
REGULAR MEETING AGENDA

6:30 p.m.

August 22, 2019

San José City Hall
Committee Rooms 118-120

Meeting Purpose and Outcomes

- Informational update on the Citywide Anti-Displacement Strategy (Housing and Small Business)
- Update and discussion on Google's preliminary Mixed-use Plan.

Live streaming of this meeting will be available at <http://www.sanjoseca.gov/index.aspx?NID=191>. Please refer to the [SAAG webpage](#) for materials sent to the SAAG prior to this meeting.

I. Welcome and Introductions

II. Meeting Minutes for SAAG Meeting on May 22, 2019

Recommendation: Approve the [meeting minutes](#) from the May 22, 2019 meeting.

III. Citywide Anti-Displacement Strategy

City staff is preparing a Citywide Anti-Displacement Strategy for the City Council's consideration in fall 2019. Staff from the Housing Department and Office of Economic Development will provide a presentation on progress to date on the Citywide Anti-Displacement Strategies for Housing and Small Business. See the Housing Department's [website](#) to take the "Current and Former Renter's Survey" and for info on upcoming Community Forums on Housing and Anti-Displacement.

In addition, staff has prepared a draft consultant scope of work for the preparation of an Affordable Housing Plan for the Diridon Station Area, as directed by City Council. As part of this agenda item, staff will provide an overview of the draft scope for the Affordable Housing Plan.

Following the presentation, the SAAG will have opportunity to ask questions.

IV. Google Mixed-use Plan

The City is providing an opportunity for Google to give a presentation on their conceptual mixed-use framework. City staff will provide a brief introduction, followed by a presentation by Google representatives. The City is anticipating receiving an application from Google for development review this fall, and Google is seeking feedback on the conceptual mixed-use framework to inform that application. Following the presentation, the SAAG will have opportunity to ask questions and provide comments. See the [project website](#) for additional information about the anticipated process to review the Google project and amend the Diridon Station Area Plan (DSAP).

V. Public Comment

Members of the Public are invited to speak on any item that is within the subject matter jurisdiction of the Committee. 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.

VI. Adjournment

The City of San José 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.

You may speak to the SAAG about any discussion item that is on the agenda, and you may also speak during Public Comments on items that are not on the agenda and are within the subject matter jurisdiction of the SAAG. Please be advised that, by law, the SAAG is unable to discuss or take action on issues presented during Public Comments. Pursuant to Government Code Section 54954.2, no matter shall be acted upon by the SAAG unless listed on the agenda, which has been posted not less than 72 hours prior to meeting.

Agendas, Staff Reports, and some associated documents for the SAAG items may be viewed on the Internet at <http://www.sanjoseca.gov/index.aspx?nid=6000>.

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 Manager, 200 East Santa Clara Street, 17th Floor, San José, California 95113, at the same time that the public records are distributed or made available to the legislative body. Any draft resolutions or other items posted on the Internet site or distributed in advance of the commission meeting may not be the final documents approved by the commission. Contact the Office of the City Manager for the final document. On occasion the SAAG may consider agenda items out of order.

The SAAG meets occasionally at 6:00 or 6:30 p.m., with special meetings as necessary. If you have any questions, please direct them to the SAAG staff. Thank you for taking the time to attend today's meeting. We look forward to seeing you at future meetings.

To request an accommodation or alternative format under the Americans with Disabilities Act for City-sponsored meetings, events or printed materials, please call (408) 294-9337 (TTY) as soon as possible, but at least three business days before the meeting.

Please direct correspondence and questions to:

City of San José
Attn: Lori Severino
200 East Santa Clara Street
San José, California 95113
Tel: (408) 535-3537
Email: lori.severino@sanjoseca.gov

Preview of Google's Mixed- Use Framework in San José

Come learn more about Google's preliminary Mixed-Use Framework in the Diridon Station Area at Arena Green West on Saturday, August 24 beginning at 10:30 a.m.

We want to get your feedback and answer your questions about our initial framework. We're excited to be building upon City of San José's vision for the Diridon Station Area for a vibrant, mixed-use urban destination.

Saturday, August 24, 2019
10:30 a.m – 1:30 p.m.

There will be a presentation at 11:00 a.m., repeated again at 12:30 p.m. Informational boards about Google's preliminary Mixed-Used Framework will be on display throughout the event so you can stop by anytime.

Lunch will be served. Interpretation services for Spanish and Vietnamese will be available.

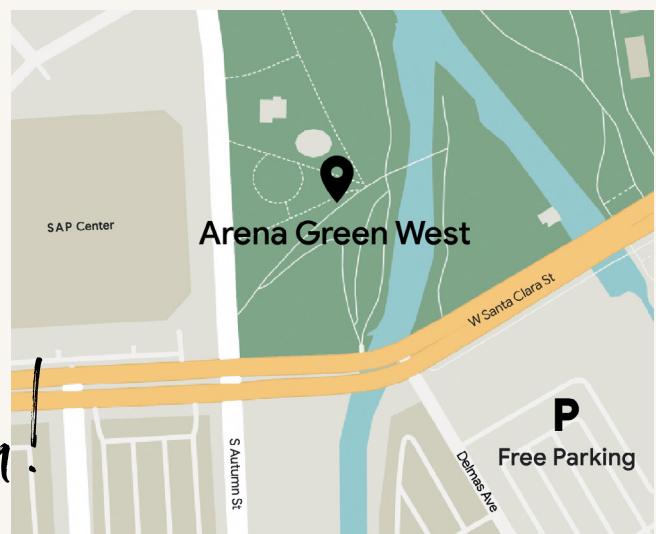
Please RSVP at sanjoseplan@google.com.

We look forward
to seeing you!



Arena Green West
N. Autumn St (across from SAP Center)
San José, CA 95113

Free parking will be available at 60 Delmas Ave, San José, CA 95110. Bicycle parking will be provided at Arena Green.



SUBJECT

Update for the Station Area Advisory Group (Advisory Group) on the San Jose Diridon Station Concept Plan.

UPDATE

The City of San José, VTA, Caltrain, and the California High-Speed Rail Authority (the “Partner Agencies”) formed a public agency partnership via a Cooperative Agreement (dated July 12th, 2018) to redesign and expand Diridon Station. The Partner Agencies hired a consultant team led by Arcadis and Bentham Crouwel Architects (“Team ABC”) to prepare the Integrated Station Concept Plan (“Concept Plan”). The Partner Agencies provided a presentation to the Advisory Group at the May 22, 2019 meeting to present three possible spatial layouts for Diridon Station. Since that time, the Partner Agencies and Team ABC have advanced the three possible spatial layouts for Diridon Station into the optimization process. The intent is to mix and match to optimize the best spatial layout for the station. This process includes technical workshops with Partner Agencies on the rail, multi-modal and access elements as well as urban integration planning. It also aims to incorporate community input received over the last few months.

