
REGULAR MEETING AGENDA

6:00 p.m.

June 17, 2020 ZOOM Webinar – Virtual Meeting

Link: <https://sanjoseca.zoom.us/j/96110113326>

Phone: 408-638-0968 or 888-475-4499 (Toll Free)

Webinar ID: 961 1011 3326

Meeting Purpose and Outcomes

- Planning Update on Diridon Station Area Plan and Google Mixed-Use Plan
- Updated Civic Engagement Plan
- Overview of results from Spring 2020 Online Outreach and Survey

Live streaming of this meeting will be available at

https://sanjose.granicus.com/ViewPublisher.php?view_id=51. 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 January 16, 2020

Recommendation: Approve the [meeting minutes](#) from the January 16, 2020 meeting.

III. Planning Update – Engagement Plan, Diridon Station Area Plan, and Google Mixed-Use Plan updates

City staff is providing an update on the Diridon Station Area Plan Update process and the Google Mixed-Use Plan and related Development Agreement, including revised timelines. The latest approach to community engagement and related activities in light of the impacts of COVID-19 and the County Order to Shelter-in-Place, will also be discussed.

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

IV. Overview of Spring 2020 Outreach and Online Survey Input

The City is providing an overview of the Diridon Station Area Plan, Transportation, and Parks, Recreation and Open Space presentations recently posted to the [project website](#) and the related input gathered through the comment forms and online survey.

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

V. Public Comment

Members of the Public are invited to speak on any item that is within the subject matter jurisdiction of the Committee. Meeting attendees are usually given two (2) minutes to speak on any discussion item and/or during the online ZOOM virtual webinar forum; the time limit is in the discretion of the Chair of the meeting and may be limited when appropriate. Speakers using a translator (live translator will be available on the ZOOM virtual webinar) will be given

twice the time allotted to ensure non-English speakers receive the same opportunity to directly address the Committee, Board, or Commission.

If you would like to provide public comment, please see the directions below. All members of the public will remain on mute until the individual identifies they would like to speak and you are unmuted.

The procedure for this meeting is as follows during public comment:

- City Staff or consultant will call out names of the public who identified the items they want to speak on. You may identify yourself by the “Raise Hand” feature on Zoom, or dial *9 on your phone.
- As your name is called, City Staff will unmute you to speak. After we confirm your audio is working your allotted time will begin. Each speaker will have two minutes.

Letters from the Public

- [DANG letter and supplemental map](#)
- [Guadalupe River Park Conservancy Letter](#)

VI. Adjournment

*** COVID 19 NOTICE ***

Consistent with the California Governor’s Executive Order No. N-29-20, Resolution No. 79485 from the City of San José and the Santa Clara County Health Officer’s March 16, 2020 Shelter in Place Order, the SAAG Meeting will not be physically open to the public and the SAAG Members will teleconference from remote locations.

Members of the public may view, participate, and listen to the meeting by following the instructions listed on the top of the first page of this agenda.

Note

Electronic device instructions:

For participants who would like to join electronically from a PC, Mac, Ipad, iPhone or Android device, please click this URL: <https://sanjoseca.zoom.us/j/96110113326>. Please ensure your device has audio input and output capabilities. During the session, if you would like to comment, please use the ‘raise hand’ feature in Zoom conference call.

- 1. Use a current, up-to-date browser: Chrome 30+, Firefox 27+, Microsoft Edge 12+, Safari 7+. Certain functionality may be disabled in older browsers including Internet Explorer. Mute all other audio before speaking. Using multiple devices can cause an audio feedback.**
- 2. Enter an email address and name. The name will be visible online and will be used to notify you that it is your turn to speak.**
- 3. When the Chair calls for the item on which you wish to speak, click on “raise hand.” Speakers will be notified shortly before they are called to speak.**

-
- 4. When called, please limit your remarks to the time limit allotted.**

Telephone device instructions:

For participants who would like to join by phone, please dial +1-408-638-0968 or 888-475-4499 (Toll Free) and when prompted, enter meeting ID: 961 1011 3326. Click *9 to raise a hand to speak.

