
REGULAR MEETING AGENDA

6:00 p.m.

January 16, 2020

San José City Hall
Committee Rooms 118-120

Meeting Purpose and Outcomes

- Updates on the Community Engagement program for the Diridon Station Area and the Diridon Integrated Station Concept Plan.
- Presentation on the Development Agreement and design review processes for Google's proposed Downtown West Mixed-use Plan.

Live streaming of this meeting will be available at <https://www.sanjoseca.gov/your-government/watch-a-meeting>. 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 August 22, 2019

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

III. Community Engagement Update

City staff will report back on the community engagement activities completed in Fall 2019, including Small Group Meetings of the SAAG. Staff's presentation will address what we heard and what we are doing with the input, answers to some commonly-asked questions, and a preview of the year ahead. Following the presentation, the SAAG will have opportunity to ask questions.

IV. Google's Downtown West Mixed-use Plan

City staff will provide an update on the Google project, focusing on the process for developing the Community Benefits Plan to be included in the Development Agreement and on the design review process for the proposed development, including Design Standards and Guidelines. Following the presentation, the SAAG will have opportunity to ask questions and provide comments.

V. Diridon Integrated Station Concept Plan Update

City staff will provide a brief update on the status of the Concept Plan and next steps. Following the presentation, the SAAG will have opportunity to ask questions.

VI. Public Comment

Members of the Public are invited to speak on any item that is within the subject matter jurisdiction of the Advisory Group. 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 (City staff and its consultants) 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 Advisory Group.

VII. 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

Diridon Station Area Advisory Group (SAAG)

SMALL GROUP MEETINGS SUMMARY

Meeting	Date + Time	Location	SAAG Members Present (per the sign in sheets)	# of Other Attendees
SAAG Small Group Meeting - 1	November 19, 2019 11:30am- 1:30pm	City Hall Room 1734 200 E Santa Clara Street San José	Dan Mountsier, Alameda Business Association Kelly Doyle, California High Speed Rail Authority Kiyomi Honda Yamamoto, Greenbelt Alliance Jodi Starbird, Guadalupe River Park Conservancy Nadia Aziz, Law Foundation of Silicon Valley Reginald Swilley, Minority Business Consortium Harvey Darnell, North Willow Glenn Association Nate LeBlanc, San José Downtown Association Charlie Faas, San José State University Gretchen Baisa, Santa Clara Valley Transportation Authority Jim Goddard, SAP at San José Vince Rocha, Silicon Valley Leadership Group Laura Winters, St. Leo's Resident David Meyer, SV@Home	7
SAAG Small Group Meeting - 2	November 21, 2019 6:00- 8:00pm	City Hall Room 1734 200 E Santa Clara Street San José	Melissa Reggiardo, Caltrain Kathy Sutherland, Delmas Park NAC Kevin Christman, Gardner Neighborhood Association Sondra Weber, Plant 51 Bill Souders, SJ Downtown Residents Association Edward Saum, Shasta Hanchett Park Neighborhood Association	4
SAAG Small Group Meeting - 3	December 2, 2019 6:00- 8:00pm	Bascom Community Center 1000 S Bascom Avenue San José	Ernst Calais, Adobe Marla Weinstein, Google Glen Williams, Santa Clara County Teresa Alvarado, SPUR Jeffery Buchanan, Working Partnerships USA	5

OVERVIEW

On November 19, November 21, and December 2, 2019, the City of San José community engagement team hosted three small group discussions for SAAG members. Representatives from 25 of the 38 total SAAG member organizations participated in the meetings, which were open to the public.



The objectives of the meeting were to:

- Enhance an understanding of the planning efforts and decision-making processes for the major Diridon Station Area planning processes and projects occurring over the next year.
- Gather feedback on the initial concepts under consideration:
 - Google's Downtown West Mixed-Use Plan proposal
 - Staff-recommended layout for the Diridon Integrated Station Concept Plan

The meetings kicked-off with a presentation that included an overview of the proposed major projects and planning efforts currently affecting the Diridon Station Area and the coordinated timeline and community engagement strategy. Following the presentation, City staff and consultants facilitated an informal discussion with the SAAG to gather questions and feedback on the following topics:

- General Information and Process
- Google Downtown West Mixed-Use Plan
- Diridon Station Area Plan (DSAP)
- Diridon Integrated Station Concept Plan
- Transportation and Parking
- Parks, Trails, and Open Space
- Housing and Displacement Prevention

Staff took notes of the discussion. The comments and questions are summarized in the following section.

SUMMARY OF FEEDBACK

The comments and questions raised during the three discussions are organized by topic and feedback prompts. The number in parentheses identifies the number of times that a particular comment or question was raised during the three meetings. The text in *italics* is the City staff's response to questions from the SAAG.

General Information and Process

Do you have any questions or concerns about the City's planning process for the Diridon Station Area?

- What is the relationship between the Diridon Station Area Plan (DSAP) and the Google project with respect to the California Environmental Quality Act (CEQA)? Are there separate CEQA documents for Google and DSAP? What is the timing? (x3)
 - *The City is preparing an Environmental Impact Report (EIR) for the Google project. The level of CEQA review for the DSAP Amendments has not been determined. Staff is currently developing a project description for the DSAP Amendments, which will determine the level of review necessary. We anticipate the CEQA document for the DSAP Amendment to be ready for public review in summer 2020, a season behind the targeted release of the Draft EIR for the Google Project.*
 - *The Google Project and DSAP Amendment can run independently, but the goal is for them to be considered in tandem because of their interconnectivity.*
- The DSAP needs to be integrated with Google and other projects. What is the plan to ensure that it is? What changes is the City considering to the DSAP?
 - *The City is conducting a coordinated engagement process over the next year to share information and get feedback on the Google project, DSAP Amendments, and other related projects.*
 - *Staff is developing potential changes to the land uses, height limits, parks and open space plan, transportation system, and other chapters to complement other adopted and ongoing plans, such as the Downtown Design Standards and Guidelines. Staff will take into account the Google proposal and community input when making recommendations for City Council consideration.*
- How is the City addressing the potential for small business displacement? How do we make sure we aren't adding to displacement? How do we bring small business voices and cultural groups into the community engagement process? (x3)
 - *Staff is developing citywide anti-displacement strategies for both residents and small businesses. The Strategies will go to City Council in 2020.*
 - *For small businesses, the initial focus is on the Alum Rock corridor. The City is developing customized resources.*
 - *VTA is also addressing the potential effects of construction and is engaging small businesses. Their draft playbooks for BART stations in San José promote the health of existing businesses.*
 - *The City operates the Business Owner Space program, which provides assistance to small businesses in San José. If anyone knows of small businesses concerned about displacement,*

please refer them to this program. We haven't heard of as much small business displacement in Diridon, so if you do hear about something, please share it!

- *The City is trying to figure out how to better reach small businesses, such as a potential Virtual Town hall for Small Businesses. Suggestions welcome!*
- *The plan for the Diridon area is to start with an inventory on the small business context.*
- Timelines? (x3)
 - It appears the Diridon Integrated Station Concept Plan and Downtown Transportation Plan are trailing the Google Project and DSAP Amendment. What are the unknowns that could derail the timeline or lead to conflicts?"
 - *In order to approve the Google project, we need more info from the Concept Plan process about the need for public space in front of the station, as well as ROW needs along the track approaches.*
 - *Coordination between all of the projects will also involve analyzing and addressing station access and circulation.*
 - *The intent is to get far enough along with the Concept Plan and Downtown Transportation Plan in 2020 so that all the plans and projects can inform each other and ultimately be consistent with one another. For example, the goal is to identify a preferred network for the Downtown Transportation Plan by summer of 2020. The Diridon work will be an input to the model.*
 - What other plans is the City working on right now? For example, the citywide transportation plan will be completed after consideration of the Google project.
 - *The General Plan 4-year review is happening but shouldn't affect this process.*
- Are there plans for another Virtual Town Hall (after the one on November 22, 2019)?
 - *Not at this time, but that format is now in our toolbox for future engagement.*

Beyond the topics below, what other comments or concerns do you have at this stage?

- Commercial Linkage Fee (x3)
 - What is the relationship to Council 6-5 vote to eliminate fees?
 - *The council vote applied to residential high-rise construction and the 9 projects that are in the pipeline. Those developments will not have to pay an affordable housing impact fee for the next several years because of the economic feasibility of this product type.*
 - Concern about universal development fee and effects on funding for parks Downtown and for affordable housing. How will this affect residential projects in the Diridon Area? How does the City make up for the reduction in fees so there is sufficient park space for Downtown residents?
 - *Only the park fee needs to be spent within geographic area. This fee would not impact park fees.*
 - *The fee reduction doesn't get made up. The intent is to make housing construction more viable.*
- We need to hold all projects accountable like we have held Google accountable. (x3)
 - When Google comes in, it will set the bar for other development. The City should be proud, strong, and bold to raise standards. The City should be saying to other developers: "this is the bar you have to meet to develop here". Prefer to see smaller projects placed on

hold until the standard we have with Google is set and can apply to others. There is concern about smaller projects getting built in the short-term that will reduce the quality of the area.

- Don't compromise for time or cost expediency.
- What will happen if the construction of the Google project happens at the same time as the station? How will that be coordinated and facilitated? (x2)
 - Recommend to Staff and City Council: If you can't visualize how construction will be coordinated, speak up sooner rather than later.
 - Recommend developing a 3D model to break down silos and get everyone on same page. Do this study now to "future proof" as much as possible.
 - What kind of bad habits will people develop during this construction phase? Folks may not want to change.
 - *The next phase of the Concept Plan will address construction phasing. Google is also developing a phasing plan. The City is aware of this concern and the potential effects, and is working to address them.*
- Love the color-coded graphics
- Love the Engagement Process Timeline graphic

Google Downtown West Mixed-Use Plan

What do you like most about the proposal?

- Google seems to be good at balancing various scales – such as through the adaptive reuse of the foundry and water company buildings.
- Wowed to see how Google was working on partnership with community.
- Emphasis on coordination, infrastructure, and interconnectivity with the city.
- Like the land use layout
- Love the open space, cities are defined by great open spaces.

What still needs work about the mixed-use plan?

- Usable open spaces (x5):
 - Make sure there is room for active park facilities (x3)
 - We need to see a breakdown of the open space numbers because the plan currently lumps together areas that can't be accessed or will have limited use for active recreation (riparian, bike path, ped walking areas).
 - Riparian corridor setback is great, but setbacks have limited use for recreation. You can do some passive recreation, but there will be sensitive plants. Also provide space for picnics and active recreation (large enough and close enough to people and activities).
 - The plan should incorporate passive recreation in the 100-foot riparian setback.
 - The plan needs large enough spaces for workers and residents to recreate.
 - Think about the size and proximity of active recreational uses.
- Create social cohesion— open space for everyone.
- There is a tension between the potential building heights in the area and the open space—it's possible to have a good plan that does both. Increasing the density and heights allows for more room for open space.

