an updated inventory of resources lost or reevaluated since the 2014 DSAP, and an analysis of those plan areas not yet formally assessed for historic resource eligibility. How much of the plan area has never been surveyed for historic resources? This lack of attention to core obligations of an EIR analysis is unacceptable.	PAC*SJ is strongly supportive of the anti-displacement goals of the 2020 plan amendment and encouraged by discussion of housing preservation strategies involving the acquisition and rehabilitation of existing affordable housing. We welcome any opportunity to collaborate on planning initiatives and demonstration projects supporting the preservation of existing older housing stock. At the same time, PAC*SJ is extremely troubled by the continued lack of any plans for the preservation and reuse of the historic Diridon Station itself. This should be a fundamental and non-negotiable component of both the DSAP and DISC.	The historic resources component of the EIR amendment is entirely insufficient, as is the format of this survey mechanism to solicit constructive feedback.	

What questions do you have	What resonates with you the most	What needs improvement	Additional Comments
Please see additional comments below.	Please see additional comments below.	Please see additional comments below.	Dear City of San Jose Planning Staff: Urban Catalyst is actively developing several projects within the DSAP area, including 470 W San Carlos, 495 W San Carlos, 498 W San Carlos. We are also looking at several additional sites in the plan area. Urban Catalyst supports the DSAP amendment and related CEQA analysis. In particular, we support greater consistency between the General Plan and DSAP planning document, as well as proposed height increases in all locations within the DSAP. Please note: Urban Catalyst requests a change to the land use designation for several parcels in figure 2-3-1 and any related exhibits -- from the proposed designation of "Employment/Commercial" and "Retail" to "Residential". The parcels are APNs 259-28-001 and 259-28-002. Accordingly, the GP designation shown in Figure 2-3-2 would remain as "Downtown". Thank you for this opportunity to comment. Tim Woloshyn Director of Development Urban Catalyst
The questions I have and I want each one answered? Will you answer my questions?	What resonates most to me is saving life on earth and listening and following the science that says we need to be at zero emissions by 2025 . “The same human activities that drive climate change and biodiversity loss also drive pandemic risk through	Make the earth a garden again .... car free airplane free!	

Downtown West Web Form Comments

What questions do you have	What resonates with you the most	What needs improvement	Additional Comments
Na	Really hope this passes. We could use a development like this!!	Love all the green space and multi use spaces. It looks amazing!!!	
With all this money the city is getting why are you not dealing with the homeless problem?	Getting help for the homeless and cleaning up all the trash in our city. Grow a backbone.	The homeless problem, trash everywhere, and lack of funding for social workers to deal with the homeless and police departments actively addressing the homeless problem. They are being told to ignore them and it shows. This city has become an embarrassment like the a majority of California.	People are not going to care for our city if you don't care about it yourself.
Only concern to me is increase of traffic on Bird Ave traveling South. People already use this street as thorough fare or freeway instead of 87 to get from 280 headed South. I live on Bird before Willow and when Lincoln Ave was reduced to two lanes traffic on Bird increased by at least double. I like the Google Village plan and look forward to the improvements it will make to our City and Diridon. Are you limiting car parking to prevent increase in vehicle traffic in the surrounding areas and neighborhoods. Bird should not assume additional traffic burden on a street that is already over used, negatively impacted by the reduction to Lincoln Ave, particularly during commute hours.	Like the green space, bike and walking paths and emphasis on mass transit.	Plans and studies to understand impact of vehicle traffic into/out of and in surrounding residential neighborhoods.	
Why do we continue to build so many business offices and they sit EMPTY year after year? How many of the employees will only work from home isn;t it time to rethink work places and make home offices the key!	TOO MUCH HEIGHT too much space with concrete	Too many empty spaces for lease and rent year after year after year. Not enough hosuing and horrible transportation schedules with them getting CUT BACK again!!!	
How will San Jose handle the increased burden on traffic infrastructure with the new Google campus?	We are big fans of this project. Big tech should move out of Palo Alto and Mountain View and into San Jose. San Jose takes on all the burden of housing and services but doesn't get any tax benefits of company campuses. This will also help reduce traffic on 101.	General concerns around traffic. 101/87/880 is already very congested and this will make it significantly worse, much less city streets close to downtown.	Great job getting Google to come to San Jose! This will help revitalize the downtown and is the kind of excitement that the city needs.
Is it possible to ask Google to connect the Guadalupe creek trail and the bicycle trail they are planning in their area? I couldn't tell from the map if they were connected. That could greatly decrease the traffic on the street because if the trails are connected (so there is no street bicycle riding necessary -- other than perhaps crossing a street at a signal every few miles); it would connect more areas by bicycle.	The multi-use throughout and sharing the auditorium with the community	More expenses covered by Google and less by our taxes.	That's all that comes to mind at this time. I am concerned about the many years of construction and the traffic flows, that's why connecting the trails and the light rail before full construction is crucial.
Do you have specific building designs? Specifically the tallest ones?	Integrating with the city outside "Building a place of San Jose", reliance and investment in public transportation. Building more desperately needed housing.Finally "nature and transit".	Can we get more investment in linking guadeloupe and Los Gatos trails, give better access from LG creek trail to Diridon (grade separated)	I think this is a great project
Why has Google decided to go with 4,000 homes compared to the possible 5,900? We happen to be in a housing crisis with the need to mitigate Climate Change. Homes near transit and jobs helps with both these issues. Would it be possible for the district to provide VTA Smart Passes to all the residents and workers as part of the development plan? The area is transit rich and there is a steep discount built into buying large amounts of transit passes.	The design guidelines are very comprehensive and well-thought-out. The emphasis on the connecting trails and sustainable forms of transportation is exactly what is needed.	The amount of parking seems high for this area and a forward-looking project of this type. Would like to see Google look at helping to fund Guadalupe trail improvements to North San Jose where it has only developments. This would help e-bikes to be the quickest and most convenient mode between campuses and also offer benefits to the community.	I believe that the office space next to Diridon Station will be hugely beneficial to the area and San Jose. But I think Google should work to build the maximum amount of housing in this transit and job rich area.
Why would the city allow so much housing on prime job creation lands? Why the rush to meet the special interest groups demands on housing?	This brings much needed jobs, and tax base to the city.	Move housing further away from the station so the station doesn't become a commuter hub for job centers to the north.	This is a great project that will bring much needed jobs and tax base to the city. San Jose more than carries its weight on the housing front. Any additional housing units should be placed as far away from the station as possible or the city risks its huge infrastructure investments only serving job centers to the north and perpetuates the bedroom community situation.
This will be a beautiful site and improvement for San Jose. How will the homeless be kept out of that area? When we look at the investment that has been made by Apple in Cupertino, we have pride in this development. However, the homeless lined up on the sidewalks along side of Wolfe Road ruin this enhancement to our community. Hope this doesn't happen to the Google Campus downtown.	The enhancement to downtown San Jose and the location close to the train station makes so much sense.	N/A	
It looks like there are areas that Google is no longer planning for in front of the station. What are the plans for this area?	Awesome mix of different stuff. Great downtown.	How it all feeds into the existing downtown. Is it just going to be cut off by 87?	

Downtown West Web Form Comments

What questions do you have	What resonates with you the most	What needs improvement	Additional Comments
I will be happy to see all the new parks and open space. My question: who will be responsible for upkeep, repairs, and enforcing of regulations? If it is left to the city, the new open space will quickly deteriorate and look just like Guadalupe trail. The city doesn't have the money to maintain more infrastructure. Can there be some kind of private / public partnership, so that there is more money for the long haul?	n/a	n/a	n/a

What questions do you have	What resonates with you the most	What needs improvement	Additional Comments
Concern 1 Currently our freeways such as, 101, 280, 680, 17, 237, 85 and 87 are lined with weeds, litter, garbage, trash, plastics, 5 gallon buckets of who know what's in them and dead animal carcasses that don't get removed. I have taken over 1,000 photos showing all of it. Not only is it blight to our eyes, but it makes Silicon Valley look like a underdeveloped country. But it does not stop there, soon the rains will come washing all that toxic pollution into the storm drains that empty into our creeks, rivers and bay including the Los Gatos creek within your project. These rains will create an environmental disaster in our sensitive Bay Area. I am currently working on a You Tube video that shows this unacceptable problem along with narration. It is a take on Diane Warwicks hit song "Do you know the way to San Jose"?..... just follow the trash and you will be getting close! I've also added another twist, Do you know the way to Apple, Google, Netflix, eBay, and Facebook?..... just follow the trash and you will be getting closer! I had to do this to relive the stress and anger I have looking at our historic roads being trashed and leaving the waste to pollute us Since following trash on the freeway is one way to find your current Google Headquarters. Will this also be the way to find your new Google Downtown Project? or are you going to develop a plan so the roads and freeways that lead to your Google Village will be kept clean and landscaped? What will you do about keeping people and animal habitat safe in your village when the Los Gatos Creek is polluted with this trash and toxic waste?.....and do you have a plan to keep the Los Gatos creek free of trash and pollutants along with landscaping? It is my understanding the graffiti that currently lines our freeways, signs and overpasses represent gangs involved in hate crimes, racism, sex trafficking and drugs. When this graffiti makes its way in and around your village,....Will you just leave the graffiti like we currently do, or do you have a plan to deal with it? Concern 2 In your cultural plans are you going to give the native Ohlone people who's land your building on, their rightful due? ……Perhaps creating an Ohlone museum with library, a garden space, sculptures and Ohlone cultural events along with creating job programs and opportunities. Also, you could use their language words to identify walkways and spaces. The most important thing to know about San Jose is the land the city is built on belongs to the Ohlone's. I hope you honor and support financially our native Ohlone people who are the rightful owners of this land. Concern 3 Since you will be consuming the Poor House Bistro location, do you have a plan to carry on this important cultural music treasure of San Jose by honoring Black American roots Blues music that brings all people together to dance, sing and enjoy the local and not so local blues bands that played there for years? The owner of the Poor House Bistro was passionate about the blues and gave San Jose something it desperately needed. Please honor our Black American music contributions with a similar Blues type venue!	Concerns 1,2 and 3	*We must manage our waste before the Bay Area becomes a toxic wasteland from the trash on our freeways. Please support this. *Honoring and supporting our Ohlone native people. Please commit to this. *More Live Blues music. Please honor the Poor House Bistro with this.	Good Luck with your project and Thank You for choosing Downtown San Jose!

What questions do you have	What resonates with you the most	What needs improvement	Additional Comments
Who will you be hiring to design the public land use and commercial non-office space? I've seen many new small commercial developments and the problem is that they feel extremely sterile. how will you enable local businesses to take hold? will you keep large chains out of the commercial space? can you bring the immigrant and multicultural soul to SJ? can you allow small experimentation with small business, nonprofits, and community groups to come in?	the idea of making the space inclusive and feeling truly like san jose. we are tired of sterile new builds that feel like a new dystopian hell.	how can google encourage	
How are all these change going to impact SAP center and the Sharks?	As a Sharks season ticket holder, I want to ensure getting to and leaving SAP center is as easy as it is today.	More considerations for SAP center events and Sharks fans	
I love the plans for the area but am extremely concerned about access to events at SAP Center, specifically the San Jose Sharks.	Making the area a draw!	Access and parking to Sharks games. The Sharks are our only major franchise and many of us SJ natives and diaspora identify with the franchise and love that they are in San Jose.	My family and I travel from all over the USA to San Jose to watch the Sharks. It's a bit of a family reunion and we love coming back to San Jose, essentially vacationing there and going to restaurants and visiting our childhood parks. If the Sharks leave this would really impact our visits to San Jose. The Sharks are a revenue draw to all of the businesses in the area. We eat, drink, and spend money during the season and cherish our time in San Jose.
How much area will this project take up? Will it affect the San Jose Sharks and the SAP Center?	This plan will greatly affect the SAP Center, thus causing the San Jose Sharks some trouble and may even force them out	Figure out a new area or find a way so that the Sharks can stay where they are	
How will you guarantee that events and Sharks games at the SAP will not be negatively impacted by these plans? From everything I see it doesn't look like the impacts to the SJ Sharks or the SAP have been identified and discussed. The limited parking at the SAP looks to be removed in the renderings is this correct? Where will the fans park?	I love the ideas represented, but again don't think enough effort has been taken to consider the negative effects to the SAP Center.	I would like to see how things like hotels, restaurants and entertainment nightlife fits into the design picture.	It would be sad if this is an area of the city that rolls up the carpet when the sun goes down.
With such dense housing and Google office space, what considerations are being made for street traffic, specifically around SAP Canter? What is the transitional plan to relieve congestion before the Transit center is in full operation? The City must have some obligation to the NHL and specifically promises made to the SJ Sharks. Are we willing to throw away our only homegrown team for Google office space (at a time when office space is being less and less utilized)?	It just feels like the Google concept has endeared itself to everyone involved in the decision making process. The shiny object has caught everyone's eyes, without any thoughts of the quality of life, necessary services and attractive open spaces. This plan looks wonderful for the year 2000, but we are in a changing world and office and retail space in this quantity is not meeting the needs of San Jose residents. I would hope we could be more forward thinking. If Google really wants to be a part fo the San Jose community, then pull this plan and resubmit something that will add to the city and the residents, not just a jewel in some architect's crown.	The entire layout of the Google Village is something about as current as a Brady Bunch architecture plan. This prime land should serve the people better with affordable housing, open park space. Office space should be at a minimum and retail space should be reflective of the needs of the community. This does not need to be another Santana Row for the wealthiest of residents.	Having lived and worked in San Jose for over 20 years I have constantly been impressed with the way San Jose has provided neighborhoods with a good balance of safe and attractive open spaces and retail spaces that meet the needs of the neighborhood. This Google Village plan seems so far from what I feel San Jose means to so many people. I hope the residents of San Jose are not sold out to Google dreams and desires.
What steps will the City and Google do to address the relocation of individuals experiencing homelessness when construction begins? Has the City and Google team asked residents of nearby affected area their thoughts and input on decisions made by both the City and Google?	n/a	n/a	
Any better way to incorporate bicycle lanes continuing through the inside of the station?	Please make this project as tall and grand as it can be so San Jose can be put on the map. It also needs to be very modern and be an icon of our high-tech Silicon Valley ideals.	Taller! This is San Jose’s big moment to shine!	
What is the improvement plan for the Bird Avenue / 280 overpass for safer biking and walking? Current overpass is suicidal for biking, and is a major accessibility barrier to Willow Glen.	Bike-ability and walk-ability to and through the Downtown West. Good destinations like ice cream shops etc.	Biking/walking infrastructure	
What's being done to insure that we don't lose the San Jose Sharks?	I fear that this project will have a negative impact on SAP Center which could cause an exit of the San Jose Sharks.	The city needs to make sure the San Jose Sharks are included in all discussions and that all of their concerns are addressed. Any concerns that the Sharks organization may have would most likely be the same concerns of headliners in the entertainment business. It's been wonderful to be able to attend major concerts in San Jose. The Sharks along with events held at SAP have dinner a lot to improve the downtown area.	I've been a Shark Fan since their inaugural season. On game nights there is an increase in business at restaurants in the area. If the Google project makes getting in and out of the area difficult for fans, we could lose our home team. Losing the Sharks and concerts is unacceptable.

What questions do you have	What resonates with you the most	What needs improvement	Additional Comments
1. Why is it taking so long to build this project? 2. Why is the city taking so long to approve this project?	1. The beautiful architecture that Google is proposing 2. More parks and recreational spaces 3. More housing, which is desperately needed	1. More housing 2. Faster approvals. San Jose needs to act faster.	This is a once in a lifetime opportunity for San Jose. At a time when Oracle, HP, Tesla, Palantir, etc are leaving California, one of the top 3 companies in the world (Google) is requesting to invest billions of dollars into our city. Their investment will act as a catalyst for the entire city and benefit San Jose residents immensely. Construction on this project should have started yesterday. Don't mess this up, do it for San Jose!
None.	The plan being that google will be sharing the location with the surrounding locals and neighborhoods. I like the idea of tech and environmental sustainability mixing with art, music, culture, history, and the local peoples of the area. I think that is what makes San Jose special.	The mixed/use open spaces need to be bigger. The current designs make them seem kind of cramped, and some of the open spaces seem to be pushed to the side. For example, one of the main open space plans is on the south end. I thought since nature is important, the open spaces/ parks/ plazas/public gatherings should be in the more important areas of the downtown west area such as in the center. I suggest a plaza next to the Diridon station. Also, there needs to be more open space/parks on the north end of the development plans. The plans for the parks on the south end seems pretty sad too. There are no trees there just hay bales for kids to play in. Seems pretty sad. If you develop more open space on the north side you should incorporate more walk ways like a promenade that everyone can use that leads to a park with lots of trees.	None.
I don't see any space or mention of the SJC-Diridon people mover studied in last year's RFI and mentioned in the Airport Master Plan? Won't it be much harder to integrate later?	I LOVE the pedestrian priority for the new streets.	connection to SJC and integration of the new HS rail station design.	
Why is this taking so long? The plans look amazing.	Revitalization of the city.	The slow churning bureaucracy.	
Who has the most to gain from this project financially? Will it reduce our taxes? Will it benefit the environment? If so, how? What laws were broken or side stepped, such a CEQA or others? What political favors were granted and to who? What financial favors or benefits were granted and to who? I have trust issues with all agencies, government, corporations and media. There is no accountability or responsibility or truth. What is the "real" truth about this project and not the marketing hype and social media push, specially within and for the community?	That this project will ruin our city and our suburbs and subsequently degrade our way of life in San Jose, everyone's way of life, and, its bad already. What's the upside? I don't see any improvements with this project. Just more focus on downtown.	Transparency, accountability, responsibility and truth in the entire plan and its ramifications and cost to the community. Quality of life for existing homeowners and residents is not considered at all in this plan. It's all about greed and financial gain for the few at the expense of the many long time residents who already live here. We are already feeling squeezed out at every income and lifestyle level, so there is not upside for current residents in this plan. This plan is NOT what we signed up for when we moved here. Where is the benefit for us? Certainly NOT Sam Liccardo becoming the next what ever state elected or appointed political office, that would be for him and not for us who live here.	I'm not in favor of the project in any way. Health and safety of San Jose residents is not a consideration in this project. Property values of current residents is not a consideration. Pandemics were not a consideration in this project. Where is the nearest healthcare facility and will it be overwhelmed in a catastrophe or pandemic, how many ICU beds will it have? How will it function for city residents in an emergency. Did SJC Office of Emergency Service have input? How will they interface with the project when it is complete? How will EMS or OES respond to the rest of the city? Over population is the biggest contributor to climate change, environmental and habitat destruction and there is no consideration for that in this plan, just more destruction of the environment. The purpose of the R1 zone is to stabilize and protect the residential characteristics of district and to promote and encourage a suitable environment for family. The R1 zone is intended to be used only for single-family homes and service appurtenant thereto. I'm in favor of protecting and preserving R1 Single Family Home Zoning in San Jose and California. This plan is not protecting me and my family or our home here in San Jose. It is taking from us, not benefiting us in anyway. So, we are paying for it and don't want it!
Nope	Finally there is a company that can make San Jose Great Again! Please, don't drive another business away, something California seems to be good (and proud..) at.	1. Bicycle trails. Is that being included? Love green energy!	Can't wait~
Will there be any changes to the streets and what affect would occur to the creeks? Any new trails along the creeks? Will any of the housing be considered affordable housing? Would any of the housing be set aside for seniors?	Nothing	The size is disconcerting. As many companies leave California for Texas, I worry that Google builds this and then leaves or leaves after approval and nothing gets done.	

Community Meeting on DSAP/Downtown West

hosted by the Office of City Council District 3 (Raul Peralez)

January 25, 2021

Community Member Attendees: 43

D3/City staff/Google: 28

Lori's Meeting Notes (summary of comments/questions from the chat bar or made verbally):

- Please speak to the airport rules.
- Are the Sharks on your committee [SAAG]?
- For the City - will parks integrate adult play areas to encourage elder engagement and fitness? This is very common in Europe and becoming more common in the US (Miami-Dade's Park System). Easy to use outdoor gym equipment, often seen on cruise ships.
- Has Google's plans for SJ changed in light of the pandemic and the fact that many people are now working from home?
    - How have work-from-home changes affected the plans?
- Noticed a possible hotel. Do you feel a hotel is necessary when there are hotels along Santa Clara and within walking distance of downtown that could serve the Google project? This building would be better served as housing rather than a hotel.
- I live in Downtown. 1) Are you going to make the recording available for people to watch? 2) Could you confirm that you are making presentations to neighborhood groups? 3) At this meeting and previous one, I heard about how cars would be required to move around downtown, with the goal is to get down to 35% car travel. I am hoping that we'll still have parking on-street, and I worry that developers can buy up our residential permits. Last meeting someone said there would be an awkward transitional phase – but I'm hoping this is not necessary. Hopeful that we can get to that goal, but also want to think about the people that already live here.
    - And trends are that people are using more private cars than public transport because of the pandemic. Has this been factored in, when planning for parking availability.
    - Those of us who currently live downtown in single family homes where street parking is already at a premium, are concerned with new high density building and the large number of parking permits associated with them.
- You have said that it is a ~10 year project. When does Google plan to begin construction.
    - When do you see construction beginning? When might the first part be finished?
- What are the plans to address the needs of identifying and assisting the unhoused who will be drawn to the green and open spaces?
- Have you brought in members of the homeless advocacy community to be involved in your planning and discussions? If so, what kinds of ideas have they brought to the table that Google and/or the City has implemented? I would like assurance that the most vulnerable affected residents are truly being listened to.
- Are there any plans in regard to emergency preparedness?

- Is there any plan in conjunction with the City anti-displacement conversation?
- Why is Google building this “campus”? Will the Mtn View Google employees be moving to San Jose.
- Please repeat the email for Google to meet with neighborhoods.
- Deeply concerned about anti-displacement. The biggest selling point if that the project will bring JOBS to the city to help correct the imbalance. I’m concerned that these new jobs will NOT be filled by CURRENT EXISTING residents who need employment but rather will be filled by an influx of new residents that are high-paid tech workers who don’t live here or even the US and that they will push out the existing residents. I want to know that throughout this process from cradle to construction and occupancy that the highest priority is upon the people who live here NOW and that there is heavy focus to ensure that the project to benefits ALL current residents in some way.



San José Diridon Station Area

Online Feedback Form Summary

Total Online Feedback: 771

Total Survey Responses: 751

Public: 593

English: 727

Spanish: 10

SAAG: 14

Total Website and Email Comments: 19

Raimi + Associates

August 14, 2020

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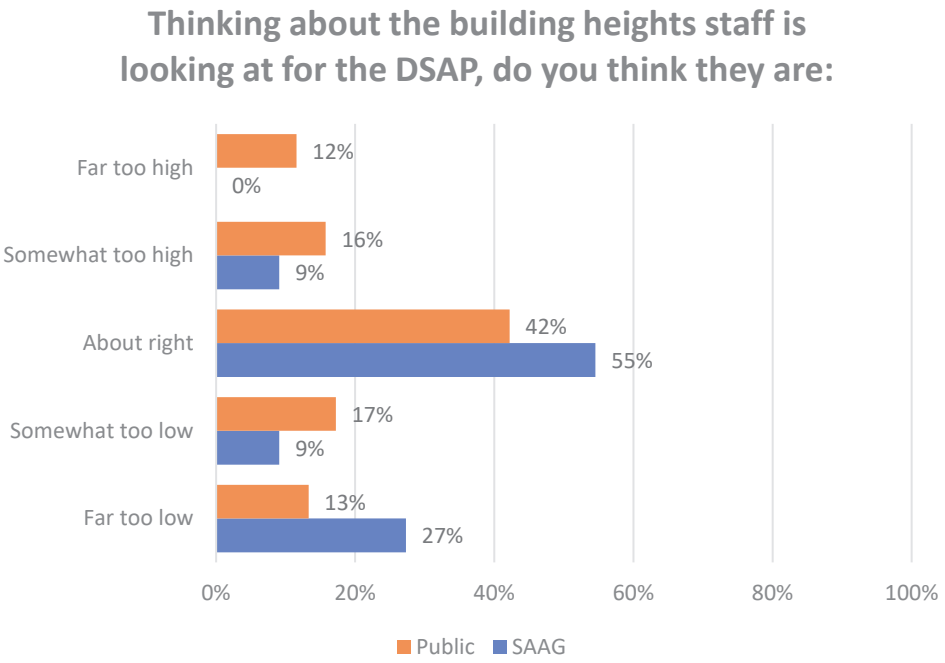
Amending the Diridon Station Area Plan

Q1 Thinking about the building heights staff is looking at for the DSAP, do you think they are:

Public Answered: 692 Skipped: 45
SAAG Answered: 11 Skipped: 3
**Skipped responses not included in chart*



Compared to June SAAG Meeting presentation: *About right is still the majority.*

Q2 Do you have anything to add regarding building heights?

Public Answered: 275 Skipped: 462
SAAG Answered: 8 Skipped: 6

Far too high and somewhat too high

- **Lower transitional heights** in old residential area edges, open spaces, and historic resources due to concerns of overshadowing, ruining mountain views, privacy, temperature change. (64)
- **Proposed building heights are too high** due to pandemic, overcrowding and airport concerns (55)
- **Transportation Concerns**: need more parking, density will cause traffic, and people won't use public transportation (13)
- **Keep 2014 plan heights** (6)
- **Let market decide how tall to build** (2)

About right

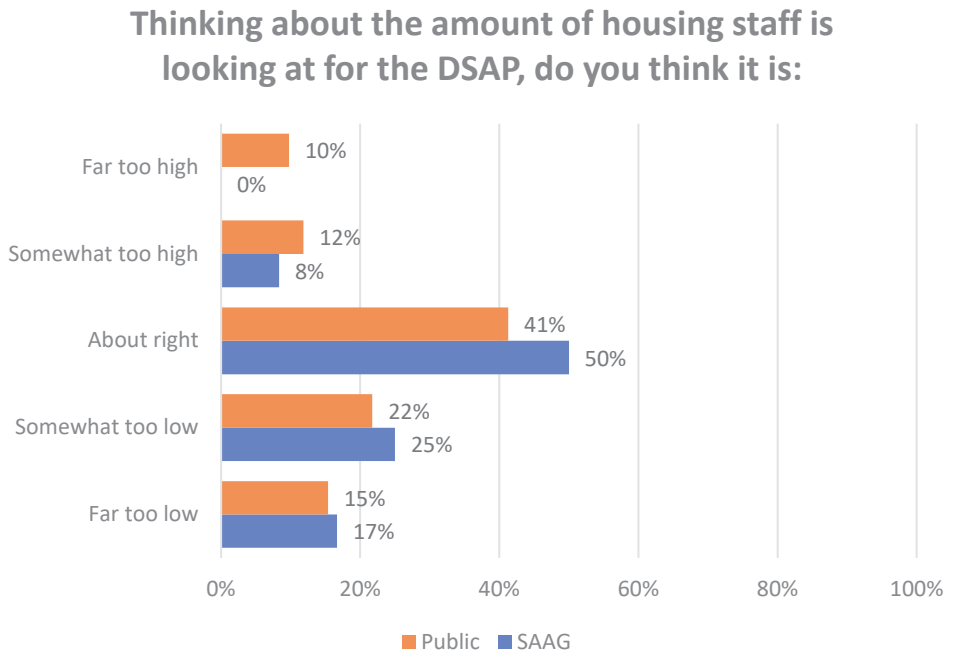
- **Support staff recommendations,** particularly the transitional residential heights (15)
- **Developers must pay impact fee to build affordable housing** (2)

Somewhat too low and far too low

- **All buildings in DSAP should be maximum allowed FAA heights** to provide more affordable housing and make development economically feasible. (98)
- **Tallest buildings near transit** (14)
- **Higher Transitional Heights in specific areas** like Central Delmas, Sunol/Midtown, Southside, 95110, and outside of DSAP like east of City Hall and North of San Jose. (7)
- **Higher building heights in non-transitional areas** (away from residential areas and open spaces) (4)

Q3 Thinking about the amount of housing staff is looking at for the DSAP, do you think it is:

Public Answered: 676 Skipped: 61
SAAG Answered: 12 Skipped: 2
**Skipped responses not included in chart*



Compared to June SAAG Meeting presentation: *About right is still the majority.*

Q4 Do you have anything to add regarding housing?

Public Answered: 263 Skipped: 474
SAAG Answered: 9 Skipped: 5

Far too high and somewhat too high

- **Less housing in DSAP** due to pandemic, overcrowding, and impacts to existing residential neighbors (58)
- **No more additional housing in DSAP** because we need more jobs and tax revenue (24)
- **25% Affordable housing is too high for DSAP** (6)
- **Large businesses should not have to do community benefits or pay for housing** (2)
- **Do not support** (2)

About right

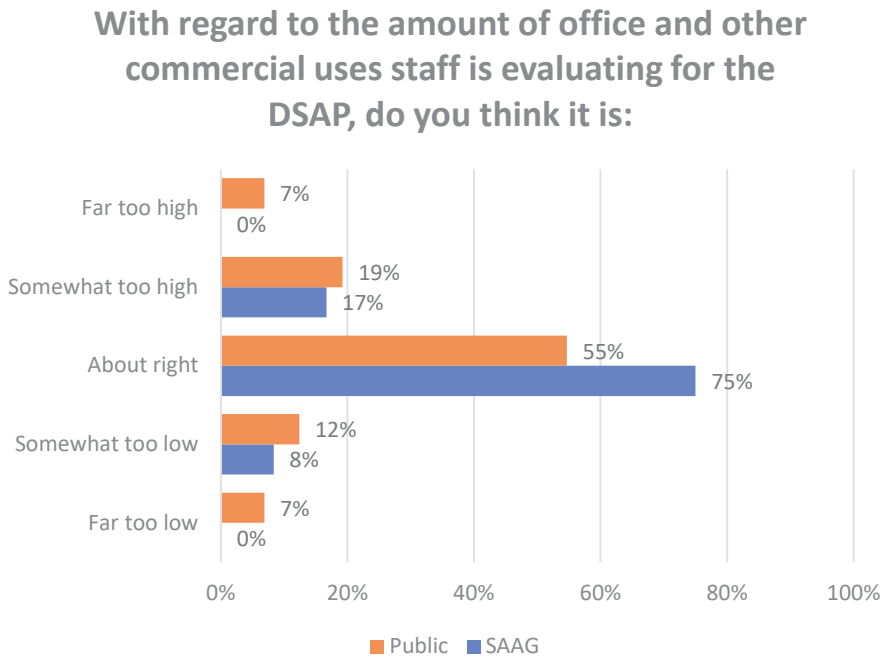
- **Continued mixed use development** (8)
- **Google should pay for more housing and homeless services** (6)
- **Add human scale design, noise insulation, air filtration system, and open space rooftops to DSAP guidelines** (5)
- **25% Affordable Housing works** (5)
- **Start development soon** (2)
- **Need more Housing Department Staff** (1)
- **Need stronger tenant protections** (1)
- **Need more market rate housing** (1)
- **Preserve Victorian housing** (1)

Somewhat too low and far too low

- **Need more Affordable housing** that's higher than 25%, near transit, near existing residential areas, multifamily, retirement community) (71)
- **Need more market and affordable housing** near transit and commercial throughout city (51)
- **Taller buildings all over DSAP or near transit** (20)
- **Need housing for certain communities**: low low-income and extremely low-income (15), homeless (4), older adults (4), low-income veterans (2), middle-income (1), young adults (1), and single parent families (1).
- **Let market decide land use and height** (do not limit height) (6)
- **More homeownership opportunities** (4)
- **Make Google and other large HQ's build worker housing for their employees** in their commercial buildings (4)
- **Taller buildings in the northern portion of DSAP** (1)

Q5 With regard to the amount of office and other commercial uses staff is evaluating for the DSAP, do you think it is:

Public Answered: 671 Skipped: 66
SAAG Answered: 12 Skipped: 2
**Skipped responses not included in chart*



Compared to June SAAG Meeting presentation: *About right is still the majority.*

Q6 Do you have anything to add regarding commercial uses?