Public Comments prior to meeting:

If you would like to submit your comments prior to or during the meeting, please e-mail them to diridonsj@sanjoseca.gov. Comments received will be included as a part of the meeting record but will not be read aloud during the meeting.

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 the [SAAG website](#).

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 by clicking the link associated specifically to documents on this agenda, 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. City Hall is currently closed due to the COVID-19 shelter-in-place and records are not available for in-person inspection.

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 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. Any member of the public who needs accommodations should email Tara Reid at tara.reid@sanjoseca.gov or by calling (408) 535-8179, who will use their best efforts to provide reasonable accommodations to provide as much accessibility as possible while also maintaining public safety in accordance with the City procedure for resolving reasonable accommodation requests. Please direct correspondence and questions to:

City of San José
Attn: Timothy Rood AICP, Division Manager
Department of Planning, Building and Code Enforcement
200 E. Santa Clara St. 3rd Floor| San José, CA 95113
Tel: 510-239-7663 (temp VM)
Email: timothy.rood@sanjoseca.gov

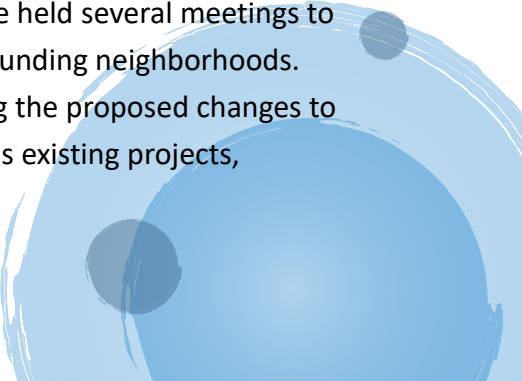
City of San José
City Manager Office
David Sykes, City Manager
200 East Santa Clara Street, 17th floor
San José, CA 95113

RE: Google Downtown West Mixed-Use Plan and DSAP Outreach

The Diridon Area Neighborhood Group (DANG) reached out to the City of San José on April 2nd expressing concern about the community outreach process and the approval timelines for the Google Downtown West Mixed-Use Plan and Diridon Station Area Plan (DSAP). We received an e-mail that the City was “developing a more complete message about the change in plans.” The “more complete message” that we received did not include conversation with the community, but instead was just a data dump of three presentations and a survey, with the request that the survey be completed by the end of April. Posting presentations online without any way to comment or ask questions and then requesting response to a survey is a wholly ineffective way to engage with a group of engaged, passionate, and involved community leaders. We have other questions such as:

- When will the City respond on the strategy dealing with the deadline for AB 900?
- Will the City guarantee that they will not vote on any item in regards to Downtown West in 2020?
- Are the Downtown West and the DSAP amendment still tied together or are you going to separate them?
- Why hasn't there been any outreach in regards to the preliminary concept heights map?
- Will you please clarify as to what the community can expect and the exact process you will be following?
- When will the detailed milestones, such as the Downtown Transportation Plan, The Diridon Station Area Plan Amendment, the Google Downtown West Mixed-Use Plan, etc., be made public?"

The three presentations left us with more questions than answers. We held several meetings to try to understand the presentations and what they mean for the surrounding neighborhoods. The DSAP presentation caused the most confusion. The maps showing the proposed changes to the building height limits did not show any context whatsoever, such as existing projects,



David Sykes, City Manager
City of San José

existing height limits, and entitled projects. We have been told that the preliminary concept height map reflects staff current thinking on heights.

As to the Parks and Transportation presentations, we have attached a series of questions that we want answered. They demonstrate both our frustration and our resolve to work to ensure that the developments make the community better and not deteriorate it for the sake of financial gain for the City of San José.