- Trails and connections (x3)
 - Connectivity is important for access to trails and parks; provide green fingers between existing and new open space areas
 - Provide more than just a tunnel connection
 - Consider connections to the nearby school
- Impact on traffic (x2)
- Accessibility (x2)
 - Accessibility to the train station. Ensure there is good access for all modes of travel—it currently seems to be hidden in the office uses.
 - ADA Accessibility & non-ADA accessibility of all modes of travel to transit (since Google is wrapping around transit).
- Are we considering street vacations? Maybe for Cahill?
 - *The City is promoting north-south connectivity, but is considering the long-term need for Cahill to be a functional street.*
 - *Street vacations are part of the development review process with the Departments of Transportation and Public Works.*
- There should be a stronger focus on sustainability and the potential for an Eco District. The City and Google should call out the sustainability efforts in storytelling.
- How can housing be located as close to transit as possible? Especially below market rate housing, since these residents use transit more than others.
 - *There are extra funding sources for affordable housing near transit.*
 - *SOM & Strategic Economics are looking into possible sites for 100% Affordable Housing.*
 - *The City also supports integration of affordable housing units into new development.*
 - *Much of the housing built or under construction in the Diridon area is subsidized.*
- Development needs to be respectful of the historic district and balance the interface with existing neighborhoods—it appears that the tallest structures were adjacent to single family residents (like the interface between the former Orchard supply site and the Montevista development on the other side of train tracks, as well as the interface with the Lake house historic district).
- Google's 2nd presentation to the SAAG lost some of the partnership phrasing. We need to keep hearing that Google will reach out and be inclusive to neighborhoods, and to make them an important part of the city (as they should be).
 - The Gardner neighborhood has an identity crisis. We aren't considered as part of downtown, and we are often sold as being part of Willow Glen, but these other neighborhoods don't include us.

What additional information would you like?

- Want more information on the integration with existing neighborhoods earlier on in the process (x3)
 - Building heights, and shadows created by buildings closest to existing residential areas
 - Design and setbacks
 - Want to review and critique before going to City Council
- Want to see a more detailed development proposal, with time to comment, before City Council

- Will the SAAG get more information about the project description for the Google EIR before the public draft is released? For example, will there be more detail on variation in massing than in the NOP? When we will know the final numbers?
 - *We do not anticipate the project description changing much from the Notice of Preparation released in November, although we expect to narrow the ranges in the development program numbers as we work through the process. We will get more information about building design, which will be a part of future outreach rounds.*
- How are we addressing public utilities? (x2)
 - *Google project will address it*
 - *Not sure how it will be addressed in DSAP specifically yet*
 - Is there coordination with purple pipe/graywater?
 - *The City is looking into it.*
 - *If the City doesn't require it, how important is it for the City to request it?*
- More information about the Community Benefits negotiation process and financial value of up-zoning.
 - There's a tremendous amount of public interest into community benefits. Waiting until October/November seems important to rethink. There could be strong feelings if we wait that long. Would not releasing the costs to the public undermine the value of what the city gives to Google? How does keeping this information blocked from the public help negotiations for the city? It would be nice to see timeline of that and good to hear how the City will engage the public and SAAG in that discussion.
 - *HR&A will do a financial analysis that will inform the Development Agreement with Google. The upcoming April 24th Study Session will update the Council on the status of the Development Agreement, including insights on financial feasibility. We anticipated releasing the Draft Development Agreement in summer 2020, followed by time for public feedback before going to Planning Commission.*
- After the Anderson Decision last week, will we need to see covenants from Surplus Lands Act?
 - *The City recently lost a case around the question of whether charter cities need to abide by the Surplus Land Act. San José challenged the state law, not because of being against affordable housing, but to keep local control over this type of decision. This is a final decision at this level of court. Not sure if it will be appealed at this moment.*
- Timing for the Google project seems tight. What is the timing for the local transportation analysis (LTA)? Is it possible to start the EIR without a traffic analysis completed? What is the timeline for the EIR?
 - *The LTA is a critical path study and is underway. The EIR mainly addresses vehicle miles travelled (VMT), which is figured out separately. The target for releasing the Draft EIR is spring 2020.*

Diridon Station Area Plan (DSAP)

What opportunities and changes should we consider?

- Beyond the Google project, what is the City's plan for the rest of the area (capacities, residential units, office space, traffic, etc.)?
- Increasing the affordable housing requirements and density potential

- Is the DSAP constrained to Google's timeline?
 - *They can move separately. In theory the DSAP could lag behind, but the goal is for them to be considered in tandem.*
- Is there an inventory of non-City neighborhood services? For example, a healthcare center closed a couple years ago, and there was a huge outcry.
- What is the timeline for actual development capacity numbers?
 - *Spring 2020*
- According to an SV@Home analysis, there are opportunities to do a lot more with respect to building heights and development capacity within the DSAP boundaries.
 - *SOM is starting this work, including where to add more height within the DSAP and what is the potential capacity. This analysis will be done at the parcel level, considering the context and sensitivity to the surrounding neighborhoods.*
- Is the DSAP part of Downtown from a General Plan capacity standpoint?
 - *Yes.*
- Is the City encouraging developers to add public space on top of buildings?
 - *Typically, we would offer private recreation credit but not public space credit under our parkland ordinances.*

Diridon Integrated Station Concept Plan (Concept Plan)

The staff recommended Concept Layout developed during Phase 1 of the Concept Plan process include: elevating the platforms, providing two concourses with access points from four directions, and keeping the track approaches within the existing corridor as much as possible (along with enhancements to the corridor).

What do you think about the staff-recommended layout, and why? [includes questions about the Concept Layout]

- Platforms
 - Initially, elevated meant 80 ft. Slightly elevated makes a lot more sense.
- Concourses/station location:
 - SAP view is that the station is too close to Santa Clara Street and should be removed from that area
 - Love 2 concourses. Want to facilitate as much access as possible.
- Track approaches (x3)
 - Keep the tracks within the existing footprint (if feasible)
 - Keeping rail within the existing southern corridor would obliterate my neighborhood (Gardner/North Willow Glen). The team talked about 3-4 tracks (maybe even 5), which would take out a number of houses and a city park, and cause great disruption.
 - There is a potential for a southern viaduct – the question is more cost than anything else; as Diridon himself suggested at the JPAB meeting, we need to do this with the 100-year future in mind, and this viaduct would give us much more capacity
 - The team still needs to investigate the 280/87 viaduct option and down into Tamien. It should not just carry high-speed rail. Caltrain is planning a lot more trains (that may need

4-5 tracks). Highly concerned that this will remove park, houses, church and other parcels. It's a shame to ruin three neighborhoods in the south.

- High speed rail had agreed that there was already enough and figured out how to go around neighborhood. Need to go back to that mentality.
 - We are okay with keeping freight trains. We cannot afford a lot more tracks.
- What are the implications of the viaduct on the track approaches?
 - *The viaduct option would require additional flyover structures to align the tracks appropriately at the station and work with the freight lines that cross through the station. The track alignment needed under this option would affect the street grid and surrounding property either north and south of station.*
 - *We realize that the immediate communities need more time to understand the implications of the southern track options under consideration. Council will likely ask for a study session to further increase awareness.*
- Access/circulation:
 - Does the Concept Layout show San Fernando as a through street?
 - *No, it shows an at-grade pedestrian/bicycle crossing under the tracks.*
 - Where is BART access on the graphic? What about access from the north side?
 - *The BART access point is shown on the south side of Santa Clara Street outside of the station hall.*
 - What is the bus facility looking like?
 - *Currently flexible. In the Concept Layout, there would be some bus stops underneath the platforms/concourse, including several outside the station.*
 - *Access issues will be worked on in 2020*
- Other:
 - If we can accommodate the needed train capacity within the existing space, then that's great. We don't want to obstruct future capacity.
 - Overall, I'm happy to see the design for the station and the images for the future.
 - The concept is getting there.
 - What are the business opportunities with the station project?
 - *The team is planning for retail opportunities within the station, as well as public spaces outside of the station.*
 - Does the concept plan consider public utility shutdowns in terms of services (i.e., elevators/accessibility/lights)?
 - *The team is studying utility needs and considering climate change, sea level rise, and natural disaster resilience. The City is also looking into municipal energy.*

Which topics/issues are most important for the Partner Agencies to focus on during Phase 2?
[includes questions]

- Existing Depot (x5)
 - How is it integrated into the new development? The process should address this question earlier in the timeline.
 - The existing depot is too small and is in no way capable of serving the needs. Can we keep some of the elements instead of the whole thing?

- The depot is on the National Register. The treatment of the historic structure should be more than the bricks and benches – consider relocation and adaptive re-use.
 - *The team is considering the various options for the depot building. This could involve adaptive reuse as a restaurant or any number of things.*
- Access
 - Mode shifts - plan should have the ability to influence mode shifts in ways that are useful to the consumer, increase choice and ease of access, and make parking less relevant for the long-term (despite short-term pain). Getting it right is a balancing act.
 - The concourse and crossing at San Fernando will turn Laurel Grove Lane into a busy bike corridor.
 - This design could affect neighborhood garage access and circulation – we would need to maintain through traffic at this location.
 - Suggestion to move planning boundaries to the west to consider safe transportation in the Cahill area.
- Neighborhood concerns about track alignments
- Plan should consider a building office tower over the station like the Salesforce tower, and have an elevated connection to the arena — keep vehicles separated below

Transportation and Parking

Are there additional information, issues, or opportunities that should we consider as we work on the Downtown Transportation Plan and Diridon Area Parking Study?

- Pedestrian and bicycle safety (x5):
 - Does the Transportation Plan address bicycle infrastructure throughout the City?
 - Why wasn't Vision Zero mentioned?
 - 280/Bird interchange is very difficult and unsafe for children crossing to Gardner school.
 - Safety for Gardner Academy students to get to school. 280 is a barrier to Gardner Academy and a lot of other development. The fence is not enough.
 - New development will have good ped/bike access (sidewalks). What will happen to old neighborhoods with narrow sidewalks? How do wheelchairs or strollers navigate in older parts of downtown?
 - Crossing Park Ave is dangerous. Should be developed to be safe.
 - There should be trails on both sides of the creeks.
 - Ensure accessibility to transit hub outside of Google.
- Parking analysis (x4):
 - It seems that the prevailing sentiment is that cars and parking will go away. While the SAP Center is all for demand management and transit, we question how much and how soon this will take place – can we include a range of parking demand in the analysis (best and worst case)?
 - Considering the pipeline of development downtown: even if half of new workers take transit, there could still be about 40,000 people that will drive. The demand for daytime parking is trending up for station and office users. Include mitigation and management measures; can't just wish the demand away.
 - Shasta Hanchett spent 2 years working on the Transportation and Parking Management Plan – it is working well. We want to make sure that SAP continues to function well.