Public Answered: 199 Skipped: 538
SAAG Answered: 6 Skipped: 8

Far too high and somewhat too high

- **Less commercial** due to pandemic, need for more housing, and enough office and commercial space (58)
- **Concern on existing and future vacancies** related to pandemic and Google development impacts (31)
- **Focus on small and medium sized commercial or ground floor retail** in residential buildings (17)

About right

- **Need to provide essential amenities** such as grocery stores, schools, parks, farmers market, mental health services (31)
- **Need more jobs around transit** (18)
- **Support small businesses and local vendors** with loans and grants (18)
- **Fully support** Staff recommendation (14)
- **Google and SAP should benefit from development** (4)
- **Work/Live spaces** where for every 2 commercial floors there's 1 floor of residential in same building (4)
- **Modern designs for commercial buildings** (2)
- **Need lower wage and local hire jobs** (2)
- **Build what is necessary to make housing viable** (1)

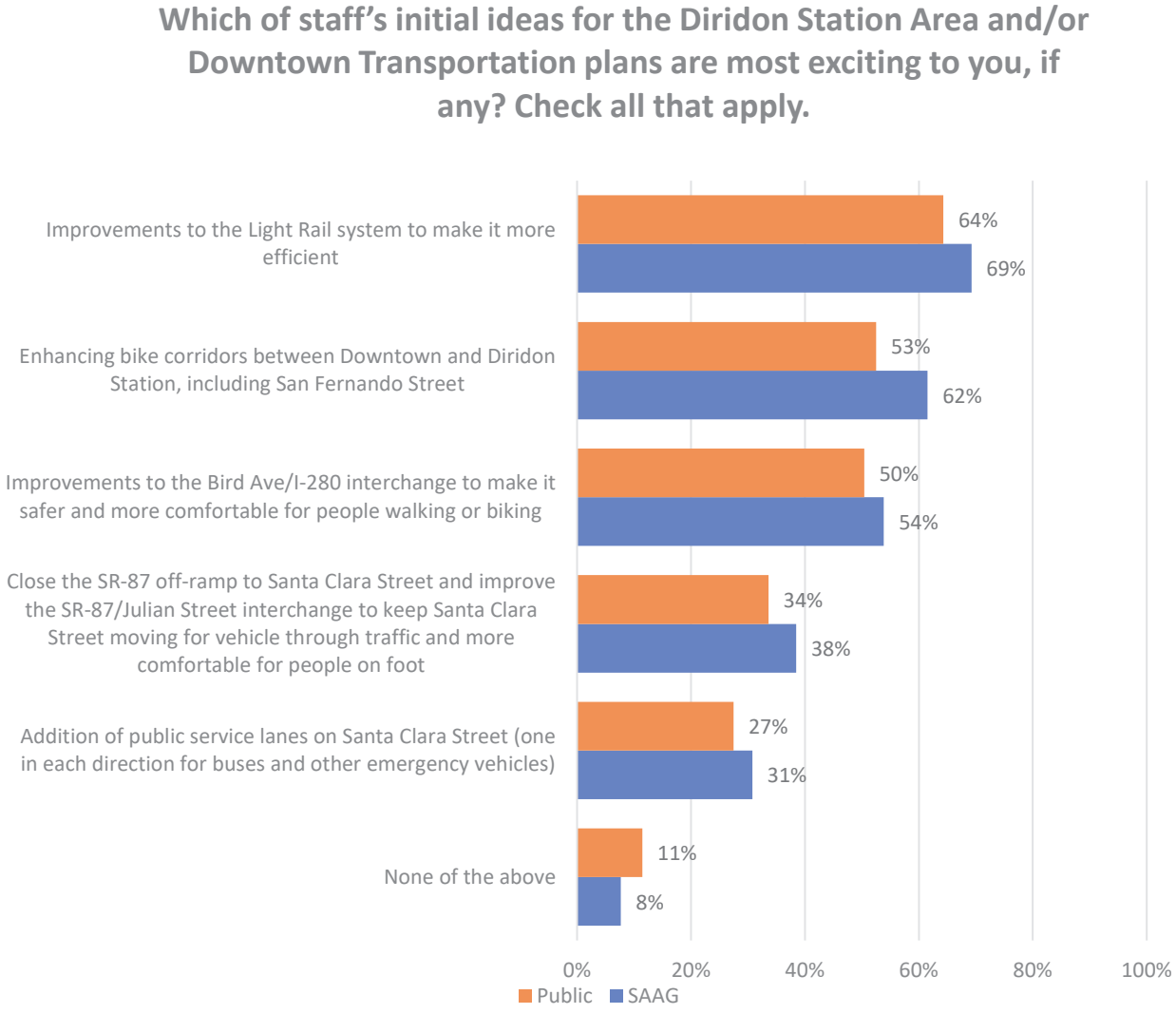
Somewhat too low and far too low

- **Commercial should vary** between office, retail, restaurants, and entertainment (28)
- **More commercial density in certain areas such as all of DSAP, Cahill Street, and northern portion of DSAP** (19)
- **Let market decide** how much commercial in the DSAP (2)
- **Keep 2014 DSAP Plan** commercial uses and this means no Google (2)
- **Need more offices** (2)

Transportation Improvements

Q7 Which of staff's initial ideas for the Diridon Station Area and/or Downtown Transportation plans are most exciting to you, if any?

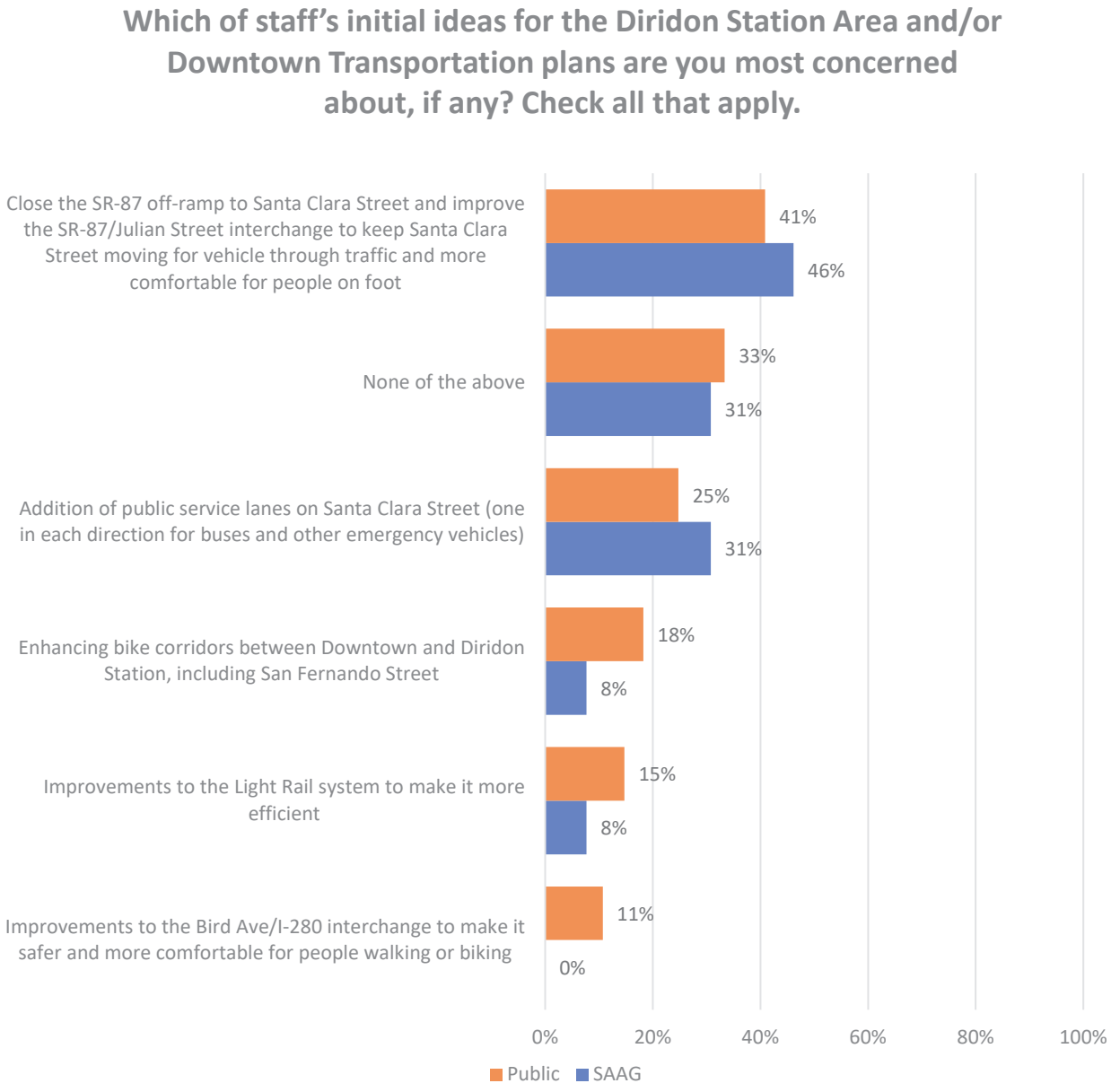
Public Answered: 619 Skipped: 118
SAAG Answered: 13 Skipped: 1
**Skipped responses not included in chart*



Compared to June SAAG Meeting presentation: *Same ranking.*

Q8 Which of staff's initial ideas for the Diridon Station Area and/or Downtown Transportation plans are you most concerned about, if any?

Public Answered: 570 Skipped: 167
SAAG Answered: 13 Skipped: 1
**Skipped responses not included in chart*



Compared to June SAAG Meeting presentation: *Same ranking.*

Q9 What additional suggestions do you have to better enable people to walk, bike and take public transit to and within the Diridon Area?

Public Answered: 230 Skipped: 507
SAAG Answered: 5 Skipped: 10

- **Support Staff Recommendations** (3)

Public Transportation

- **More frequent public transportation** with shuttles, bus lanes, and stops particularly in South San Jose (50)
- **Reduce parking in the DSAP** to promote public transportation (15)
- **Light rail should go South and be faster** (6)
- **SAP should promote public transportation** (2)
- **Transit Agency Bus Pass Integration** (2)
- **Dial-a-ride for older adults and people with disabilities** (2)
- **Less public transportation** (COVID overcrowding and car preference) (1)
- **Google should contribute money for public transportation** (1)
-

Active Transportation (bike and ped)

- **Bike and pedestrian infrastructure throughout DSAP** such as bike lanes, separated bike lanes, planters, contiguous bike lanes, bike parking, signage, wider sidewalks, pedestrian blvd, lights, ADA (118)
- **Open Streets (closing street to vehicles) for pedestrians** on streets like Cahill, 1st, Autumn, Park, and Cesar (37)
- **Provide homeless services to make people more comfortable** in accessing underpasses and bus stops (28)
- **Bike and pedestrian infrastructure on SR-87** with lights and bridge (12)
- **Improved enforcement** for bicyclists, pedestrians, and cars (6)
- **Large companies should provide public transit subsidy to employees** (4)
- **Uber/taxi infrastructure** with signage and larger drop off (4)
- **Smaller blocks** for greater walkability (3)
- **Bike share** (2)
- **More policing/security** (2)
- **Google should contribute money for active transportation** (1)

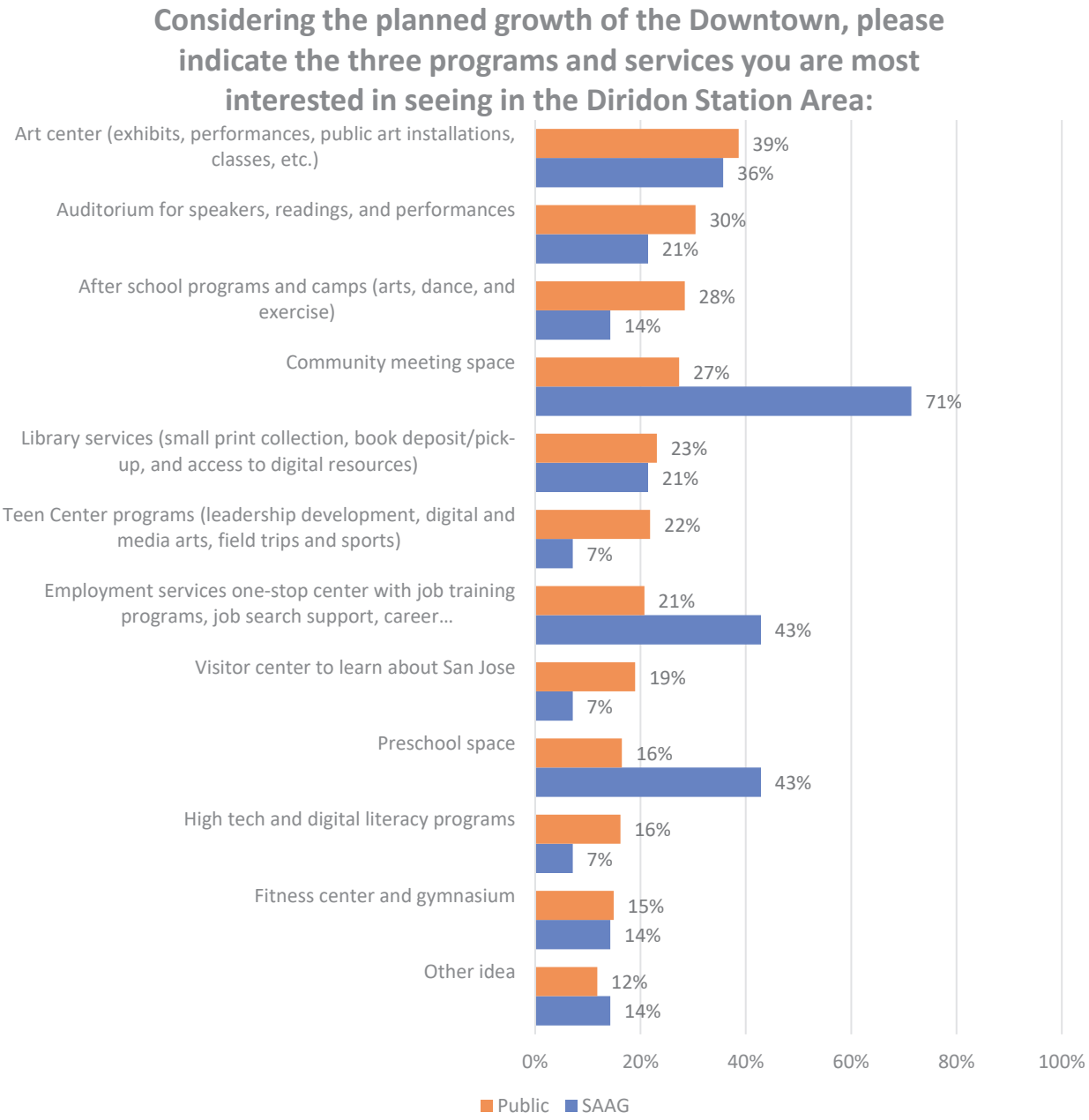
Car

- **Keep car infrastructure throughout DSAP** like the SR-87 off ramp and parking (61)
- **Providing more parking permits and enforcemen**t (3)

Community Services and Facilities

Q10 Considering the planned growth of the Downtown, please indicate the three programs and services you are most interested in seeing in the Diridon Station Area

Public Answered: 637 Skipped: 100
SAAG Answered: 14 Skipped: 0
**Skipped responses not included in chart*



Compared to June SAAG Meeting presentation: *Same ranking.*

OTHER IDEAS

Details on listed programs and services

- **Flexible Community meeting space** for community and non-profits (36)
- **No more need for these programs and services** (COVID) (19)
- **Art center** with exhibits, performances, public art installations, classes, theatre (14)
- **Employment services** like a maker space, R& incubator for entrepreneur and nonprofit, employment center (6)
- **Preschool space** (3)
- **Library services** (3)
- **Older adult programs** (2)
- **Need to expand hospital** due to COVID (2)
- **Visitor center** to learn about San Jose (1)
- **Office Space for non-profits and community organizations** (1)

Open Space, Nature and Recreation

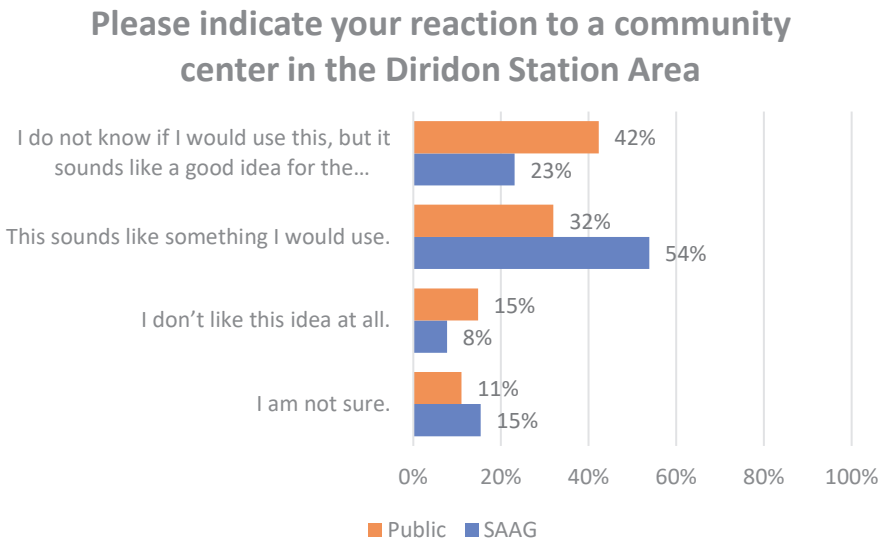
- **Need more safe open space in** DSAP like large spaces with programming like sports field, basketball court, skate park, children cycling, dog park, community gardens and Arena green (102)
- **Improving and connecting Guadalupe River Trail to Los Gatos Creek** for improved bike and ped access and daylighting (27)
- **Improving the creeks** (4)
- **Planting and maintaining native trees and plants on sidewalk** (2)
- **Bike rental shop** (1)
- **Google should fully pay the completion of nearby Trails** Los Gatos Creek Trail and the Coyote Creek Trail Bike/Walking Path (1)

Accessibility

- **Making sure that this service is inclusive and available** for free to all San Jose residents (all ages, income, and abilities) (15)
- **Homeless services** for people to feel safe using center (9)

Q11 Given its high transit accessibility, one idea for the Diridon Station Area is a new community center that offers a variety of activities for all of San Jose, in addition to typical neighborhood-serving services/programs. This could include a mix of the ideas listed in the previous question. Please indicate your reaction to this idea.

Public Answered: 610 Skipped: 127
SAAG Answered: 13 Skipped: 1
**Skipped responses not included in chart*



Compared to June SAAG Meeting presentation: *Same ranking.*

Q12 Please elaborate on your selections here on Community Center (addition to chart)

Public Answered: 154 Skipped: 583
SAAG Answered: 8 Skipped: 6

Need

- **Need a Community Center** in DSAP (23)
- **Can help create a sense of place** for residents with activities (21)
- **Improved Interactions between community and Google** (3)

May Work

- **Community Center will limit space for housing and retail around transit** (15)
- **Invest in existing community center facilities and reopened closed facilities** (10)
- **Don't compete or duplicate existing service** like museum, auditorium and nearby community centers and theatre (9)
- **Need consistent funding** or will not be work (6)
- **Opportunity for public private partnership** (2)

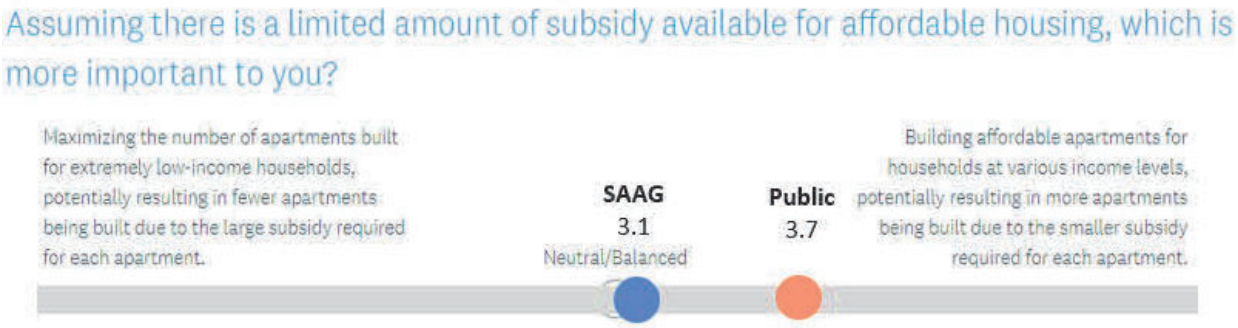
Don't Need

- **Will not use** the community center (too far, not safe, COVID, no parking) (24)
- **Transit not frequent or accessible throughout City** (20)
- **Waste of taxpayer dollars** (17)

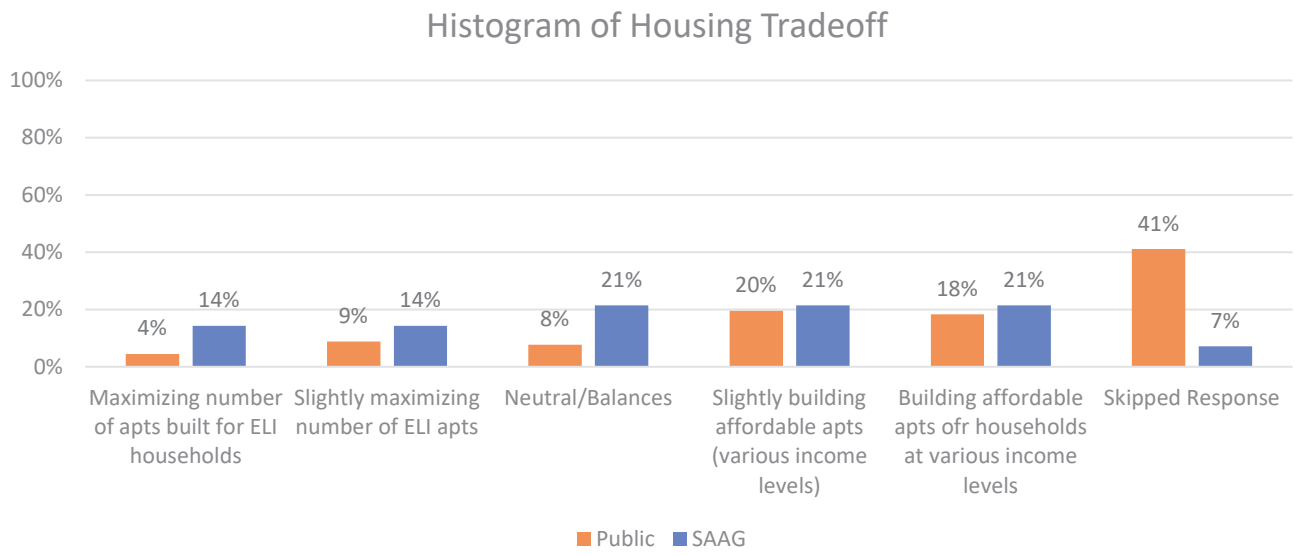
Housing

Q13 Assuming there is a limited amount of subsidy available for affordable housing, which is more important to you?

Public Answered: 434 Skipped: 303
SAAG Answered: 13 Skipped: 1
**Skipped responses not included in chart*



Compared to June SAAG Meeting presentation: *Same priorities.*



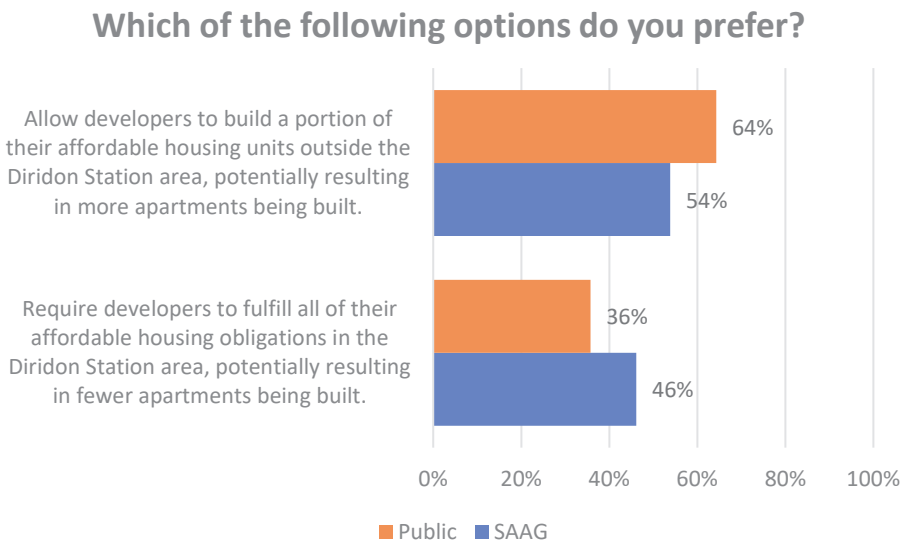
Compared to June SAAG Meeting presentation: *Same ranking.*

Q14 Which of the following options do you prefer for Affordable Housing Location?

Public Answered: 599 Skipped: 138

SAAG Answered: 13 Skipped: 1

**Skipped responses not included in chart*

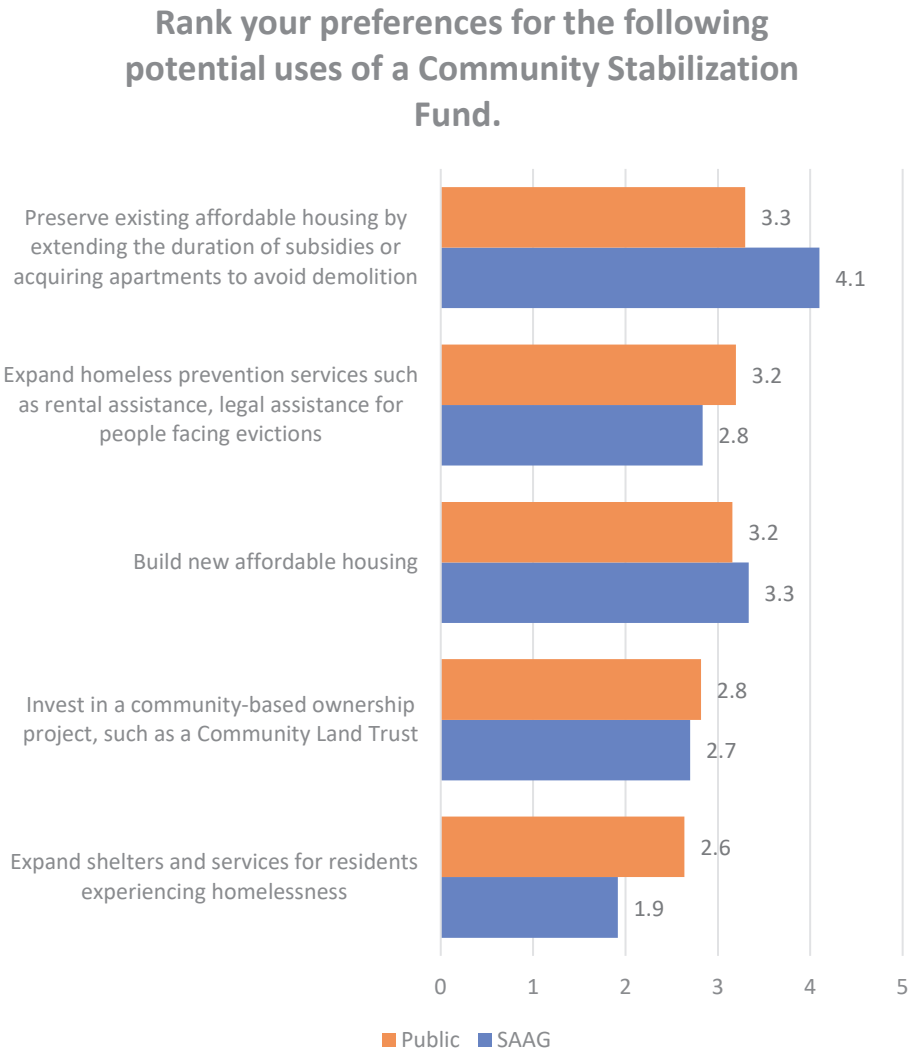


Compared to June SAAG Meeting presentation: *Same ranking.*

Displacement Prevention

Q15 Rank your preferences for the following potential uses of a Community Stabilization Fund. 5 is most preferred and 1 is least preferred

Public Answered: 583 Skipped: 154
SAAG Answered: 13 Skipped: 1
**Skipped responses not included in chart*



Compared to June SAAG Meeting presentation: *Top 2 and 3 flipped (decimal point different).*

Q16 Is there anything you would like to add about affordable housing or displacement prevention?