A third round of community engagement was conducted in May and June 2019 to gather feedback on the three possible spatial layouts for the future Diridon Station. The Partner Agencies offered multiple engagement opportunities, including two Community Meetings, an online survey that received 796 responses, two informational pop-ups at Diridon Station, and presentations/discussions throughout the community. There were an estimated 200 in-person encounters with community members through these events.

General Themes from Community Engagement

Based on this outreach, the top priority of community members is designing the station to have easy, convenient, well-timed connections between modes – particularly a short, direct, and intuitive connection between the BART platforms and the platforms for heavy rail services. Other general themes related to the draft layouts include the desire for:

- Improved transit serving the station, including more frequent train service, more bus service, and faster light rail service
- A highly visible and iconic station, with a variety of gathering spaces and activities inside and outside of the station hall
- Reduced car traffic in the immediate station area, and improved station access by foot or bike
- Passenger drop off near the station entrance for personal and ride-share vehicles
- Efficient use of land

Feedback on Possible Layouts

The community also offered specific feedback on the design options shown in the possible layouts. Many community members liked the elevated track option due to the possibilities for enhancing pedestrian and bicycle connections across the tracks by eliminating dips and creating new pathways. The Santa Clara and Stover station locations were appealing for their proximity to the Arena, connection to Downtown, and the potential to support more vibrancy along Santa Clara Street. Some people like a

flyover idea as a way of separating traffic from pedestrians. The most popular feature of the San Fernando layout was the potential to have the lowest construction cost.

Questions and Concerns

Community members have expressed a range of questions and concerns over the course of the community engagement process. Residents of the Gardner and North Willow Glen neighborhoods are concerned about increased train volumes – mainly related to potential property impacts and circulation/safety concerns with at-grade crossings – and support the construction of a new southern alignment along I-280/SR-87 to carry passenger trains (as shown in the Santa Clara layout). Closer to the station, resident concerns are mainly related to parking, noise, visual impacts, and potential disruption to nearby neighborhoods resulting from construction and increased activity. There are also concerns about the potential for resident displacement. Community members frequently ask about what will happen with the High-Speed Rail project, parking, the historic depot, the Google project, and a direct airport connection.

Influence on the Layout Evaluation and Optimization Process

The general themes from community engagement are consistent with the direction of the technical work. The Partner Agencies and Team ABC continue to prioritize inter-modal transfers and the clustering of transit services, plans for more frequent rail services, safe routes for walking and biking, and placing the station hall and entrances in visible, iconic locations. As part of the ongoing optimization process, the Partner Agencies are analyzing the options for the rail alignments and possible enhancements to the layout and infrastructure design to minimize effects on surrounding land and communities.

NEXT STEPS

The Partner Agencies are scheduled to provide an update to the Diridon Joint Policy Advisory Board (JPAB) on August 30. They are also planning to host another round of community outreach in September to further explore the possible “big moves” of spatial design at Diridon Station, especially focusing on the rail corridor and possible community enhancements related to the planning efforts. Through an interactive workshop, the community will have the chance to engage with 3-D models of the station layouts and discuss the potential opportunities and impacts created by the spatial designs. This workshop responds to community request for more detailed information and is intended to enhance understanding of the process and analysis to date.

The goal remains to complete Phase 1 (a Draft Vision with a single spatial layout) later this fall. Partner Agency boards (including City Council) will receive an update and provide direction prior to advancing to Phase 2 of the Concept Plan process.

ADDITIONAL INFORMATION

See attached memo dated May 17, 2019 for detailed information on the process. Additional information on the Concept Plan, including Frequently Asked Questions, can be found on the project website at www.diridonsj.org.

SUBJECT

Update on technical work accomplished to date on the San José Diridon Station Concept Plan.

BACKGROUND

San José Diridon Station, owned by the Peninsula Corridor Joint Powers Board (PCJPB), is the primary transit hub of the South Bay, currently serving approximately 17,000 daily passengers. Today's Station is a historic depot with passenger rail service provided by PCJPB (the "Caltrain" commuter rail service), Amtrak, Capitol Corridor Joint Powers Authority, Altamont Commuter Express (ACE), with connecting Santa Clara Valley Transportation Authority (VTA) light rail and bus service as well as other regional bus transportation providers. With the introduction of Bay Area Rapid Transit (BART) and California High-Speed Rail service to San José Diridon in the coming years, the Station's importance as a transportation hub will increase significantly. In addition to these new rail services, electrified Caltrain and expanded services from ACE and Capitol Corridor will lead to San José Diridon becoming one of the busiest train stations in California. Increased rail and bus service in the Station area will also support the development envisioned in San José's guiding land use policy documents. The 2040 General Plan and the Diridon Station Area Plan (DSAP) foresee a marked expansion of the city's relatively small downtown core to a size and density more appropriate for a city of one million people.

AGENCY PARTNERSHIP - COOPERATIVE AGREEMENT

The City of San José, VTA, PCJPB, and the California High-Speed Rail Authority (the "Partner Agencies") formed a public agency partnership via a Cooperative Agreement (dated July 12th, 2018) to redesign and expand Diridon Station. Key to this is the agreement to coordinate their respective capital projects in a manner that integrates the transit station facilities and the surrounding development area.

The Partner Agencies agree that a unified vision and cohesive strategy for investments at the Station and the broader Station area will generate more value than if the Partner Agencies planned and acted on transportation projects and development opportunities individually. The Partner Agencies hired a consultant team led by Arcadis and Bentham Crouwel Architects ("Team ABC") to prepare the Integrated Station Concept Plan ("Concept Plan"). Team ABC is familiar with complex, multi-agency infrastructure and urban design projects, such as major capital transit and station projects, through their experience in Europe and elsewhere.

WHAT IS THE DIRIDON INTEGRATED STATION CONCEPT PLAN?

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. To effectively accommodate this planned growth in transit and development activity

as well as to make it easy to use, the Station should be redesigned and expanded to function as an integrated whole. Rather than having individual transit projects converge at the station in an uncoordinated piecemeal manner, the Concept Plan will set forth a unified vision for bringing together all transportation and land use components into a single station project.