- The neighborhoods around the SAP Center have permit parking, but it is not enforced and it impacts the neighborhoods.
 - Parking plan requires scenario-based planning.
 - What kind of model is there to calculate parking?
- What is the range of parking requirements?
 - *The baseline requirements for the Google Project and other development are based on standard ratios, but as part of the Parking Study, the City is evaluating the SAP obligation, station demand, impacts to neighborhoods, and the desire to bring down parking demand to recognize the transit-oriented nature of the development. It is part of the DSAP and Google review to develop specific recommendations.*
- Expand boundaries (x4)
 - How were the boundaries drawn for the DTP study area?
 - Commend the City for including SJSU in the DTP boundaries
 - Expand parking boundaries to the south too (considering spillover parking in Gardner/North Willow Glen) (x2)
 - Expand to include St. Leo's?
 - Expand to include Auzerais and Bird. Need to keep going down Auzerais because the intersection is a disaster.
- Traffic concerns— How do we mitigate cross-traffic as more traffic is expected downtown? (x4)
 - Plant 51 requested a specific study.
 - EIR notice comments ends on 11/22/19. We will submit a last-minute comment if necessary.
 - Concerned about the impact on streets and safety with adding more jobs and residents through Google and DSAP.
 - Cars queuing between lights for school drop off Bird Avenue and Auzerais.
 - Market towards Diridon is where this is significant congestion, by the Discovery Museum.
 - Google wants to downgrade Montgomery or Autumn. It will be a problem if Autumn is the only major street north-south. There should be two main north-south streets.
 - Aerial and multi-layering can solve our problems. Feeding and looping buses on Park and through Park should be something to explore for efficiency.
- Demand management for mode shifts (x2)
 - There is an increase in people using multi-modal modes of transport. We were seeing an increase in mobility thanks to vans and new modes/options.
 - Mode shift development? Parking ratio or range of proposal?
- Relationship to other plans/projects:
 - We need to scale and layer all transportation methods in relation to connection to DSAP area as a whole. Does the plan incorporate how to get to Diridon Station from other parts of the city?
 - How are the parking plan and DTP integrating? How are they informing each other? When are the key times for providing input? We want to get a sense of how the City is looking to handle the movement of people (cars, trains, etc.).
 - Need an EIR for the proposed hotel downtown. It will generate 2100 more visits a day and will only have 2 parking spaces.

- Is the Bike Master Plan going to be incorporated into the DTP? What would that look like? It's important to plan for bikes to be integrated into the DTP, but also know where they originate and how routes are interconnected. Heading toward Diridon there are bike lanes, but coming back there aren't.
 - *The DTP will address bikes, but not sure to what level yet.*
 - *The Better Bike Plan 2025 is under development and about to be adopted. That would be tied in.*
- Is circulation going to be in DSAP plan or in the Downtown Transportation Plan (DTP)?
 - *Both, and they will feed need to into each other. The DTP will likely be at a higher level whereas the DSAP will probably be more fine-grained, with the Concept Plan being the most detailed.*

Parks, Trails, and Open Space

Are there additional information, issues, or opportunities that we should consider as we suggest changes to the DSAP?

- Arts, culture, habitat, and climate components all happen here.
- Trails:
 - Trail connection between Meridian to Lincoln and Trestle Bridge doesn't exist. Creek trail connections and system need to be improved.
 - Guadalupe River Trail during the morning commutes is like a highway – it should have continued improvement (safety, lit) to help drive mode shifts away from cars (x2)
 - Address issues with homeless people in Guadalupe River trail.
- Guadalupe River:
 - Elevate Guadalupe River Park so it can be a focal point and green spine connector.
 - Add the Guadalupe River Park Master Plan to the study area (x2).
 - Include trails on both sides, activation, and connectivity.
 - Analyze to the same extent as the Los Gatos creek plan, given boundary with the Google project.
- Include event and festival space.
 - *The City is also looking at community center need (indoor in addition to outdoor).*

Housing and Displacement

Are there additional information, issues, or opportunities that we should consider as we prepare the Affordable Housing Implementation Plan for the Diridon Station Area?

- Affordable Housing creation (x4)
 - Increase ADUs in backyard/garage on single family properties —would need financing to scale it
 - There are several active, large affordable housing projects underway – Google could partner with them; if 100% projects went it first, that could really help
 - *The good news that there are affordable housing projects coming online soon.*
 - Advocate for a balance of integrated and standalone affordable—structure in a way to take advantage of available resources and subsidies.

- *City Council direction last month was to incentivize integrated housing, but recognize that typically works at the higher end of affordability spectrum. We still need standalone, high-quality developments to reach deeper affordability.*
 - Demand for affordable housing will be higher than what Google will provide.
- Affordable housing preservation and utilization (x2)
 - We need more of a strategy and resources to address preservation.
 - Largest source of housing in the city is the older rent-controlled housing.
- Range of affordability (x4)
 - Affordability to what level?
 - *Affordability at all levels up to moderate. Recently, the City is focusing its resources more on extremely low (45% of city funding for EL Housing).*
 - What is the ratio of affordable to market-rate?
 - *For the entire Diridon Station Area, staff is working towards a 25% affordability requirement, per City Council direction. That is also the goal for the Google project specifically, per the Memorandum of Understanding.*
 - The City is doing great trying to address affordable housing. There's no such thing as enough, but if we can do something big and bold, that will set us apart.
- Trade-offs/balance:
 - In addition to ranges of affordability, also look at the overall number of homes – the more homes, the less the employee impact will be on the surrounding market.
 - We have SROs and a lot of affordable housing. We don't have a problem with it but also don't want to overconcentrate affordable housing. We want a balance of market-rate and workforce housing too.
 - How do we integrate a balance of luxury with affordability? Can we integrate BMR with market rate in one building? Or does it have to be separated?
 - It's difficult to integrate affordable with market-rate housing but should still pursue it. Important to make sure that we reduce the stigma of living in "a project."
 - Affordable housing is really important and really expensive.
 - There's been a focus on as much affordable housing in the station area, but it's so expensive, especially with the sustainability requirements. So how can we get enough units near transit? How can we be strategic and get the biggest bang for the buck?
 - We are creating our own problems for low-income housing because of it's difficult to make new developments affordable. The older buildings are inherently cheaper.
- Beacon Economics Study and Working Partnership Recommendations
 - Linkage Fee and Affordable Housing plan are good
 - Additional Ideas
 - Use extra money from Lots ABC to fund affordable housing
 - District financing plan: affordable housing will need to be larger than Google. VTA has been suggesting thousands of units. We should look into other revenues to deal with housing issues.
 - Make it a model for how to address displacement
 - If folks aren't housed, they can't take advantage of everything here
- Concerned about affordable housing policies and disproportionate impact on Downtown.

- Council gave direction to Economic Development staff to look at affordable housing siting policy (we can only control when city funds are involved), with the goal to locate it in all council districts.
- Progress report on Monday. Directed to do a progress report in April with a consultant. Policy recommendation in the fall.
- Concerned about crime.
- How can we create a new model for an inclusive city that's heavily driven in tech? Every other city is looking at how we will do this.
- How do we bring together efforts between philanthropy, Google, and the City?
- Working with SJ State for students looking for housing and facilitating connections
 - Housing authority might have a room sharing initiative

PUBLIC COMMENTS

After the general presentation and discussion, members of the public were invited to speak and share their thoughts. Four members of the public elected to speak. The following is a summary of their comments.

- The small group format is interesting. Provide more airtime per speaker. Materials and prompts are helpful.
- The number one concern in the community is over displacement. The Beacon economics report says that we need 5,000 affordable units to fully mitigate rent hikes from Google project. We want to see moving forward:
 - Greater transparency on the Community Benefit process with HR&A and the recommendations on the ultimate value of the Community Benefits.
 - Diridon Station Area Housing Implementation Plan to address preservation of naturally occurring affordable units.
 - Finance plan for Diridon to prioritize affordable housing from land sales and tax increment financing.
- The Staff-Recommended Concept Layout recommended a lot of different things. Under my vision for the future station:
 - The old station doesn't move – rather, depress the light rail to the south more so old station building can remain.
 - Airport connector is Caltrain.
 - North replicated on the south.
 - Embarcadero like concourse entrance on the north side.
 - Trains are no longer going to Gardner.
- In the Request for Information from the Department of Transportation, Diridon is supposed to connect to the airport and the long-term parking there. An underground service would displace 24 million cubic feet of soil in a twin bore. That's enough to raise the Alviso area, which would provide more land for development.

Diridon Station Area

COMMUNITY MEETINGS SUMMARY

*November 18, 2019, 6:00 pm - 8:00 pm
Leininger Community Center
1300 Senter Road, San José*

*December 7, 2019, 10:00 am -12:00 pm
Gardner Community Center
520 W Virginia St, San José*

MEETINGS OVERVIEW

On November 18, 2019 and December 7, 2019, the City of San José community engagement team hosted two community meetings to share information and receive feedback on the Diridon Station Area projects. Approximately 100 community members attended the meetings (40 at the meeting on November 18th and 60 on December 7th).

The objectives of the meeting were to:

- Enhance understanding of the planning efforts and decision-making processes for the major Diridon Station Area projects occurring over the next year
- Gather feedback on the initial concepts under consideration, such as:
 - Google's Downtown West Mixed-Use Plan proposal
 - Staff-recommended layout for the Diridon Integrated Station Concept Plan
 - Plans for City-initiated amendments to the Diridon Station Area Plan

The meetings offered light refreshments, an activity table for children, and live interpretation services in Spanish and Vietnamese. After a brief period to allow participants to sign in, grab refreshments and get settled, Dave Javid (Principal with Plan to Place, City's consultant) welcomed the meeting participants and handed it off to Lori Severino (Diridon Program Manager, City Manager's Office, City of San José). Lori provided a presentation on the major projects in the Diridon Station Area and an overview of the planning processes of the overall community engagement strategy. Following the presentation was a break-out session for meeting attendees to review information provided on handouts and boards and talk with project staff. At each table, staff wrote down comments and questions on flip charts. Attendees could also write their own comments on post-its. The tables included the following topics:

- Diridon Station Area Plan, including General Information and Process comments
- Google's Downtown West Mixed-Use Plan
- Diridon Integrated Station Concept Plan

- Transportation and Parking
- Parks, Trails, and Open Space
- Housing and Displacement Prevention

The information provided on handouts and boards at the Community Meetings is available on the project website under “Latest Resources”: <https://www.diridonsj.org/resources>. The materials are available for translation into other languages using the translate tool at the bottom of the page. Some of the materials are also available as PDFs in Spanish.