Public Answered: 174 Skipped: 563
SAAG Answered: 5 Skipped: 9

Preserve and Protect

- **Homeless services** such as jobs, shelter, outreach, and mental and behavioral services (31)
- **Protect renters** with tenant protections (19)
- **Preserve affordable housing throughout this City** (15)
- **Use existing buildings like hotels and apartment for housing** (2)
- **Developer's Pay impact fee** for local and community residents like local jobs (3)
- **Separate housing and existing homeless funds** (1)
- **Do not convert single family homes into multifamily housing** (1)

Building Affordable Housing

- **Build more affordable housing in DSAP** (33)
- **Build higher density** as incentive for affordable housing or as a development fee (13)
- **Develop multifamily affordable housing** such as co-living, cooperatives, community land trusts, and in single family residential neighborhoods (10)
- **Build affordable housing throughout City along transit** (10)
- **Affordable housing for extremely low income and low-income households** (9)
- **Affordable housing for extremely low income, low-income, and moderate households** (7)
- **Force developers to building affordable housing** (no In-lieu fee) (5)
- **Fund affordable housing throughout city** (2)

Building All levels of housing

- **Build all levels housing in DSAP** such as market and affordable housing on site (24)
- **Don't force developer to build affordable housing** (2)
- **Develop market and affordable housing on site** (2)

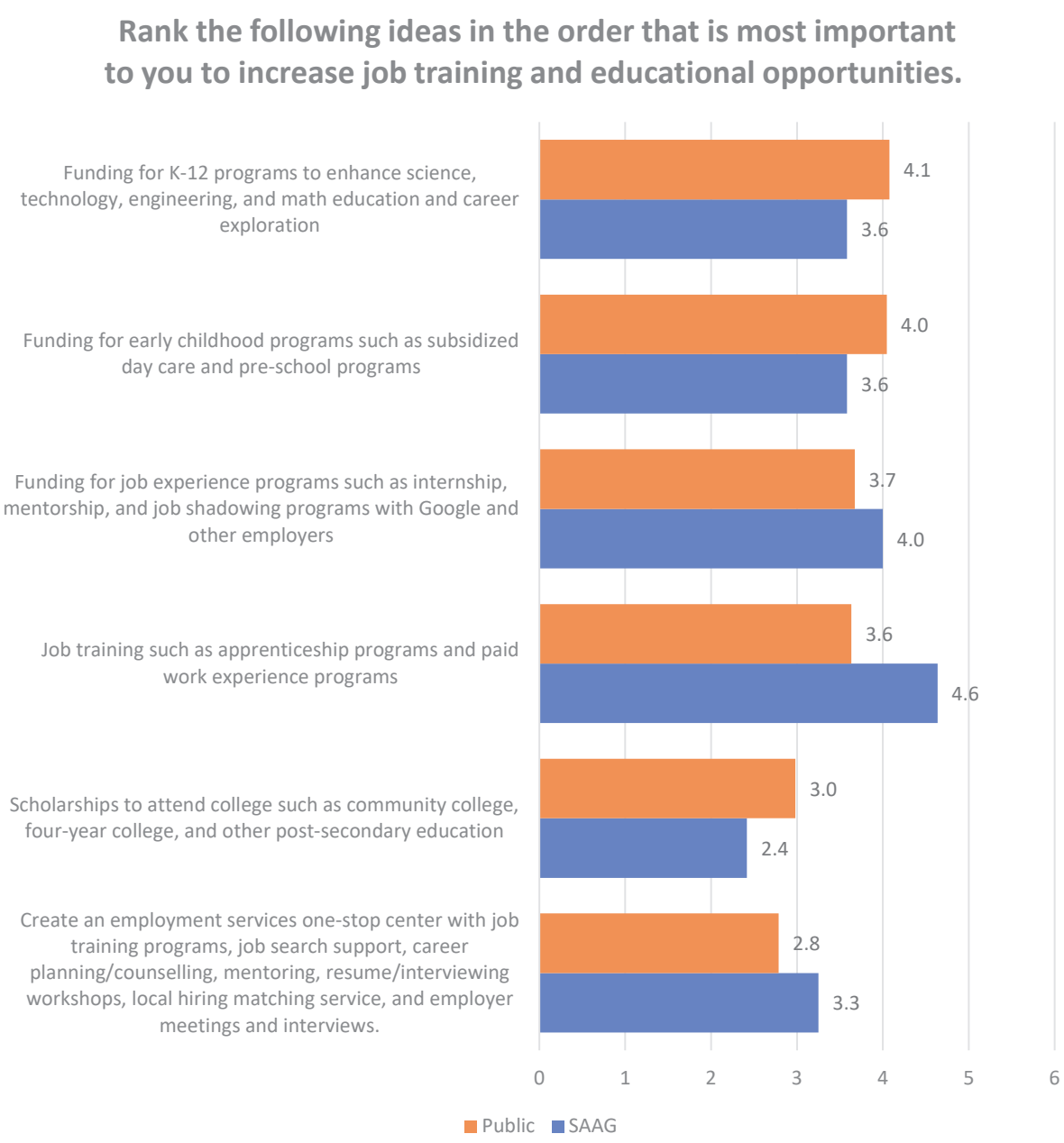
Public Funding

- **No more taxes or public money** on affordable housing or homeless services (26)
- **Subsidize housing for homeownership** (10)
- **Accountability for building affordable housing** (6)

Job Training and Education

Q17 Rank the following ideas in the order that is most important to you. 5 is most preferred and 1 is least preferred

Public Answered: 580 Skipped: 157
SAAG Answered: 12 Skipped: 2
**Skipped responses not included in chart*

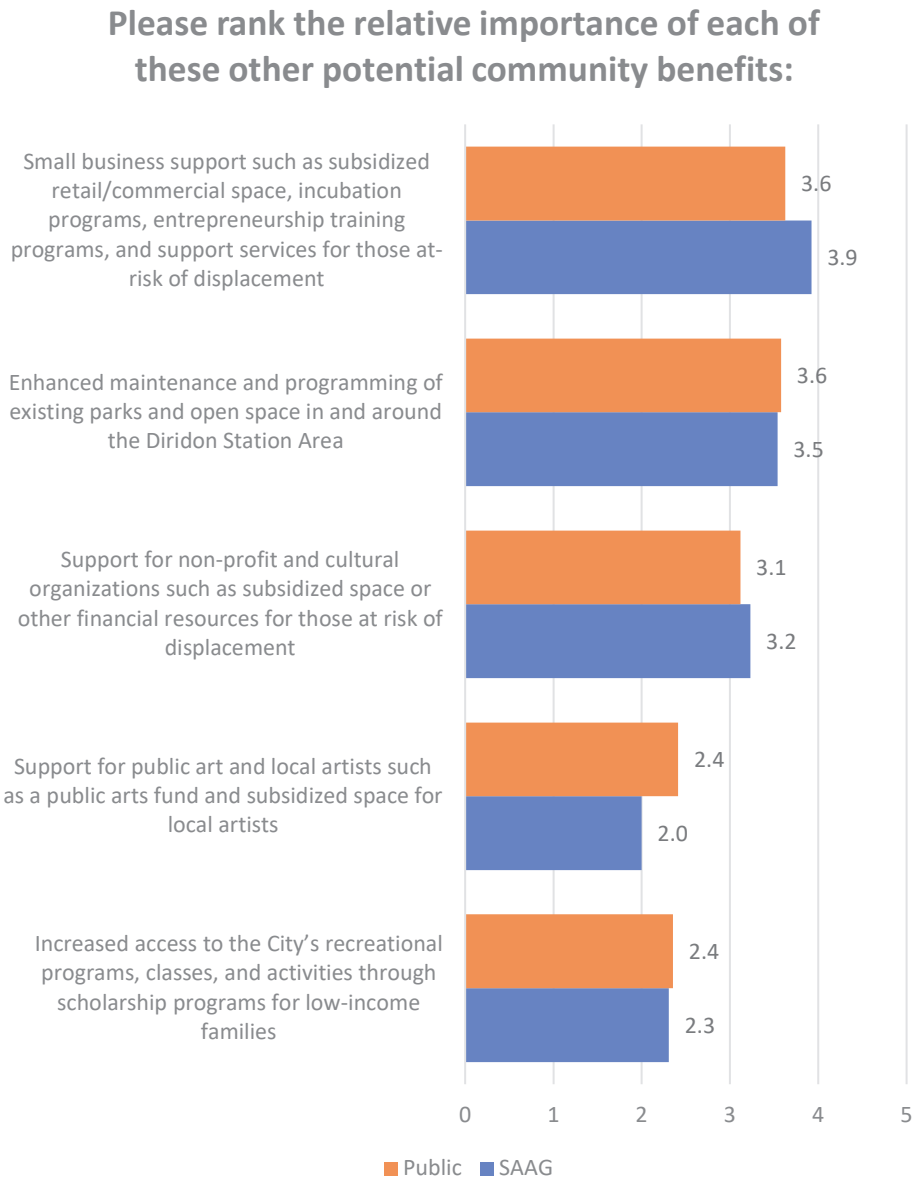


Compared to June SAAG Meeting presentation: *Old rank was funding for 1) K-12 programs, 2) scholarships, 3) funding for job experience, 4) job training, and 5) create an employment services one-stop center.*

Other Possible Community Benefits

Q18 Please rank the relative importance of each of these categories (5 is most preferred and 1 is least preferred):

Public Answered: 572 Skipped: 165
SAAG Answered: 13 Skipped: 1
**Skipped responses not included in chart*



Compared to June SAAG Meeting presentation: *Old rank was 1) support for non-profit and cultural organization, 2) small business support, 3) increased access to the City's recreational programs, 4) enhanced maintenance and programming of existing parks and open space, and 5) Support for public art and local artists.*

General Comments/Questions

Q19 Do you have any other comments or questions?

Public Answered: 208 Skipped: 529
SAAG Answered: 7 Skipped: 7

Process

- **Continue community engagement and transparency** with more flyers and getting more low-income and people of color to be involved (19)
- **Start development of housing and amenities sooner** (7)
- **Remember that this plan and development impact whole city and region** (5)
- **Long and difficult survey** (4)
- **Use social equity to make decisions** (2)

General Development

- **Support Staff recommendation** (25)
- **Do not support plan and Google development** (9)
- **Develop sustainably** with native plants, decreased light pollution, solar, and decreased noise pollution (8)
- **Pandemic will change commercial development and density** (4)
- **Plan is an opportunity for public and private partnerships** (4)
- **No more Sanctuary City** (3)
- **Don't pressure Google** with parks, affordable housing and community benefits (2)
- **Reconsider funding local police force and or private security with public dollars** (1)

Housing and Homeless Services

- **Preserve and build more affordable housing** (23)
- **Google must provide affordable housing, parks, and community benefits** (11)
- **High Density in DSAP** for commercial and residential uses (7)
- **Protect renters** with a stronger anti-displacement plan (6)
- **Support homeless community** by providing services in DSAP (4)
- **Build housing all incomes in DSAP** (3)
- **Consider cost of living** (Housing and transportation costs) for low-income support (1)

Amenities, Open Space and Services

- **Create a lively downtown** with arts, entertainment, recreation, restaurants, amenities, and community center, and coordinated services (43)
- **Upgrade and maintenance of open and public spaces** such as Los Gatos Greek and Guadalupe River Parkway (27)
- **Need more parks in DSAP (**8)
- **Provide homeless services to make people more comfortable** in accessing underpasses and bus stops (7)

- **Preserve historic building** like the Historic Depot Station and Victorian homes in the DSAP (5)
- **Need more space for commercial uses** (1)
- **Arts from Black artists** (1)
- **Use decomposed gravel on station walkways (easier on joints)** (1)
- **Don't build 5G towers** (1)

Transportation

- **Development will cause traffic** and will need parking and car infrastructure (39)
- **Improve public transit and bike and pedestrian infrastructure** (19)
- **Electric buses** (2)

Jobs and support

- **Support small businesses and non profits** with rent control and subsidy (10)
- **Create an employment center** (5)
- **Need higher wage jobs** (3)
- **Incentivize work from home** (1)

Tell Us About Yourself

Q20 What organization do you represent in the Station Area Advisory Group?

SAAG Answered: 12 Skipped: 2

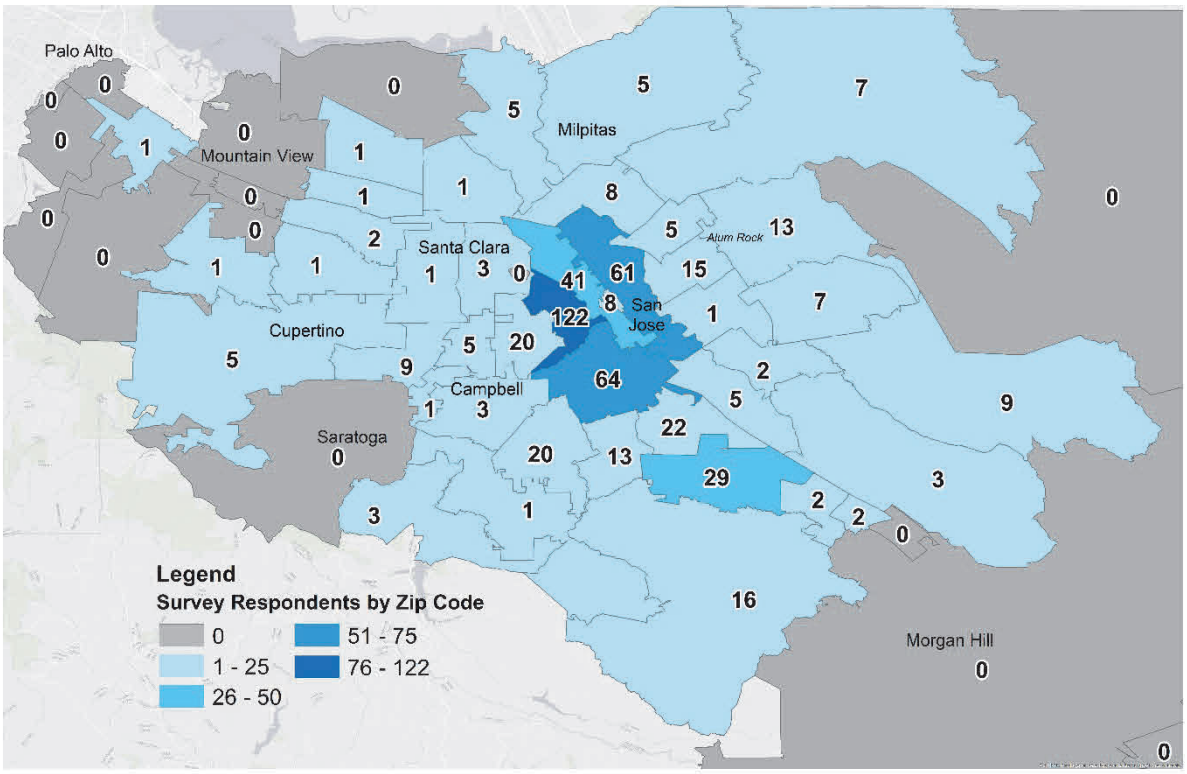
Two SAAG respondents did not share what organization they belonged to.

- Georgetown/Cahill
- Guadalupe River Park Conservancy
- Homeowners Association on The Alameda
- Law Foundation of Silicon Valley
- PACT: People Acting in Community Together
- San Jose Sharks and San Jose Arena (SSE)
- Silicon Valley at Home
- Silicon Valley Leadership Group
- SJSU
- Shasta / Hanchett Park Neighborhood Association
- SPUR
- St. Leo's Neighborhood

Q21 What is the zip code of your residence?

Public Answered: 566 Skipped: 171
SAAG Answered: 11 Skipped: 3

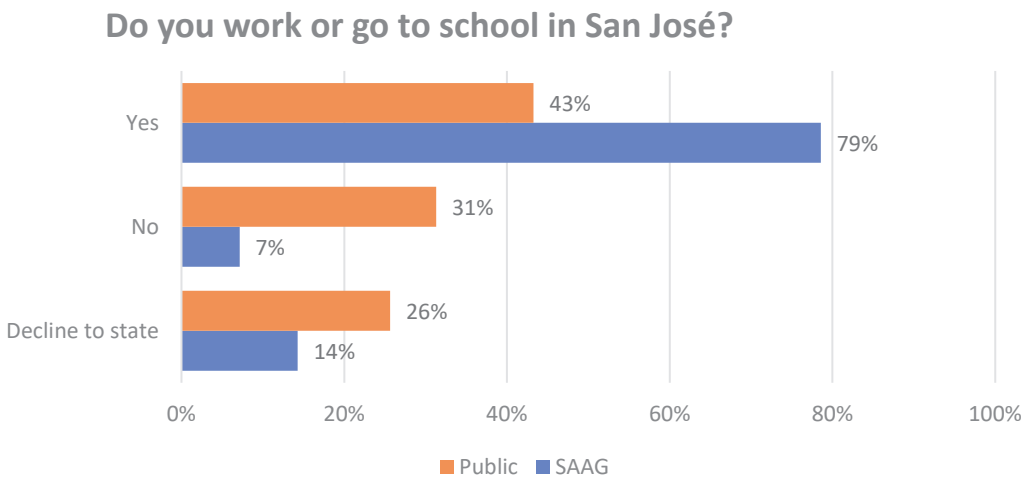




Compared to June SAAG Meeting presentation: *Same top 5 zip codes*

Q21 Do you work or go to school in San José?

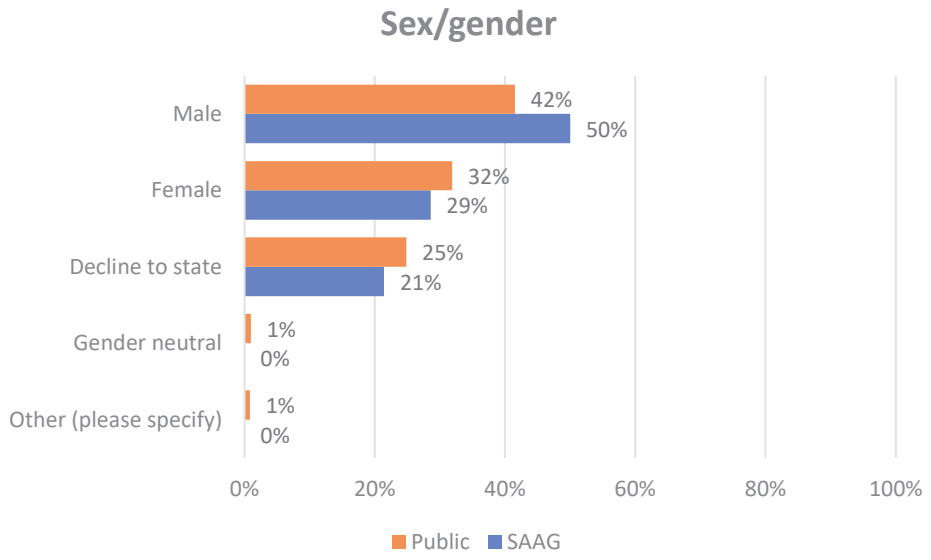
Public Answered: 581 Skipped: 146
SAAG Answered: 12 Skipped: 2
**Skipped responses included in chart*



Compared to June SAAG Meeting presentation: *Similar results.*

Q22 Sex/gender

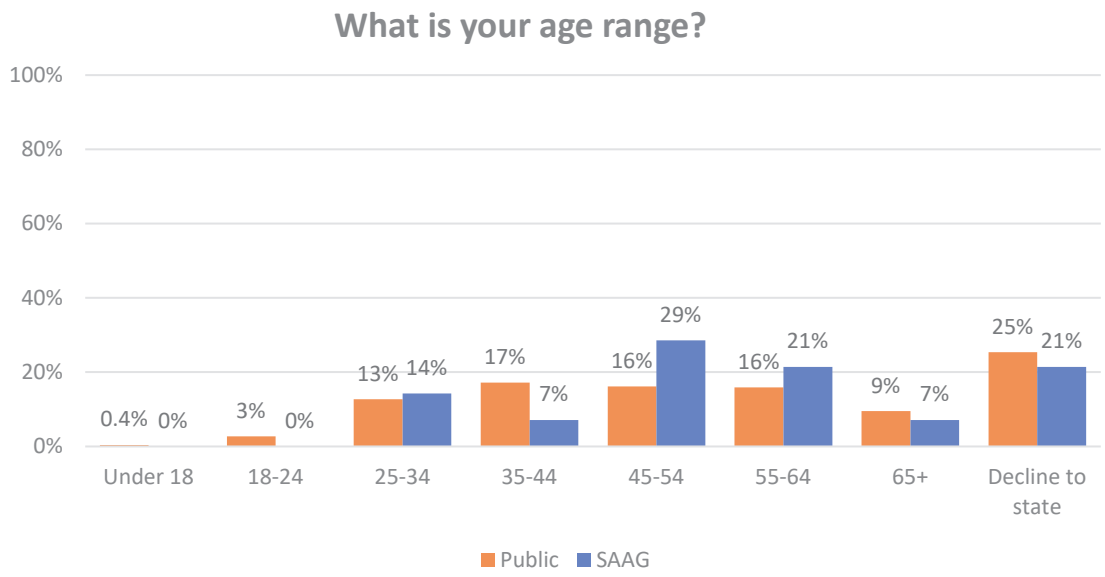
Public Answered: 577 Skipped: 154
SAAG Answered: 12 Skipped: 2
**Skipped responses included in chart*



Compared to June SAAG Meeting presentation: *Similar results. +3% increase in Female Public respondents.*

Q23 What is your age range?

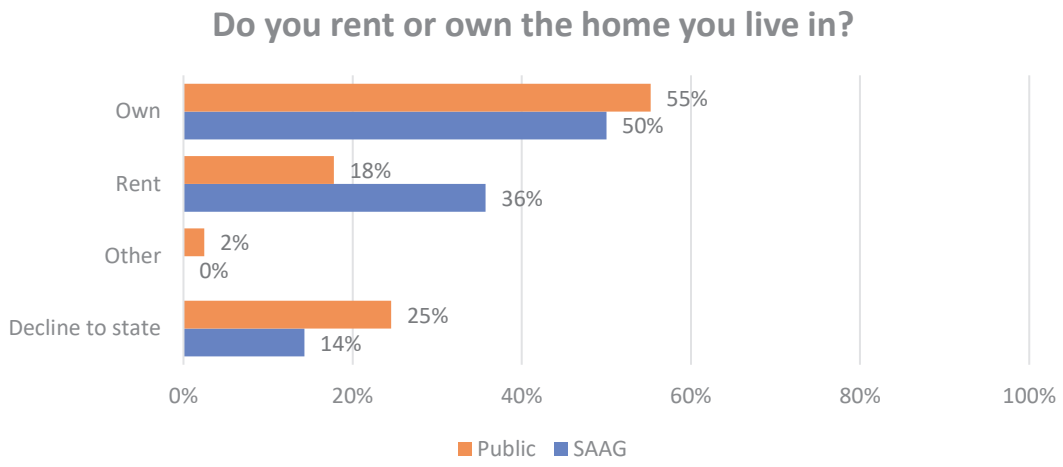
Public Answered: 571 Skipped: 166
SAAG Answered: 12 Skipped: 2
**Skipped responses included in chart*



Compared to June SAAG Meeting presentation: *Similar results.*

Q24 Do you rent or own the home you live in?

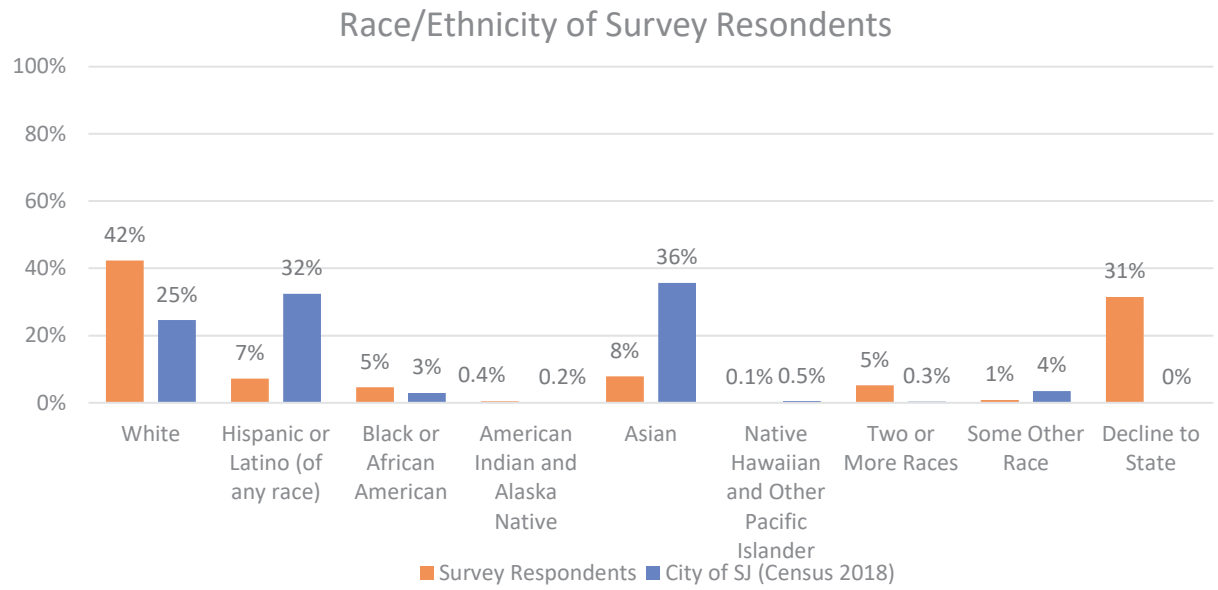
Public Answered: 589 Skipped: 148
SAAG Answered: 12 Skipped: 2
**Skipped responses included in chart*



Compared to June SAAG Meeting presentation: *Similar results.*

Q25 Race/Ethnicity

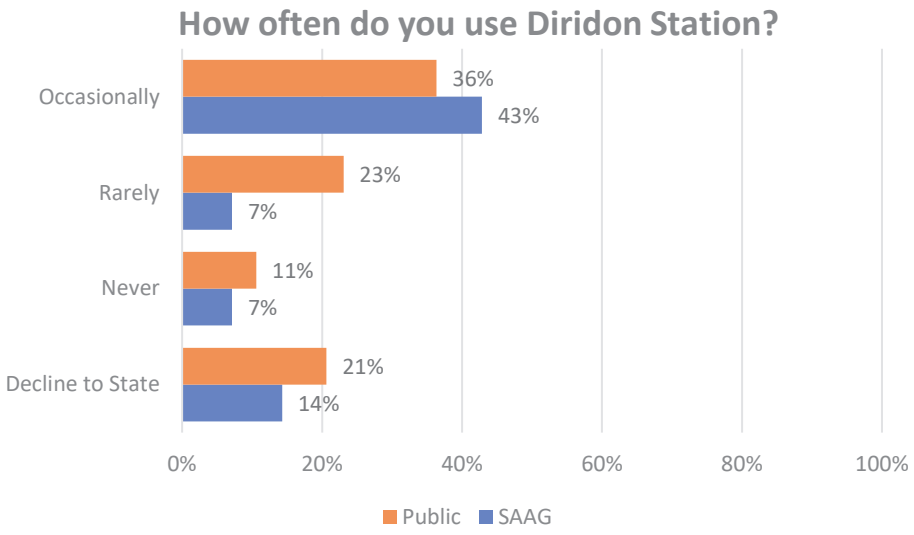
Public Answered: 579 Skipped: 158
SAAG Answered: 12 Skipped: 2
US Census American Community Survey 2018 1-year DP05 Table
**Skipped responses included in chart*



Compared to June SAAG Meeting presentation: *Similar results. +4% increase in Black Public respondents*

Q26 How often do you use Diridon Station?

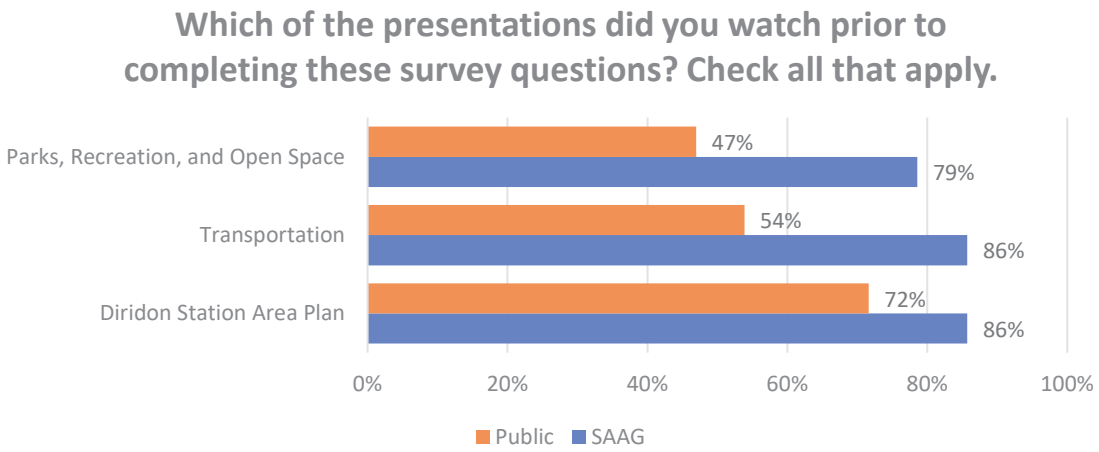
Public Answered: 585 Skipped: 152
SAAG Answered: 12 Skipped: 2
**Skipped responses not included in chart*



Compared to June SAAG Meeting presentation: *Similar results.*

Q27 Which of the presentations did you watch prior to completing these survey questions? Check all that apply.

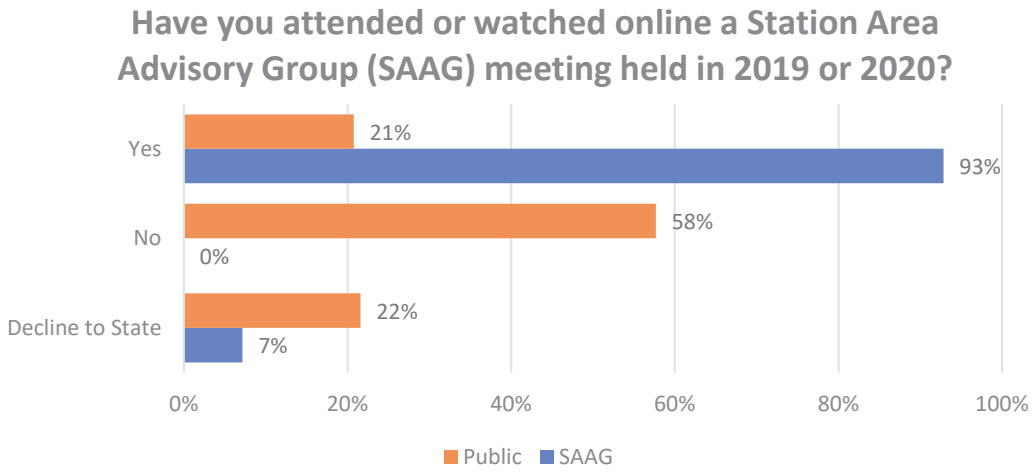
Public Answered: 545 Skipped: 192
SAAG Answered: 12 Skipped: 2
**Skipped responses included in denominator*



Compared to June SAAG Meeting presentation: *Similar results.*

Q28 Have you attended or watched online a Station Area Advisory Group (SAAG) meeting held in 2019 or 2020?