The Concept Plan scope includes two primary parts:

1. A spatial design component
2. An organizational component

The spatial design component will establish (a) transportation infrastructure to enable capacity for future, expanding transit services, (b) an optimal physical relationship between transportation modes, and (c) a balanced relationship between the Station and surrounding neighborhoods. This will frame the vision for what the Station will become over time. The Concept Plan will focus on 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 organizational component. The redevelopment of Diridon Station is not simply complex from a physical design perspective but also from an organizational perspective. As such, an important second pillar of the Concept Plan is the development an organizational structure that can effectively deliver and operate the future Station.

The Concept Plan began in early September 2018. The 18-month Concept Plan process includes two phases and the following steps:

Phase I: Development of Spatial Layouts and Organization

- Ambitions, layout development and evaluation
- Selection of a Vision Concept
- Development of the organizational components for project delivery and operations

Phase II: Advance the Vision and Preparation of Concept Plan

- Continue planning and conceptual engineering
- Program development activities such as preliminary cost estimate, delivery strategies, phasing planning, and funding strategies
- Continued development of the organizational components for project delivery and operations

AMBITIONS AND OBJECTIVES

The Partner Agencies established a philosophy for what the future Diridon Station is aimed to become. This provided a guiding set of objectives, or ambitions, for the Concept Plan development. These ambitions articulate what the Partner Agencies hope to achieve for both the urban design form and the associated organization for the project.

The key objectives are:

- A Multi-modal, Integrated, and Human-centered Station
- The Station as Catalyst for the Urban Environment
- The Station as a Destination
- A Compelling Vision for the Future of Diridon Station
- A Futureproof, Flexible, Adaptive, and Innovative Station
- Organizational Partnership
- Internal & External Stakeholder engagement
- Funding Objectives and Risk Management

CONCEPT PLAN PROCESS

Team ABC began work on the Concept Plan with a series of interviews with the Partner Agencies. In these interviews, ABC gained a sense of the ambitions of each agency for the project, individual design requirements, as well as requirements relating to design criteria and critical information about site constraints. This information set an important foundation in the concept planning process. Subsequently, in order to turn requirements into a conceptual program, Team ABC led a series of interdisciplinary, interactive workshops with technical experts from each Partner Agency. The workshops focused on urban integration, station configuration, track configuration and access planning. Based on requirements, ambitions, and workshop collaboration, Team ABC proposed design approaches for the following elements:

- Alignment and vertical profile of the heavy rail tracks at the station, as well as track approaches into station from the north and south.
- Location of passenger rail concourse and heavy rail passenger platforms.
- Urban integration and connections to surrounding neighborhoods.
- Pedestrian and bicycle access to and through the station, as well as facilities for emerging modes of “micromobility” such as e-scooters.
- Integration of all high-capacity modes at the station, including BART, light rail, and local bus.
- Facilities for other access modes and private vehicles, including long-distance bus, private shuttles, taxi, transportation network companies (TNC), kiss-and-ride, and park-and-ride.

DESIGN PROCESS TO DATE: BIG MOVES AND KIT OF PARTS

Using the elements described above, Team ABC and the Partner Agencies have explored three big moves for the future Station's spatial layout: a) vertical configurations for the heavy rail (Caltrain and high-speed rail) corridor and station platforms; b) the location of the future station concourse; and c) the track approaches from the north and the south into the future station. Additionally, Team ABC created a kit of parts of more flexible elements that can be combined into possible layouts for the future Station.

Big Move #1: Vertical Configurations for the Rail Corridor and Station Platforms

An early focus of the design process has been on the heavy rail corridor and platforms. An important lesson from the 2017 Study Trip to visit successful European stations by the Partnership and other interested stakeholders, was the notion to “design from the tracks out.” This is based on the notion that the heavy rail tracks are the least flexible element of a station design effort and that there are only a limited number of ways in which heavy rail infrastructure can be brought through a dense urban center. The following vertical rail options have been selected because they hold the most promise for achieving the project objectives:

- **At-Grade:** The station remains at the current at-grade elevation;
- **Elevated 25' above existing grade:** All tracks and platforms would be elevated approximately 25 feet above the current track elevation;

Two of the possible layouts feature an elevated track design. Elevating the tracks and platforms would bring significant benefits in terms of urban integration. Elevated tracks would allow pedestrians, cyclists, and vehicles to pass underneath the station at street-level. This would help to knit together the neighborhoods to the east and west of the tracks. It also creates a significant amount of street-level space that can be used to house station facilities as well as storefronts and workspace to enliven the street in the station area. However, elevating the tracks creates a more challenging construction phasing scheme and more expensive trackwork north and south of the station to reconnect to the rail network on both ends.

Big Move #2: The Location of the Future Station Entrance

Team ABC and the Partner Agencies are also considering the location of the main station entrance relative to the rail platforms, how it relates to the surrounding area, and how well it interacts with the other transit modes, such as the new BART station. Three of the options currently appear to hold the most promise to best meet the ambitions for the future vision, and they are:

- the station generally in the same location as the Diridon Station today on Stover Street;
- the station entrance shifts to the south to San Fernando Street;
- the station entrance shifts to the north to Santa Clara Street.

Big Move #3: Track Approaches into the Future Station

Shifting the station to the north or the south allows for the consideration of adjustments to the existing heavy rail track approaches as they come into the Station. Two of the possible layouts shift the station platforms to the north and, as a result, require a new northern track alignment to reconnect the station platforms to the existing at-grade heavy rail tracks. Because it would be difficult to access the existing Caltrain maintenance and storage facility from this new northern track alignment, the Caltrain facility would need to be relocated.

Moving the maintenance and storage facility to a location south of Tamien presents benefits to Diridon Station as well as the Caltrain system as a whole. First, trains would be able to run through Diridon and enter a relocated maintenance and storage facility to the south, where they would be maintained and stored until needed for service again. This would reduce the number of trains laying over and turning around at Diridon to head north to go to the existing maintenance facility, allowing for more efficient use of rail infrastructure at Diridon, which is appropriate for an urban station. Second, moving the maintenance and storage facility to a larger site would better enable fleet and service growth for the Caltrain system. Likewise, Team ABC and Partner Agencies have explored the option of a new heavy rail track alignment that would allow for operation of some rail service on a new viaduct over Interstate 280.