SUMMARY OF FEEDBACK

The following is a summary of the comments provided during the break-out discussions. The comments are categorized by the most relevant topic for the purposes of this summary.

General Information and Process

The packet of handouts provided to all participants included information about the projects that are currently going on with the Downtown, the relationships between projects, a map of the Diridon area and Downtown context, and timelines for project work and community engagement. Comments and questions about the general process or area included the following:

- Add approved development projects on maps for context (footprint and FAR)
- When is “D” on the map (777 Park Affordable Housing) slated to open?
- Delmas Park residents are underrepresented on SAAG (x2)
- Will any of the community outreach programs benefit the Gardner Community Center in order to alleviate some of the senior displacements in the area?
- We need more police officers and more code enforcement inspectors.
- It is not clear how this project is designed for the future expected climate in San José, which is supposed to significantly hotter.
- Excited about the revitalization of San José and more density around the station.

Google’s Downtown West Mixed-Use Plan

This table included boards that provided information about how the Google Project fits into the Diridon Station Area Plan, an outline of the “Downtown West” proposal, and the review process. The discussion prompts for this topic included:

- *What do you like most about the proposal?*
- *What still needs work?*
- *What additional information would you like?*

Comments organized by subcategory:

- Housing:
 - Let’s get to 5,000 homes
 - Housing options for low-income categories, for police, fire, etc.
- Parks, Open Space, and Trails:
 - I like the proposed open space plan and related amenities—every city needs open space to be part of development.
 - Outdoor activities—how can the design use the weather?

- Consider security along open spaces/parks/creeks in order to maintain the openness. These places have overlapping agency jurisdiction and it could easily become a game of “not it” when dealing with trash and homelessness.
- The primary civic plaza should have a bold, signature landmark that accents the space, something that rises as a landmark, a draw unto itself, and serves as a magnet for travelers to experience it.
- Land Use and Design:
 - What it looks like outside Diridon Station—is Google building the 1st thing tourists will see? Or will it be a phenomenal and beautiful gateway to San José?
 - Please consider spaces for incubator/RD/small businesses. Perhaps network with Silicon Valley Small Business Development Center. Not every worker is going to be a tech worker.
 - Are there ways to leverage Google’s infrastructure to bring other innovative small businesses into the area? Incubator/R&D may not be Class A office space, but offers space where one can have small R&D operations/equipment.
 - Strongly support the idea of putting a European-style market in the area (existing Kearney building?). Include produce sellers, meat market, etc.
 - Street corners designed in such a way as to showcase a café culture, which encourages a strolling or walking culture.
- General:
 - Applaud the attempt to keep historical buildings
 - It’s all great.
 - I like that San José is becoming a real city with a center, public transportation, alternatives to and suburban single-family neighborhoods.
 - Need a community benefits agreement with Google and the process of making the CBA must be transparent
 - Improve Gardner before Google arrives.
 - Concern that Google is calling all the shots

Questions:

- How realistic is Google’s proposal of 50/50 program target of offices to other uses?
- Would like to see renderings
- When will we see building massing and heights?
- Will parks be open to the public?
- What is the plan for parking? Will parking be open to the public, or only those using the office space?
- What will happen to the existing businesses?
- Where will the industrial buildings go?
- Will the water building stay?
- Can the public also buy housing units?

Diridon Station Area Plan

This table provided an overview of the types of changes to the 2014 Diridon Station Area Plan (DSAP) that staff is beginning to consider. Discussion prompts for this topic included:

- *What opportunities are you most excited about?*
- *What other changes should we consider?*

Comments organized by subcategory:

- Housing:
 - Opportunity to increase heights and plan to maximize housing as best use (x3)

- Get to 10,000 homes in the DSA
 - House un-housed people.
- Land Use:
 - Activate 24/7, with eyes on the street. Recognize the balance needed and be bold in planning—not just office uses.
 - Land use for community uses (e.g. libraries)
 - Viability in preserving some industrial (north DSAP)
 - Mix of uses with office/R&D—e.g. Greenfield Labs
 - Small scale—e.g. approved FDA kitchen
 - Silicon small business center
 - Write zoning to incorporate these concepts. Not all workers will be traditional office workers.
 - Affordable small-scale retail—e.g. hardware store
 - A landmark public library
- Design:
 - Concern with shadows with increased height limits and density
 - Shorter heights near creeks and neighborhoods (x2)
 - Architecture important (x3)
 - Incorporate retro architecture styles
 - Don't want boxy/glass station
 - Build off of historic values (e.g. Boston, NY, D.C.)
 - Local examples are too Mediterranean, should instead represent iconic San José
 - Timeless integrated design
 - Maintain a "neighborhood" ambiance and feel when rebuilding, and address people who are displaced
 - Neighborhood identity is important, preserve historic buildings
- Transportation:
 - Focus on pedestrian and non-vehicular modes of transportation (x2)
 - Don't need more parking in this area. Invest in transit and other mode options
 - 87 is a barrier between Downtown and DSA
 - Need connection to airport
- Small business representation and outreach
 - Offer resources
 - Consider those that could be impacted (e.g. North Autumn)
 - Small business not represented in DTA
 - Relocation assistance if displaced?
 - Patty's Inn!
 - Storefront grant program
- Parks, Open Space, and Trails
 - Plazas/squares—places to gather and congregate
 - Add trails to street typologies
 - Missing opportunity to improve Los Gatos and Guadalupe River Park trail [connections]
 - Need a mechanism to improve safety and access to open space
 - Please do not place an "iconic" sculpture in Arena Green—the Green is the living room of San José and a great place for marches to end and organizations to do community outreach
- Boundary expansion suggestions:
 - To South Delmas Park/280 (x3)
 - To 87 East (x2)
 - To encompass park/Arena Green (x2)

- General:
 - Make more of a destination
 - Connection of DSAP to the rest of the city
 - I think the plan is exciting.
 - Should have a DSAP specific public art plan.
 - Public money for arts
 - Preserve diversity of downtown core

Questions:

- FAR/development capacity for rest of the DSA? (outside of Google)
- What is current population of the DSAP geography? What are the projected community needs of the future increased population? Grade school, post office, public library, etc?
- Process in changing from Midtown Plan to DSAP?
- How are benefits captured in DSAP?

Diridon Integrated Station Concept Plan

This station included boards that provided information on the staff recommendations for the Diridon Integrated Station Concept Plan. Discussion prompts for this topic included:

- *What do you think about the staff-recommended layout, and why?*
- *Which of the following topics are most important to you? The Partner Agencies will work on these topics and others during the next phases of work, which involves refinement of the Concept Layout in coordination with other planning efforts.*
 - Connections between transit modes*
 - Size and layout of the station halls, concourses, and plazas at each of the station entrances*
 - Access to/from the station by foot or bike*
 - The placement of light rail and local bus stops*
 - Car parking and circulation*
 - Treatment of the historic station building*
 - Integrating a direct connection with the airport*
 - Rail design to enable more/faster services*
 - Improvements to the existing southern rail corridor to address concerns about increased train traffic and new infrastructure*
 - Construction phasing*
 - Governance structure*
 - Cost estimates and financing strategies*

Comments organized by subcategory:

- Elevated tracks:
 - Like the raised track configuration—more community integration
 - Build elevated viaduct for all electrified trains (x2)
 - Do not elevate Tamien platforms (x2)
 - Do not raise platforms and do not have Caltrain stop at Tamien. Instead start a VTA light rail express train between Tamien and Diridon. This would extend and improve access to Diridon for all in Tamien TOD and South SJ. If platform isn't raised, tracks from viaduct can be lowered sooner, making less visual impact on Tamien TOD. (x2)
- Concourse/Entrances:
 - I'm glad two east side entrances to the station are being considered.
 - Like the direction of DISC (entrances and safety) being response to public

- Like the concourse at Santa Clara for a good connection between heavy rail and BART
- Historic station (x3):
 - Preserve the historic Diridon Station either on or off-site (e.g. San Juan Capistrano Amtrak)
 - Show options and tradeoffs between levels of preservation and transportation benefits
- Station design:
 - Include waiting areas, shops
 - Earthquake safe
 - Context-sensitive
 - Consider re-using bricks
 - Pay attention to aesthetics, not just function
 - Safe places to leave a bike (large individual bike boxes)
- 280/87 viaduct (x2)
 - Use an aerial alignment over 280/87 and then down into Tamien
 - Interested in the 280/87 viaduct
- Concerns:
 - Concerned about the noise in the Gardner neighborhood
 - Do not cut through the Gregory Plaza, Gardner, and North Willow Glen neighborhoods with passenger trains
 - Railroad expansion—homes, parks and churches are in jeopardy of imminent domain with the railroad's business plan and expansion. San José cannot afford to lose (x2)
- General:
 - I love it. (x3)
 - It has great mixed-use.
 - Multiple uses of the station for the community (active, passive, etc)
 - I think the rail bridge has the potential to look very impressive and will be a great icon/symbol of the 21st century transportation. Maybe it would be cool to put parks with good views of incoming trains, for kids, hobbyists, and others who would be fascinated. Free entertainment!
 - Make public transit affordable!
 - Positive feedback on visuals and renderings
 - Have you seen Atlanta MTA's mini soccer fields?
 - Keep rail configuration from 2014 DSAP

Priorities:

- All are really important!
- Access to/from the station by foot or bike (x4)
- Connections between transit modes (x2)
- The placement of light rail and local bus stops (x2)
- Rail design to enable more/faster services (x2)
- Improvements to the existing southern rail corridor to address concerns about increased train traffic and new infrastructure (x2)
- Integrating a direct connection with the airport (x2)
- Size and layout of the station halls, concourses, and plazas at each of the station entrances
- Cost estimates and financing strategies

Questions:

- What is the funding viability? The timeline?