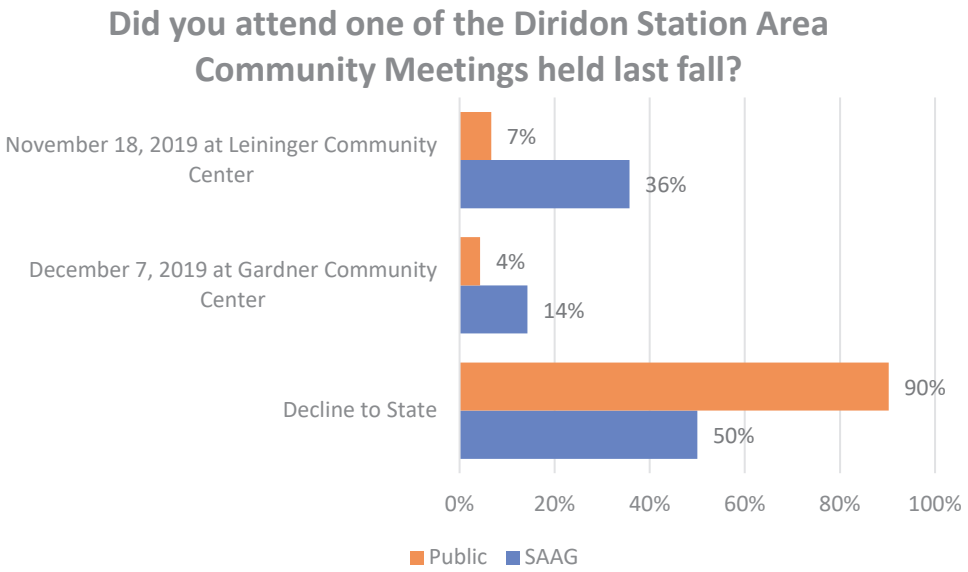
Public Answered: 578 Skipped: 159
SAAG Answered: 13 Skipped: 1
**Skipped responses included in chart*



Compared to June SAAG Meeting presentation: Similar Results.

Q29 Did you attend one of the Diridon Station Area Community Meetings held last fall?

Public Answered: 76 Skipped: 661
SAAG Answered: 6 Skipped: 8
**Skipped responses included in denominator*



Compared to June SAAG Meeting presentation: Similar Results.

Han, James

From: Severino, Lori
Sent: Thursday, November 12, 2020 2:44 PM
To: Han, James; Ruano, Jose; Eidlin, Eric; Klein, Nanci
Subject: FW: Keep The Sharks In San Jose

Public comment from the website

---------- Forwarded message ---------
From: **Kyle Boockholdt** <akakuro35@gmail.com>
Date: Thu, Nov 12, 2020 at 11:30 AM
Subject: Keep The Sharks In San Jose
To: <diridonsj@sanjoseca.gov>, Dave Javid <dave@plantoplace.com>

The Sharks must remain in San Jose. Getting to The Tank is so convenient, please don't force them out. If they win a cup and they're not here when it happens that will be devastating.

Kyle Boockholdt

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

Han, James

From: Hill, Shannon
Sent: Tuesday, December 8, 2020 1:13 PM
To: Lames; Han, James; Sanderfer, Larissa; Ruano, Jose; Severino, Lori
Cc: Burnham, Nicolle; Meyer-Calvert, Teresa; Zenk, Jessica; benavidez@google.com; steve.borkenhagen@sanjoselighttower.org; jean@sjparksadvocates.org; Darnell, Harvey; bill@networds.com; Sutherland, Kathy; 4chapmanfam@sbcglobal.net; edward@saumdesignconsulting.com; Downtown West Project
Subject: RE: comments on The Downtown West/Google Project's EIR, and more

Dear Larry Ames,

Thank you for your comments pertaining to the Draft Environmental Impact Report (EIR) for the Downtown West Mixed-Use Plan (Google Project). You will be added to the public notification list for future notices for the project, and your comments will be included as part of the public record forwarded to the Planning Commission and City Council. The website for the project is located at the following link: www.sanjoseca.gov/googleproject.

The tentative schedule for the project is to go to Planning Commission and City Council in late Spring/early Summer 2021.

Disclaimer - All comments and questions submitted through email or mail will be posted at downtownwestadminrecord.com. The City cannot guarantee that any personal identifying information will be removed from public records.

Best regards,

Shannon Hill, Planner
Planning, Building & Code Enforcement | Environmental Review Section
City of San José | 200 East Santa Clara Street
Shannon.Hill@sanjoseca.gov | (408) 535 - 7872

From: Lames <lames@aol.com>
Sent: Monday, December 7, 2020 5:45 PM
To: Han, James <James.Han@sanjoseca.gov>; Sanderfer, Larissa <Larissa.Sanderfer@sanjoseca.gov>; Hill, Shannon <Shannon.Hill@sanjoseca.gov>; Ruano, Jose <Jose.Ruano@sanjoseca.gov>; Severino, Lori <Lori.Severino@sanjoseca.gov>
Cc: Burnham, Nicolle <nicolle.burnham@sanjoseca.gov>; Meyer-Calvert, Teresa <teresa.meyer-calvert@sanjoseca.gov>; Zenk, Jessica <Jessica.Zenk@sanjoseca.gov>; benavidez@google.com; steve.borkenhagen@sanjoselighttower.org; jean@sjparksadvocates.org; Darnell, Harvey <harveydarnell@yahoo.com>; bill@networds.com; Sutherland, Kathy <kathysutherland@pacbell.net>; 4chapmanfam@sbcglobal.net; edward@saumdesignconsulting.com
Subject: comments on The Downtown West/Google Project's EIR, and more

> [External Email]

Hello,

Attached please find my public comments on The Downtown West/Google Project's EIR, along with comments on the Draft Amended Diridon Station Area Plan, the Diridon Integrated Station Concept, and more.

Please feel free to contact me if I can answer any questions.

Thank you,

~Larry Ames

ps: Teresa, could you forward my comments to the SJ Parks & Rec. Commissioners, please? Thnx!

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

Dr. Larry Ames ● 1218 Willow Street, San José, CA 95125 ● Larry@L-Ames.com

Dec. 7, 2020

James Han, Planning Downtown West/Google Project Manager
Larissa Sanderfer, Parks, Recreation, and Neighborhood Services Project Manager
Shannon Hill, Environmental Project Manager
Jose Ruano, Diridon Station Area Plan Project Manager
Lori Severino, Diridon Station Area Advisory Group Project Manager

re: The Downtown West/Google Project;
The Downtown West/Google Project's EIR; and
Draft Amended Diridon Station Area Plan

Dear Project Managers,

I am writing regarding the planned developments in the vicinity of the Diridon Station, including CalTrain electrification, High Speed Rail (HSR), the Diridon Integrated Station Concept (DISC), the Diridon Station Area Plan (DSAP), and Google's proposal (the Downtown West Mixed Use Plan Draft EIR). I am writing in regard to all of them together because of their interconnectedness, and because I worry that not every plan is well integrated with one another and aware of the changing conditions and interfaces.

Even though I have participated in a number of meetings as a member of various groups or commissions, I am writing this on my own behalf as an individual member of the public. I have already made a number of these comments verbally in various public forums, but I repeat them here so as to have submitted them in written format.

Overall, I am generally very supportive these projects: the electrification of CalTrain, High Speed Rail coming to San José, the reconfigured Diridon Station with the elevated tracks, BART, and Google's plans to transform a faded part of the city into a dynamic and vibrant district.

That said, I do have a number of questions, comments, opinions, and concerns…

CalTrain electrification. I am very supportive. However, I'm concerned by the phasing: the electrification of the at-grade tracks is under construction now and is due to be completed in 2022. However, the planned raising of the tracks for the new Diridon Station is not even scheduled to begin construction until 2027. My fear is that "you" (by which I mean the various officials, consultants, planners, and governmental agencies) will say that all that money now being spent on electrifying the at-grade tracks would be wasted if the tracks are then raised, and that it'll be cheaper (and "good enough") to keep them as-is in their current at-grade configuration. When I asked about this at a recent meeting, I was assured that the "lost cost" – the stanchions and power cables – is but a small fraction of the total cost, and the majority of the investment (e.g., power stations and new rolling stock) can be reused. I raise this now because I've been burnt before by phrase, "it's cheaper to use the existing". Indeed, we've already been burnt when you and HSR decided to electrify the current Tamien-to-Diridon at-grade tracks rather than constructing the promised "aerial alignment" (which reduces the community impacts by keeping the tracks within the 280 and 87 freeway right-of-ways) – "because It's cheaper and

good enough." What I'm looking for here is assurance that the elevated tracks and raised platform *will* proceed as now planned.

Elevated CalTrain Tracks.

Elevating the tracks near the Diridon Station will have a number benefits:

- It will allow grade-separation for Auzerais, which will avoid train-caused delays for the many residents in the new and planned high-density dwellings (Ohlone Towers, Monte Vista, etc.) as they head for the Bird Ave. freeway on-ramp.
- It will allow grade-separation (hopefully!) for West Virginia at Drake, so that the rather isolated Drake-Fuller neighborhood isn't further isolated by the hundred-some trains a day that eventually will cross there.
- It will allow Park Avenue to be reconstructed, removing the psychological barrier caused by the current deep-dive undercrossing.
- It enables a reconfiguration of the Diridon Station, with shops, services, and attractions on the ground level and the train platforms above.
- It will allow a greatly improved east/west pedestrian and bicycle crossing at San Fernando.
- And it will allow an improvement to the Los Gatos Creek Trail at the recently replaced CalTrain bridge over the creek, which as now planned has the trail with minimal vertical clearance and barely above creek high-water.

Some concerns and issues:

- The elevating of the tracks will require the replacement of the San Carlos St. Bridge. This bridge is old and (in my opinion) worn out and substandard: no great loss. However, I have seen little mention of it in any of the meetings. Also, care is needed in its design so that it itself doesn't create an uncrossable barrier for the Los Gatos Creek Trail.
- How will the new train tracks cross I-280? – the logistics will be challenging! Allow me to recommend building the new bridge somewhat to the west of the current tracks, (1) so that service on the old tracks is not disrupted during construction, and (2) to make for a smoother ride on the new tracks by "smoothing the arc". (The current track curves near Bird Ave, straightens out when crossing I-280, and then is curved again at Auzerais, giving a "jerky" ride.) However, such a smoothed curve might require the taking of a property or two on West Virginia and/or Gregory St., which I don't recall being discussed.

Opportunities:

- Once the train service has shifted to the new bridge, the old bridge could be converted into a bike/ped bridge, creating a trail connecting the Gardner neighborhood to the Hannah-Gregory neighborhood and on to the Diridon Station.
- The current at-grade tracks north of Auzerais would make a great "commuter's trail" connecting the Los Gatos Creek Trail (LGCT) directly to the Diridon Station, freeing the downstream portion of the creek trail to be more pastoral and recreational. I am pleased to see that this LGCT – Diridon spur is shown in some of the presentations. Some questions: (1) How would this spur trail cross Park Ave. if the street is regraded? And (2) how would the spur trail access the station? – could there be a cyclists' entrance at the south end?

Also: What about the Vasona Spur?

- Elevated or left at-grade? It only carries maybe one train a week, often late at night, but even so, I doubt that you'd want to leave it at-grade, with diesel engines pulling freight past (or through?) the station's ground-level shops.
- A challenge is that the Vasona spur is on the west side of the main tracks, whereas the freight track is on the east side so as to better access the Milpitas(?) Wye. I understand that there are two alternatives: (1) construct an elaborate freeway-like undercrossing/onramp to get the Vasona tracks over to the east side, or (2) just come in on the west side and then "sneak across" the mainline over to the east. I support this latter approach as it is much simpler and cheaper, and I think it is viable because of the late-hour of the infrequent crossing – but it may require adjusting the height of the electrified train's power cables and/or limiting the maximum height of the Vasona's fully-loaded freight cars.
- Would the Vasona Spur be elevated at Race/Parkmoor, and, if so, can the traffic-delaying Light-Rail/freight train signals now there be removed from the intersection?
- Would this spur line bridge over I-280 also need to be replaced?

Diridon Station Design:

- The publicly presented station concept designs show elevated platforms to reach the elevated train tracks, with escalators to get passengers to and from the platform. But how does the station accommodate bicyclists? Bike lockers are great for those who bike to the station, park their bikes, and then ride the train. But CalTrain currently operates a very popular bike-compatible commuter service with multiple bike-cars, each capable of carrying dozens of bikes, allowing cyclists to bike to the station, keep their bikes with them on the train, and then easily complete their trips by bike to their final destinations. How do these users access the trains? Standard escalators are not suitable for carrying bikes, and an elevator would not have the capacity to handle the peak demand: there needs to be ramps, comparable to those now in the current station. Alternatively, there could be specialized escalators, comparable to those in some stores that carry shopping carts.
- The current Diridon Station building is a Historic structure. Parts of the building (e.g., HVAC, plumbing, electrical, restrooms) may be in need of renovation or replacement, but the building's façade and main-hall interior ceiling are definitely worth preserving. Can the critical portions of the building be preserved in-place while accommodating the widened track footprint, or will it be necessary to physically move the building?
- To accommodate the increased usage, the new Diridon Station is going to be larger than the existing historic structure, but the old building can be preserved and incorporated into new building. The Oslo (Norway) Central Terminal is a perfect example; local, smaller-scale examples here include the Golden Arches McDonalds (on Almaden near Curtner) and the Willow St. Pizza (just east of Lincoln).
- All great train stations need a great Entrance Plaza: again for an example see the Oslo Station. An Entrance Plaza is the station's "front door", its focal point, enabling it to handle large crowds, both for the daily commute and for special occasion arrivals. The Entrance Plaza also invites folks to walk out and venture into town. The grand entrance is obvious in our current Diridon Station building, but which one of the three or four entrances planned for the new building is the Main entrance? Santa Clara west, Santa Clara east, San Fernando east? The multiple

entrances may be convenient, but they don't concentrate the area's excitement and vibrancy. (They can also confuse infrequent users: "I'll meet you at the train station"– but which entrance? You'll need a "Meeting Point" designated somewhere, as is done in some airports.)

- Are the station design efforts being coordinated with Google? You want to have the streets and parks in their project line up with the Entrance Plaza and with the newly planned entrances.
- I haven't seen much discussion of BART: it will have a major station of its own near Diridon: will it be inside the new train station or adjacent to it? Will there be a public plaza by the BART entrance to help aggregate travelers approaching BART and disperse those departing? (I don't see any nearby plazas or other open spaces in any of the various plans.)
- Sorry to have to ask, but… Will the new building be able to handle anticipated possible future security measures? Our new SJC airport terminal, for example, does the job quite well, but I've seen older buildings with grand entrance staircases all fenced off and the public forced to go through a side door entrance to pass through a metal detector; other places I've seen buildings with several entrances, but only one remains unbarricaded due to enhanced security measures.

Speaking of the SJC Airport: be sure to have a quick and convenient connection from Diridon to our local airport.

- It's important for the airport: If people can't easily get to SJC, they'll just stay on the HSR (or take the electrified CalTrain) to get to SFO, or else they'll take BART to go to OAK. Either way, it would likely be easier and less expensive than having to exit the Diridon Station and flag down a cab to take them to our local airport.
- It's important for the Diridon area: Visitors coming via HSR from LA or the Central Valley are likely to need a rental car for when they arrive: if it's convenient to jump over to SJC, they can get a rental car there and we don't have to waste the valuable land here by the station duplicating the nearby rental car facilities. Likewise, Bay Area residents catching HSR for business or pleasure trips to southern California might not be able to avoid driving to Diridon: why not have them use the long-term parking lots at SJC rather than wasting land here?

Los Gatos Creek Trail:

The Los Gatos Creek Trail is an important part of the regional trail network, serving bicyclists, joggers, walkers, young and old, recreationally and transportationally. It will be a contributing component of the Diridon transportation web, providing a non-automobile alternative means for accessing or traversing the area. I am glad that Google is prioritizing the trail in their project.

Starting at the south and heading north, some points:

- I support the current plans to extend the trail northward from its current San Carlos St. endpoint by remaining on the west side and crossing beneath the recently rebuilt CalTrain bridge at San Carlos and the creek, and then continuing downstream on the west side past what has been the fire training center. Unfortunately, the CalTrain bridge is lower and thicker than had been promised and so the trail both will have minimal vertical clearance *and* will occasionally flood, but this trail alignment is too critical to forego. When CalTrain elevates the tracks for the new Diridon Station, the trail can be reconstructed to better avoid flooding. In the interim, as this is an important transportation corridor, a process needs to be established to indicate temporary detours when flooding is likely, and also to clean up mud and silt after a flood so that the trail

can be quickly reopened. The Town of Mountain View has dealt with a similar situation with the Stevens Creek Trail at US-101: perhaps they can share pointers.

- When the train tracks are elevated, a spur trail can branch off from the main Los Gatos Creek Trail and carry Diridon-bound commuters directly to the Station, thereby reducing the load on the creekside trail. If Park Avenue is not regraded during track elevation, the current train bridge can be reconfigured for trail use; if Park Ave. is regraded, please provide a safe trail crossing (e.g., an overpass, or at least a signalized crossing).
- Also develop a trail on the east side of the creek from Auzerais to Bird, as Google has proposed. While this alignment is not as convenient as the west-side trail, it still can serve as a detour during the rainy season. As there likely are fewer bicycle commuters during inclement weather, the detour traffic is probably relatively light, and so this alternative alignment probably doesn't need to be designed to carry as many trail users as the main trail.
- Current plans are for the west-side trail to come up to Bird Ave./Montgomery and then follow the sidewalk north to Park Avenue. Please widen the sidewalk into a proper trail, and also provide a smooth transition from Creekside to roadside trail: don't repeat the mistake we made with the Three Creeks Trail where it abruptly jogs onto a narrow sidewalk at Bird Ave.
- I am truly sad that we are not taking advantage of this project construction to "right a prior wrong" and "daylight" the Los Gatos Creek, freeing it from its culverts under the Montgomery/Park intersection. While it would involve a significant amount of earth-moving, the amount is probably small compared to that involved in regrading Park Ave. at the railroad bridge. One of the advantages of daylighting the creek was that it would have provided the opportunity for safe trail crossing of both Park and Montgomery. Lacking that, it becomes more important to provide safe and convenient crossings of both Park and Montgomery so that the trail can continue to its junction with the Guadalupe and can carry trail users northward to Alviso and beyond. If it is not practical to provide trail under-crossings, would it be feasible to have overcrossings? (It'd be important to design such a crossing for ease-of-use: a crossing with hairpin turns is likely to be more of an impediment than a benefit…)
- I very much support the city's dream of acquiring properties between Autumn and the Creek for both trail continuity and for natural parkland.
- There's more to designing a good bike trail than simply drawing a continuous line on a map: please work with the cycling community when designing the trails so as to avoid common mistakes such as sharp bends or blind curves.
- Be sure the trail is sized to accommodate the anticipated usage: just like highways in town are wider than rural roads, the trail here near the Diridon Station will be carrying more trail-users than those segments out by the edge of town. It may be desirable to have multiple trails to help separate the usages: narrower winding trails nearer the creek for pedestrians quietly admiring nature and the scenery, and wider/smoother trails for joggers and commuter cyclists.

Overall Development:

There has been discussion at some meetings about the amount of housing in the Diridon area. I feel that the area should be primarily commercial, and I feel that Google is a great match for the location. As repeatedly stated at the General Plan Update ("Envision 2040") meetings, San José is "bedroom community" with more housing than jobs. San José needs tax revenue from businesses to reduce its structural budget deficit. I feel that we do want to have some residents in the area, so as to avoid it

becoming an after-hours ghost town. But we don't want too much housing in the area, as the residents quite likely will hop on BART or CalTrain for jobs in Oakland and San Francisco, giving those cities the tax revenue while San José is stuck paying for the needed infrastructure (parks, libraries, police, etc.)

Parks:
People need parks, both for physical health *and* for mental health. Parks are for residents, and also for workers who may need to get outdoors midday and clear their minds.

San José doesn't require park land dedication for new employment projects (I feel it should), but it does require it for new residential developments, requiring parkland (or equivalent cash fees) at the rate of 3 acres per 1,000 new residents. Google's plan is for 4,000 new units, which is roughly 8,000 new residents (depending on unit size), which works out to roughly 24 A of additional parkland needed. It's not practical to provide all of that within the 80 A footprint of Google's project. However, the need for parkland does exist, and can be met by collecting the in-lieu fees for the missing parks and then building parks in nearby neighborhoods like St. Leo, Shasta/Hanchett Park, Auzerais-Josefa, and Gardner.

Google's presentation talks about a total of 15 A of park and open space, but Google agrees that much of that is "project sponsor-owned open space" that doesn't count towards the 24 A requirement: only the 4.8 A of city-dedicated open space counts.

Google's park plans includes 4.1 A of Privately-Owned Public Open Spaces (POPOS). Several questions:

- Who maintains the sites?
- Who controls access, determining who is allowed to enter and who must leave?
- What are the hours of access? How are the times determined, can they change, and who changes them?
- Will POPOS public access be assured by means of a conservation easement? Would such a conservation easement "have teeth", or would it be all too easily circumvented?
- What happens to the POPOS if there's a change of owners? I wish Google a long and healthy existence – but I thought Netscape, Yahoo, Atari, Sun, IBM, and Lockheed would all be here forever, too. I would much prefer public open space to be city-dedicated parks.

Google's "15 acres" also counts the area within outdoor restaurants: they're nice, but shouldn't be counted as public open space; nor should walkways between buildings, rainwater runoff mitigation sites, or riparian setbacks. I appreciate Google's desire to design a green and open project, but I also feel it's a little misleading to count anything not paved over as "open space", even if they assure us that they're not trying to claim park credit for it.

I appreciate Google's concept for more "urban-based experiences" at their parks nearer the Diridon Station and more "nature-based experiences" further away and/or nearer the Los Gatos Creek. But even the "urban" parks need some nature: they shouldn't be all pavement and hardscape, but should also have trees for shade and landscaping to help refresh the soul.

Comments and questions on specific Google parks:

- Los Gatos Creek Connector (by Auzerais): What will be the impacts when CalTrain elevates the tracks? Will parkland be lost in case an additional track is needed when HSR arrives? Will parkland be lost when the San Carlos St. Bridge is replaced to accommodate the elevated CalTrain and/or HSR? As noted earlier, the trail through here will provide a suitable detour when floodwaters close the main trail at the current CalTrain undercrossing.
- The Meander: this proposal appears quite intriguing: a vibrant pedestrian walkway filled with activity. It is technically an "open space" in the sense that it's not a building, but to me it seems more of a pedestrian corridor than a park. It shouldn't count as parkland, and it is not being claimed as such, but showing it on the parkland diagrams may seem to be somewhat misleading to us in the public.
- Social Heart: is there an inviting connection between it and the entrance to Diridon? – it would seem like a natural connection. (Be sure to connect to wherever the currently-planned Entrance Plaza is located, and be alert to any future design changes.)
- Gateway to SJ (on Santa Clara): a park to provide a view down The Alameda, and to be viewed from The Alameda. This park will also be the "front door" to Arena Green and the planned icon. I am concerned that there appears to be little coordination between Google and Urban Confluence Silicon Valley, sponsors of the icon at Arena Green: if it is to be as important and popular as has been promised, I would hope for perhaps a little more attention to "viewsheds" and accessways. But of course, like the Diridon Station, this too is "a moving target", with details such as design and location very much still TBD. And perhaps the "Los Gatos Creek East" open space will suffice as a view corridor.
- St. James Triangle: I recall that this area was pitched as a quiet escape: special measures may be needed to block the noise of a hundred-some trains a day passing along the western edge on elevated tracks.
- North Montgomery Pocket: This is a water runoff mitigation site? It doesn't count as parkland, but it may still be a green (and marshy?) retreat best appreciated from the periphery.
- Northend Park: This park will be quite isolated until the CalTrain tracks are elevated, after which it will be accessible by Lenzen and will be appreciated by residents of the nearby park-deficient Shasta/Hanchett Park neighborhood.

I'm also glad that Google is respecting the riparian corridor and that a decent setback is provided. This is to be a natural habitat with minimal public disturbance: an open space but not a recreational resource: it doesn't count as park, nor is it being claimed as such; I point that out for the record so that the appropriate amount of park in-lieu fees can be collected to help fund actual parks in adjacent nexus-connected neighborhoods.

I'm glad that Google is working to preserve historic and other old buildings: they add character to an area. That said, I question why Google wants to preserve the old warehouses on the east side of Autumn, including (I believe) "Building 9" and "Building 12"? These buildings extend to well within the riparian corridor: this is an opportunity to remove them and restore a critical habitat. Google has been using one of the buildings for public meetings, but they've just been using the front portion near the street: they could remove the unused add-on extension in the back without a loss and also enhance the riparian corridor. I suppose some of these buildings can add to the "gritty" character of the area, but

why not just keep the façades, remove the back portions of the buildings, and widen the corridor. Please don't keep them just to "remodel": don't use them as justification for constructing new buildings too close to the creek by claiming that they're rebuilt old buildings on their existing footprints.

Miscellaneous:
A few additional points:

- Google, don't forget about your western façade: you will be the "welcome to San José" view for people arriving by train. Please "put on a good face".
- The city is talking about building a new Community Center in the Diridon area. Why? The city already has several dozen centers, but is only able to operate about a dozen (roughly one per council district), and has had to close or "reuse" (i.e., hand over operation of) the rest. Indeed, the city already has a newly built center about a half mile away at Gardner that's presently unused: let's spend our time and resources using what we have.
- I'll echo the sentiments of others: this is going to be an exciting project, and promised "community benefits" will help ease the pain of squeezing such a large project into an established community. But "mitigation" is not "community benefits": mitigation is what must be done to make up for damages caused; community benefits are "above and beyond" to make for a better project.

As I wrote in an op-ed to the Mercury News three years ago,
"Welcome, Google! Your project at Diridon Station will affect the surrounding neighborhoods and shape our entire city for years to come. It will be truly transformative."

I recognize that there are many pieces to this puzzle – CalTrain electrification, elevated CalTrain, High Speed Rail, BART, Light Rail, the connector to SJC–San José Airport, the Future Icon at Arena Green, the Los Gatos Creek Trail, the creek itself, nearby neighborhoods, and the city of San José, as well as Google – and we're asking you to assemble this puzzle while the pieces are all shifting shapes.

The Diridon Station Area / Google complex needs an overall project manager to coordinate and make sure that the interfaces between the different components all fit. I hope my comments may help point out some of these interconnects.

As soon as I email this, I'm sure I'll think of some additional points that I wish I had made. This is the Holiday season, and we all are distracted by it (and also by Covid, and the political season, and…). I'm sorry, but I haven't had as much time as I'd like to check through all the documentation, and so I apologize in advance if specific issues I've raised have already been addressed somewhere. But I also didn't want to miss the opportunity to provide public comment by missing the deadline.

I live just over a mile away from Diridon, and I regularly use the area now, both recreationally and as transportation. I look forward to it becoming a truly useful and vibrant destination!

~Larry Ames
longtime resident / trail and park advocate / environmentalist / community activist.

cc: Nicolle Burnham, San José Parks, Recreation, and Neighborhood Services (PRNS)
San José Parks & Rec. Commission, c/o Teresa Meyer-Calvert
Jessica Zenk, SJ DOT
Ricardo Benavidez, Google
Steve Borkenhagen, Urban Confluence Silicon Valley
Jean Dresden, San José Parks Advocates
Harvey Darnell, North Willow Glen Neighborhood Association
Bill Rankin, Save Our Trails of Santa Clara County
Kathy Sutherland, Diridon Area Neighborhoods Group
Helen Chapman, Shasta/Hanchett Park Neighborhood Association
Ed Saum, San José Historic Landmarks Commission

email addresses:

To:
james.han@sanjoseca.gov
larissa.sanderfer@sanjoseca.gov
shannon.hill@sanjoseca.gov
jose.ruano@sanjoseca.gov
Lori.Severino@sanjoseca.gov

cc:
nicolle.burnham@sanjoseca.gov,
teresa.meyer-calvert@sanjoseca.gov,
jessica.zenk@sanjoseca.gov,
benavidez@google.com,
steve.borkenhagen@sanjoselighttower.org,
jean@sjparksadvocates.org,
harveydarnell@yahoo.com,
bill@networds.com,
kathysutherland@pacbell.net,
4chapmanfam@sbcglobal.net,
edward@saumdesignconsulting.com

Nam Nguyen

---------- Forwarded message ---------
From: **Nam Nguyen** <nam.huu3.nguyen@gmail.com>
Date: Mon, Sep 24, 2018 at 4:35 PM
Subject: Public Comments about Diridon Development to SAAG
To: <lori.severino@sanjoseca.gov>, <Tara.Reid@sanjoseca.gov>

Hello,

I am writing to provide a notion of how to possibly take public pressure off of the city and Google in regards to the Diridon Station Area.

Essentially, with the Station Area, there is concern that it will be a repeat of Amazon's "South Lake Union" gentrification event in Seattle. However, with the attached PDF, I propose that San Jose and Google look to spreading development into the Urban Villages as well. Incremental and relatively lower-cost investments, but with gains to be made in the public eye.

Please let me know if this is the correct avenue for such comments, and also if you have any questions.