The Kit of Parts

The kit of parts is comprised of all the elements that must be organized together to create a new intermodal hub. The way in which this heavy infrastructure is brought through a city has profound place-defining effects. Team ABC and the Partner Agencies are also considering the track and station hall options' effect on the overall urban integration of the area for development, movement of people to/from and through the station, and connections between other transit modes (buses and VTA light rail). These access and urban integration considerations are critical in creating a successful multi-modal Station. These elements comprise a kit of parts and include:

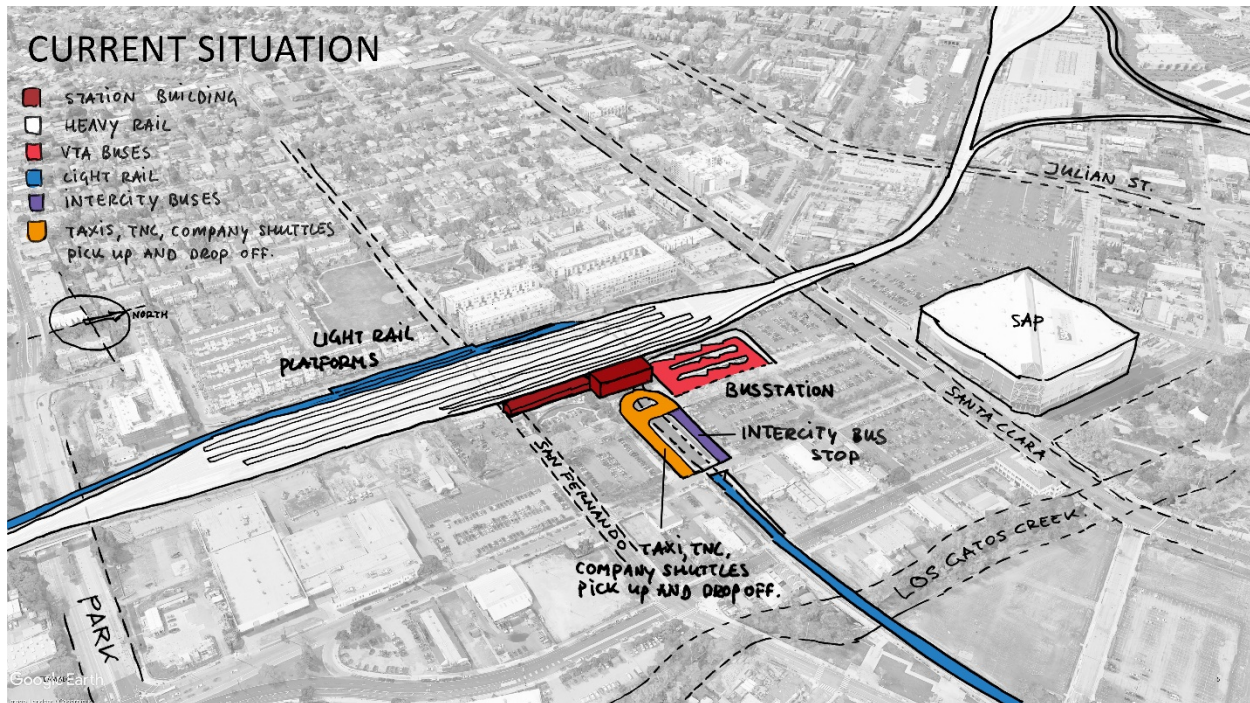
- Light rail;
- Bus station and circulation;
- Pedestrian and bike routes, scooter and bike parking;
- Intercity buses, taxis, TNCs, and company shuttle; and
- Automobile circulation and facilities.

DESIGN PROGRESS TO DATE: THREE SPATIAL LAYOUTS

The kit of parts exists to create possible spatial layouts to demonstrate how the Station could operationally function and enhance the urban environment. Team ABC designed three possible layouts to begin a public conversation about the future Station and illustrate benefits and tradeoffs that must be evaluated in the concept planning process. The layouts highlight a range of options for the station elevation, entrance location, and intermodal connections. In the coming months, the Partner Agencies are seeking public input on the three layouts. This input will be

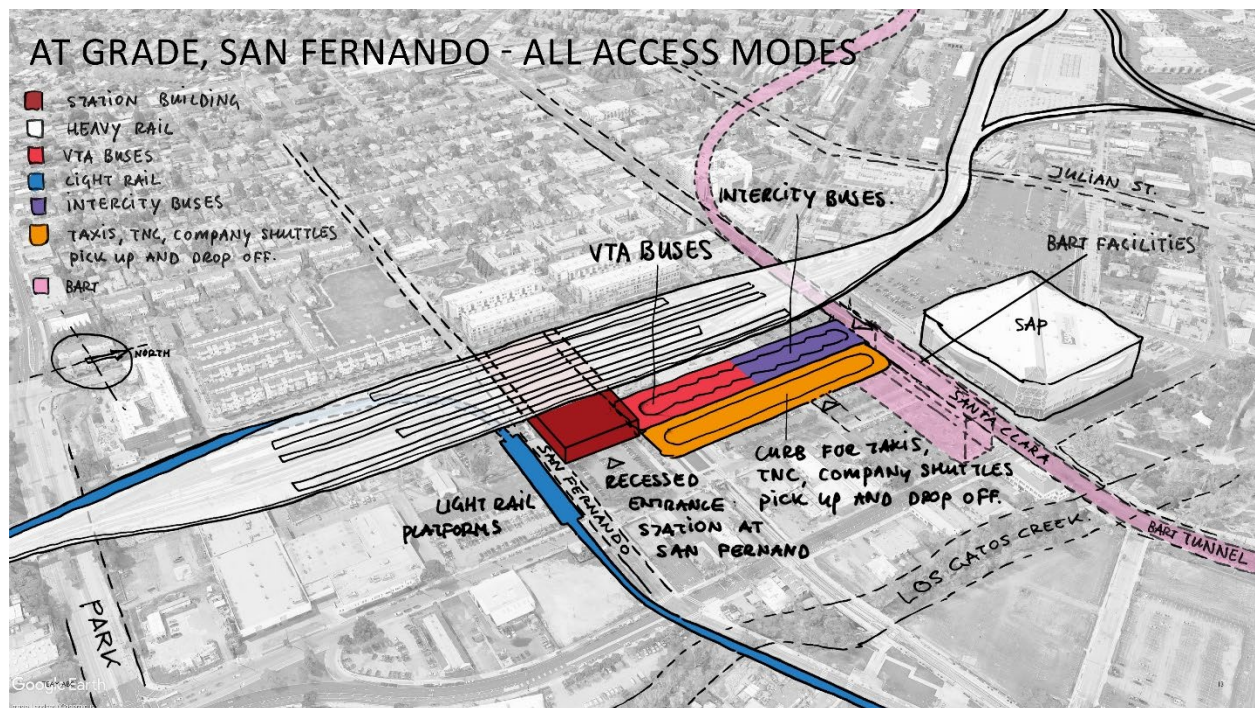
used as part of a design optimization process that includes mixing and matching preferred parts from each layout to create a Draft Vision. The Partner Agencies will not simply select one of the three layouts described below but will instead use them to assess the elements of each layout and work to optimize them into stronger options for the Policy Boards to consider.