Transportation and Parking

This table provided information on the Downtown Transportation Plan and Diridon Parking Study, including the boundaries, purpose, and outcomes of each. The discussion prompt for this topic included:

- *Are there additional information, issues, or opportunities that we should consider as we work on the Downtown Transportation Plan and Diridon Area Parking Study?*

Comments organized by subcategory:

- Light Rail
 - Where is Light Rail involved in the DTP?
 - One issue with light rail is that it is very slow going downtown. Why can't it always be greenlighted?
 - Is there a priority in North San José at 880 and Sisco Way?
 - Make it more attractive, faster, and more convenient.
 - Need to have light rail, or light rail equivalent, going down Santa Clara
- Bus travel
 - Traffic makes bus travel a nightmare
 - Poor bus headways
- Caltrain
 - More express service in Zone 5 ASAP
- How do we get more people to try transit? That's the biggest issue.
 - Lack of awareness as to how accessible it is
 - Image problem
 - What other transportation alternatives are there price-wise? Why aren't we more like other cities—like San Francisco—with more public transportation?
 - Transit apps should show exactly where buses are
 - Will the city market transit? (x2)
 - How about advertising on billboards on congested roadways
- Parking
 - This is most used and transit central area – is there going to be enough parking? Will parking costs be considered for those who need to drive?
 - SJSU should not be expanding parking
 - Too much parking available equals an invitation to drive more
 - What will parking be like—prices, quantity of spots—10 years from now?
 - Concern over parking for SAP Center (concerts and Sharks). What are other means for people to get to the games?
 - How will the city monitor this transition? People will not be ready. Alternatives to driving must exist before taking away parking
 - More long-term parking at the station
- Biking/walking infrastructure
 - Need more bike lanes, especially on Stockton Street to Santa Clara—currently have to use San Fernando because bike lane ends on Santa Clara
 - Better maintain protected bike lanes and have better transitions to other bike facilities
 - What can be done about debris on the streets?
 - Potential to use bollards as separation?
 - Focus on Santa Clara and St. John
 - Make Bird Avenue safer for cyclists between Willow and the VA
 - Make Bird Avenue in the 280 crossing area (including Auzerais to W. Virginia) safer for school-aged children going to Gardner Academy
 - Reconfigure Bird as a local street—lower speed, easier crossing, bike safety

- Create pedestrian-only blocks (no cars)
- Create smaller blocks—break up big blocks with grid
- Lockers for bikes at the station. More and more people are buying electric bikes.
- Connections and access
 - Better access to Diridon from the west near the townhomes
 - Better connections from east San José to Diridon
 - Area should be convenient and accessible
 - Provide free parking
 - Love that downtown can be connected—7th street, to downtown, to the highway
 - Plaza/wayfinding gateways outside Diridon and SAP to accommodate crowds during big events
- Issues and concerns:
 - Be aware of interactions between industrial and residents
 - Transportation issues to the west of Diridon need to be studied
 - 280 S exit on Bird has poor visibility at turn
 - 280/87 interchange is confusing and results in a lot of accidents
 - Bird is unsafe between Minnesota and Virginia—narrow, 2 lane, and curvy. Little room for safe pedestrian route.
 - Hwy 87 is a barrier for pedestrians and bicyclists (x2)
 - [Hwy 87] is a great regional connector but adds to long commutes
 - 10th street is highly used road for everyday drivers
 - Traffic calming on neighborhood streets (x2)—especially on Locust Street, excessive speeding between Willow St and Virginia
- Other/general:
 - Urban Villages and downtown areas will be much denser in the plan
 - Know funding, how everything will work together, know that parking is important to everyone

Questions:

- How will the Downtown Transportation Plan handle Hwy 87?
- Where does the money for this project come from? Grants?
- How long has this project been in the works? When were more recent studies done?
- Are there studies done like this in other places?
- What part does Google have in this?
- How can we use what is going on in Mountain View in shoreline?
 - Takes an hour to get around, and there are more exits here than there
- How many people are involved in this project?
- As this project is built out, how will streets be impacted? How about timing of the lights? Santa Clara has reversible lane.
- What will be done to monitor intersections? I have safety concerns
- How are the Downtown Transportation Plan and Diridon Parking Study related to the DSAP or other projects?
- What are the goals of the Downtown Transportation Plan?

Parks, Trails, and Open Space

This table provided information about previous plans and ongoing efforts such as the City's review of Google's development project that are informing staff's thinking about parks, open space, and trails for the Diridon Station Area. Discussion prompts for this topic included:

- *What do you think about Google's proposed open space plan?*
- *Are there additional information, issues, or opportunities that we should consider as we suggest changes to the DSAP?*

Comments organized by subcategory:

- Open spaces
 - The Google public spaces don't feel welcome or accessible to the public right now—just buildings and pavement and private green space for Google. It should be public space for all to enjoy and feel comfortable (x4)
 - Need to understand how much of open space is active open space, public plaza, riparian, bike/ped paths. Google should not get park credit for areas not useable for recreation.
 - Google plazas are not large and won't be a major park
 - Example of what it could be: Hemisfair Park in San Antonio
 - If there isn't a large park, at least add lots of trees. It will help keep area cool
 - We need a plaza environment in front of SAP Center.
 - Security and maintenance for open spaces and parks (x2)
 - Google and quantity of people will help.
 - Concerned about who owns clean-up and homeless encroachment
 - Beer garden!
 - Different areas with different feelings!
 - The northern section (industrial) open spaces are small and disconnected in comparison to the rest of the area in diagram.
 - Protect Arena Green as it is the "living room" for all of San José. Do not place any "iconic" sculpture there. (x2)
 - What are the pinkish areas on the open space map?
 - Don't count riparian/run-off areas as parkland
 - Love the open space.
- Creeks
 - Protect and prioritize the river for its habitat and riparian ecosystem—not too many activities/noise/light that interfere with wildlife (x4)
 - Bring back creek between Santa Clara St and Autumn Street
 - Volume and flow are needed to keep river fresh. Add floating water circulation devices?
 - Consider more open access to river
 - Continue to work to daylight the creek
- Homelessness (x5)
- Trails
 - Better trail connections (x4):
 - Complete Los Gatos Creek Trail west side of Meridian to Lincoln and east to Trestle. Can Google pay for it? (x2)
 - Across Willow
 - Guadalupe River Trail at Park Ave and Julian to be continuous
 - Under Park Ave
 - Make connections between trail systems
 - Can we expand creek trail? (x2)
 - Central bike trails

- Safe, maintained, well-lit pedestrian/bike paths to downtown and park
 - The Guadalupe River trail will be the connection to rest of city.
 - Keep trail alignment on-street unless there's room for at least 30' set back from top of bank
 - Los Gatos Creek Trail design is approved by City Council! It is to have no street crossings at Santa Clara, San Fernando, and light rail—please keep this in mind when completing design
- Guadalupe River Park (x3)
 - Need to activate Guadalupe Park as an intergenerational park like the highline in New York
 - Guadalupe River Park must be welcoming to all.
 - Like that Platform 16 will clean up the area across from Guadalupe Park
- Other/general:
 - Walkability (x2)
 - Support riparian and stormwater retention
 - El Cerrito example!
 - Wayfinding and destination signage!
 - Integrate public art into parks
 - Looking forward to seeing it fleshed out further
 - Almaden Park lacks maintenance

Questions:

- Will Google's open spaces be public/accessible? (x2)
- Will Google be maintaining Creek and trails on their property?
- What is the bike trail that connects Diridon to trails?
- How will you solve the disconnection between rest of community due to highway?
- What is the evening time lighting plan for the trails?
- Is Google aware of the design competition?

Housing and Displacement Prevention

This table provided information on the City's approach, goals, and principles around housing and displacement, including the high-level scope for the Diridon Station Affordable Housing Implementation Plan and information on the Citywide Residential Anti-Displacement Strategy. The discussion prompt for this topic included:

- *Are there additional information, issues, or opportunities that we should consider as we prepare the Affordable Housing Implementation Plan for the Diridon Station Area?*

Comments organized by subcategory:

- Existing Conditions:
 - How many residents are in the area now?
 - Minimal family housing in low-income category.
- Housing for all
 - Youth
 - Age in place
 - Support senior housing
 - Housing for teachers, police, fire, medical assistants, etc—key people in the communities
 - people necessary in supporting the community at large who cannot afford to live in SJ
 - Include income and rents to make affordable housing easier to understand
 - Balance housing for families and singles
 - Plenty of affordable housing is implied, will you stick to it?
- Role of commercial development/employers

- Going forward when the city approves big commercial developments, they should require 1 floor on site of housing for workers for every 2 floors of job space. This should be in addition to what Google has already agreed to build.
- Large commercial developers should pay a fee to offset the permit fees for homeowners building ADUS within a radius of the new commercial development.
- Large employers should pay for a feasibility study to see about building affordable housing on top of existing commercial buildings such as Safeway, Warehouses, etc. Use rooftops to build more housing.
- Big employers should pay for design costs
- Big employers should consider giving out grants to employees to build ADUS for fellow employees.
- With Google and Facebook announcing large investments for housing, City should push for coordinated investment/programming within San José
- Require job training for existing residents so they can work in the new companies coming to San José.
- Displacement mitigation concerns and strategies (x4)
 - Consider housing impact within the “transit shed” —2 to 4 stops away from Diridon along the light rail line. Displacement pressure is already being felt.
 - Track housing impact near light rail stations, radiating out from Diridon Station
 - Consider the needs of undocumented residents. Trinity Church is concerned its congregants, many of whom are Spanish-speaking
 - Much of the Spanish-speaking community feels helpless about displacement
 - The City rep for housing could not say how the potentially displaced community would be notified of their priority in housing options. This is an oversight that cannot continue.
 - Work with Trinity Church, Sacred Heart, and other communities key to families who are socially economically disadvantaged (Innovate, charter schools, religious leaders, etc)
 - According to Beacon Economics, Google would have to subsidize 5,000 affordable units in order to offset its impact on area rents
 - Make a community benefits plan which includes funds for legal help for tenants facing displacement
 - Track falling enrollment in school attendance, school district trends, teachers, as a sign of displacement (x2)
- Homelessness
 - Homeless impact in Diridon area right now. Development will move homeless population to other neighborhoods. What is the city doing about this?
- Population growth:
 - Increased housing implies increased community needs such as a public library
 - Library (x2)
 - Consider need for schools - on housing types
 - Keep Gardner school and community center open
 - Rapid growth doesn't allow the community to absorb information
- Other/general:
 - Concern over PBCE: vibration, lighting, noise. Have permit hours so as not to disturb existing residents. Curfew/time schedule? (x2)
 - Add more city building inspectors to keep up with demand of housing development
 - Fear that the city will cite/order homeowners with limited income to replace sidewalks.

Questions:

- How will Google create a long-term solution to homelessness?

EVALUATION FORM

After the meeting participants were given an opportunity to offer feedback on the success of both the meeting objectives and community engagement process. We received five completed forms. The following summarizes the feedback given.