Sincerely,
Nam Nguyen

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GOOGLE VILLAGE NETWORK

EXPANDING THE NETWORK TO THE STREETS

NAM NGUYEN

SEPTEMBER 24, 2018

TELEWORKING, COWORKING → SATELLITES

- Teleworking: Operating outside official facilities (home, café, etc.)
- Coworking: Operating in facilities operated by 3rd party (WeWork)
- Satellites: Facilities for teleworking employees that is managed by employer

SATELLITES

BENEFITS

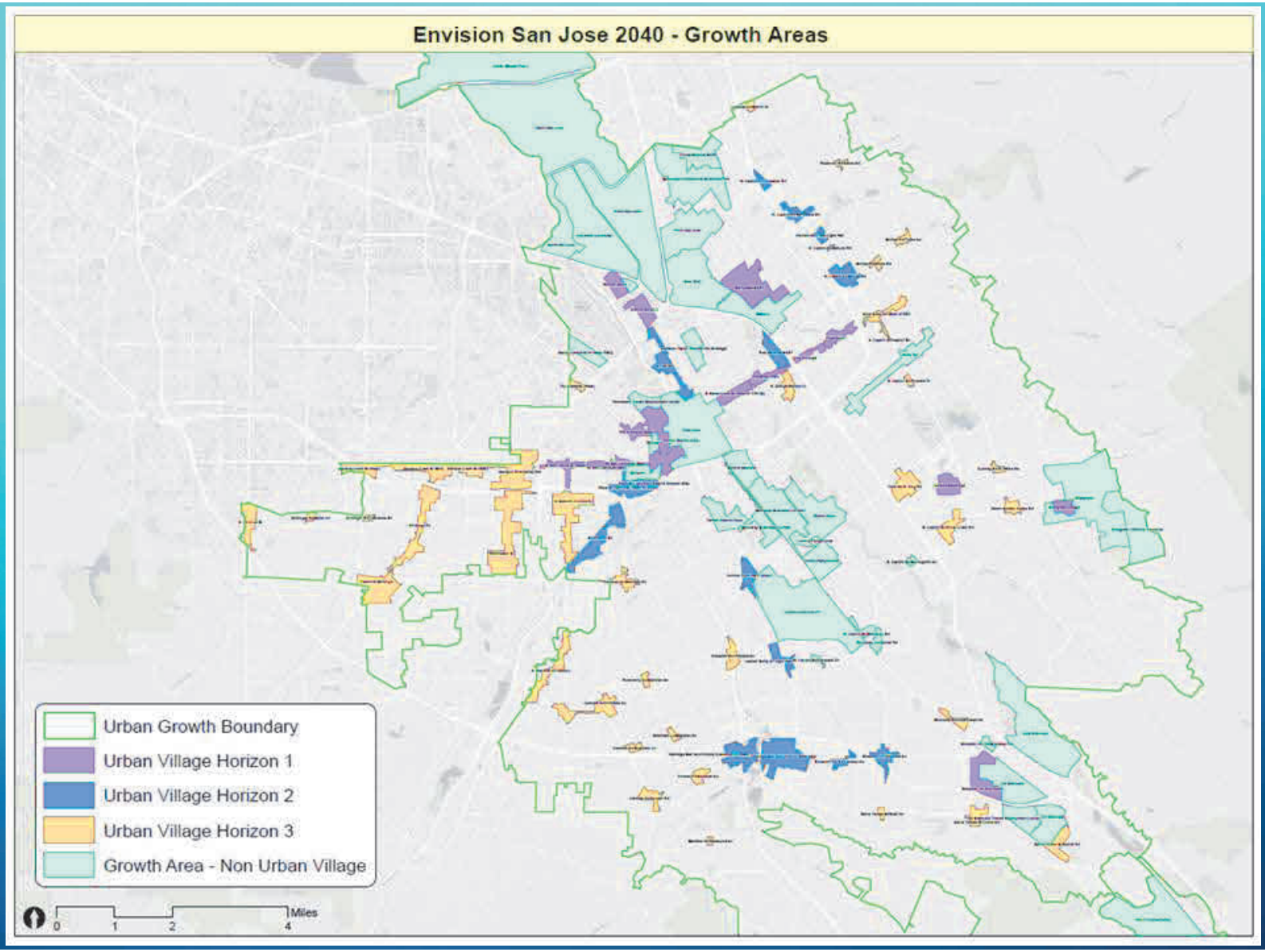
- Flexibility for employees in secure environment → protect IP
- 24/7 secure facility for late work
- Place facilities where people live
- Integration/Fostering communities

DRAWBACKS

- Purchase/Leasing Buildings
- Construction/Furnishing Spaces
- Overhead: IT, Property Management
- Community Pushback
- Regulations

GOOGLE ←→ SAN JOSE

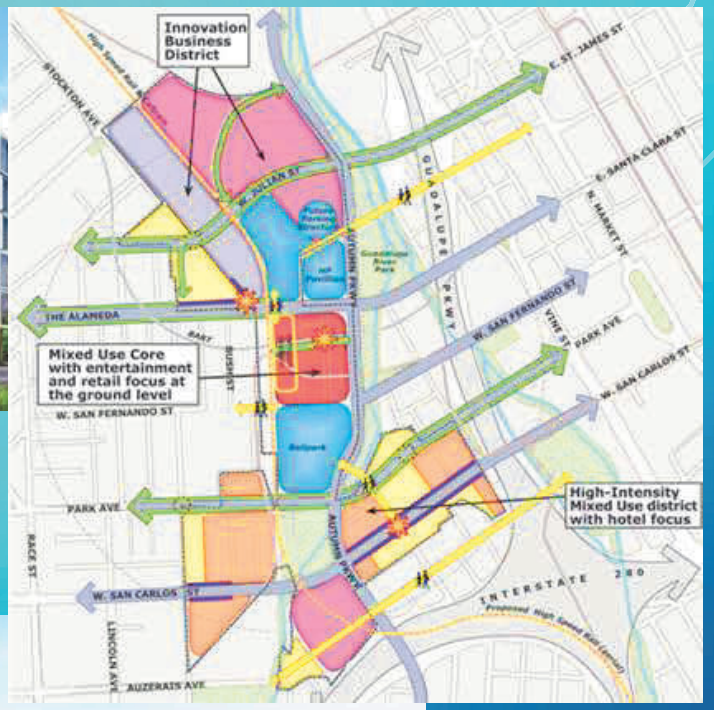
- Diridon Campus
  - 10-20k Jobs
  - Acres of campus
  - Several buildings
  - Mixed residential and commercial
  - “Halo” Campus
  - Connection to public transit
  - Urban San Jose downtown core
- Urban Villages
  - Envision San Jose 2040
  - Distributed clusters of mixed use residential and commercial
  - Activate suburban areas
  - Proximity to Freeways, Public Transit
  - Nexus of walking/biking neighborhoods


Envision San Jose 2040 - Growth Areas
Urban Growth Boundary
Urban Village Horizon 1
Urban Village Horizon 2
Urban Village Horizon 3
Growth Area - Non Urban Village
0
1
2
4
Miles

DIRIDON CAMPUS

- 15-20k Employees
- Transit-oriented campus
- Acreage owned by Google
- Development led by Google
- New buildings by Google







SATELLITE OFFICES

- 10s to 100s employees
- Teleworking, net-centric collaboration
- Commutes by walking/biking
- Building either leased/owned by Google
- Partial/Entire building used by Google
- Integration into community fabric
- Lends to diverse mixed use





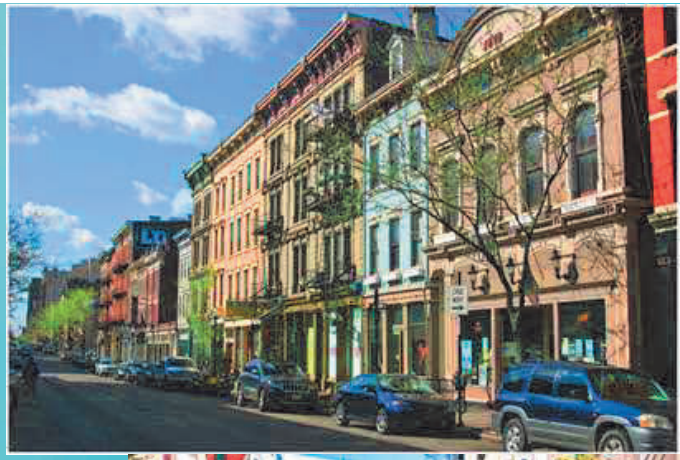






SATELLITE ON MAIN STREET

- Walkable, small-scale neighborhood
- Connection to suburbs
- Blend from low-medium-high density



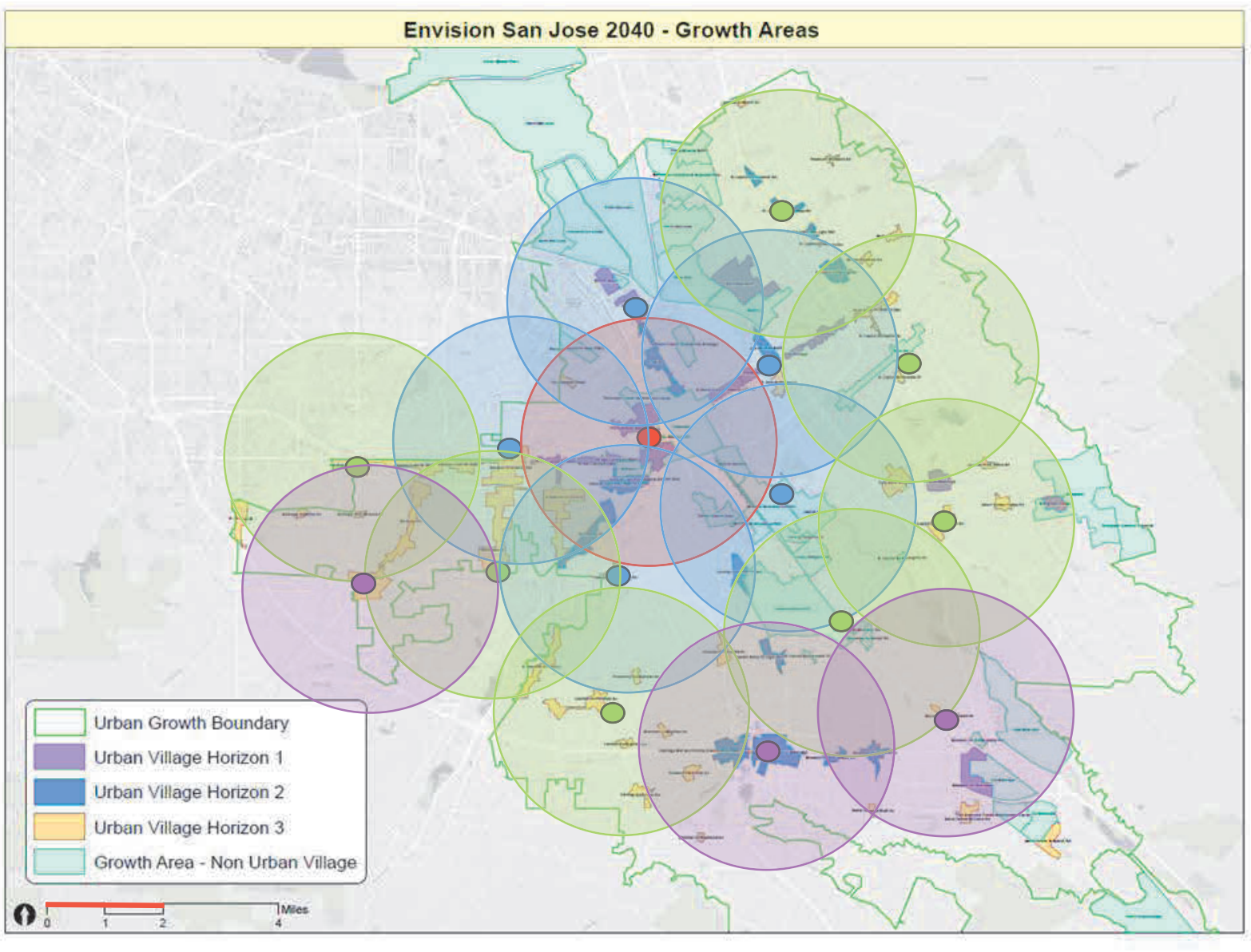




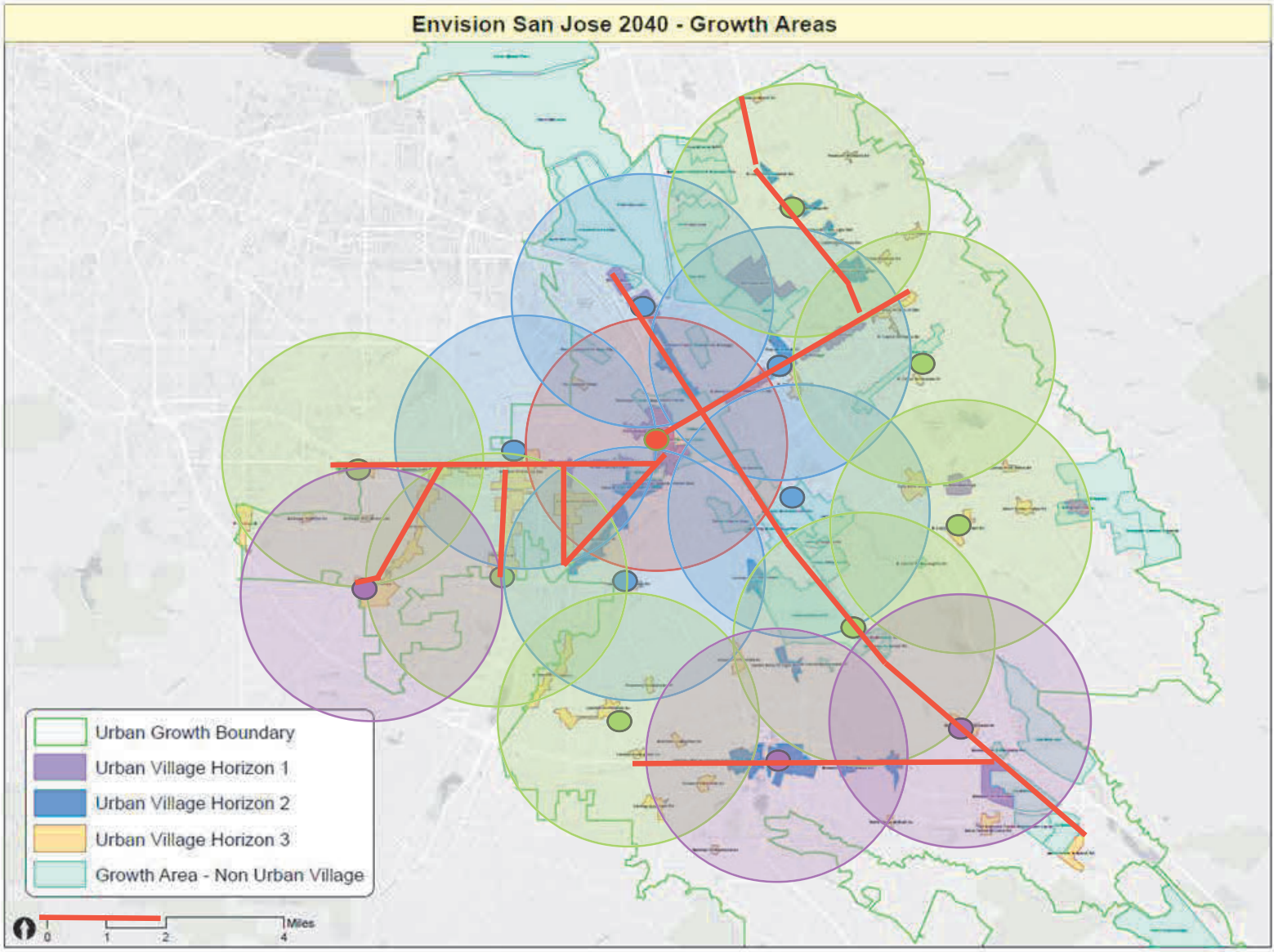




- Diridon Campus
  - 15-20k Employees
- Outer Offices
  - 100s-1k Employees
- Suburb Offices
  - 10-100s Employees
- Outmost Offices
  - 10-100 Employees



- Transit Options:
  - Bus
  - Train
  - VTA
  - Freeways
  - Walk/Bike
    - 2 Mile Radii



Han, James

From: Severino, Lori
Sent: Thursday, November 12, 2020 2:41 PM
To: Han, James
Cc: Downtown West Project
Subject: FW: Downtown SJ

FYI

---------- Forwarded message ---------
From: **Omar** <pzstomar07@yahoo.com>
Date: Thu, Nov 12, 2020 at 1:52 PM
Subject: Downtown SJ
To: <dave@plantoplace.com>

Hi there,
Just want to take a moment from your busy day to share my concerns and frustrations with the proposed plans SJ has for the next few years. I've grown up hearing that change is good. Unfortunately, I fear that the commission has missed its mark here.

Downtown SJ is a place where people can visit for entertainment and fellowship. One place to do this is the SAP Center. I fear that adding all these extra buildings and people will make downtown unsafe for our residents. It might make more sense to go go elsewhere for that entertainment.

So please, trudge this road with care. Take care of the existing residents first by keeping this city safe. Do some homework, add more parking. Don't let an entertainment venue like SAP be engulfed by someone like google. There are other parts of San Jose that they can move to.

Thanks,
Omar Beas

Sent from my iPhone

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Han, James

From: Robert Ihly <robert.ihly@gmail.com>
Sent: Friday, April 16, 2021 3:52 PM
To: Han, James
Subject: Reach 5b/c Project

[External Email]

Hi,
What is the current status of the Reach 5b/c project to take the Los Gatos Trail under the Caltrain tracks and West San Carlos Street to South Montgomery Street via the Fire Department Training Facility?
Thank you,
Robert Ihly
Resident, Monte Vista Can condominium and Town Homes complex
809 Auzerais Ave

Sent from my iPhone

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Han, James

From: Severino, Lori
Sent: Tuesday, November 10, 2020 11:56 AM
To: Han, James; Ruano, Jose
Cc: Downtown West Project
Subject: FW: DSAP questions

FYI

From: Roland Lebrun <ccss@msn.com>
Sent: Monday, November 9, 2020 7:30 PM
To: Zenk, Jessica <Jessica.Zenk@sanjoseca.gov>; Hughey, Rosalynn <Rosalynn.Hughey@sanjoseca.gov>
Cc: Rood, Timothy <timothy.rood@sanjoseca.gov>; Walesh, Kim <Kim.Walesh@sanjoseca.gov>; Severino, Lori <Lori.Severino@sanjoseca.gov>; Eidlin, Eric <eric.eidlin@sanjoseca.gov>
Subject: Re: DSAP questions

> [External Email]

Hi Jessica,

Thank you for the answer and yes, these are the correct parcels. I am EXTREMELY disappointed to learn that these parcels are no longer part of the Downtown West proposal and look forward to learning more about what happened here.



Roland.

From: Zenk, Jessica <Jessica.Zenk@sanjoseca.gov>
Sent: Monday, November 9, 2020 7:14 PM
To: Hughey, Rosalynn <Rosalynn.Hughey@sanjoseca.gov>; Roland Lebrun <ccss@msn.com>
Cc: Rood, Timothy <timothy.rood@sanjoseca.gov>; Walesh, Kim <Kim.Walesh@sanjoseca.gov>; Severino, Lori

<Lori.Severino@sanjoseca.gov>; Eidlin, Eric <eric.eidlin@sanjoseca.gov>
Subject: RE: DSAP questions

Yes, I agree with Rosalynn.

Roland – could you clarify your question #2 when you ask it? I think that you are referring to the parcels bounded by San Fernando, Cahill, Post, and Montgomery that are owned by Caltrain. Is that correct?

If so, those Caltrain parcels are absolutely still part of the DSAP (but they are no longer part of the Downtown West project proposal).

Best,
Jess

From: Hughey, Rosalynn
Sent: Monday, November 9, 2020 7:05 PM
To: Roland Lebrun <ccss@msn.com>
Cc: Rood, Timothy <timothy.rood@sanjoseca.gov>; Walesh, Kim <Kim.Walesh@sanjoseca.gov>; Zenk, Jessica <Jessica.Zenk@sanjoseca.gov>; Severino, Lori <Lori.Severino@sanjoseca.gov>; Eidlin, Eric <eric.eidlin@sanjoseca.gov>
Subject: Re: DSAP questions

Hello Roland - feel free to speak during public comment. We will respond to your questions in an email as well.
Thanks,
Rosalynn

Sent from my iPhone

> On Nov 9, 2020, at 6:57 PM, Roland Lebrun <ccss@msn.com> wrote:
>
> [External Email]
>
> In the bizarre absence of a chat window (???), here are my questions:
>
> 1) Why doesn't the Historical depot show up on any of the slides?
> 2) What happened to the 265-foot building in front of the Historical depot between Stover and Cahill? Why is it no longer part of the DSAP?
> 3) Why isn't the DISC integrated into the DSAP?
> 4) Why is the public garage to the north of Santa Clara?
> 5) Will the shared parking be open to Caltrain/ACE/Capital Corridor/HSR riders and, if so, why not?
> 6) Why aren't there any links to the meetings in the last slide?
>
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Han, James

From: Severino, Lori
Sent: Thursday, November 12, 2020 2:42 PM
To: Han, James; Handler, Elisabeth; Wessling, Cheryl
Cc: Downtown West Project
Subject: FW: San Jose Hockey Now

FYI

---------- Forwarded message ---------
From: **Sheng Peng** <shengpeng@gmail.com>
Date: Thu, Nov 12, 2020 at 1:27 PM
Subject: San Jose Hockey Now
To: <diridonsj@sanjoseca.gov>, <dave@plantoplace.com>

Hey Dave,

This is Sheng Peng with San Jose Hockey Now, just spoke with you.

Can you please direct me to appropriate contacts at the city of San Jose, DSAP, and/or Google who can speak to the DSAP project and the San Jose Sharks' criticism of it?

Thank you!
--
Sheng Peng l Reporter
626-475-2335 **l** shengpeng@gmail.com **l** Twitter **l** LinkedIn **l** Portfolio

Virus-free. www.avg.com

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Han, James

From: Thang Do <tdo@aedisarchitects.com>
Sent: Saturday, November 28, 2020 6:04 PM
To: Ruano, Jose; Dave Javid; Han, James
Subject: DSAP proposed amendments

[External Email]

Thought I'd weigh in with a suggestion.

I understand the attempt to respect established residential neighborhoods such as Delmas, thus leaving a pocket between DSAP and 280. However, it would be good to create a DSAP sphere of influence, or a transitional zone, where developments are allowed to be more dense and intense than otherwise. It seems that these areas can all use more density to support the City's needs for more housing and more development.

Thanks.

Thang N. Do, FAIA
CEO
(408) 300-5155 direct

aedis
architects

387 S. 1st St, Ste 300
San Jose, CA 95113
(408) 300-5160 office

808 R St, Ste 201
Sacramento, CA 95811
(916) 970-0230 office

www.aedisarchitects.com

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DEPARTMENT OF TRANSPORTATION
DIVISION OF AERONAUTICS – M.S. #40
1120 N STREET
P. O. BOX 942874
SACRAMENTO, CA 94274-0001
PHONE (916) 654-4959
FAX (916) 653-9531
TTY 711
www.dot.ca.gov

Making Conservation a California Way of Life.

April 15, 2021

Mr. José Ruano, Planner II
Building and Code Enforcement
Department of Planning
City of San José
200 East Santa Clara Street, 3rd Floor Tower
San José, CA 95113-1705

Electronically Sent
Jose.ruano@sanjoseca.gov

Dear Mr. Ruano:

The California Department of Transportation (Caltrans), Division of Aeronautics (Division) received a proposed overrule by the city of San José (City) on March 16, 2021. Pursuant to California Public Utilities Code (PUC) section 21676(a)[1], an overrule may be proposed by the City after the Santa Clara County Airport Land Use Commission (SCCALUC) finds a general or specific plan, including amendments, inconsistent with the Comprehensive Land Use Plan (CLUP)[2] for Norman Y. Mineta San José International Airport (SJC).

The proposed overrule involves a General Plan Amendment (GPA) and Conforming Rezoning, City File Nos. GP20-007 and C20-002, also known as the Diridon Station Area Plan[3]. These proposed land use actions were submitted to the Santa Clara County Airport Land Use Commission (SCCALUC) for a consistency determination with the SJC Comprehensive Land Use Plan (CLUP). On December 16, 2020, the SCCALUC found the proposed GPA and Rezoning inconsistent with the safety, height, and noise policies contained within the SJC CLUP.

In response to the SCCALUC's inconsistency finding, the City prepared a resolution with draft findings in support of the GPA and Rezoning. The Division has reviewed the City's proposed findings and has determined the proposed findings are not consistent with the declaration and purposes of the statutes set forth in PUC section 21670[4] and with the foundational principles contained in the California Airport Land Use Planning Handbook (Handbook)[5]

The SCCALUC found the GPA and Rezoning inconsistent with the SJC CLUP noise policies, Table 4-1 and Policy N-4. The Table shows residential uses are "Generally Unacceptable" between the 65-70 decibel (dB) Community Noise Equivalent Level (CNEL) Noise Contours. Further, Policy N-4 of the SJC CLUP states, "that no

residential or transient lodging construction shall be permitted within the 65 dB CNEL contour boundary unless the resulting interior sound levels will be less than 45 dB CNEL and there are no outdoor patios or outdoor activity areas." The City's resolution includes a finding that states, "Although the project is proposing residential type development in the 65-70 dB CNEL noise contour, the City finds the project consistent with Section 21670." This finding is inconsistent with PUC section 21670 in that it does not promote the overall objectives of the California airport noise standards pursuant to PUC section 21669 and prevent the creation of new noise problems. It is also inconsistent with the Handbook Table 4B that shows 65 dB CNEL is generally not acceptable for most new development.

The finding pertaining to Goal EC-1 of the Envision San José General Plan 2040 (General Plan) is not consistent with the Handbook, which references the California Building Code (Building Code)[6] section 1207.11. The Building Code establishes a maximum interior noise of 45 dB CNEL[7] The Division cautions the City that if interior noise exposure exceeds 45 dB, then the City may be liable for future retrofits. Further, the Building Code requires a general plan that includes an airport's noise contours. According to the Building Code, if residential type structures exceed 60 dB CNEL or DNL, per the Noise Element, then an acoustical analysis is required.

The Division finds that the City's General Plan policies regarding outdoor noise limits within the environs of SJC and in downtown San Jose inconsistent with PUC section 21670, 21674.7(b), and PUC section 21675(a).

- The City's General Plan does not discourage incompatible land uses near existing airports (PUC section 21674.7)
- Proposed buildings are not guided by the noise criteria compatible with airport operations (PUC section 21674.7); and
- The GPA does not safeguard the inhabitants within the vicinity of airports (PUC section 21675(a)).

The finding regarding exterior spaces being consistent with the SJC Airport Master Plan is not consistent with PUC section 21670(a), and PUC section 21676(a)[8]. Further, the SJC Master Plan noise analysis does not supersede SJC CLUP policies (PUC section 21676(c)).

The finding regarding the largest contributing factor to 65-70 dB CNEL noise measures is from highways, streets, and rail systems is not supported.

The Division finds that the City's noise complaint tracking system indicating minimal noise complaints from existing development is not consistent with PUC section 21670. This finding does not account for future conditions and does not prevent new noise problems.

The City's resolution states that "the ALUC made its Land Use Plan inconsistency determination prior to the Federal Aviation Administration's issuance of any "No Hazard" determination for the subject project and that CLUP Policy H-1 provides that the FAA determination shall prevail." Federal Aviation Administration (FAA) aeronautical studies are typically conducted upon submission of Code of Federal Regulations (CFR), Part 77, Form 7460-1[9], which pertains to specific structures, objects, or natural features. FAA aeronautical studies do not typically consider broad policies and standards applicable to a general or specific plan or a cumulative number of future buildings, objects, or natural features as proposed with the GPA and Rezoning. If the FAA has made a "Determination of No Hazard," it was not submitted with the proposed resolution and findings

Further, the Legislature enacted PUC sections 21402[10] and 21659(a)[11] for airspace protection purposes. According to the California State Aeronautics Act, CFR Part 77 (Part 77) is used as the primary airspace protection standard for the State. In addition, the provisions of PUC section 21670 (inclusive) reference Part 77 for ALUCs' use in airport land use compatibility planning and policy formation. FAA Determinations on an Airspace Study is a finding relative to Part 77 surfaces surrounding an airport. If a local agency proposes policies with respect to building heights that cover large areas, a cumulative number of future buildings, several objects, or swaths of natural features, then Part 77 is the appropriate standard for establishing building height maximums. The SCCALUC adopted their policies consistent with the Handbook's foundational principles.

The City resolution also includes a finding that states, "the project is in compliance with General Plan Transportation Policy TR14.2." The City's finding is not consistent with PUC section 21670 because it requires future determinations by the FAA for individual buildings, objects, or specific natural features. It does not demonstrate that cumulative future conditions would ensure the orderly development of SJC or maintain protection of SJC airspace. Such consequences may reduce the operating utility of SJC. Ultimately, it may be more appropriate for the City to seek the FAA's assistance in conducting an aeronautical study that evaluates all potential development scenarios to best protect SJC and SJC's airspace.

Development encroachment upon an airport is likely to constrain an airport's vital contribution to the community, region, and State, and exposes people to safety hazards and excessive noise. In addition, SJC provides economic stimulus, generates on and off airport jobs, and is a hub for domestic and international commerce and tourism.

Caltrans concurs with SCCALUC's inconsistency determination because SJC is important to the California Aviation System Plan.

If you have questions or need further assistance, please contact me at (916) 654-5314 or via email at robert.fiore@dot.ca.gov .

Sincerely,

Original signed by

ROBERT FIORE
Aviation Planner

c: Ryan Sheelen, C.M., Airport Planner III, Planning and Development Division San José International Airport; rsheelen@sjc.org

Laurie Suttmeier, FAA, SFO; laurie.suttmeier@faa.gov

Mark Connolly, Program Manager, Santa Clara County Airport Land Use Commission; Mark.Connolly@PLN.SCCGOV.ORG

ENDNOTES

[1]PUC section 21676(a), each local agency whose general plan includes areas covered an airport land use compatibility plan must submit a copy of its plan or specific plan to the airport land use commission (ALUC).

[2]PUC section 21675(a): Each commission shall formulate an airport land use compatibility plan that will provide for the orderly growth of each public airport and the area surrounding the airport within the jurisdiction of the commission, and will safeguard the general welfare of the inhabitants within the vicinity of the airport and the public in general.

[3]The proposed City-initiated General Plan Amendment amending the Diridon Station Area Plan, is to add development capacity and update sections on land use, design, transportation, and public spaces, and the Conforming Rezoning is in response to Senate Bill (SB) 1333 to bring the existing site's Zoning Districts into conformance with the existing and amended Diridon Station Area Plan on approximately 262 gross acres.

[4]PUC section 21670(a): The Legislature hereby finds and declares that: (1) It is in the public interest to provide for the orderly development of each public use airport in this state and the area surrounding these airports so as to promote the overall goals and objectives of the California airport noise standards adopted pursuant to Section 21669 and to prevent the creation of new noise and safety problems. (2) It is the purpose of this article to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses.

[5]PUC section 21674.7

[6] California Code of Regulations, Title 24

[7] The Building Code states that "interior noise levels shall not exceed 45 (dB) for either the Day-Night Average Sound Level (DNL) or the CNEL. The worst-case noise level of existing or 10 years in the future shall be used." The City's resolution does not provide the General Plan noise contours and analysis regarding a future worst-case scenario for residential type uses as required by the Building Code.

[8] PUC 21676(c): Each public agency owning any airport within the boundaries of an airport land use compatibility plan shall, prior to modification of its airport master plan, refer any proposed change to the airport land use commission.

[9] Title 14, Code of Federal Regulations (CFR) Part 77, "*Safe, Efficient Use and Preservation of the Navigable Airspace.*"

[10] The ownership of the space above the land and waters of this State is vested in the several owners of the surface beneath, subject to the right of flight described in Section 21403. No use shall be made of such airspace which would interfere with such right of flight; provided, that any use of property in conformity with an original zone of approach of an airport shall not be rendered unlawful by reason of a change in such zone of approach.

[11] No person shall construct or alter any structure or permit any natural growth to grow at a height which exceeds the obstruction standards set forth in the regulations of the Federal Aviation Administration relating to objects affecting navigable airspace contained in Title 14 of the Code of Federal Regulations, Part 77, Subpart C, unless the Federal Aviation Administration has determined that the construction, alteration, or growth does not constitute a hazard to air navigation or would not create an unsafe condition for air navigation.