Today's Station Layout



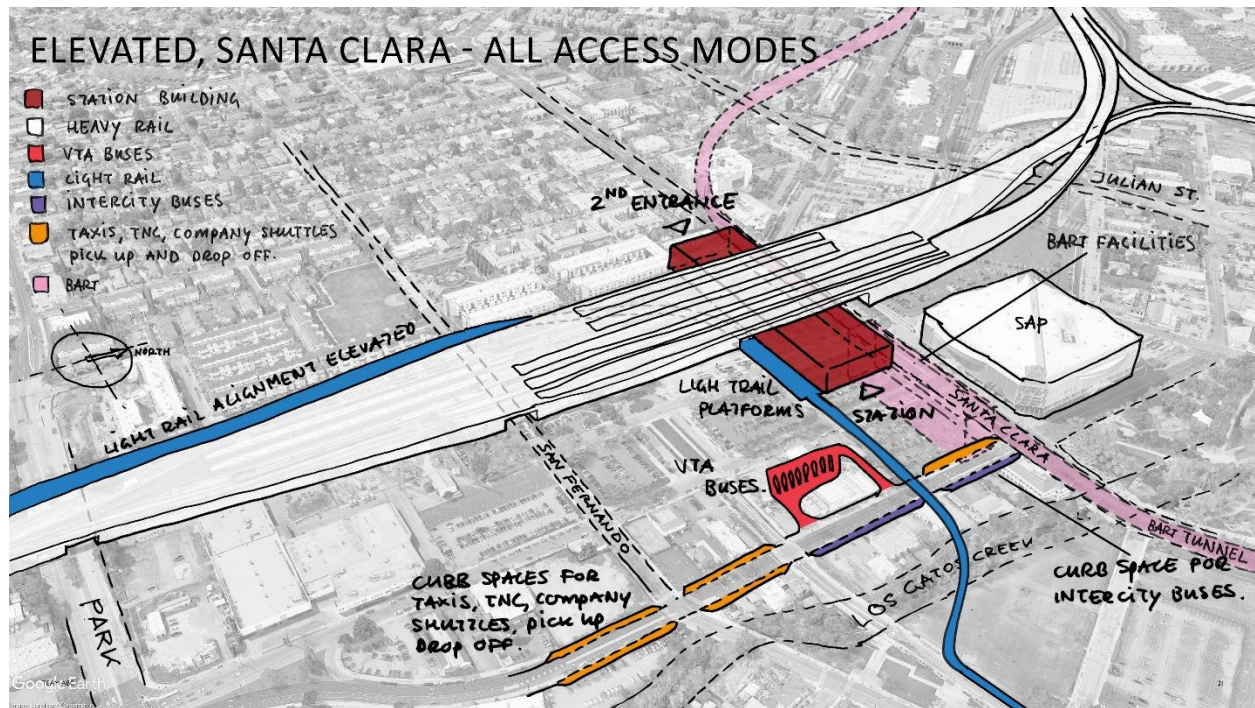
Layout #1: San Fernando Street

The first potential layout locates the station at San Fernando Street, with platforms and tracks at-grade, and utilizes the existing northern and southern track alignment. The advantage of this option is that it would potentially be less challenging to build and phase, and would also potentially be less expensive to build. Also, an at-grade track configuration would reduce the vertical transfer distance for passengers between heavy rail modes and BART. However, this option offers little improvement in terms of urban integration (especially east/west across tracks), it puts the rail concourse farthest from BART, and dedicates a large amount of land within the station area to bus, taxi, and shuttle circulation. Development could potentially occur over the surface level elements in this layout.