- I understand the Diridon Station Area planning processes and next steps.
 - 3 agree
- The meeting was welcoming and accessible.
 - 4 agree
- The materials provided were easy to understand and helpful.
 - 3 agree, 1 neutral
- Staff and consultants listened to and valued my opinions.
 - 3 agree, 1 disagree
- It is clear how the City will use or has used community input to influences decisions and the process.
 - 2 agree, 2 neutral

Comments:

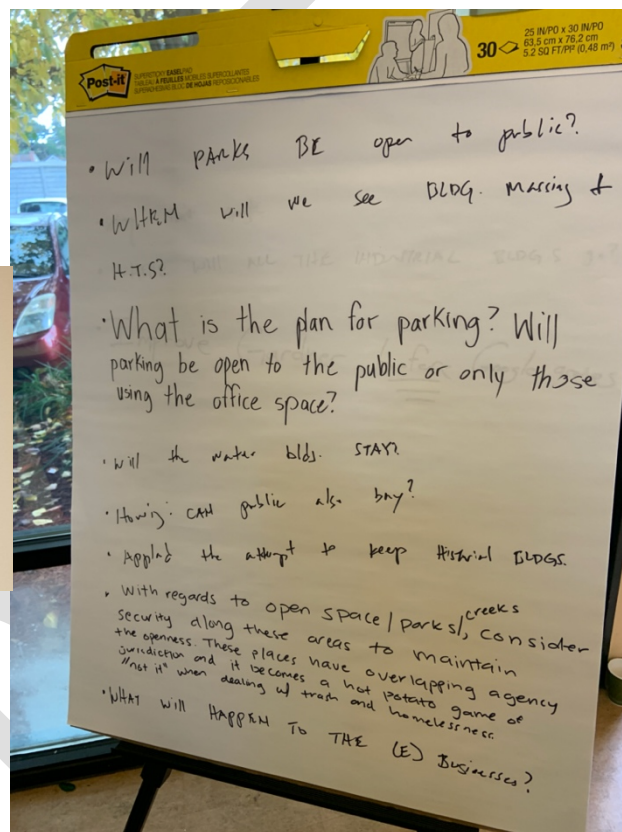
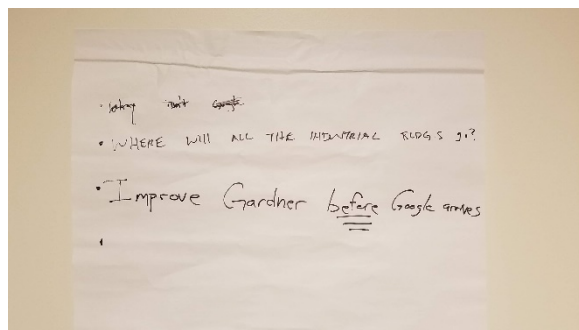
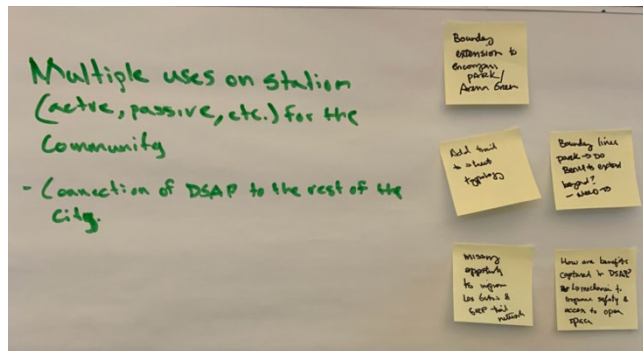
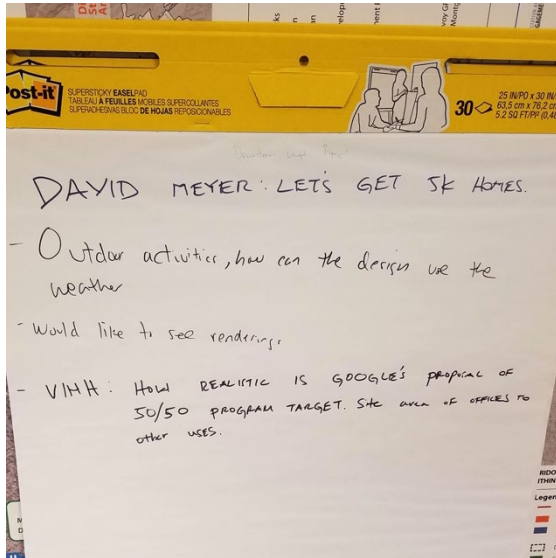
- Please bring own sound system!
- I would encourage the city to do outreach through schools. Perhaps a coffee stand in the morning or evening in order to listen to parents, teachers, etc.
- Reach out to local Catholic churches. They may be helpful in arranging outreach in a community since they are arranged according to parishes (unlike protestant churches)

PHOTOS



During the open house station discussions, facilitators took notes on large post-its to record thoughts, comments, and questions from community members. The following pages include pictures of all the notes taken.

Google Mixed-Use Plan



Diridon Station Area Plan

- FAR/dev't capacity for rest of the DSA? (outside Google)
 - OPPORTUNITY to increase heights + plan to maximize housing - best user
 - 10K homes in DSA?
 - activate 24/7 - eyes on street + not just office - be bold in planning
 - recognize balance needed
- don't need more parking in this area - so many other options/invest. in transit
- like direction of DISC (entrances, safety) responsive to public
- 87 as barrier - link between DT + DSA
 - house unhoused people - not good for anyone for people to live on streets

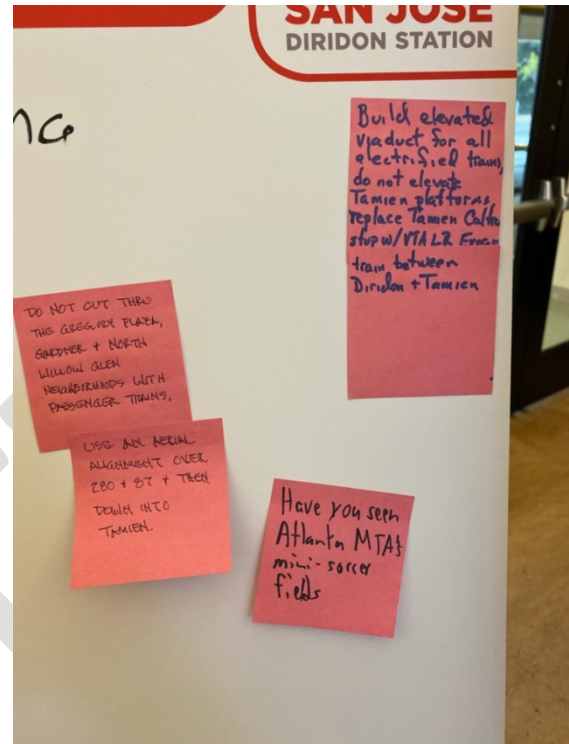
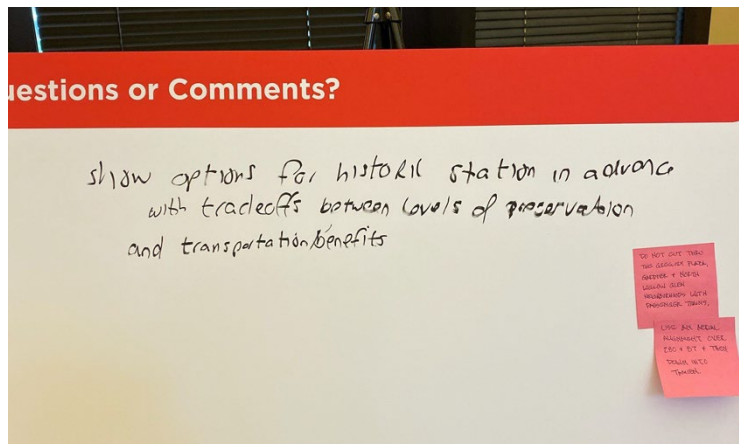
- preserve station on or off-site (eg. San Juan Capistrano Amtrak)
- don't want boxy/glass station - more interesting
 - ARCHITECTURE IMPORTANT → BUILD OF HIST. VALUES
 - BOSTON (HIST.) - local examples too
 - NY (HIST.) STRUCTURE & STATION
 - WASH DC - represent iconic SS
 - PLAZAS → PLACES TO GATHER → SQUARE/CONGREGATE
 - PRESERVE DIVERSITY IN DOWNTOWN CORE
 - MAKE MORE OF A DESTINATION.
 - TIMELESS INTEGRATED DESIGN

- Increased Height Limits ++
- Boundary Extension - South Delmas Park / 280 +
- Public % for Arts
- Shaller Heights near creeks/neighborhoods +
- Land use for community uses (ex. libraries etc)
- Process in changing from Midtown plan to DSAP
- Concern with shadows of increase height limits
- Boundary extension (87 East)
- Delmas Park residents are underrepresented on SAAG
- Viability in preserving some industrial (North ROAD)
- mix of uses w/ office/R&D
 - [Greenfield Ind] ex.
- (Small scale) ex. - Small scale (ex. approved FDA kitchen) / zone to incorporate these concepts. Not all workers will be traditional office workers.
- Affordable small scale retail (ex. hardware stores, etc.)

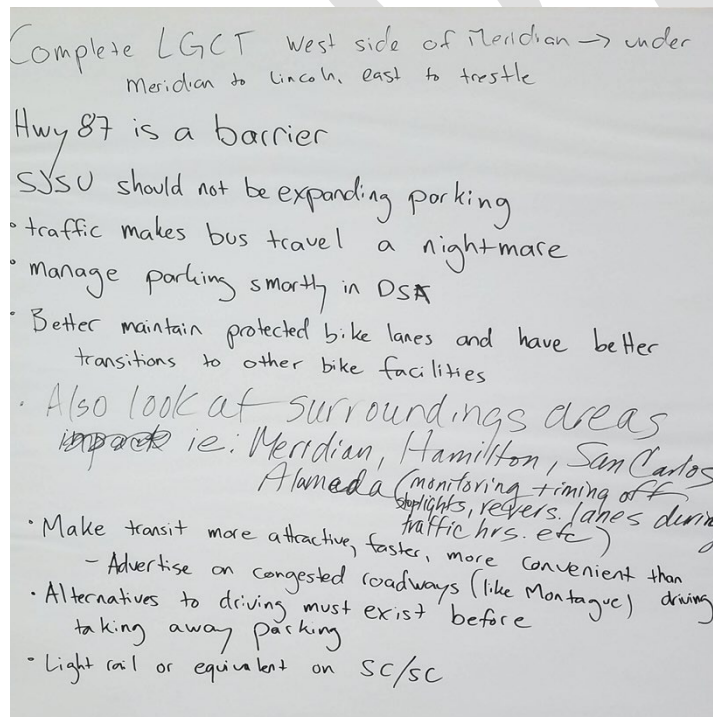
- need connection to airport
- station design
 - include waiting areas, shops
 - earthquake safe
 - context-sensitive
 - Consider re-using bricks
 - pay attention to aesthetics, not just function
- Small business
 - representation + OUTREACH w/ resources
 - consider those that could be impacted (eg. North Autumn)
 - not represented via DTA
 - where can they go if displaced?
 - Patty's Inn! relocation assistance
 - storefront grant program - link



Diridon Integrated Station Concept (DISC)



Transportation & Parking



Transportation & Parking w/ Doug & Pete

- ^{Caitlin} More express service in Zone 5 ASAP
- More long-term parking at the station
- Less traffic in neighborhood
 - ↳ traffic calming on neighborhood streets

- Excessive speeding between Willow & 280 Virginia on neighborhood streets. Reduce w/ traffic calming.