From: John Cordes [redacted]
Sent: Wednesday, April 28, 2021 12:34 PM
To: PlanningSupportStaff <PlanningSupportStaff@sanjoseca.gov>
Cc: John Cordes <john@bikesiliconvalley.org>
Subject: Support jobs and homes near transit Planning Commission 2021-04-28 Agenda Items8(a)and8(b)

[External Email]

Dear San José Commissioners

I live in Sunnyvale and work in downtown San Jose. I frequently commuted through the study area before covid. I have also attended numerous events at the SAP Center. I go there from Sunnyvale via Caltrain or bicycle.

The plan recommendation from city staff is a great one and well aligned and supports the vision San José wants. San José would have a much harder time meeting its Climate Smart San José and Vision Zero and other plans if it dedicates as much space to roads and parking as the Sharks want. I have taken public transit to Levi Stadium, AT&T Park, and the Oakland Coliseum. Public transit is a better option than driving to those locations and the same should be true for SAP center. Please vote in favor of the staff recommendation.

Sincerely,
John Cordes

From: William Benson <[redacted]
Sent: Wednesday, April 28, 2021 12:00 PM
To: PlanningSupportStaff <PlanningSupportStaff@sanjoseca.gov>
Subject: support Draft Amended DSAP

[External Email]

Dear San Jose Planning Commission,
I am writing as a resident (about 5 blocks west) of the Diridon station area.
I strongly support the people-centric vision in the Draft Amended DSAP, and oppose any increased accomodation for single-occupant vehicles and car parking. My family and I chose to live in this area in large part because of its walkable, bikeable, and transit amenities. We are able to make it work quite well with minimal car use (mainly for carrying heavy groceries).

In point of fact, one drawback to this neighborhood is the heavy traffic before and after arena events. Maintaining the current level of car use will never improve that. And it has been frequently demonstrated that increasing capacity only leads to more traffic. We need new and smarter solutions.

The larger downtown area is relatively distinctive, unlike large parts of the city whose sprawl and strip malls make them indistinguishable from other suburban cities across the country. I've never heard anyone extoll their enjoyment of endless highways and acres of parking lot wastelands. The great cities that I've visited are dense, diverse, and walkable.

People-centered development is a cultural change from the dominant patterns of the past hundred years, and will require some adjustment by the current and future users. But it is eminently possible, and necessary to reduce some of the environmental damage we have caused. This large project is a rare opportunity to go in a more liveable direction, and leverage all the transit resources in the area. Please resist the calls to stick with last-century ways.

- William Benson
[redacted]

From: Pat Blevins [redacted]
Sent: Wednesday, April 28, 2021 10:30 AM
To: PlanningSupportStaff <PlanningSupportStaff@sanjoseca.gov>
Subject: Support jobs and homes near transit - Planning Commission 2021-04-28 Agenda Items 8(a) and 8(b)

[External Email]

As a San Jose resident and Mothers Out Front supporter, I urge you to adopt the DSAP as is and reject the Sharks' proposal to build even more parking than the minimum 4000 places already set aside. Too much parking and street space for cars means the City will be stuck in a car-centric mentality and risk missing our climate-smart goals. Sharks fans and downtown residents will be caught in heavy traffic at the end of games.

Other cities have embraced transit near their arenas, like Seattle's Climate-Pledge Arena. Surely San Jose, the Capital of Silicon Valley, can lead the way to a new vision of urban livability by prioritizing public transit, walking & biking and letting go of the old car-centric mindset. Just say NO to more parking, NO to more cars & NO to widening streets, and say YES to a climate-smart and sustainable future for our children. Thank you.

Patricia Blevins

From: Brian Preskitt [redacted]
Sent: Wednesday, April 28, 2021 10:20 AM
To: PlanningSupportStaff <PlanningSupportStaff@sanjoseca.gov>
Subject: Support jobs and homes near transit - Planning Commission 2021-04-28 Agenda Items 8(a) and 8(b)

[External Email]

Dear staff and commissioners,

I'm writing to urge you to *accept staff's recommendation* on agenda items 8(a) and 8(b) for the planning commission hearing today.

The Downtown West project is a major step in advancing the goals declared in the Envision San Jose 2040 General Plan. As a few examples:

1. The care that Google has shown in seeking feedback from the public and seeking advice from community organizations is a paragon of **community based planning**.
2. The planned density, adjacent to downtown and to existing transportation amenities, drives the **focused growth** we'd like to see as we build our **destination downtown**.
3. The parks and pedestrian-oriented design outlined in the development agreement set the bar high for **streetscapes for people**, and by inviting non-car transport, this builds our **measurable sustainability**.

This plan hits all the marks we'd like to see, and sets a shining example of how to advance our city's vision and goals. The plan has approval from virtually all of the key organizations who have worked with the city for years to build this vision. I personally attest that, as a resident of Downtown San Jose, I welcome Downtown West as a destination I would be thrilled to have nearby.

I respectfully ask that you accept staff's recommendation on agenda items 8(a) and (b).

Thank you,
Brian Preskitt

From: Susan Butler-Graham [redacted]
Sent: Wednesday, April 28, 2021 10:20 AM
To: PlanningSupportStaff <PlanningSupportStaff@sanjoseca.gov>; City Clerk <city.clerk@sanjoseca.gov>
Cc: Mothers Out Front Northern California <info.ca.norcal@mothersoutfront.org>
Subject: Support jobs and homes near transit - Planning Commission 2021-04-28 Agenda Items 8(a) and 8(b)

[External Email]

Dear Planning Commission,

As a San Jose mother and grandmother, and as a volunteer leader in Mothers Out Front Silicon Valley, I urge you to stick with the plan. The Diridon Station Area Plan has been carefully crafted to help San Jose meet our Climate Smart goals to reduce greenhouse gas emissions and traffic. Everyone I know wants San Jose to be a more pedestrian and bike friendly city, as other cities have done. We don't want you to acquiesce to the Sharks' attempt to add 1000 more parking spaces and a 5-lane road, which would only increase car traffic and congestion.

Please stand firm and hold the line. Stick to the plan. Don't cave to the opposition.

Our children and grandchildren are counting on you to do the right thing, for a climate-smart and sustainable future for our city and our planet.

Sincerely,

Susan Butler-Graham
Team Coordinator
Mothers Out Front Silicon Valley
Pronouns: She/her/hers
www.mothersoutfront.org

From: Rebecca [redacted]
Sent: Wednesday, April 28, 2021 10:19 AM
To: PlanningSupportStaff <PlanningSupportStaff@sanjoseca.gov>
Cc: info.ca.norcal@mothersoutfront.org <info.ca.norcal@mothersoutfront.org>
Subject: Support+jobs+and+homes+near+transit+-+Planning+Commission+2021-04-28+Agenda+Items+8(a)+and+8(b)

[External Email]

As a San Jose resident and Mothers Out Front supporter, I urge you to adopt the DSAP as is and reject the Sharks' proposal to build even more parking than the minimum 4000 places already set aside. Too much parking and street space for cars means the City will be stuck in a car-centric mentality and risk missing our climate-smart goals. Sharks fans and downtown residents will be caught in heavy traffic at the end of games.

Other cities have embraced transit near their arenas, like Seattle's Climate-Pledge Arena. Surely San Jose, the Capital of Silicon Valley, can lead the way to a new vision of urban livability by prioritizing public transit, walking & biking and letting go of the old car-centric mindset. Just say NO to more parking, NO to more cars & NO to widening streets, and say YES to a climate-smart and sustainable future for our children. Thank you.

Rebecca Habermann
Mothers Out Front Member

Sent from my iPad

From: Betty Dickey [redacted]
Sent: Wednesday, April 28, 2021 10:16 AM
To: PlanningSupportStaff <PlanningSupportStaff@sanjoseca.gov>
Cc: info.ca.norcal@mothersoutfront.org <info.ca.norcal@mothersoutfront.org>
Subject: Support+jobs+and+homes+near+transit+-+Planning+Commission+2021-04-28+Agenda+Items+8(a)+and+8(b)

[External Email]

Good morning,
I am a San Jose resident and a member of Mothers Out front and United Methodist Women, both of whom are
focused on making our planet safe for our children and grandchildren. I am urging you to adopt the DSAP as it is and
reject the Sharks' proposal to build even more parking than the minimum 4000 spaces already planned. This change
would miss the whole point of keeping our climate smart goals. Keep it for walking, biking and public transit as they have
in Seattles Climate - Pledge Arena. We are the Capital of Silicon Valley and surely we can be the change makers for a
more sustainable future.

Thank You for your
attention. Betty Spencer Dickey

From: Stephanie Morris <[redacted]
Sent: Wednesday, April 28, 2021 9:31 AM
To: PlanningSupportStaff <PlanningSupportStaff@sanjoseca.gov>
Subject: Support jobs and homes near transit - Planning Commission 2021-04-28 Agenda Items 8(a) and 8(b)

[External Email]

As a team leader with Mothers Out Front, I urge you to adopt the DSAP as is and reject the Sharks' proposal to build even more parking than the minimum 4000 places already set aside. Many Sharks fans already use transit to attend games, and we need to encourage this, given that the stadium is near the transit hub. We need to avoid a car-centric mentality in downtown and achieve our climate-smart goals.

Other cities have embraced transit near their arenas, like Seattle's Climate-Pledge Arena. Surely San Jose, the Capital of Silicon Valley, can lead the way to a new vision of urban livability by prioritizing public transit, walking & biking and letting go of the old car-centric mindset. Just say NO to more parking, NO to more cars & NO to widening streets, and say YES to a climate-smart and sustainable future for our children. Thank you. Stephanie Morris

From: Marie Burns <[redacted]
Sent: Wednesday, April 28, 2021 9:11 AM
To: PlanningSupportStaff <PlanningSupportStaff@sanjoseca.gov>
Subject: Support Jobs and Homes Near Transit - Planning Commission 2021-94-28 Agenda Items 8(a) and 8(b)

[External Email]

Dear San Jose Elected Officials and Citizens,

I am a citizen of San Jose writing in support of the Diridon Station Area Plan as it is written without changing it to add more parking. The plan is a long term vision to enliven this area of San Jose and make it a livable place that is also a pedestrian friendly town center that San Jose desperately needs. To change the plan to allow more parking may enable a small subset of the population to have more parking on a few select events at the expense of the daily experience of many more people who will live in and visit the area on a daily or weekly basis.

If you look at town centers that have thriving businesses and culture, they don't have large parking lots. Please focus on the vision of the plan and the greater good of the community and making San Jose a more livable city.

We also need to achieve San jose's mode shift goals for both equity and climate and this plan is a key step in providing more options to residents for transportation than only single occupancy vehicles. With the access to a transit center, bike routes, and destinations within walking distance, adding more parking would not serve the needs of most people in the area and would take away space for other uses that are more enjoyable and useful to people. Additionally, more parking would further increase traffic in the area making it less safe and healthy for pedestrians. We need to focus on providing the infrastructure for people to be able to move safely and efficiently around San Jose and adding more parking is counter to that goal.

Thank you,

Marie Burns, District 6

From: Serena Zhao [redacted]
Sent: Wednesday, April 28, 2021 8:47 AM
To: PlanningSupportStaff <PlanningSupportStaff@sanjoseca.gov>
Cc: info.ca.norcal@mothersoutfront.org <info.ca.norcal@mothersoutfront.org>
Subject: Support jobs and homes near transit - Planning Commission 2021-04-28 Agenda Items 8(a) and 8(b)

[External Email]

As a San Jose resident and Mothers Out Front supporter, I urge you to adopt the DSAP as is and reject the Sharks' proposal to build even more parking than the minimum 4000 places already set aside. Too much parking and street space for cars means the City will be stuck in a car-centric mentality and risk missing our climate-smart goals. Sharks fans and downtown residents will be caught in heavy traffic at the end of games.

Other cities have embraced transit near their arenas, like Seattle's Climate-Pledge Arena. Surely San Jose, the Capital of Silicon Valley, can lead the way to a new vision of urban livability by prioritizing public transit, walking & biking and letting go of the old car-centric mindset. Just say NO to more parking, NO to more cars & NO to widening streets, and say YES to a climate-smart and sustainable future for our children.

Thank you,
Serena Zhao, 95131

From: Jenny Green <[redacted]
Sent: Wednesday, April 28, 2021 7:52 AM
To: PlanningSupportStaff <PlanningSupportStaff@sanjoseca.gov>
Cc: info.ca.norcal@mothersoutfront.org <info.ca.norcal@mothersoutfront.org>
Subject: Support jobs and homes near transit - Planning Commission 2021-04-28 Agenda Items 8(a) and 8(b)

[External Email]

Dear Planning Commission,

As a San Jose resident and Mothers Out Front supporter, I urge you to adopt the DSAP as is and reject the Sharks' proposal to build even more parking than the minimum 4000 places already set aside. We need to adopt the DSAP as is, in order to meet our climate-smart goals. Please say NO to more parking and NO to widening streets; instead, please encourage public transit near the arena.

I hope that as you plan the future of our city, you will keep foremost in mind the need to preserve a livable climate for our children.

Thank you.

Jenny Green
[redacted]

From: Diana Moss [redacted]
Sent: Wednesday, April 28, 2021 7:21 AM
To: PlanningSupportStaff <PlanningSupportStaff@sanjoseca.gov>
Cc: info.ca.norcal@mothersoutfront.org <info.ca.norcal@mothersoutfront.org>
Subject: SupportJobsHomes Near Transit: PlanningCommission4_28AgendaItems8(a)/8(b)

[External Email]

As a San Jose resident and Mothers Out Front supporter, I urge you to adopt the DSAP as is and **reject** the Sharks' proposal to build even more parking than the minimum 4000 places already set aside. Too much parking and street space for cars means the City will be stuck in a car-centric mentality and risk missing our climate-smart goals. Sharks fans and downtown residents will be caught in heavy traffic at the end of games.

Other cities have embraced transit near their arenas, like Seattle's Climate-Pledge Arena. Surely San Jose, the Capital of Silicon Valley, can lead the way to a new vision of urban livability by prioritizing public transit, walking & biking and letting go of the old car-centric mindset. Just say NO to more parking, NO to more cars & NO to widening streets, and say YES to a climate-smart and sustainable future for our children.

Thank you,

Diana Moss
[redacted]

From: Anne Spicer [redacted]
Sent: Tuesday, April 27, 2021 4:08 PM
To: PlanningSupportStaff <PlanningSupportStaff@sanjoseca.gov>; City Clerk <city.clerk@sanjoseca.gov>
Subject: Public hearing on DSAP 4/28

[External Email]

Hi there,

I am a current resident of San Jose and have been for the past 6 years. I wanted to write in advance of the public hearing on the DSAP tomorrow.

I am writing because I heard that the owner of the Sharks wants more parking in the plan and I am very much against this proposal. I am in favor of having more housing, commercial space and walkable space rather than parking lots in this area. One of the changes that I've noticed in San Jose downtown is to see more streets closing to cars and opening up to pedestrians and commercial space and I think this is the best thing that could happen for the city. If you want this DSAP area to become a transit hub and the center of Silicon Valley movement, the way to do this is NOT by allowing more cars. We need more houses, jobs and walkable space.

The private business of the Sharks should not be able to lobby for more parking spaces as a special interest. Beside for the fact that having parking spaces is a complete waste of space most of the time, it won't even get them more people to come to the games. What they need for increasing their attendance at games is actually more people. In order to get more people in the vicinity, they need more houses and commercial businesses that people actually want to visit.

Right now, the SAP center is surrounded by idle parking lots and it is a terrible wasteland to go to MOST of the time. The only time the area comes alive and is safe and fun to be around is when there are actually people there. We could have that all the time if we had FEWER parking lots and MORE houses, business and walkable space.

Thank you for hearing me. I will try to attend the hearing tomorrow as well.

Thanks,
Anne

--
Anne Spicer
Email: [redacted]

From: Jay Newman [redacted]
Sent: Tuesday, April 27, 2021 2:35 PM
To: PlanningSupportStaff <PlanningSupportStaff@sanjoseca.gov>
Subject: Support jobs and homes near transit - Planning Commission 2021-04-28 Agenda Items 8(a) and 8(b)

[External Email]

To City of San Jose City Clerk,

I am writing this letter in support of walkable and bikeable communities. The current Diridon Station Area Plan is a design for a great pedestrian and bike-oriented town center that will be of immeasurable benefit to the City of San Jose and an example of great urban planning for the rest of the country.

I have spent most of my 33 year career as an architect and construction manager commuting by bicycle to both offices in downtown San Jose and Diridon station. While I have greatly appreciated the many improvements over the years benefiting cyclists including the Guadalupe Creek bike trail and the many new bike lanes, the Diridon Station Area Plan includes many features that will make cycling and walking in the downtown area so much better.

This is a plan that should not be diluted to meet the demands of a few drivers and sports fans. Make our downtown a place worth visiting and living in.

Thanks,
Jay Newman
[redacted]

From: Kristal C [redacted]
Sent: Tuesday, April 27, 2021 2:19 PM
To: PlanningSupportStaff <PlanningSupportStaff@sanjoseca.gov>; City Clerk <city.clerk@sanjoseca.gov>
Subject: Support jobs and homes near transit - Planning Commission 2021-04-28 Agenda Items 8(a) and 8(b)

[External Email]

Good Afternoon Planning Commissioners,

I work near Diridon Station Area Plan (DSAP). It is less than 15 minutes on bicycle. DSAP has potential to be an urban village. I envision DSAP as a place to meet and visit. Ride through Guadalupe River to see the murals. Less cars on the road means less pollution. Currently, DSAP is small. I like to visit the SAP center. San Jose has miles of trails and the heart of the city.
We need more affordable or Below Market Housing in San Jose. My generation might not be able to afford a house, so I live at home. San Jose has great weather and walkable spaces will bring more business. I want to experience concerts, festivals, Viva Calle in San Jose and not go to San Francisco or Oakland.
High speed rail is on its way and we need to provide resources to Caltrain, BART and Capitol Corridor to make it the experience smooth. Cities will be connected more than ever.

Thanks,

Kristal Caidoy

Item 8.a. GP19-009, PDC19-039, PD19-029, HP20-002 7 PT20-027

From: Tory Grimm-Oropesa <[redacted]
Sent: Tuesday, April 27, 2021 1:19 PM
To: PlanningSupportStaff <PlanningSupportStaff@sanjoseca.gov>
Subject: Support jobs and homes near transit - Planning Commission 2021-04-28 Agenda Items 8(a) and 8(b)

[External Email]

Hello, I am a local resident who uses Diridon for local commuting and has also attended events and Sharks games at the SAP Center. I would appreciate it if we could make this area amenable to people traveling via foot and bicycle, because this makes it a much more enjoyable experience, adds to home values, and makes the area feel safer.

Thank you!
Tory Grimm-Oropesa

Item 8.a. GP19-009, PDC19-039, PD19-029, HP20-002 7 PT20-027

From: Lucas Spicer <[redacted]
Sent: Tuesday, April 27, 2021 9:10 AM
To: PlanningSupportStaff <PlanningSupportStaff@sanjoseca.gov>
Subject: Support homes and job near transit - Planning Commission 2021-04-28 Agenda Items 8(a) and 8(b)

[External Email]

Good morning,

My name is Luke Spicer and I'm a San Jose resident (District 3) who has lived for years near Diridon Station, and who commutes by Caltrain or VTA from the station daily (during non-covid times).

I'm writing in support of homes, jobs, and walkable spaces in the Diridon Station area.

If San Jose wants to get serious about fighting climate change, crushing traffic, and impossible housing costs we need to build homes and spaces where people can live/work with walking and other transportation options.

Spaces designed for humans (walkable, safe, welcoming) are what we need in this area, not the continued wastefulness of car-focused parking lots.

This area is currently a wasteland of parking that goes unused the vast majority of the time.

In cities around the world sports arenas get all the visitors they need on modes of transportation other than cars.

Even today when I commute from work on Caltrain on a Sharks game day a huge number of fans choose to take the train because driving/parking are already a nightmare.

Encourage more non-car options and everyone will benefit, especially all the people who will get to live and work in an area that is currently unused asphalt.

Thanks for your time, and please support humans over cars.

Luke Spicer

From: Linda Hutchins-Knowles [redacted]
Sent: Wednesday, April 28, 2021 11:49 AM
To: PlanningSupportStaff <PlanningSupportStaff@sanjoseca.gov>
Subject: Approve DSAP & Downtown West Plan - Agenda Items 8(a)/8(b)

> [External Email]

Dear Chair Mariel Caballero and San José Planning Commissioners,

As the attached letter explains, Mothers Out Front Silicon Valley urges you to approve the Downtown West Mixed-Use Plan and the Diridon Station Area Plans that staff have proposed, without agreeing to the Sharks' unreasonable and outdated demands for more parking and street-widening.

Can we count on you to prioritize a climate-smart city and climate-safe future for our children and grandchildren?

Thank you,
Linda & Susan

April 28, 2021

Re. Agenda Items 8(a) / 8(b): SUPPORT Downtown West and Diridon Station Area Plan

Dear Mariel Caballero, Chair, and San José Planning Commissioners:

We at Mothers Out Front Silicon Valley, representing over 2000 local supporters, urge you to approve Staff's recommended Downtown West Mixed-Use Plan and Diridon Station Area Plan.

These plans have been carefully crafted, in consultation with numerous stakeholders including the Sharks, to help San Jose meet our Climate Smart goals to reduce greenhouse gas emissions and traffic while also increasing jobs and housing in the downtown core.

Our members want San Jose to be a more pedestrian- and bike-friendly city and to increase public transit. We don't want you to acquiesce to the Sharks' attempt to add nearly 1000 more parking spaces and to widen Barack Obama Blvd. to five lanes, which would only increase car traffic and congestion.

Please stand firm and hold the line. Stick to the plan. Don't cave to the Sharks' unreasonable and outdated demands. The 4000 parking places already set aside are more than enough. Too much parking and street space for cars would keep our city will stuck in a car-centric mentality and risk missing our climate-smart goals. Sharks' fans and downtown residents would be caught in heavy traffic on game days, decreasing quality of life and increasing emissions.

Other cities, like Seattle, have embraced new ways of getting fans to their arenas, like Climate-Pledge Arena. Surely San Jose, the Capital of Silicon Valley, can lead the way to a new vision of urban livability by prioritizing public transit, walking and biking and letting go of the old car-centric mindset.

Just say NO to more parking, NO to more cars & NO to widening streets, and say YES to a climate-smart and sustainable future. Our children and grandchildren are counting on you to do the right thing, for a climate-smart and sustainable future for our city and our planet.

Thank you,
Susan Butler-Graham and Linda Hutchins-Knowles for
Mothers Out Front Silicon Valley

From: Scott Knies <[redacted]
Sent: Monday, April 26, 2021 1:21:57 PM
To: Planning Commission 1 <PlanningCom1@sanjoseca.gov>; Planning Commission 6 <PlanningCom6@sanjoseca.gov>; Planning Commission 3 <PlanningCom3@sanjoseca.gov>; Planning Commission 4 <PlanningCom4@sanjoseca.gov>; Planning Commission 5 <PlanningCom5@sanjoseca.gov>; Planning Commission 2 <PlanningCom2@sanjoseca.gov>; Planning Commission 7 <PlanningCom7@sanjoseca.gov>
Cc: Chang, Chu <chu.chang@sanjoseca.gov>; Hughey, Rosalynn <Rosalynn.Hughey@sanjoseca.gov>; Rood, Timothy <timothy.rood@sanjoseca.gov>; Brilliot, Michael <Michael.Brilliot@sanjoseca.gov>; Manford, Robert <Robert.Manford@sanjoseca.gov>; Han, James <James.Han@sanjoseca.gov>; Tu, John <john.tu@sanjoseca.gov>; Ruano, Jose <Jose.Ruano@sanjoseca.gov>; Keyon, David <david.keyon@sanjoseca.gov>; Hill, Shannon <Shannon.Hill@sanjoseca.gov>; Do, Sylvia <sylvia.do@sanjoseca.gov>; Klein, Nanci <Nanci.Klein@sanjoseca.gov>; Kline, Kelly <Kelly.Kline@sanjoseca.gov>; Katia McClain <kmcclain@steinberghart.com>; Nathan Ulsh <nulsh@sjdowntown.com>; Nate LeBlanc <nleblanc@sjdowntown.com>
Subject: Downtown West April 28 Planning Commission

[External Email]

Dear Planning Commissioners, please find attached the San Jose Downtown Association letter in support of the zoning, environmental and GP amendments for Downtown West on your Wednesday agenda. Scott

Scott Knies
Executive Director
San Jose Downtown Association

SAN JOSE DOWNTOWN ASSOCIATION

April 26, 2021

City of San Jose Planning Commission
200 East Santa Clara Street
San José, CA 95113

RE: Support for Downtown West zoning, environmental and General Plan amendments

Dear Chair Caballero and Planning Commission members,

The Downtown West development plan is a community-created vision for transforming 80-acres into a transit village and central social district on the westside of downtown. The General Plan amendments, re-zoning and environmental documents before you on April 28 represent a vast improvement over the area's previous Diridon specific plan. The San Jose Downtown Association (SJDA) urges your approval of items 8a and 8b.

While the project's 7.3 million square feet of office space, 4,000 housing units (25 percent affordable) and 15 acres of parks and open spaces have grabbed most of the attention, SJDA would like to highlight how the Downtown West plan will strengthen neighborhoods by directly investing in initiatives co-created by community members during a two year public outreach process.

One such initiative will focus on small business resiliency, entrepreneurship and ways to help small businesses make Downtown West a home. Google will work directly with businesses on the ground floor design of Downtown West to ensure their proximity is central to the project's new open spaces. Half of the developable parts of the site will go to non-office uses – housing mostly – but 500,000 square feet is planned for "active" spaces. Those spaces include food, drink, retail, cultural, arts and education uses.

Downtown West will strive to create a "15-minute city" where work, home, shopping, entertainment and recreational uses are all situated within a 15-minute walk. The project also will invest in a greener future in terms of net-zero emissions, ecology and mobility infrastructure – in essence, the equivalent of removing 4100 cars from traffic and powering 1500 homes using solar energy.

The necessary land use updates, certifications and approvals before you April 28 are a critical milestone as we embrace a new vision for San Jose that integrates neighborhoods, nature, equity and economic growth.

Onwards -- and with the heights and densities in Downtown West -- definitely upwards.

Sincerely,

Scott Knies
Executive Director

Cc:
Mariel Caballero, Chair
Rolando Bonilla, Vice Chair
George Casey
Jorge A. Garcia
Justin Lardinois
Pierluigi Oliverio
Deborah Torrens
Chu Chang
Tim Rood
Michael Brillot
James Han
John Tu
Jose Ruano
David Keyon
Shannon Hill
Nanci Klein
Kelly Kline
Katia McClain
Nathan Ulsh
Nate LeBlanc

From: Ricardo Benavidez [redacted]
Sent: Tuesday, April 27, 2021 7:20 PM
To: Planning Commission 1 <PlanningCom1@sanjoseca.gov>; Planning Commission 2 <PlanningCom2@sanjoseca.gov>; Planning Commission 3 <PlanningCom3@sanjoseca.gov>; Planning Commission 4 <PlanningCom4@sanjoseca.gov>; Planning Commission 5 <PlanningCom5@sanjoseca.gov>; Planning Commission 6 <PlanningCom6@sanjoseca.gov>; Planning Commission 7 <PlanningCom7@sanjoseca.gov>
Cc: Tu, John <john.tu@sanjoseca.gov>; Han, James <James.Han@sanjoseca.gov>; Javier González <javiergonzalez@google.com>; benavidez@google.com <benavidez@google.com>
Subject: 04.28.2021 - Planning Commission Item 8.a. - Downtown West Letters, Articles & Quotes

[External Email]

Dear Planning Commissioners,

The Downtown West project team is looking forward to tomorrow's Planning Commission meeting regarding Agenda Item 8.a. We know you're very busy so we pulled together a summary package of all the Planning Commission letters that were shared with Google by third-party organizations (i.e. SV Rising, Diridon Area Neighborhood Group, etc.) as well as a sampling of public and community benefits articles and quotes. We hope these attachments are helpful to you.

Thank you in advance for your Downtown West consideration.

Best regards,
Ricardo Benavidez
Google

List of attachments:

- Letters
  - Diridon Area Neighborhood Group
  - Housing Action Coalition
  - Preservation Action Council of San Jose
  - San Jose Downtown Association
  - Sierra Club, California Native Plant Society, Audubon Society, Green Foothills
  - Silicon Valley Bicycle Coalition
  - Silicon Valley Leadership Group
  - SV@Home
  - SVRising

- Articles
  - Google eyes first downtown San Jose village site and project timing
  - Google's downtown San Jose transit village project offers $200 million in community benefits

    - Google promises $200M worth of community benefits under Downtown West plan for San Jose
    - Google, San Jose Release Long-awaited Development Agreement for Downtown West Project
    - Google's San Jose megaproject offers $200 million in community benefits, 1,000 affordable homes
- Public | Community Benefits Press Quotes

- 04.14.2021 SAAG Meeting Member Quotes

- Public l Community Benefis Social Media Posts

“I think for all of us as members of SAAG we've seen how far this set of conversations is involved and I think the strong community benefits package we saw is because the City and the Google team listened. They worked, they iterated, reviewed best practices, engaged with so many in the community, and came up with what I think is really a bottle or developments in the tech sector around how to address the issues of displacement, and how to not just not just to put money at a problem and throw money at a problem, but really think intensely about what kind of power structure can help those in the communities most impacted by displacement and have a voice in co-developing those strategies.”

-- Jeffrey Buchannan, Working Partnerships, SAAG, 04.14.2021

We're very excited to see this development agreement. We engage ourselves in a community learning model and so we agree that community relations be at the helm of the decision making around the fund, particularly the community that this fund has to serve. They're the best position to determine priorities and assess the effectiveness of investments into their neighborhoods. So, really happy to see that. We're also really pleased to see that the fund is focusing on anti displacement...”

-- Kiyomi Yamamoto, Law Foundation of Silicon Valley, SAAG, 04.14.2021

“I just really wanted to express our organization's strong support for the housing components that were presented as part of the downtown West proposal. I really want to thank the City and Google for all their hard work on this DA and those housing components. I think these 4,000 new homes are hopefully going to really help jumpstart other housing developments that we want to see across the station area, and are key to creating that vibrant neighborhood I think everybody wants to see.”

-- David Meyer, SV@HOME, SAAG, 04.14.2021

“We just want to recognize the collaborative nature of this whole process, and we appreciate seeing the commitment that's been made to the T.O.D. plan. This really aligns with high speed rails statewide policy of providing housing around their station areas. We know this isn't the finish line and we all have a lot of work left to do, but we do look forward to continuing to work together so that we can implement both our project and other projects successfully in the Diridon Area.”

-- Kelly Doyle, California High Speed Rail, SAAG, 04.14.2021

“I think the community benefits are well thought out, both in substance and also in timing - that early land and payment for job readiness and community stabilization is well thought out to address the problems and prevent problems like displacement that could otherwise be caused by a project like this. I think one of the other things that gets lost yet with all the benefits and all the kind of good things is the focus on connections - this proposal does great job of working on connections like bike-rail-ped, open space, connecting neighborhoods, it's clear that the city, and Google have thought a lot about that, and I appreciate that.”