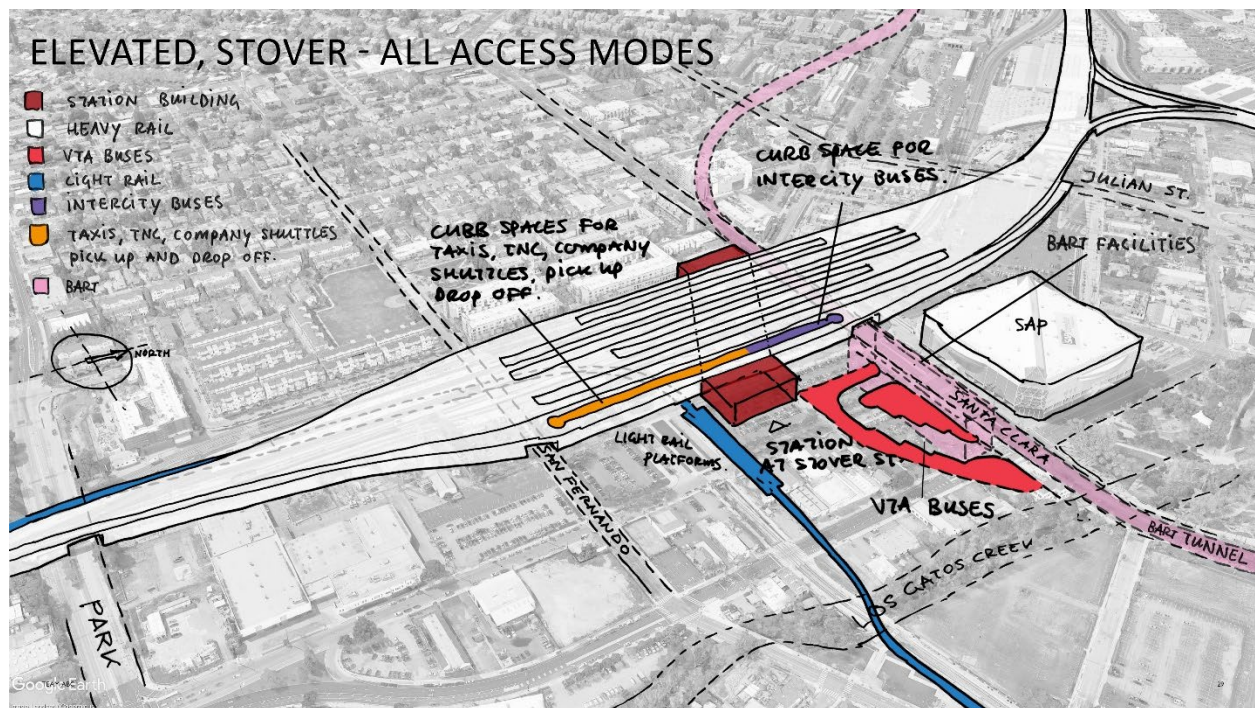
Layout #2: Santa Clara Street

The second layout locates the station at Santa Clara Street, with the platforms and tracks elevated. This layout shifts the station platforms to the north, which requires a new northern track alignment to reconnect station platforms to the existing at-grade heavy rail tracks. This layout also provides an option to operate some rail service over a new southern rail alignment on a new viaduct over Interstate 280. The elevated tracks foster street life along Santa Clara Street and brings the heavy rail concourse closest to BART. The elevated concourse may make for more complicated vertical transfers to and from BART. The bus facility is placed along Autumn street, further removed from the main station. This layout could reasonably have property impacts along the new northern track alignment. It also would require the relocation of the Caltrain maintenance facility. The Interstate 280 viaduct will be complex and costly to construct and result in possible property impacts to the station area and other neighborhoods.



Layout #3: Stover Street

The third layout locates the station at Stover Street, with the platforms and tracks elevated, and utilizes the existing southern track alignment. This layout shifts the station platforms to the north, which requires a new northern track alignment to reconnect station platforms to the existing at-grade heavy rail tracks. The elevated tracks foster street life along Santa Clara Street and in the adjacent blocks. It creates a strong visual presence for the station entrance and unique connection to downtown and surrounding neighborhoods. It also brings the heavy rail concourse closer to BART. The elevated concourse may make for more complicated vertical transfers to and from BART. In this layout, there are potential property impacts along the new northern track alignment. It also would require the relocation of the Caltrain maintenance facility.



EVALUATION FRAMEWORK

Team ABC and the Partner Agencies designed an evaluation framework based on the project goals and ambitions and the emerging themes from community feedback. The framework will be used to review the three layouts and highlight opportunities for optimization. The evaluation criteria used in the framework are:

1. Operational Efficiency
2. Multi-modal Integration
3. Access
4. Urban Integration
5. Development Potential
6. Community Effects
7. Environmental Effects

Over the next few months, the framework will be used to optimize the layouts by mixing and matching from the kit of parts to create a Draft Vision for the Integrated Concept Plan.

COMMUNITY ENGAGEMENT

The Partners developed a Community Outreach Strategy with the aim to:

- Inform and educate the public about the project and decision-making process
- Gather feedback for the Partner Agencies to consider during preparation of the Concept Plan
- Foster a sense of pride and collective ownership in the vision established by the Concept Plan

The Partner Agencies continue to encourage active participation from a broad cross-section of the community. The Partner Agencies have completed two rounds of outreach on the Concept Plan to date. The objective of the first round of outreach was to introduce community members to the project and ask for feedback on the initial high-level vision and key objectives for the future station. The second round provided a status update and presented preliminary concepts under consideration, as well as a potential evaluation framework for identifying areas where each layout could be optimized.

Completed activities include:

- October 18, 2018: Presented to the City's Diridon Station Area Advisory Group
- December 10, 2018 Community Kick-off Meeting
- Supported SJSU Masters of Urban Planning capstone class project on Diridon Station
- January 24, 2019: Presentation to Adobe's employees
- February 13, 2019: Presentation to the Willow Glen Neighborhood Association
- March 11, 2019: Presented an update to the City's SAAG

- March 18, 2019: Pop-up informational table outside of Diridon Station
- March 25, 2019: Community Meeting #2
- March 26, 2019: Presentation to the Delmas Park Neighborhood Association

The Partner Agencies will continue to engage the community and seek feedback on the three possible layouts. The anticipated engagement opportunities for the third round of outreach include:

- May 17, 2019: Presentation to the Joint Policy Advisory Board
- May 22, 2019: Presentation to the City's Station Area Advisory Group
- June 4, 2019: Presentation to the San Jose City Council
- June 6, 2019: Presentation to the Caltrain Board of Directors
- June 6, 2019: Presentation to the VTA Board of Directors
- June 18, 2019: Presentation to the California High-Speed Rail Authority Board of Directors
- June 10, 2019: Community Meeting #3
- June 15, 2019: Community Meeting #3 (in Spanish)
- Online survey
- Pop-up information table outside of Diridon Station
- Discussions with community organizations

In addition, the Partner Agencies also continue ongoing engagement with key stakeholders including MTC, BART, Capitol Corridor and ACE, the SAP Center, and Google. The project website with up-to-date information is available at www.diridonsj.org. The Partner Agencies have also developed an extensive email list to keep community members informed on the project progress. An additional round of community engagement is planned for Fall 2019 to solicit community input on the Draft Vision.

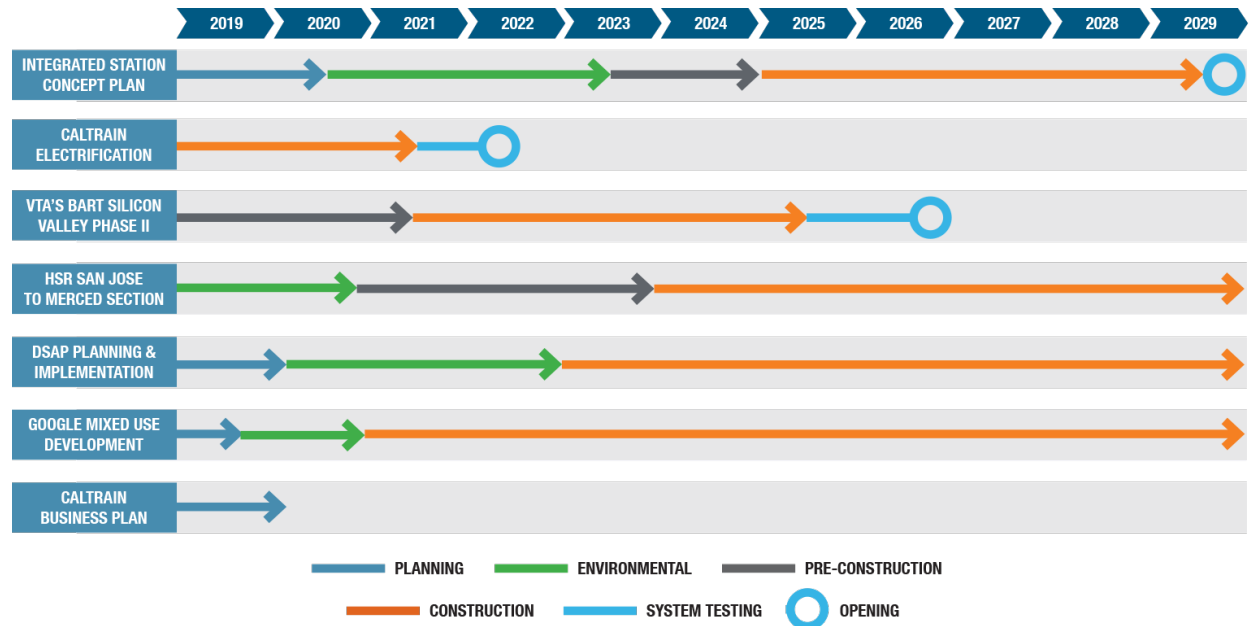
Community Engagement - Emerging Themes

Based on input received, the following priorities are emerging for the future of the Station:

- The Station must work well for the passenger above all
- The Station should function as a community hub, a destination in and of itself
- The Station should reflect the cultural diversity of San José through its design, art, accessibility, public spaces, and amenities
- The Station should be easy to get to from anywhere in the city, region and state.

COORDINATION WITH OTHER MAJOR PROJECTS

The Partner Agencies each have their own initiatives or major projects in development at the same time as the preparation of the Concept Plan. Part of the intent of the Cooperative Agreement is to ensure that the agencies are aligned with each other to realize not only their individual projects but also to work together to develop a new Diridon Station.



The following projects are actively being coordinated with the Concept Plan:

Lead Agency	Project
VTA	VTA's BART Silicon Valley Phase II Extension
CHSRA	San José – Merced Project Segment of the statewide High-Speed Rail system
Caltrain	Caltrain Electrification
Caltrain	Caltrain Business Plan
City of San Jose	Diridon Station Area Plan (DSAP) amendment
City of San Jose	Google master plan/development project
City of San Jose	Downtown Transportation Plan

ADDITIONAL INFORMATION

Additional information on the Concept Plan, including Frequently Asked Questions, can be found on the project website at www.diridonsj.org.

Memorandum

TO: HONORABLE MAYOR
AND CITY COUNCIL

FROM: Kim Walesh
Lee Wilcox

SUBJECT: SEE BELOW

DATE: August 19, 2019

Approved



Date

8-19-19

INFORMATION

**SUBJECT: UPDATE ON PLANNING AND COMMUNITY ENGAGEMENT
PROCESS FOR DIRIDON STATION AREA AND PROPOSED GOOGLE
MIXED-USE DEVELOPMENT**

Diridon Station Area Plan (DSAP) Amendment and Google Mixed-Use Plan

Google has indicated to staff that they intend to submit their application for a mixed-use plan to the Planning Division in October 2019. Staff is working with Google to provide guidance on the application for land use entitlements and review process. Google continues to conduct outreach to gather feedback on preliminary concepts to inform preparation of their mixed-use plan in advance of submitting their application. Once Google submits an application, this will start the formal project review process.

Staff will work on City-initiated amendments to the DSAP concurrently with reviewing Google's application for a mixed-use development. The City is amending the DSAP to adapt to current circumstances and support DSAP implementation. The City is not expecting to make major changes to the primary objectives of the DSAP. Anticipated changes include adding development capacity; updating the sections on land use, design, transportation, and public spaces; and aligning with other adopted/ongoing plans such as the Diridon Integrated Station Concept Plan. In addition, the City will prepare districtwide studies related to affordable housing, parking, and infrastructure financing. Staff began work on the City-initiated DSAP amendments and related studies this summer, and expects to complete this work by the end of 2020.

AB 900 State Application

Google has informed the City of its intention to apply to the State to participate in the AB 900 program (Jobs and Economic Improvement through Environmental Leadership Act). AB 900 was adopted by the State Legislature in 2011 (codified in California Public Resources Code

HONORABLE MAYOR AND CITY COUNCIL

August 19, 2019

Subject: Update on Diridon Station Area and Proposed Google Mixed-Use Development

Page 2

Sections 21178-21189.3) to encourage large development projects that create jobs and meet a high standard of public benefits by streamlining the judicial review process under the California Environmental Quality Act (CEQA).

For development projects to qualify for AB 900, they must be large, privately financed projects that create significant numbers of construction jobs and permanent jobs, pay prevailing wages, and meet high-threshold State environmental requirements (e.g., innovative measures to significantly reduce traffic, air quality, and other important environmental impacts, and full mitigation of greenhouse gas emissions). Seventeen significant California projects have utilized this program, including the Warriors Stadium, Apple Campus, and Inglewood Basketball and Entertainment Center.

AB 900 facilitates timely delivery of project benefits to the community by streamlining CEQA and project approval litigations. Under AB 900, any legal challenges get filed in the Court of Appeal, and the Court issues its decision within nine months to the extent feasible.

In San José, the benefits of timely development in the Diridon Station Area include: affordable housing, open space and infrastructure improvements, construction and permanent jobs, green building in support of Climate Smart, property tax revenue, public amenities, and Community Benefit funds for anti-displacement, job training, and other community-identified priorities. In addition, prolonged uncertainty (2, 5, 10 years) regarding the start of Google-related construction would significantly complicate coordinated planning for BART, rail, and station construction, and the integration needed between the new transportation infrastructure and Google's mixed-use development for a good customer experience. "Timely implementation" was identified as a shared goal in the City's MOU with Google in order to maximize integration with planned transit projects and achieve the benefits of implementing the Diridon Station Area Plan.

The AB900 program does not affect requirements for the environmental impact analysis or reduce requirements for public engagement under CEQA; in fact, the program comes with enhanced transparency requirements for timely posting of all documents and materials related to the project EIR on a public website once the draft EIR is circulated for public review.

Streamlining under AB 900 applies only if the Governor approves program eligibility by January 1, 2020 and the City Council considers and takes action on the Google mixed-use development project application, including the Environmental Impact Report (EIR) and entitlements, by January 1, 2021. This timeline is consistent with the anticipated timeline for the City's review process.

The preliminary timeline that staff presented at City Council on December 4, 2018 for "Phase II: Project Design and Review" predicted two years of work (2019-2020) and Council action in early 2021. Since then, staff has secured more complete information regarding the submission month for the Google application, the scope of DSAP amendments under consideration, and availability of consultants and staff. So, the Administration has determined that the timeline for Council consideration by end of 2020 is achievable. The City does not have to comply with the

HONORABLE MAYOR AND CITY COUNCIL

August 19, 2019

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AB 900 timeline if it determines that there is more work to do before taking the project to City Council for consideration.