↳ esp. on Locust.

Better access to Diridon from the west near the town homes.

Better connections from East San Jose to Diridon

- Transportation issues to the West of Diridon need to be studied.
- Be aware of interactions between industrial and residential
- Make Bird safer for cyclists b/w Willow & VA

MAKE BIRD AVE. IN THE 280 CROSSING AREA (INCLUDING AVEERNS TO W. VIRGINIA) SAFER FOR SCHOOL-AGED CHILDREN GOING TO GARDNER ACADEMY.

- Transit apps should show exactly where buses are.
- 280(s) exit onto Bird poor visibility on turn
 - RE-THINK THE RAIL CORRIDOR CUTTING THRU THE GREGORY PLAZA, GARDNER + NORTH WILLOW GLEN NEIGHBORHOODS - GO TO AN AERIAL CONFIGURATION OVER 280 + 87 + THEN DOWN INTO TAMMEN.
- Plaza/wayfinding gateways outside Diridon and SAP to accommodate crowds during big events
 - Reconfigure Bird as local street - lower speed, easier xing, bike safety

- The 2805/87 interchange is confusing, which results in a lot of accidents.

- Pedestrian only blocks no cars
- Smaller blocks - break up big blocks w/ grid



Parks, Open Spaces, & Trails

- (7) Existing parkway Guadalupe park is empty.
 - need to activate
 - intergenerational parks
 - like highway in NJ
- (8) Is Google aware of design competition?
- (9) Plaza env in front of shares?
- (10) plazas not long but not a major park.
- (11) community concern: Google is calling all shots.
- (12) bringing back creek thru Santa Clara & Alameda.
- (13) Ex: Hemispheric park in San Antonio (Kumamoto?)
- (14) If you can't have park, add trees!!
 - Sacramento city has densest trees (helps it be cool)
 - connect to health & wealth.
- (15) Highway disconnect: Guadalupe river trail already helps us with it.
- (16) building bike trail connection of Los Gatos creek with ~~park~~ plan (2014) walking path as well.
- (17) creek trail connection is not great.
- (18) ~~Google is not aware of design competition~~
 - timeless impact right now in area. What will happen w/ development?
- (19) You cleaned out creeks and removed encampments.
- (20) public spaces will be safe
- (21) Alameda park ~~is~~ lacks maintenance.
- (22) will Google be maintaining creek & trails on their property?
- (23) why are some areas so small or disconnected in Google conceptual open space program.

Parks

DB

11/19/19

Comments:

- (1) Is it public space ... SHOULD BE +!
 - doesn't feel welcome right now.
 - private green area for Google users.
 - How can the public enjoy?
- (2) ~~Google is not aware of design competition~~
 - Meridian & Lincoln & Lincoln to trail doesn't exist.
 - Take it over
 - continue trail under meridian to Lincoln & trask bridge (on north side of bridge)
 - Department - need continuation
 - hasn't been maintained, flood risk, take back.
 - "last undeveloped section" - not true in write up.
 - completed in Nebraska if you don't like it.
- (3) Need public space for people to congregate.
 - keep comfortable
 - not just buildings & pavement.
- (4) plan to expand creek trail?
- (5) platform 16 will clean up across Guadalupe Park.
 - Helpful to add approved dev. projects on map for context. (TAK Ingo)
- (6) Don't know how accessible open space will be to public.

Support riparian -

- across riparian streamwater network.
- not visible for recreation.
- need sufficient coverage for recreation.
- Google should not get credit for land not dedicated to parks.
- ex: walkway to bushes n/ shrubs, pathways,
- we need real open space.
- some large for frisbees, basketball.

Summary

- public spaces - open to public.
- open spaces - actual
- excited to continue trail Los Gatos creek.



HOUSING

PBCE: vibration, lighting, noise - permit hrs.
sh/n disturb existing (apt.) residents
~curfew?

- Undocumented residents
- Spanish speaking community, Trinity Church, concerned about loss of congregants
- Neighborhood identity is important
Historic preservation
- ^{Google forward} When big companies ^{Google} for ever ^{Google}
2 floors of job space, 1 floor for ^{Google} ^{Google}
housing for employees (in addition to
any housing Google is already promising).
- Large employers should pay for ALL
building permits within 1 radius of their
projects. ^{Nonexisting}
- Large employers should pay for a feasibility
study to place profits ^{Google} ^{Google} ^{Google}
on top of
the commercial buildings 1 & 2
e.g. Home Depot, Subway, Warehouse.

Housing

- Commercial rooftops - new open space for add'l housing.
- ★ Big employers pay design costs
- Grants to employers to build AOC for fellow employees (Incentives)
- Job training for existing residents to work in new companies

- Rapid Growth—doesn't allow community to absorb info.

- Consider need for schools and housing types.
 - Include income + rents to make place affordable housing easier to understand.
- Balance (what should it be) housing for families vs. singles
 - Keep Gardens School & Community center open and the surrounding homes.
- Track housing impact near light rail stations.
 - radiating out from Di. Station.
- Track falling enrollment in school attendance ^{School District} ^{Home teacher}
- More City Building inspectors to keep up with demand & housing development.

- Homelessness

- [illegible]

Public Comments on Diridon Station Area projects sent electronically

(August 22, 2019 - January 9, 2020)

1. Submitted to www.diridonsj.org on August 27, 2019:

Comments: Google's plan is really nice, but one oversight jumped out at me. The block over where the BART station will be is marked as housing. The BART station will be delivering 10K+ riders to this point every day. This might be an ideal block for restaurants, retail and perhaps the hotel. Right now, the hotel is tucked on the other side of SAP center from the rail hub. Lots of rail hubs have hotels right there such as London's Kings Cross and Tokyo's Shin-Yokohama stations. Housing seems like the last thing that should be put on this key block.

2. Submitted to www.diridonsj.org on October 9, 2019:

Comments: I don't understand why there isn't an underground passage parallel to Santa Clara BART station from which there are entrances to the northern end of Diridon Platforms.

Not only do we save money by not elevating tracks that are already grade separated, but covering the roughly 400 feet of horizontal distances between Santa Clara and platforms should take significantly less time.

3. Submitted to www.diridonsj.org on October 10, 2019:

Comments: Please go with the Stover Street layout (Option 3). The short transfer options are going to be absolutely vital to make Diridon station successful

4. Submitted to www.diridonsj.org on November 16, 2019:

Comments: It seems like closing Cahill Street will increase traffic on residential Sunol Street to the west. Anyone driving west past the SAP center will have reduced options for turning around / getting back to a freeway or downtown. There is no u-turn allowed at Cahill street or at Stockton. It seems like more people will end up at Sunol and may use that as a connector to 280, park street or San Carlos. It already gets quite a lot of traffic for a residential street, and this may make it worse. I'd love to see Cahill closed to traffic, but fixing this traffic routing issue should happen at the same time otherwise Sunol will be a nightmare.

Thanks, Ryan Bavetta

5. Submitted to www.diridonsj.org on November 22, 2019:

Comments: Hi, my name is Sarah Springer, and I live in the Delmas Park Neighborhood.

Thank you to the staff for putting together this informative presentation.

I would ask that the impacts upon the surrounding neighborhoods be mitigated as much as possible. The track planning that includes the viaduct via I-280 freeway, would go a long way to accomplish that goal. My vote is for that option.

I would also like to refer to slide 98, which shows a beautiful artist rendering of how the concourse at W. Santa Clara could appear. It is quite troubling to me that the pedestrians, strollers and wheelchairs would be crossing W. Santa Clara from the area around the SAP Center at grade, in the direct path of oncoming vehicular and bicycle traffic. This would be disastrous! This plan lends itself to the possibility that many of the pedestrians might never make it to the station at all! The pedestrian routes should consist of a tunnel beneath W. Santa Clara leading to the BART station and a crossover of stairs, escalators and elevators leading to the station. Or, if large enough, all the pedestrian traffic could tunnel underground. Part of the stair system could also include a skyway between the SAP Center and the station for speedy exits on event nights. I hope you will incorporate something similar into your existing plans.

Thank you.

6. Submitted to www.diridonsj.org on November 22, 2019:

Comments: Wow, Very exciting & awesome. Continue working with the impacted neighborhoods, but I believe you are on the right path. And especially thank you for detailed 280 viaduct analysis and presentation. Also love all of the high quality illustrations. Very impressive work and progress to date.

David McFeely

7. Submitted to www.diridonsj.org on November 22, 2019:

Comments: I applaud the decision to elevate platforms at the station. There are many advantages to doing this, but primarily by raising the platforms, every street that crosses the tracks from Julian St south to W. Virginia St will have a grade-separated crossing, where the street crosses under the tracks on a flat, ground-level path. This is a major improvement over the at-grade option.

However, I am hopeful that the decision to maintain the existing southern approach to the station and to reject the elevated viaduct over the 280/87 interchange will be reconsidered. This decision will place hundreds more trains through the neighborhoods, requiring the corridor to be expanded from the current two tracks to three or perhaps four. This will cause significant impact to the North Willow Glen, Gregory Plaza, and Gardner neighborhoods. Putting all electric trains on an elevated viaduct over the freeways is the least intrusive, least damaging option for the neighborhoods, and it is the best way to preserve a 100-year investment. I hope you agree and that this option will be considered further.

Finally, I want to congratulate staff on the fantastic job they have done in such a short time. So much thought and effort have gone into this project. Good job!

Bert Weaver

Delmas Park Neighborhood

8. Submitted to www.diridonsj.org on November 22, 2019:

Comments: What will happen to the historic Diridon Train Station. As best as I can tell, it is missing from current images shown today.

9. Submitted to www.diridonsj.org on November 30, 2019:

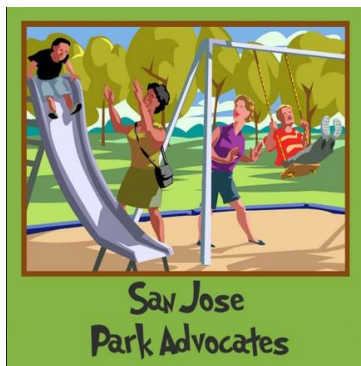
Comments: Being born and raised in San Jose, I don't approve of Google coming in and gentrifying our loved downtown area. They are driving out small, local businesses -- businesses that have been a part of San Jose's history and identity for years. San Jose is rich with culture and Google will be the death of that.