-- Jason Baker, SV Leadership Group, SAAG, 04.14.2021

“Because at the end of the day, Google really listened and the City listened, and I believe that is why we have an amazing agreement here that has so many benefits for the community and for working people. So, not only has Google committed to community benefits, but they've also made commitments to make sure that we have high quality, blue collar jobs from the people building this campus and the future service workers who will be working on this campus, and that’s going to make a major difference in people's lives.”

-- Sarah McDermott, Unite Here Local 19, SAAG, 04.14.2021

“I want to first thank Google and City staff for coming together to bring a development agreement of this caliber. And to be real honest with you, I always thought we would get here. I thought that we had willing partners on both sides, and I am delighted and anxious to welcome Google and the new development it brings to my neighborhood, soon. What I would like to say though is that Google is setting the standard; their development standards for design, infrastructure, fee structure, and community outreach are top notch.”

-- Kathy Sutherland, Delmas Park, SAAG, 04.14.2021

“I’d just like to say that those of us in this room, the neighborhood's, really appreciate Google's willingness to work with the neighbors, and they really laid the groundwork for creating a very positive, long term working relationship with all of the area's stakeholders.

-- Laura Winter, St. Leo’s, SAAG, 04.14.2021

DANG
Diridon Area Neighborhood Group

City of San Jose
Toni Taber, City Clerk
200 East Santa Clara Street
San Jose, CA 95113

RE: Google Downtown West Development

The Downtown West Project is the cornerstone to all development that will occur in the broader Diridon Station Area. Google has set the bar for community engagement, making the stakeholders and neighborhood voices heard. Through their collaboration with community members, Google has laid the groundwork to create a long-term positive working relationship with all area stakeholders.

The Diridon Area Neighborhood Group is pleased to see:

- New parks and open spaces with engaging experiences and programs
- Google's contribution to existing parks
- Year-round free programs that will benefit the broader community
- Opportunity for a vibrant new district that will complement existing neighborhoods
- Forward thinking infrastructure improvements for the 80-acre project with no public financing or subsidies
- The thoughtful and responsive Downtown West Design Standards and Guidelines, which should be the standard for projects large and small throughout this area.

The DANG would like to thank the City for their time and commitment to Downtown West. Developments of this size are complex, requiring respectful conversations in the spirit of the greater good. This is the beginning of a long-term endeavor and DANG is proud to be a partner in the future of San Jose.

Sincerely,

Kathy Sutherland
Laura Winter
Edward Saum
Helen Chapman
Mary Pizzo
Kevin Christman
Bert Weaver
Sarah Springer
Harvey Darnell
Bill Rankin
Norma Ruiz

DANG
Diridon Area Neighborhood Group

cc: Mayor Sam Liccardo
Vice Mayor Chappie Jones
Councilmember Sergio Jimenez
Councilmember Raul Peralez
Councilmember David Cohen
Councilmember Magdalena Carrasco
Councilmember Dev Davis
Councilmember Maya Esparza
Councilmember Sylvia Arenas
Councilmember Pam Foley
Councilmember Matt Mahan
Dave Sykes
Rosalynn Hughey
Nanci Klein

April 23, 2021

To: Chair Caballero and San Jose Planning Commissioners

Re: Item 8a on the April 28 Agenda: Google Downtown West Plan

The Sierra Club Loma Prieta Chapter, the Santa Clara Valley Audubon Society, the California Native Plant Society Santa Clara Valley Chapter and Green Foothills write in support of the Google Downtown West Plan and its associated Development Agreement between Google and the City of San Jose.

For decades, our organizations have advocated for the preservation of the open landscapes of Santa Clara County and our native flora and fauna. At the same time, we promoted good urban planning that focuses density in the urban core, prevents displacement, protects riparian ecosystems, integrates native trees and shrubs into urban design, and promotes sustainability. More recently, we have been advocating for climate action and resilience, and transit-focused mixed-use development. Google's Downtown West Plan accomplishes many of these elements. We are pleased to see the long-term vision of incorporating nature into the public urban environment and the building of a vibrant, walkable, planned community coming to life in the City of San Jose.

The Google team reached out to our groups early in the design process and has been responsive to many of our suggestions and requests regarding riparian setbacks, protecting and enhancing nature and habitat along the creeks, and embracing a California native plant palette that includes locally native trees such as oaks and sycamores. Downtown West has been designed to stay consistent with policies and guidelines around Los Gatos Creek and Guadalupe River, and to allow people to enjoy nature along the creeks. Our suggestions for bird safety measures, avoiding light pollution and minimizing the impacts of artificial light at night were incorporated into the plan.

The project is a downtown-focused and transit-focused mixed-use development — the right thing for San José, as the creation of jobs and housing downtown contributes to climate action and resilience, and allows for the protection of open space, as in Coyote Valley.

Respectfully,

David W. Poeschel
Open Space Committee Chair
Sierra Club Loma Prieta Chapter

Matthew Dodder
Executive Director
Santa Clara Valley Audubon Society

Linda Ruthruff
Conservation Chair
California Native Plant Society
Santa Clara Valley Chapter

Alice Kaufman
Legislative Advocacy Director
Green Foothills

Cc: James Eggers
Executive Director
Sierra Club Loma Prieta Chapter

BUSINESS • News

Google eyes first downtown San Jose village site and project timing

Old San Jose phone company building, nearby properties in first Google village development zone



Google Downtown West neighborhood in downtown San Jose, showing Meander section of the development, outlined in red. Note: boundaries are approximate, conceptual, and subject to change. Office buildings are grey, housing sites are sand or brown, purple buildings are activity hubs, including restaurants, retail, cultural, and entertainment amenities.

By **GEORGE AVALOS** | gavalos@bayareanewsgroup.com | Bay Area News Group

PUBLISHED: April 14, 2021 at 5:45 a.m. | UPDATED: April 15, 2021 at 8:34 a.m.

SAN JOSE — Google's first property purchase for its downtown San Jose transit village was an aging telephone company building — and now that area is slated to be the spot for the neighborhood's first development sites.

Office buildings, housing, and a cultural center would be part of the initial stages of the development of the Downtown West transit-oriented neighborhood that Google has proposed for a mile-long stretch near the Diridon train station and SAP Center — if city officials give a final go-ahead to the project.



Downtown West neighborhood being developed by Google in downtown San Jose, showing Meander section of the project, outlined in red. Note: boundaries are approximate, conceptual, and subject to change. //

In December 2016, a Google affiliate paid $55 million for an unremarkable Pacific Bell building at 145 S. Montgomery St., which wound up being the first of dozens of transactions in a years-long assembly of land for the Downtown West neighborhood.

Now, this site, and several others near the phone company property are slated to be transformed into a Downtown West first phase that would sprout in a section of the development that's dubbed The Meander.

The Meander's southern section begins in the vicinity of Park Avenue and South Montgomery Street and then runs north along Montgomery Street to around West San Fernando Street, according to a Google spokesperson. The Meander also runs along Autumn Street between Montgomery Street on the south to San Fernando Street on the north, Google said. The boundaries are preliminary and subject to possible adjustment. These sites are generally south of the train station.

As for the timing: The tech titan has said it hopes to break ground on the first new buildings in 2023. Google aims to launch the construction of streets and other crucial infrastructure in 2022, if the project is approved.

Google's description of The Meander site, the known locations of the company's property purchases as compiled by this news organization, and an overview released this month by the search giant provide an idea about the general location of the first phase of development — as well as the types of buildings in the first phase.

"It is a great mixed-use part of the plan," Alexa Arena, Google's development director for San Jose, said during a presentation on April 9 to the San Jose Downtown Association. "It includes residential and office uses, it includes a cultural building."

The Google site plan released this month shows that the cultural hub could be located in an existing brick building leased to San Jose Taiko, which offers classes and performances related to Asian and other cultures.



150 S. Montgomery St., a downtown San Jose building owned by Google. //

Other structures in The Meander section of the neighborhood such as the phone company building and a former industrial products site, as well as surface parking lots, are slated to be bulldozed to clear the way for the first phase.

The San Jose Planning Commission is due to vote this month on a Downtown West development agreement, including a community benefits package proposed by Google. The City Council is slated to vote by the end of May on the development agreement.

The transit-oriented neighborhood that Google has proposed would include office buildings, homes, shops, restaurants, activity hubs, cultural centers, hotel facilities, and open spaces.

"We're really excited about this first phase," Arena said.



145 S. Montgomery St. in downtown San Jose, an old telephone company building owned by Google, and the first property bought by the search giant as part of a years-long land assembly of properties for the tech company's Downtown West neighborhood. //

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Tags: **Commercial Real Estate**, **Development**, **Economy**, **Google**, **Google San Jose**, **Housing Development**, **Jobs**, **Real Estate**, **Restaurants**

George Avalos | Business reporter
George Avalos is a business reporter for the Bay Area News Group.

gavalos@bayareanewsgroup.com

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From the Silicon Valley Business Journal:
https://www.bizjournals.com/sanjose/news/2021/04/06/google-200m-downtown-west-community-benefits.html

Google promises $200M worth of community benefits under Downtown West plan for San Jose

Apr 6, 2021, 5:00am PDT **Updated: Apr 7, 2021, 10:33am PDT**

Google LLC plans to devote $200 million to homeless services, job opportunities for local residents and other items as part of an effort to ensure its proposed San Jose project benefits the community at large.

The technology giant detailed its community benefits plan in a draft of its 30-year development agreement with the City of San Jose. The city posted the draft contract for the project, dubbed Downtown West, on its website Tuesday.

"I'm proud that together with the City of San José, community, and local



GOOGLE LLC

Google LLC plans to devote $200 million to homeless services and job opportunities for local residents, among other items, to ensure its Downtown West project in San Jose, rendered, will benefit the community at large.

organizations, we developed a project agreement with community benefits that focus on social equity and will help San José come back stronger from the pandemic's impacts," Alexa Arena, Google's San Jose development director, said in a prepared statement. "Downtown West is a great example of a new way to approach development, where community is placed front and center."

As part of Downtown West, which will be located near Diridon Station, Google is planning to build offices, housing and retail space. If approved by the City Council and built out as designed, the project would bring millions of square feet of commercial space and thousands of housing units in what would be the largest development in downtown's history.

Included in Google's package of community benefits for the project is an approximately $154 million "Community Stabilization and Opportunity Pathways" fund. It's intended to support programs such as affordable housing preservation, homeless prevention and homeless services. The fund's full amount will be paid out as Google constructs the office portion of its mixed-use village, a company spokesperson said. And assuming the San Jose City Council gives final approval to Downtown West, Google will pay part of that amount up-front, the spokesperson said.

San Jose residents will be able to offer suggestions on how and where the fund's money is spent, creating a unique opportunity for the city, Nanci Klein, San Jose's economic development director, told the Silicon Valley Business Journal.

"Over the many months now in working with the community, the desire to have decision-making in the hands of the community has

been repeated many times," Klein said. "We have done research, and we can't find a fund that does that."

The City Council will set the guidelines for the fund's priorities and nominate 13 people for a so-called "Community Advisory Committee," Klein and a Google spokesperson said. The committee will work with a fund manager appointed by the City Council to solicit grant proposals, screen applicants and allocate fund money. That money, as well as the other items in Google's community benefits package, are all intended to assist people who are of low income, Klein said.

Google's announcement also drew praise from community groups that have, in the past, been cautious or critical of the tech titan's downtown designs.

"Google didn’t just say, 'Here’s what we think is important,' and throw money at that," said Maria Noel Fernandez, director of organizing and civic engagement for Working Partnerships USA and a leader of the organization's Silicon Valley Rising program.

"They sat down with us, we brought in experts we both trusted, and we came up with a really innovative community fund focused on housing and good jobs, grounded in racial and economic justice, and governed by people with lived experience facing these challenges," she said in an email to the Business Journal.

Downtown West sets a new model for how tech development can keep families housed and lift the quality of blue-collar jobs, said Fernandez, the campaign director of Silicon Valley Rising, which represents a coalition of labor, faith and community-based organizations.

Mayor Sam Liccardo told the Business Journal that Google's community benefits package addresses affordable housing, community programs, and job and learning opportunities "in a more impactful way than we've ever seen from any other expansion of employment in this Valley." The package "is one piece of a larger picture that shows that Google is not coming to San Jose either as a savior or a supplicant, but as a community partner," he said.

It also serves as a model for how a tech company can work in harmony with a community, which flies in the face of other large employers trying over the years to squeeze "every kind of subsidy and tax break known to humanity" out of cities and states, Liccardo said. The benefits package and other investments Google is making in San Jose also puts the city on a path to be the one to lead the United States out of the Covid-19 pandemic in a successful and equitable fashion, he said.

Laura Winter, a member of the Diridon Station Area Advisory Group (SAAG) and co-founder of the Diridon Area Neighborhood Group (DANG), said Google's outline of its community benefits plan addresses the SAAG's concerns on project-related issues such as the amount of affordable housing and new job and learning opportunities. SAAG is comprised of 38 member organizations appointed by the City Council to provide input to the city on land use, development, transportation and construction plans affecting the Diridon Station Area, which encompasses the Downtown West project site.

A representative of the St. Leo's neighborhood, which is adjacent to the planned development, Winter also said she appreciates the time Google has spent listening to DANG's concerns and

committing to an ongoing dialogue. The group is made up of three neighborhood associations whose areas meet at the doorstep to Downtown West.

Some of the other noteworthy community benefits and items stipulated in Google's draft development agreement with the City of San Jose include:

25% affordable housing in the Diridon Station area. This amount of affordable housing is comprised of land Google is dedicating to the city for affordable housing, representing 600 future units; the use of commercial linkage fees; on-site affordable housing distributed among market-rate buildings; and the payment of affordable housing "in-lieu" fees.
A 30% "local hire goal" for Downtown West's on-site building construction.
A more-than-$250 million investment by Google to satisfy the City of San Jose's project requirements that's in addition to its $200 million community benefits package. More than two-thirds of that money will go toward making at least 20% of Downtown West's residences affordable. The rest will be used to construct nearly 5 acres of parks and trails dedicated to the city as well as local transportation improvements.

Later this spring, the San Jose City Council will consider for approval Google's plans for Downtown West. The City Council should vote on it by May, Liccardo said last month.

Matthew Niksa
Commercial real estate reporter
Silicon Valley Business Journal



San Jose Inside (https://www.sanjoseinside.com)

BUSINESS

Google, San Jose Release Long-awaited Development Agreement for Downtown West Project

*By **Janice Bitters*** *@janicebitters / April 6, 2021* 18



A rendering of Google's Downtown West development near the development's "gateway" into downtown. (Courtesy of Google)

Google and San Jose on Tuesday released a long-awaited proposed development agreement (https://www.sanjoseinside.com/?s=google&search+submit=GO) for a massive, mixed-use office campus that could rise around Diridon Station.

The agreement outlines (https://www.sanjoseca.gov/your-government/departments-offices/planning-building-code-enforcement/planning-division/projects-of-high-interest/google-project) the campus, called Downtown West, that Google wants to build in the 10th largest city in the country, but also the $200 million community benefits package and about $1 billion in other "features" it's willing to offer up in exchange for the green light to construct the new campus.

The multinational tech giant aims to build about 6.5 million square feet of offices—though it is studying the impacts of building up to 7.3 million square feet of office space in its proposal.

Those offices, some of which could reach about 290 feet high, would be surrounded by 4,000 new homes, a spate of hotel rooms and 500,000 square feet of retail. All of that would sit within about 80 acres around the city's transit hub that officials hope will eventually become one of the busiest transit stations on the West Coast where light rail, Caltrain, BART and high-speed rail would intersect, carrying 100,000 daily passengers.

"I'm proud that together with the City of San Jose, community, and local organizations we developed a project agreement with community benefits that focus on social equity and will help San José come back stronger from the pandemic's impacts," said Alexa Arena, Google's San Jose development director. "Downtown West is a great example of a new way to approach development, where community is placed front and center."

If completed, the mega-campus could employ around 25,000 people, according to Google. Those jobs, along with the tax dollars and the community benefit money the company has promised would offer a life-line to San Jose as it—and cities across the country—recover from the Covid-19 pandemic, Mayor Sam Liccardo said.

"This makes San Jose a national model for how we can rebuild equitably after this pandemic as cities throughout the country will be struggling mightily to address epic levels of unemployment and dislocation in their communities," he told San Jose Inside. "San Jose is finding the path through this partnership and one that will pay benefits to our surrounding community for many years to come."



A rendering of Google's Downtown West development along San Fernando. (Courtesy of Google)

Community Benefits

Part of that path includes about $200 million in community benefits promised by Google, including a $150 million nest egg called the Community Stabilization and Opportunity Pathways Fund. Google will contribute money to the new fund as it builds its project, contributing about $21.2 million for every 1 million square feet of office space completed, according to city data.

The project will likely take more than a decade to build, but some money would be approved up-front if Google gets the final approval on the development from the city's elected officials, according to Google and city data.

As money comes into the fund, a third-party would manage it while a committee made up of residents would advise how the money should be spent, focusing on things like historically underrepresented communities, affordable housing, homelessness prevention or services and small business assistance.

The development agreement also comes with a promise to use local and diverse businesses to construct the project. Google also says it will gift the city nearly an acre of land ripe for affordable housing and build about 1,000 affordable homes in its own residential buildings.

"We are excited that Google's announcement today includes a big commitment to housing in the Downtown West proposal," Leslye Corsiglia, executive director for nonprofit Silicon Valley @ Home said. "As housing advocates, we hope this action serves as a catalyst for housing development in the … Diridon Station Area, which has the capacity to add up to 15,000 new homes."

The tech giant has promised to host field trips, career days, and computer science workshops for students that come from underserved communities to promote STEM careers to students.

The development agreement is the result of years of negotiations, not only with the city, but also with community groups that emerged in recent years to tell Google what they wanted from a campus rising on the west end of the city's downtown.

A key request was around parks, public art and retaining some buildings of historical significance. About 15 acres of parks, plazas and trails would weave throughout the 80-acre development, according to the development agreement. The Diridon Area Neighborhood Group [DANG], a community led collective is happy about that.

“DANG appreciates Google’s willingness to work with neighbors now,” said Bob Staedler, a spokesperson for the group. “They’ve laid the groundwork to create a long-term positive working relationship with all area stakeholders. DANG also appreciates Google’s contribution to new and existing parks and the programs that will benefit the broader community.”



A rendering of Google's Downtown West development. (Courtesy of Google)

A Long Way

It’s been nearly four years since San Jose officials gathered in a parking lot near the iconic Stephen’s Meats “dancing pig” sign to announce that the rumors were true: Google was considering a massive, mixed-use corporate campus in the city’s Diridon Station area—possibly up to 6 million square feet—and it could replace or reinvent the industrial-looking backdrop they stood before that day.

The project, if it came to fruition, would be a boon for San Jose, promised Mayor Sam Liccardo and other city council members standing side-by-side behind a portable podium. But first, they’d kick off negotiations with the tech giant to come up with a series of agreements about the potential development. Nothing was for-sure, city officials repeated.

Even so, the buzz, excitement and—for some wary residents—dread the June 6, 2017 announcement set off hasn’t let up, even in the middle of a global pandemic.

Since then, the project has grown steadily. Today, the office space alone that Google proposes would surpass the 6 million square feet the company reportedly envisioned for the overall development in 2017.

Now the question is whether it will be approved after almost four years of negotiations and an overhaul of the zoning guidelines and boundaries for the 262 acres around Diridon Station that will also be up for a vote this spring (https://www.sanjoseca.gov/your-government/departments/planning-building-code-enforcement/planning-division/citywide-planning/area-plans/diridon-station-area-plan) .

San Jose council members are tentatively expecting to vote on the development agreement May 25.

Before then, residents will have several chances to hear the details. The agreement will be presented on April 14 to the Station Area Advisory Group (SAAG), the committee tasked with recommending changes to the zoning and design guidelines around Diridon Station.

After that, an April 17 community meeting will precede an April 28 Planning Commission meeting to go over the details of the agreement.

Read the development agreement on the city of San Jose website (https://www.sanjoseca.gov/your-government/departments-offices/planning-building-code-enforcement/planning-division/projects-of-high-interest/google-project) .



A rendering of Google's Downtown West development along Autumn Street. (Courtesy of Google)

Janice Bitters is managing editor for Metro Silicon Valley. Email tips to jbitters@weeklys.com (mailto:jbitters@weeklys.com) . Follow her on Twitter at @janicebitters (https://twitter.com/JaniceBitters) .

BUSINESS › **REAL ESTATE** • News

Google's downtown San Jose transit village project offers $200 million in community benefits

Google Downtown West plan includes $200 million fund for community benefits



SITELAB urban studio, Google

Autumn Street section of the Downtown West neighborhood in downtown San Jose proposed by Google, showing future buildings near the Diridon train station, concept. In a bid to get San Jose's final blessings on its broad downtown vision, Google has offered to pony up $200 million in community benefits as part of its plans to build a transit-oriented village where as many as 20,000 people could work.

By **MAGGIE ANGST** | mangst@bayareanewsgroup.com and **GEORGE AVALOS** | gavalos@bayareanewsgroup.com | Bay Area News Group

PUBLISHED: April 6, 2021 at 5:00 a.m. | UPDATED: April 7, 2021 at 10:48 a.m.

SAN JOSE — In a bid to get San Jose's final blessings on its broad downtown vision, Google has offered to pony up $200 million in community benefits as part of its plans to build a transit-oriented village where as many as 20,000 people could work.

The proposal includes money for anti-displacement efforts and affordable housing, two urgent concerns that have galvanized the community. Some previous critics of the project said the new proposal is a significant step forward.

"While working in collaboration with the city and our community to transform our western downtown into a vibrant urban village, Google has also crafted a new national model for transforming the relationship between tech and the surrounding community," San Jose Mayor Sam Liccardo said in an interview.

Google has proposed the development of a transit-oriented neighborhood near the Diridon train station and SAP Center that would include office buildings, homes, shops, restaurants, activity hubs, cultural centers, hotel facilities, and open spaces.



Gateway section near Water Company Building within Google's Downtown West transit-oriented neighborhood in downtown San Jose, concept. // SITELAB urban studio, Google

The details released Tuesday mark the first time the Mountain View-based search giant has outlined specific efforts it will undertake for the community, after months of closed-door negotiations with the city, including:

— 1,000 affordable homes that Google would pay to build on company-owned land within the San Jose project. Additional affordable homes would be funded through special fees paid by the search giant or by Google providing the land for housing development at sites near the transit village.

— A $150 million community fund that would include programs to preserve affordable housing and fight homelessness. Also included are homeless services, education initiatives, workforce development and programs for small-business resilience and entrepreneurship.

— A 30% local hire goal for on-site construction, and a commitment to paying state prevailing wages to all on-site construction workers.

— Onsite field trips, career days and computer science workshops for students from underserved communities who have an interest in technology and technology-based careers. These would be offered once Downtown West is opened.

The remaining $50 million in the fund would be spread throughout these other efforts, including local hiring, career exploration, and awarding design and construction contracts for the office buildings to local, small and diverse businesses.



Downtown West site plan, showing general locations for offices, housing, active uses, and open spaces. Office buildings are grey, housing is sand or brown, activity sites (retail, restaurants, entertainment, cultural, education) are purple. // Google

The funding package is “a major component for the city and for the community” to address concerns about the project’s causing displacement and exacerbating the housing crisis, San Jose Councilmember Raul Peralez said.

The city will turn to community leaders for help in distributing the funding.

"By putting $150 million and real decision-making power in the hands of grassroots leaders in neighborhoods at risk of displacement, this project sets a new model for how tech development can keep families housed and lift the quality of blue-collar jobs," said Maria Noel Fernandez, campaign director with Silicon Valley Rising, an umbrella organization of community groups.



San Fernando Street area of Google's proposed Downtown West transit-oriented neighborhood in downtown San Jose, showing buildings in the project near a light rail line and existing building, concept. // SITELAB urban studio, Google

"City staff and Google did a really great job at trying to balance our immediate needs with our future needs," City Councilmember Dev Davis said.

The community benefits package is in addition to $250 million in public benefits such as park fees and transportation improvements that the city mandates, Liccardo said.

Separate from the community benefits package, Google estimates the value to the city of other features in the project will be at least $1 billion. Among these benefits are a more walkable, connected city with multiple modes of transportation and transit, cutting-edge infrastructure upgrades, 15 acres of new parks and open spaces, onsite solar generation in Downtown West, no increases in greenhouse emissions, and widescale use of recycled water.

"The Downtown West project is the cornerstone to all development that will occur in the broader Diridon Station Area," said Bob Staedler, principal executive with Silicon Valley Synergy, and a representative of the Diridon Area Neighborhood Group, or DANG. "DANG appreciates Google's willingness to work with neighbors."

Google also will preserve several historically significant buildings and structures, including the historic San Jose Water Co. building, the century-old Kearney Pattern Works and Foundry building, and the "dancing pig" sign that is part of the former Stephen's Meat Products site.

"Every major US city would flip and subsidize heavily to get a jobs-housing generating development like this," said Mark Ritchie, president of Ritchie Commercial, a real estate firm. "We are very lucky to have a generous Google in our midst. Everyone should walk that neighborhood to see how underutilized it currently is."

The tech titan says that it hopes to break ground on the first new buildings in 2023 and that it is aiming to launch construction of streets and other crucial infrastructure in 2022 if the city approves a project that will reshape a wide section of downtown.



Creek bridge and nature areas near Diridon train station in Google's Downtown West project in downtown San Jose, concept. SITELAB urban studio, Google

The San Jose City Council is expected to make a final decision on the development agreement by late May.

"Right now, what you have in that area is the Shark Tank, the train station, a collection of old industrial buildings, some businesses, and homes," said Scott Knies, executive director with the San Jose Downtown Association.

"Downtown West is going to be a new community," Knies said. "It will not be a walled-off spaceship. It will be part of the streets, it will provide open space, housing, transit, nature areas. This is the way a city is supposed to work."

Yet even beyond the game-changing development aspects, city officials suggested that the community benefits are of the type that hasn't been seen in connection with a project in San Jose.

"Google's commitment to build thousands of units of housing and to ensure a quarter of them will be rent-restricted to enable real affordability is as concrete of a commitment as we have ever seen from a major employer wishing to expand its footprint in a city," Liccardo said.



77 South Montgomery Street in Do…

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Maggie Angst | San Jose reporter

Maggie Angst covers San Jose for The Mercury News. She's a Chicago native and previously covered breaking news for the Milwaukee Journal Sentinel and education for the Island Packet in Hilton Head, S.C.

mangst@bayareanewsgroup.com

Follow Maggie Angst @MaggieAngst

George Avalos | Business reporter

George Avalos is a business reporter for the Bay Area News Group.

gavalos@bayareanewsgroup.com

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BIZ & TECH

Google's San Jose megaproject offers $200 million in community benefits, 1,000 affordable homes

Roland Li
April 6, 2021 | Updated: April 6, 2021 6:10 p.m.



1 of 3

An artist's rendering of Google's proposed megaproject next to Diridon Station in San Jose.

Google /

Google plans to provide $200 million in community benefits and 25% affordable housing at its San Jose megaproject near Diridon Station, a key step as it moves toward potential final approval next month.

The company is proposing one of the biggest projects in Silicon Valley history, with 7.3 million square feet of office space — more than 2 ½ times as large as Apple's new headquarters. The project, branded as Downtown West, also calls for up to 4,000 homes and 500,000 square feet of additional retail and other community space.

The project is on top of the Mountain View company's $1 billion-plus investment plan for California real estate this year and a testament that remote work isn't halting the growth of some tech giants.

"I'm proud that together with the City of San Jose, community, and local organizations we developed a project agreement with community benefits that focus on social equity and will help San Jose come back stronger from the pandemic's impacts," Alexa Arena, Google's San Jose development director, said in a statement.

The community benefits fund will be shaped by the City Council's priorities and includes money for job training, homeless aid and small business support. Funding will be paid out during the construction of the project, which is expected to take over a decade.

San Jose Mayor Sam Liccardo supports the project, which he said can be a crucial economic engine after the pandemic has weakened the local economy. The project is expected to provide $74 million in one-time local taxes and fees and more than $100 million in new annual tax revenue.

"The benefits to our community come in many different forms," Liccardo said. "They've committed in a concrete way to address our community needs."

He said Google's approach was a major contrast to approaches by other companies that have sought tax breaks and public subsidies for development projects, such as Amazon's second headquarters search. The Google project will also inject vitality into San Jose's downtown, he said.

"We're trying to build a downtown worthy of America's 10th-largest city," Liccardo said. "We have been a suburban community for decades. Google is giving us an opportunity to realize ... a city built for people rather than a city built for cars."

The project spans more than 80 acres near Diridon Station, where connections to BART and high-speed rail are planned.

The BART extension to Diridon Station along with Sunnyvale suffered a setback when funding was removed from the $1.9 trillion federal stimulus. Liccardo said officials plan to apply for Department of Transportation funding this summer.

Silicon Valley Rising, a coalition of labor, faith and community groups, said the project will provide major benefits to the area.

“Google and the City listened to our four years of organizing, coming together and really collaborating with the community to develop a different kind of project by committing to the most affordable units in San Jose’s history, good jobs for the people serving the industry, the largest community benefits fund our region has ever seen and a community governance structure,” Maria Noel Fernandez, the group’s campaign director, said in a statement.

The project has critics, including some neighbors who said in 2018 that it would increase nearby housing costs, leading to protests at a public hearing.

In December, the Santa Clara County Airport Land Use Commission voted against the project, citing the height of its tall buildings near the city’s airport. The City Council and Planning Commission can overrule that vote with a two-thirds majority.

The San Jose Sharks said last year that while they support development, they are concerned with traffic and transit access. The hockey team wants the city to preserve or replace 4,850 parking spaces within a third of the mile of SAP Center.

A final City Council vote is expected in late May.

Roland Li is a San Francisco Chronicle staff writer. Email: roland.li@sfchronicle.com Twitter: @rolandlisf

HOUSING
ACTION
COALITION

95 Brady Street
San Francisco, CA 94103
415 541 9001
bayhac@sfhac.org
www.sfhac.org/bayhac

April 8, 2021

To Whom It May Concern:

The Housing Action Coalition is pleased to endorse Google's exemplary mixed-use project at Downtown West in San Jose. After a detailed presentation, the committee determined the project exceeds our high standards in addressing our region's affordability and displacement crisis.

The committee commends the project's excellent land use, as it will develop an underutilized 80 acre site with 4,000 new homes, more than seven million square feet of office space, 500k square feet of retail and community space, and 15 acres of parks, enhanced riparian habitat, and public plazas. The project will include or support the production of 1,000 below-market-rate homes (25% of total number of homes). This percentage is higher than the inclusionary housing ordinance requires and the committee commends Google for striving to incorporate a high percentage of BMR homes in such a large project.