Upcoming Community Engagement Events

City staff will attend a number of upcoming events to provide information and talk to community members about plans for the Diridon Station Area, including Google's Mixed-Use Plan, the intermodal station, and the transportation network. These include:

- "Pop Up" information booth at Stroll the Alameda Wine & Beer Walk: **Sunday, August 18, 2:00-5:00 PM.**
- Station Area Advisory Group meeting, **Thursday, August 22, 6:30-9:00 PM** at San Jose City Hall.
- City departmental presence at Google open house preview event at Arena Green West (across from SAP Center), **Saturday, August 24, 10:30 AM-1:30 PM.**
- "Pop Up" information booth at the 6th Annual District 2 Village Fest hosted by Councilmember Sergio Jimenez, Coronado Avenue @ the Village Oaks Shopping Center: **Saturday, September 7, 3:30– 6:30 PM.**
- Pop Up" information booth at Viva Calle, near Diridon Station: **Sunday, September 22, 10:00 AM – 3:00 PM.**

/s/

KIM WALES

Deputy City Manager

Director of Economic Development

/s/

LEE WILCOX

Chief of Staff

City Manager's Office

For questions, please contact Lori Severino, Diridon Program Manager, at (408) 535-3537.

Hi SAAG members,

I'm forwarding an email from Jeffrey Buchanan, the Working Partnerships representative on the SAAG, per request (see below).

In addition, we are looking to schedule the next SAAG meeting for Thursday, August 22nd, 6:00 PM. Please hold this date on your calendar for now. I will send out an outlook invite once it's confirmed.

Thanks!

Lori

From: Jeffrey Buchanan [<mailto:jeffrey@wpusa.org>]
Sent: Monday, June 17, 2019 11:31 PM
To: Severino, Lori <Lori.Severino@sanjoseca.gov>
Subject: Sharing report on Google's potential impact on rents in San Jose

Lori: Any chance you can share this email with SAAG members?

Greetings!

Last week Working Partnerships USA released a new report examining the impact of Google's proposed San Jose mega-campus at Diridon Station on families who rent in San Jose and Santa Clara County. The report includes a series of forecasts by an independent research firm, Beacon Economics (a firm with a history of working with California cities and industry groups including the California Apartment Association and a number of chambers of commerce), examining the potential impacts on rising rents from Google's San Jose office development in the absence of building additional housing and what kind of housing response would be necessary to prevent further rent increases and displacement. The report was covered by a range of media including [San Jose Spotlight](#), [Mercury News](#), [NBC Bay Area](#) and [KQED](#).

The key findings include:

- Google's downtown San José expansion could **cost renters \$235 million in higher rent each year** unless the company commits to significant housing production.
- Google and the City of San José can prevent these rent hikes (and the ensuing super-commutes, overcrowding and displacement) by subsidizing the development of **5,284 affordable homes** and helping produce **12,450 market-rate units**.
- Without sufficient housing built in conjunction with the Google project, San José families would pay **five times more in higher rent** (\$127.4 million each year) than the City expects to **collect in property tax revenue** from the project (\$24.8 million/year).
- By the time Google's campus is built, **rent burdens for Asian, African American and Latino families would rise significantly**, making it even more difficult for communities of color to remain in San José.

The most exciting finding in the report is that **these rent increases can be avoided**. The report included a set of recommendations for how Google and the City of San Jose can share responsibility to build or subsidize over 5,000 units of affordable housing and protect tenants in order to prevent further rent increases, displacement, overcrowding and super-commutes as part of the Google development. The

recommendations build off the City's MOU with Google and include a number of ideas proposed by the Station Area Advisory Group and within the DSAP.

- Read the [full report here](#).
- Read a summary of the policy recommendations [in this San Jose Spotlight oped](#).
- Watch a summary video of the findings on [Facebook](#).

Please let me know if you have any question about the report and recommendations. There have been a few questions raised about the report in the media that we would be gladly provide additional context on if folks have questions.

We hope the report and the recommendations help to further the robust conversation we've had at the SAAG and provide a potential roadmap of reasonable but concrete steps Google and the City of San Jose could take together to prevent future rent hikes and create a model for development without displacement.

We look forward to working with all of you to find solutions to ensure San Jose residents have the freedom to remain in San Jose over the coming months as Google presents its development plan and the SAAG get the opportunity to provide input on this development.

Best,
Jeffrey

Jeffrey Buchanan, Director of Public Policy
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www.wpusa.org

FOR IMMEDIATE RELEASE

August 20, 2019

Contact

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rosario.neaves@sanjoseca.gov

Statements from City Attorney Rick Doyle and City Manager Dave Sykes on First Amendment Coalition and Working Partnerships U.S.A. vs. City of San José

Court finds City complied with law in Google case

Statement from City Attorney Rick Doyle

The Superior Court has denied the petition for writ of mandate which challenged the City of San José's compliance with the Public Records Act (PRA) in connection with the Google project. On August 16, 2019, Judge Patricia Lucas issued her ruling noting there are certain statutory exemptions to the PRA and held that the documents not produced by the City were properly exempt from disclosure as attorney-client communications or under the deliberative process privilege. The Court specifically found that documents related to ongoing real estate negotiations were properly withheld from production because it is in the City's best interests to not have its negotiation strategies and goals made public during the negotiation process with third parties. As to the thousands of pages released by the City, the Court held the protocols followed by the City in its search for documents complied with the Public Records Act.

The Court noted:

"[T]he City's ability to obtain the best value in land transactions and to maximize community benefits it can achieve in negotiations with Google would be adversely impacted if the parties with which the City negotiates had otherwise confidential information about the City's approaches, strategies, and options."

With respect to the question over nondisclosure agreements, in their reply brief the Court did not consider it since the Petitioners only raised it in passing and failed to explain why they had not included it in their opening brief. In addition, the Court stated that the issue was moot, since Petitioners conceded that no documents had been withheld because of the nondisclosure agreements, and the agreements have not been in effect since June 9, 2017. Similarly, Judge Lucas rejected Petitioners' request for an order that the City release Closed Session transcripts that had been made available for public viewing since they conceded that no such relief had been sought in their Petition or their opening brief.

-MORE-

Statement from San José City Manager Dave Sykes

“The City of San José is committed to transparency and following the rules in all of our processes, including our efforts to attract and retain businesses that invest in San Jose. We hope the outcome of this lawsuit strengthens trust in the public process. We look forward to continuing to engage the community in the development of the Diridon Station Area plan and Google’s mixed-use project.”

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