10. Submitted to www.diridonsj.org on December 9, 2019:

Comments: Promising option overall. Please continue to prioritize pedestrians and active transportation/bicycles.

- Trains upstairs is great, allows for easy, pleasant people circulation and clear sight lines
- After showing the Euro station visits and comparison pictures, it is disappointing that bikes share the pavement with cars and do not have protected lanes. Please fix this - we may need dedicated bike routes!
- Need excellent transfers between all trains and busses. TNCs/dropoffs can walk a bit more.
- Please de-prioritize individual cars. Focus roads for busses and shuttles, OK to put them underground, re-route cars elsewhere
- Preserving a few historic elements of the old Cahill station may be nice but please DO NOT COMPROMISE on transit
- On the Southern options, plan for 4 tracks, avoid tight curves but do not pour too much concrete if the existing corridor will work

Thanks for your work to build for the future.



San Jose Parks Advocates

September 10, 2019

To the Google Design Team:
Via email

Thank-you for sharing your conceptual framework for Diridon Station Area design with the community. Your outreach day was very helpful in understanding the direction for your project.

San Jose Parks believes parks are the heart of the City. Healthy parks help create healthy people. We are comprised of about 150 neighborhood leaders and Adopt A Park volunteers. We seek to raise awareness of city-wide park concerns in our advocacy work.

Thank-you for considering green features from the Diridon Station Area Plan. The unifying thread of linear green space will do much to create a sense of place and neighborhood. Your consultant from the SF Estuary Institute was very informative about the types of plants and habitat that are under consideration. We appreciate the emphasis on California natives since they contribute so much to a healthy biodiversity that will make the Diridon Station area interesting to visit for its natural elements as well as whatever architecture Google builds.

However, we have several concerns:

--It is unclear what entity will own what and how the green space will be managed. How much of this space be POPOS (privately owned, public open space) and how much will be dedicated to the City of San Jose? What portion will be part of your "Community Benefits" agreement and which will be part of your obligation to replace the Fire Training Center? Parkland should be dedicated and deeded in fee simple to the City. By way of example, in the recent past, City leaders have cancelled easements and sold land that community members were using for gardens and open space through a single vote at a Tuesday hearing. About three years ago, there was a movement to sell a large swath of open space until we demonstrated the grant monies underlying the property put onerous restrictions on re-sale. The community should be confident that the parkland that comes from your project will be parkland for generations to come and not subject to the political vagaries of a large city.

In addition, the landscaping between the older buildings you propose using as community centers should not count as “open space.” All buildings in San Jose have some level of landscaping and none of it gets credit as park or open space. We are aware there has been between Google and the community in other jurisdictions where you have built; they also took the position that landscaping between buildings is not open space or parkland. We look forward to seeing the calculations as your project moves forward.

--How will the linear space be maintained? San Jose’s park system is woefully underfunded with downtown parks maintenance budgeted at about one person for one hour per week to care for one acre. (1 Person: 1 hour: 1 week: 1 acre).¹ The system does a very poor job of maintaining native habitat and depends extensively on volunteers for native habitat which does not always work out well.² Landscaping has been removed or not replaced throughout the system in order to reduce maintenance cost.

--If you want complex landscaping to look nice and habitat to thrive, you’ll need to identify ongoing funds to pay for it, given San Jose’s weak funding for parks. The City of San Jose’s low funding level for parks ensures that maintenance will fail to meet expectations Google may have from other jurisdictions. Are you thinking of a Business Improvement District? A park maintenance district? A new conservancy? Or will you be expecting the Guadalupe River Conservancy or the San Jose Downtown Association to take this on?

--Will any of the green space be used for stormwater management? We are opposed to the use of new public parkland for private or city stormwater management. Stormwater reduces the recreation benefit and generally looks un-aesthetic throughout the year due to the poor maintenance by the underfunded city park system. Although the City may be forced to use its existing park system to meet new state mandates, there is no excuse for newly redeveloped areas to use this sub-optimal solution. If you choose to place your stormwater facility on POPOS, we recommend a one-for-one reduction in “Community Benefits Fund” credit. San Jose Parks Advocates would be deeply disappointed if your project’s “Community Benefits Funds” were high-jacked to pay for a large municipal stormwater project.

We believe trees are critical to providing a quality park experience as well as for carbon sequestration. Parks and POPOS are the only place that we can be certain that they can thrive and grow to full size to do their work of cleaning the air and reducing the heat island effect. Trees in open space are associated with most of the research on the health benefits: increased cognition, memory, lower depression, lessened anxiety. San Jose’s Stormwater Management plan shows large swaths of treeless biofiltration swales and bio-retention ponds. Existing facilities are roasting hot in the summer. You can do better.

¹ Current maintenance staff levels are roughly about half of 2000 when the dot com bust forced layoffs. There were additional layoffs in 2009 that have been recently recovered. Only St. James Park is funded for more maintenance and current funds will run out in about 6 years unless future developments near the park elect to make a one-time payment to the fund.

² For example, due to inadequate supervision, a volunteer removed trees and bushes in a large native planting.

--How will you provide security for your POPOs? If the property will be owned and managed by the City of San Jose, do you intend to provide funding for security? The City is understaffed for rangers after laying off most of its rangers more than a decade ago and it has been unable to rebuild the department. Similarly, the police department is understaffed. Phone calls for “quality of life issues” in parks are referred to park rangers, who are stationed miles away, with many service hours not covered. Due to low police staffing, quality of life issues on private property receives a very low priority and rarely rates a response. How will you design for security? What will Google fund? Will you expect a future management group to solve this?

--How do you intend to integrate the additional park land that will be required as part of your planned construction of housing? Will it be one large piece near the housing, or do you intend to distribute it as smaller parks? We support pocket parks that have high percentage of square feet dedicated to hard-working natural habitat and green living plant life. We oppose pocket parks that are primarily pavers or hardscape.

--The idea of retaining some of San Jose’s older buildings near Diridon Station is a nice nod to the history and fabric of the area. However, it was not clear from your presentations how you envision using them and their relation to the park system. There was mention of “community centers” and space available for “non-profits.” Are you planning to fund the operations and maintenance of these buildings? Are you expecting to have the city operate these centers?³ Will these buildings be available to the public for a nominal fee or will they be operated as a profit center? They are not a “community benefit” if they are operated as a private business available only to the well-to-do or if the park system must cut some other program in order to manage and operate them. We would want to see the financial details in order to determine whether they would be a community benefit. We prefer spending City resources in targeted residential neighborhoods that are already suffering from decades of inequitable spending.

--On August 6, the City of San Jose passed on ordinance that will charge a fee on commercial buildings in the Diridon Station Area that will fund plazas. How do you expect to integrate those plazas into your overall conceptual design?

--The alternate linear trail you proposed would be expected to be an important bicycle commute path to Diridon --an employment and transit center. This limits the usefulness for recreational users. By way of example, we see a substantial amount of weekday user conflict between bicycle commuters and recreational users along the Los Gatos trail near eBay and Netflix and would expect the same here. We recommend an approach similar to Los Alamitos trail where there are two parallel, but quite separate trails. Originally designed to separate horse riders from dog walkers, the two trails now separate walkers from bicyclists. We believe that for both safety and enjoyment, there must be two separate pathways. Further, we hope that a final design will include better connections over Park Avenue and West San Carlos. We have observed that bicyclists and scooter riders commonly do not conform to using signal light crossings that are far from the trail. A good solution would be bridges along Caltrain’s bridge at

³ The City operates 11 community centers and about 30 additional centers are rented to non-profits at far less than market rate. These centers were previously operated by City staff who were laid off as a budget strategy during one of the downturns.

Park and under the new West San Carlos viaduct that must be replaced. Please design so these ideas remain possible.

--The design shows no apparent area for active play. The linear design and large proposed habitat areas in non-creekside locations appear to preclude active recreation and play. We believe there must be a balance between passive and active recreation. While this area may not be appropriate for a large sports field, there is a need for space to burn off energy. San Jose's gender gap for ages 20-35 is a ratio of 134 to 100, with men outnumbering women. In Diridon Station Area, we can expect many young, energetic men who would benefit from active exercise during the day or after work. While you might build indoor private gyms, these employees also need exposure to nature for their health; time outdoors increases serotonin levels and provides Vitamin D. The design should include active play areas including spaces for small-group versions of sports popular among young men.

Thank-you again for tours of the site, the preview night Aug 17 at Guadalupe Conservancy, the wonderful Saturday Aug 24 outreach meeting in beautiful Arena Green West and the opportunity to comment. We look forward to working with Google as your design further evolves.

Sincerely,
/s/
Jean Dresden
Executive Director

Cc
Dave Sykes
Kim Walech
Nanci Klein
Rosalynn Hughley
Jon Cicirelli
Nicolle Burnham
Board, SJ Parks Advocates
San Jose Parks Commission c/o Melrose Hurley
SAAG c/o Lori Severino
Guadalupe River Gardens Park Conservancy
SJ Downtown Association
SPUR

From: [Steve Wright](#)
To: [Severino, Lori](#); [Dave Javid](#)
Subject: My Thoughts On Google & San Jose ...
Date: Wednesday, October 2, 2019 9:16:37 AM

I would be very happy, if the people, representing the people of San Jose, in negotiatinos with Google, took a hardline wiht Google. One thing, in particular, which should be promoted as the ' new normal ' in regards to large employers wanting to come to and or expand, in the SF Bay Area, is a new requirement. And that would be, that for every TWO floors, of office / work space, in any building, that the third floor, be dedicated to employee housing. It could be in the form of several, little apartments, to employess can stay in, while employed at that location.

This would help keep, as many people as possible, from spilling out onto the streets, twice a day with their cars, and would help minimize their adverse effects on the local housing market. This may seem abit extreme, but housing, crowding, and over all congestion, has passed a tipping point, in the Bay Area, and now, drastic measures MUST be presented.

Another idea / demand, should be, to have ALL large employers in the Bay Area, to pitch in, to pay for a feasability study, to put pre fabricated housing, on the roofs, of one, and two story commercial structures through out the Bay Area. These roof tops, of strip malls, of office buildings, of Home Depots, or Target Stores, of warehouses, should ALL be considered, the new, ' Open Space ', left, in the Bay Area.

And, finally, I would also like to see, the City of San Jose, request that Google, pay the costs, of completing, the bike trail, along Los Gatos Creek, from Meridian Ave, to Lincoln Ave (with connections of both sides of the street), and on to the tressle bridge, where it could meet up, with the exisitng trail. To be able to ride your bike, on a bike trail, from Alviso to Lexington Reservoir, should be a TOP PRIORITY to help get more cars off the road.

LET'S MAKE THESE THINGS HAPPEN !!!!!!!

S. Wright
San Jose