The project site is adjacent to the SAP Center and Diridon Station, a major hub for Caltrain, VTA, and in the future, BART. This site is exceptionally well-located near both transit and amenities that will help limit car trips and thus reduce greenhouse gas emissions. To further complement the site's transit-oriented location, the project will provide 3,290 bike parking spaces, over 3.5 miles of new and improved bikeways, and more than 1.5 miles of new walkways and trail extensions. The project also includes 2,360 unbundled residential car parking spaces, an average of 0.6 spaces per home, plus an additional 4,800 spaces for the public. Given the abundance of transit next to Downtown West, we would ideally like to see less car parking and more bike spaces but we also understand feasibility concerns.

Beyond the environmental benefits that come with transit-oriented development, Downtown West highlights tremendous innovation in sustainability. Buildings will be equipped with 100% electric power, use recycled water, and contribute zero net emissions. Offices will be LEED Gold and residences will be LEED Silver. Included in Downtown West are 15 acres of parklands and open space which includes 4.25 acres of preserved and enhanced riparian habitat on Guadalupe and Los Gatos Creek. The committee admires the project team's dedication to sustainability, and believes that Downtown West will be a model of sustainable development in the future.

Downtown West's project team started community outreach in 2009, and has remained committed to transparency and public participation for more than a decade. This includes well over 100 community meetings and online conversations, resulting in more than 10,000 points of feedback. The project team has been responsive to community input and has put together an impeccable community benefits package. To go along with the environmental and climate benefits, the community benefits package is valued at $200 million. It includes a first of its kind $154.8 million Community Stabilization and Opportunity Pathways Fund targeted at housing, job accessibility and education programs for at-risk and underserved San Jose residents. The committee encourages the project team to promote viability for the retail spaces and

incentivize Google employees to frequent them. We also encourage the project team to continue engaging with the community to ensure Downtown West will benefit new and existing neighbors as well as Google employees.

Overall, we appreciate the project team's dedication to alleviating the impact on the nearby community. The team has demonstrated continued community involvement by amending plans that achieve the best possible housing outcomes and community open space. The committee encourages Google to continue engaging with labor groups to ensure quality construction and local job opportunities. We are proud to endorse Downtown West because it will provide well-designed and well-located homes that help alleviate the Bay Area's ongoing affordability and displacement crisis.

Sincerely,



Todd David, *Executive Director*

PRESERVATION ACTION
COUNCIL OF SAN JOSE
History Park
1650 Senter Road
San Jose, CA 95112
Phone: 408-998-8105
www.preservation.org

April 26, 2021

VIA EMAIL (city.clerk@sanjoseca.gov)

City of San José
Planning Commission
Mariel Caballero, Chair
Rolando Bonilla, Vice Chair
George Casey, Jorge A. Garcia, Justin Lardinois, Pierluigi Oliverio, and Deborah Torrens
200 E. Santa Clara Street
San Jose, CA 95113

RE: DOWNTOWN WEST (GOOGLE) DRAFT EIR FIRST AMENDMENT
GP19-009, PDC19-039, PD19-029

Dear Chairperson Caballero and Esteemed Commissioners,

Thank you for this opportunity to comment on Google's revised Downtown West Mixed Use Plan and the project's Draft EIR First Amendment. PAC*SJ would like to commend both the Google project team and Planning Division staff for their comprehensive and constructive responses to PAC*SJ's concerns about project's potential impacts to historic resources within and adjacent to the project site. As outlined in Section 1.2.2 (pp. 1-4 through 1-6) of the First Amendment, Google has made significant positive changes to their proposed scope of work since the release of the first Draft EIR, including new commitments to preserve and rehabilitate numerous historic resources originally proposed for demolition. These and other welcome changes are a direct result of Google's commitment to robust, good-faith engagement with PAC*SJ and other community stakeholders and a testament to the benefits of open dialogue and collaboration.

While not all of PAC*SJ's comments and recommendations have been incorporated into the revised Downtown West project, we are generally satisfied that our input was given fair consideration and helped contribute to an improved overall plan that better meets the project's stated objectives to *"incorporate high-quality urban design, architecture, and open spaces with varied form, scale, and design character to enliven San José's downtown"* and to *"preserve and adapt landmark historic resources and assets where feasible to foster a place authentic to San José, and foster contemporary relations to San José's history."*

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PRESERVATION ACTION COUNCIL OF SAN JOSE

PRESERVATION ACTION
COUNCIL OF SAN JOSE
History Park
1650 Senter Road
San Jose, CA 95112
Phone: 408-998-8105
www.preservation.org

We therefore support the revised project as presented and encourage its approval by the Planning Commission and City Council. We also look forward to continued collaboration with the Google project team, Planning Department, and other stakeholders to implement this ambitious and exciting preservation effort.

Sincerely,



Ben Leech
Executive Director
Preservation Action Council of San Jose

cc: Shannon Hill (shannon.hill@sanjoseca.gov)
Vicrim Chima (Vicrim.Chima@sanjoseca.gov)
Robert Manford (robert.manford@sanjoseca.gov)
Rosalynn Hughey (rosalynn.hughey@sanjoseca.gov)
Ricardo Benavidez (benavidez@google.com)
Bhavesh Parikh (bhaveshp@google.com)
Javier González (javiergonzalez@google.com)



svrising · Follow

svrising We've got some huge news: Google and the City government have agreed to a Development Agreement for the Downtown West project that could put $150 million into a community fund grounded in racial justice, and governed by grassroots leaders!

This is the biggest community benefits fund of its kind in our region, and the first to empower communities of color with the authority to direct tens of millions towards preventing displacement and creating economic opportunity for local residents.

Swipe through to learn more.

#GoogleCampus #GoodJobs

171 likes

APRIL 6

Log in to like or comment.

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SiliconValleyRising @SVRising · Apr 8

" @Google committed to the most affordable units in San Jose's history, good jobs for the people serving the industry, the largest **community benefits** fund our region has ever seen and a **community** governance structure."

source

Law Foundation of Silicon Valley
April 6 at 8:28 AM ·

Everyone, no matter who they are, should have an opportunity to live and thrive in San Jose. This belief has driven the work of the community partners advocating for protections against homelessness and displacement as a result of the Google Campus. Our work continues but we're proud to share our efforts over the years have resulted in a Community Stabilization Fund.

Read our full statement here:
https://www.lawfoundation.org/news/google



LAWFOUNDATION.ORG
Community Input Shapes Google's Downtown West's Social Infrastructure Plan — Law Foundation of Silicon...

Law Foundation
@LawFoundationSV

Replying to @LawFoundationSV

The Community Stabilization Fund will ensure that as Google builds properties and hires new employees to live and work in SJ, those most acutely at risk of displacement will benefit, specifically Latinx and AAPI communities in East SJ and downtown.

source



Law Foundation
@LawFoundationSV

Replying to @LawFoundationSV

We hope that this Fund serves as a model for future dev. projects, & inspires companies to take a deeper look at their social responsibility programs to ensure that communities of color are able to live and thrive in Silicon Valley. (/Thread)

source

Somos Mayfair
April 6 at 4:21 PM ·

Huge news we're celebrating today! SOMOS is proud to be a part of this campaign: we will always advocate for including community voice at decision-making tables.

We've still got work ahead of us, but this is one step closer towards a San Jose that is known for its equity, affordable housing, economic opportunity, and anti-displacement work.

Swipe through to learn more.
#GoogleCampus #GoodJobs #CommunityPower #CommunityOrganizing #RacialJustice #SanJoseCalifornia #ESSJ #408California408 #sanjose #CommunityControl

source



z-ahoura
@ahoura_z

A LOT to learn about @CityofSanJose - @Google Community Benefit Agreement, could be a stellar example of an anti-displacement anchor-based revitalization: Google's downtown SJ transit village project offers $200 million in community benefits mercurynews.com/2021/04/06/goo… via @mercnews

source



Jaime Raul Zepeda for State Senate @JaimeRaulZepeda · Apr 7

"Perhaps the biggest new was **Google**'s plan to contribute $200 million in **community benefits**, demonstrating the company's desire to establish itself as a fully engaged corporate citizen."

Corporate engagement done right **@Google** 🙌

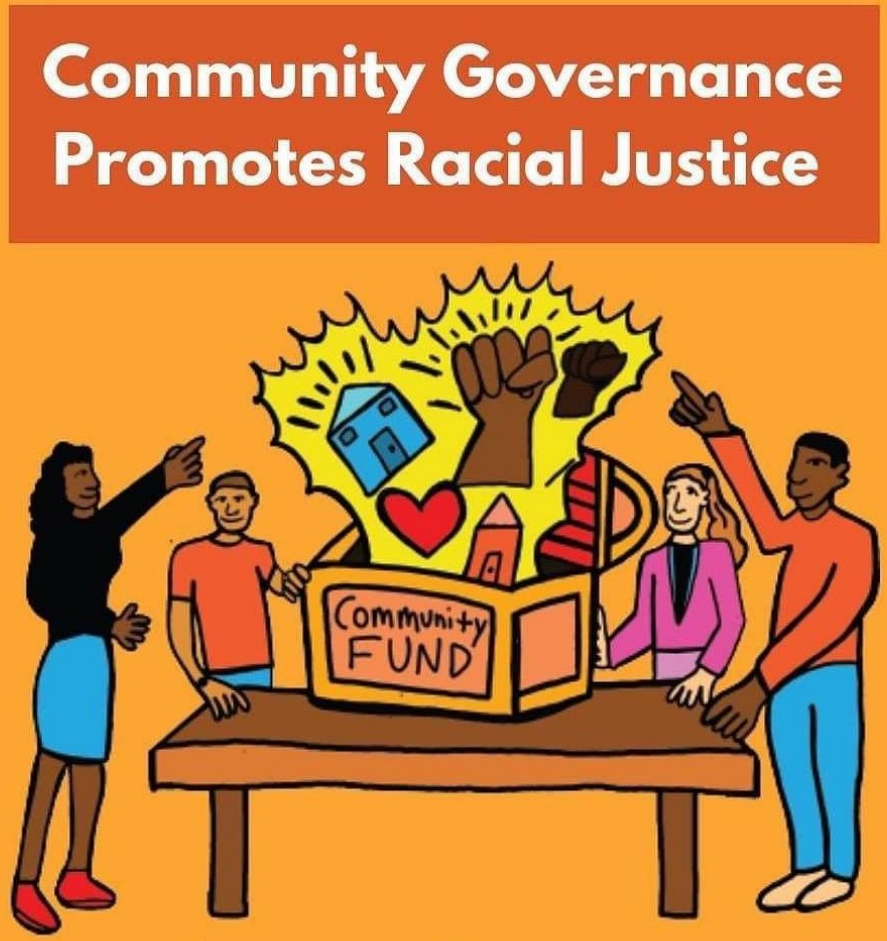
source



IBEW Local 332 @332Ibew · Apr 7

Local 332 applauds **Google**'s **community benefits** plan, which will create good union jobs as well as affordable housing. We are excited to help build this project! #UnionStrong #1u

source



victoriousvic21 • Follow
East San Jose, San Jose

After nearly four years of organizing for justice in the Google campaign, we've won commitments from Google, including a multi-million dollar community fund to promote economic development and keep families in their home.

Now, the City of San José and Google are negotiating the terms of the community fund.

We're fighting to ensure our community has a say in how those millions are spent. Grassroots leaders of color — people with firsthand experience living through and fighting against, racial injustice in areas like housing, workers' rights and public health — need to have true governing power to device where the money goes.

29 likes

MARCH 24

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SV@Home
@SVatHome

"We are excited that Google's announcement today includes a big commitment to housing in the Downtown West proposal" - @leslye_vfc, @SVatHome 's Executive Director...

> **San Jose Inside** @sanjoseinside · Apr 6
>
> The long-awaited proposed development agreement between @CityofSanJose and @Google outlines what the tech giant wants to build near Diridon Station and the $200 million community benefits package that would come with the project. bit.ly/3cTUrzL

source

SiliconValleyRising Retweeted

Bay Rising Action @bayrisingaction · Apr 8

ICYMI: @SVRising had a huge victory this week. This agreement with @Google is a direct result of 4 years of brilliant community organizing.

MUST-READ THREAD @SVRising!

> **SiliconValleyRising** @SVRising · Apr 6
>
> 🚨VICTORY🚨
>
> After 4 years of organizing, we won a San José Community fund from @Google built around community power and racial justice.
>
> The draft development agreement for the Downtown West project between Google and the City of San José was just released. Here's what's in it:
>
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Maria Noel Fernandez
@MariaNoelSJ

I am so proud to have worked alongside so many folks that got us to today. After 4 years of organizing @SVRising, @google and City leaders announce a landmark community benefits deal addressing displacement, racial injustice & community power in San Jose.

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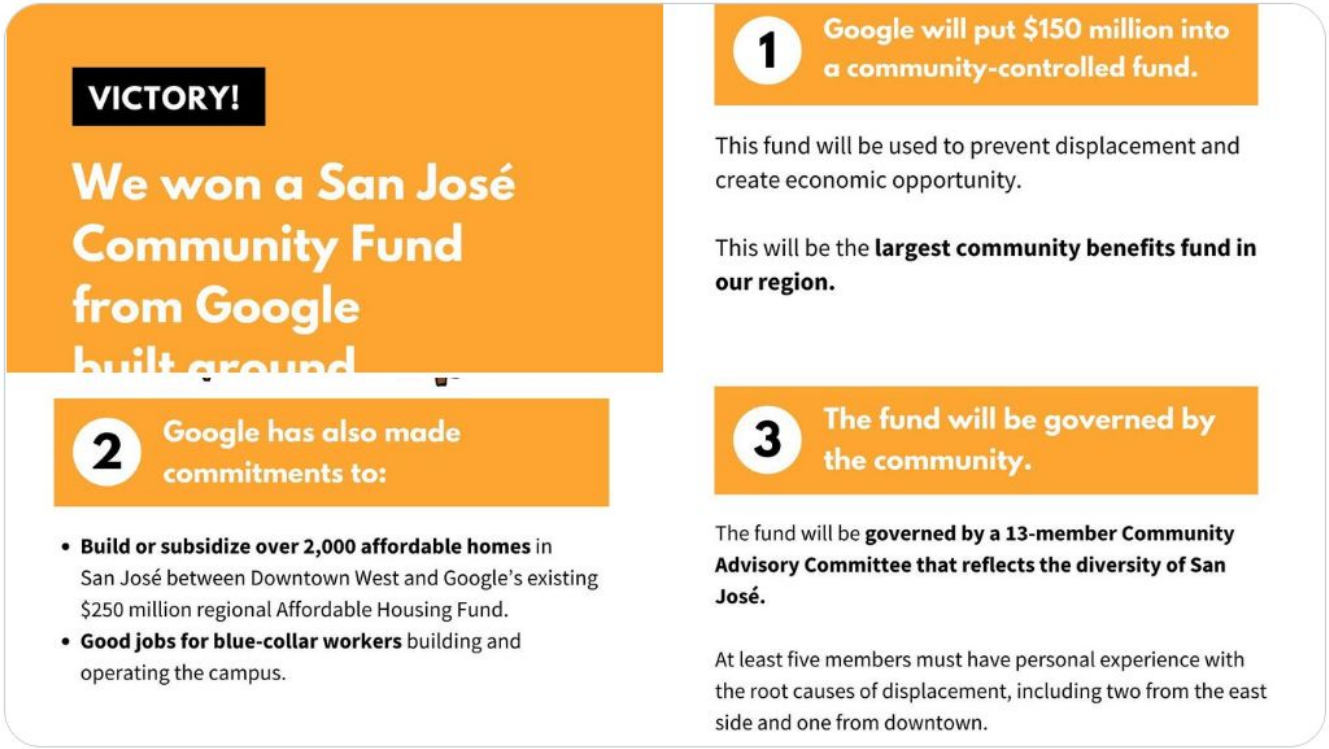
Sí Se Puede Collective
@SSPCmayfair

Si se puede is proud to support this campaign!



source

For Working Families
@P4WF

A big win for workers and community in San Jose!

> **Jeffrey Buchanan** @JRBinSV · Apr 6
>
> After 4 years of organizing, @SVRising, @google and City leaders announce a landmark community benefits deal addressing displacement, racial injustice & community power in San Jose. In addition to creating a path to thousands of units of affordable housing & good union jobs. twitter.com/SVBizCRE/statu…
>
> Show this thread

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"By putting $150 million and real decision-making power in the hands of grassroots leaders in neighborhoods at risk of displacement, this project sets a new model for how tech development can keep families housed and lift the quality of blue-collar jobs."

-- Maria Noel Fernandez, Campaign Director, Silicon Valley Rising

The Mercury News, April 6 (Maggie Angst and George Avalos)

Google releases new details of development deal for downtown San Jose project

"We are excited that Google's announcement today includes a big commitment to housing in the Downtown West proposal said. "As housing advocates, we hope this action serves as a catalyst for housing development in the ... Diridon Station Area, which has the capacity to add up to 15,000 new homes."

-- Leslye Corsiglia, Executive Director, Silicon Valley @ Home

San Jose Inside, April 6, 2021 (Janice Bitters)

Google, San Jose Release Long-awaited Development Agreement for Downtown West Project

"DANG appreciates Google's willingness to work with neighbors now. They've laid the groundwork to create a long-term positive working relationship with all area stakeholders. DANG also appreciates Google's contribution to new and existing parks and the programs that will benefit the broader community."

-- Bob Staedler, Representative, Diridon Area Neighborhood Group

San Jose Inside, April 6, 2021 (Janice Bitters)

Google, San Jose Release Long-awaited Development Agreement for Downtown West Project

"Downtown West is going to be a new community. It will not be a walled-off spaceship. It will be part of the streets, it will provide open space, housing, transit, nature areas. This is the way a city is supposed to work."

-- Scott Knies, Executive Director, San Jose Downtown Association

The Mercury News, April 6 (Maggie Angst and George Avalos)

Google releases new details of development deal for downtown San Jose project

"Google didn't just say, 'Here's what we think is important,' and throw money at that. They sat down with us, we brought in experts we both trusted, and we came up with a really innovative community fund focused on housing and good jobs, grounded in racial and economic justice, and governed by people with lived experience facing these challenges."

-- Maria Noel Fernandez, Campaign Director, Silicon Valley Rising

Silicon Valley Business Journal, April 6, 2021 (Matthew Niksa)

Google would provide $200M worth of community benefits under Downtown West plan for San Jose

"The Downtown West project is the cornerstone to all development that will occur in the broader Diridon Station Area. DANG appreciates Google's willingness to work with neighbors."

-- Bob Staedler, Representative, Diridon Area Neighborhood Group

The Mercury News, April 6 (Maggie Angst and George Avalos)

Google releases new details of development deal for downtown San Jose project

SAN JOSE DOWNTOWN ASSOCIATION

April 26, 2021

City of San Jose Planning Commission
200 East Santa Clara Street
San José, CA 95113

RE: Support for Downtown West zoning, environmental and General Plan amendments

Dear Chair Caballero and Planning Commission members,

The Downtown West development plan is a community-created vision for transforming 80-acres into a transit village and central social district on the westside of downtown. The General Plan amendments, re-zoning and environmental documents before you on April 28 represent a vast improvement over the area's previous Diridon specific plan. The San Jose Downtown Association (SJDA) urges your approval of items 8a and 8b.

While the project's 7.3 million square feet of office space, 4,000 housing units (25 percent affordable) and 15 acres of parks and open spaces have grabbed most of the attention, SJDA would like to highlight how the Downtown West plan will strengthen neighborhoods by directly investing in initiatives co-created by community members during a two year public outreach process.

One such initiative will focus on small business resiliency, entrepreneurship and ways to help small businesses make Downtown West a home. Google will work directly with businesses on the ground floor design of Downtown West to ensure their proximity is central to the project's new open spaces. Half of the developable parts of the site will go to non-office uses – housing mostly – but 500,000 square feet is planned for "active" spaces. Those spaces include food, drink, retail, cultural, arts and education uses.

Downtown West will strive to create a "15-minute city" where work, home, shopping, entertainment and recreational uses are all situated within a 15-minute walk. The project also will invest in a greener future in terms of net-zero emissions, ecology and mobility infrastructure – in essence, the equivalent of removing 4100 cars from traffic and powering 1500 homes using solar energy.

The necessary land use updates, certifications and approvals before you April 28 are a critical milestone as we embrace a new vision for San Jose that integrates neighborhoods, nature, equity and economic growth.

Onwards -- and with the heights and densities in Downtown West -- definitely upwards.

Sincerely,

Scott Knies
Executive Director

Cc:
Mariel Caballero, Chair
Rolando Bonilla, Vice Chair
George Casey
Jorge A. Garcia
Justin Lardinois
Pierluigi Oliverio
Deborah Torrens
Chu Chang
Tim Rood
Michael Brillot
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Hispanic Foundation of Silicon Valley

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Google

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Janikke Klem

Jan LIndenthal
MidPen Housing

Jennifer Loving
Destination: Home

Mary Murtagh
EAH Housing

Chris Neale
The Core Companies

Kelly Snider
Kelly Snider Consulting

Jennifer Van Every
The Van Every Group

STAFF
Leslye Corsiglia
Executive Director

TRANSMITTED VIA EMAIL

April 26th, 2021

Planning Commission
City of San José
200 E. Santa Clara St.
San José, CA 95113

Dear Chair Caballero, Vice Chair Bonilla, and Commissioners Case, Garcia, Lardinois, Oliverio, and Torrens:

RE: Downtown West Proposal and Development Agreement

On behalf of Silicon Valley at Home and our members, we are writing to express our support for Google's Downtown West proposal for Diridon Station. As a member of the Station Area Advisory Group (SAAG), SV@Home has been actively involved in all community engagement and policy development efforts around Diridon from the very beginning. We believe that the Google Team has remained committed to this engagement throughout this process, and deserves credit for the broad support they will receive. We would like to especially thank San José city staff for all of their hard work to make the Downtown West Development Agreement possible as well as all of the members of the community who have shaped this project.

SV@Home is especially excited about the residential components of Google's proposal, which will bring 4,000 new homes alongside new office space, neighborhood-serving retail, open space, and bike-ped infrastructure, creating the vibrant district we all want to see at Diridon. Of the 4,000 new homes, 25% of them will be deed-restricted affordable to lower and moderate income families. We are supportive of Google's approach to achieving these 1,000 affordable homes through a combination of land dedication and some on-site inclusionary. As the Planning Commission knows well, land is always one of the most challenging pieces of the development puzzle for affordable housing developers, and by dedicating land developers can access more funding and create more affordable homes.

We want to highlight Google's commitment to front-loading key pieces of the affordable housing development, including the dedication of their first affordable housing parcel soon after overall project approval. This first parcel dedication would be an important opportunity for San José to partner with Santa Clara County to leverage Measure A funds to reach the deepest levels of affordability and help our neediest neighbors. Making this a reality, however, will require that the San Jose City Council and Staff make it a priority. While we appreciate, and support Google's recommendation to ensuring there will be funding in place to support these standalone affordable developments through the allocation of Commercial Linkage Fees, this and other policy decisions will require City action and commitment to meeting ambitious timelines and goals for affordable development in the Station Area. Early resources for the development of the Autumn Street site should be a high priority.

350 W. Julian Street, Building 5, San José, CA 95110
408.780.8411 • www.svathome.org • info@siliconvalleyathome.org

Additionally, we are excited to support Google's commitment to provide a total of $200 million in funding to the community, including $154.8 million for the new Community Stabilization and Opportunity Pathway Fund. This Fund will provide real resources for affordable housing production, preservation, and housing stability/tenant protection in addition to addressing other community needs. This is a critical step towards an inclusive partnership with the people of San Jose, and a realization of the consensus that this project offers an opportunity to respond to the breadth of needs facing the city as it continues to grow. The fact that the community will have a say in how the funds will be used over time is an important and innovative component of this Fund. However, realizing the broadly shared goal of mitigating displacement has become an immediate and pressing need as the city works through the impact of the pandemic. Targeted early resources should prioritize these needs.

Google's Downtown West proposal will catalyze additional much-needed residential development throughout the Station Area and we urge the Planning Commission to move it forward. However, it is important to note that the proposal is just a part of the entire Station Area and the concomitant approval of the amendments to the Diridon Station Area Plan (DSAP) will lay out the ground rules for development across the entire 240-acre area, including overall development capacity, heights, and the Affordable Housing Implementation Plan. We have included more comments about the greater DSAP plan in an accompanying letter.

Sincerely,



Leslye Corsiglia
Executive Director

350 W. Julian Street, Building 5, San José, CA 95110
408.780.8411 • www.svathome.org • info@siliconvalleyathome.org

April 26, 2021

Silicon Valley Bicycle Coalition
www.bikesiliconvalley.org
96 N. Third St, Suite 375
San Jose, CA 95112
408-287-7259

Dear Chair and Members of the Planning Commission

On behalf of Silicon Valley Bicycle Coalition, (SVBC), a nonprofit organization improving the community, economy and environment through the everyday use of the bicycle, I am writing to support the staff recommendation regarding the Downtown West Mixed Use Project.

As a member of the Station Area Advisory Group and a stakeholder in San Jose, SVBC has been closely following the redevelopment of the Diridon Area. SVBC is thrilled that the community, City, and Google have put together a plan that will help ensure that as the area redevelops, important city-wide needs will be addressed and community assets will be bolstered.

As an organization, SVBC is focused on helping those who already ride or would like to ride for everyday use. We also understand that safe bike infrastructure alone is not nearly enough to encourage people to chose the bicycle. Housing, jobs, parks, densely built along with safe bike infrastructure will create the conditions under which people will be compelled to ride, walk, and take public transit. That's what this plan is about.

SVBC re-proved this lesson recently through the first ever public opinion research into Santa Clara County attitudes towards transportation. In partnership with the Mineta Transportation Institute the research showed clear differences between walking, biking and transit ridership within urban areas as opposed to suburban. In essence, if we are to create a transportation ecosystem that is resilient, affordable, sustainable, healthy and fun, meaning, walking, biking and public transit, we must build for that system in the ways outlined in this plan.

To do that we know that making biking infrastructure fantastic is not enough to change longstanding auto-centric habits. **That is why, at the same time, the City must constrain single occupancy driving.** People will default to driving unless bikes, transit, and walking are made awesome AND limits on single occupancy vehicles are put in place. This is baked into the City's General Plan in the form of mode shift goals that reduce SOVs to 40% and increase walking and biking to 15%. The prospect of this Plan offers one of the most significant opportunities to achieve those goals.

It is also important to note that the Diridon Area and Downtown must be even more aggressive than the rest of the City in achieving these mode shift goals. Downtown must exceed these targets in order to carry those areas of the City where walking, biking, and public transit are less possible. Downtown is where

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PRESIDENT AND EXECUTIVE DIRECTOR
Shiloh Ballard

SVBC is a 501(c)(3) non-profit organization

high mode shift is realistic and this is where we must double down on all methods of reducing San Jose's car-centric, outdated, prehistoric thinking.

SVBC would also like to highlight the work of professional staff in the Department of Transportation. These committed public servants have worked thoughtfully with stakeholders to put appropriate transportation improvements in place. And while SVBC doesn't agree that the Plan needs as much parking and capacity for cars as is outlined, we also understand why the Plan is as it is. **That said, we want to emphasize that less parking and street space for cars, *not more,* is warranted given the reasoning outlined above**. Neighboring businesses ought to view their role as that of a City partner working to achieve the General Plan's vision, a vision where one is not required to own a car in order to achieve economic mobility.

Thank you to the City for working so hard to move this plan forward. We encourage the Planning Commission's support.

Sincerely,



Shiloh Ballard
Executive Director
Silicon Valley Bicycle Coalition

4/27/2021

Chair Mariel Caballero and Members of the Commission
City of San Jose Planning Commission
200 E. Santa Clara St.
San Jose, CA 95113

Re: Item 8A, Downtown West Mixed-Use Plan

Dear Chair Caballero and Members of the Commission:

Google and the City government have agreed to a Development Agreement for the Downtown West project that could put $154.8 million into a community fund grounded in racial justice, and governed by grassroots leaders. This is the biggest community benefits fund of its kind in our region, and the first to empower communities of color with the authority to direct tens of millions towards preventing displacement and creating economic opportunity for local residents.

This comes in addition to commitments by Google creating a path for thousands of workers to good union jobs building and running their proposed Downtown West campus and supporting thousands of affordable homes for San José families between the project and Google's existing Affordable Housing Fund to help offset tech's role in our housing crisis.

This agreement is the result of four years of organizing. It happened because residents came out to town hall meetings back in 2017 and shared their hopes and needs, signed onto our community vision for the project, marched with us through downtown and at Google's headquarters, emailed City leaders and testified at City Council meetings, and so much more. Together, we made clear that the project must not destabilize our communities.

Google's team and City leaders listened. They've worked with our coalition of housing advocates, community organizations, and labor groups to jointly design this grassroots-governed community fund to address the community's greatest concerns and to give the most impacted power over decisions.

The fund will be governed by a 13-member Community Committee that reflects the diversity of San José and will have the final say on funding solutions:

- At least five members must have personal lived experience with the root causes of displacement, including two from the eastside and one from downtown.
- The other eight will have expertise fighting racial injustice in areas like housing, workers' rights, education, and small business.

The fund will focus on undoing racial inequity in neighborhoods experiencing displacement on the top priorities identified by our community:

- Stable housing: Preserving affordable homes, funding legal aid and tenant organizing, and piloting new ownership models where our homes belong to our community rather than private corporations.
- Economic opportunity: Providing pathways to good jobs for local residents of all ages and backgrounds, from early childhood education, to apprenticeships in careers like construction and IT, to help founding small businesses.

When we started on this journey, we said we wanted this project to be a new model for how the tech sector can develop without displacement. This agreement gives the communities most at risk real power over resources and together with the commitments creating a path to thousands of good union jobs and affordable housing, we're creating that new model. By listening to community and labor leaders, working together to design solutions to the community's biggest concerns, and giving power to those most impacted, Google's Downtown West project sets a new standard for future developments.

While it has been a long journey to get where we are, this only shows that when we come together and organize as a community, we win.

Regards,

Maria Noel Fernandez, *Campaign Director,* Silicon Valley Rising

Jean Cohen, *Executive Officer*, South Bay AFL-CIO Labor Council

Derecka Mehrens, *Executive Director*, Working Partnerships USA

Alison Brunner, *CEO*, Law Foundation of Silicon Valley

Enrique Fernandez, *Business Manager,* Unite HERE Local 19

Poncho Guevara, *Executive Director,* Sacred Heart Community Service

David Huerta, *President,* Service Employees International Union-United Service Workers West (SEIU-USWW)

Camille Lllanes-Fontanilla, *Executive Director,* SOMOS Mayfair

Maria Maldonado, *NorCal Field Coordinator,* Fight for $15

Reverend Ray Montgomery, *Executive Director,* People Acting in Community Together (PACT)

Mayra Pelagio, *Executive Director,* Latinos United for a New America