We are looking for leadership, who will step up and show the resolve that the City will do the right thing and not rubber stamp these processes at the last minute without any community outreach. The time to send out consultants to have informal chats has passed; we need substantive conversations with lead City staff and Council offices about this. As a sign of good faith, we have agreed to a Zoom call with DOT on May 28th. However, from this point on, any meetings requested will require an agenda and outcome goal in writing. Now is the time for our respective Councilmembers to become engaged and focus some time on the largest development project in the history of the Bay Area.

Sincerely,

Kathy Sutherland
Laura Winter
Edward Saum
Helen Chapman
Mary Pizzo
Kevin Christman

Bert Weaver
Sarah Springer
Harvey Darnell
Bill Rankin
Norma Ruiz

cc: Mayor Sam Liccardo
Councilmember Sergio Jimenez
Councilmember Lan Diep
Councilmember Dev Davis
Councilmember Sylvia Arenas
Councilmember Johnny Khamis
Rosalyn Hughey
Kelly Kline
Toni Taber

Vice Mayor Chappie Jones
Councilmember Raul Peralez
Councilmember Magdalena Carrasco
Councilmember Maya Esparza
Councilmember Pam Foley
Lee Wilcox
David Keyon
Kim Walesh
Timothy Rood

**SUMMARY OF COMMENTS AND QUESTIONS REGARDING THE DIRIDON
STATION AREA PLAN BASED UPON THE "DSAP PRELIMINARY CONCEPT
HEIGHTS" MAP**

Staff has identified this map as their current thoughts on development height in the DSAP area under the new FAA limit.

The DSAP Preliminary Concept Heights Map colors over existing developments and ignores finished or entitled development projects. This map must be updated to provide a realistic view of building height developments with special attention paid to how infill development will interface with existing neighborhood developments and the Los Gatos Creek.

Update the map to show all entitled, under construction/occupied site within and adjacent to the DSAP area with existing or proposed building height.

Including but not limited to the following locations:

- Esperanza (Bird and Columbia)
- Delmas Apartments (Bird and W. San Carlos)
- Museum Park (San Carlos and Gifford)
- Eden Housing (Auzerai and Delmas)
- Park Side (Park and Delmas)
- Monte Vista and Cannery Square (Auzerai and Sunol)
- 808 San Carlos (W. San Carlos and Sunol)
- Park Avenue Senior Housing (Park and Laurel Grove)
- Georgetown
- Cahill Park
- Plant 51 (The Alameda and Bush)
- Clinton Place
- Former San Jose Water Company and Trammel Crow site which is proposed to be added into the DSAP boundary

Update the map to provide development heights for locations adjacent to the Los Gatos Creek to ensure proper top of bank, shade and reflection setbacks.

Include the current building heights for properties that are just outside of the DSAP boundary to give a sense of how the proposed height will interface with adjacent buildings.

Provide the following requested information:

- What is the process to develop a final building height map for the DSAP?
- What guardrails will be in place to ensure proposed developments integrate with the existing development?
- Any proposed development will be going into an established neighborhood that has only recently been included into the expanded boundaries of Downtown –

Please clarify the development approval process and community outreach process.

- The current DSAP amendment process has been entirely staff driven. When will the neighborhoods and public be asked for their comments?
- What is the current city policy for determining the appropriate building height next to a single family residence? What are the setbacks? Provide information about appropriate building heights adjacent to single family homes and apply this concept to all sites to ensure a realistic concept height map.
- What are the best practices and/or guidelines for development adjacent to a historic district?

Recommendations:

The city create a working committee consisting of representatives from Google, 'Silicon Valley Sports and Entertainment, developers, planning staff and representatives of the Delmas Park, Del Monte and St. Leo's neighborhoods to review individual development proposals within the DSAP boundaries. The term of the committee should be at least 5 years.

The DSAP setbacks from SFR should adopt the transitional heights as illustrated in The Alameda Urban Village Plan, Chapter 5, page 56, and page 67

SUMMARY OF COMMENTS AND QUESTIONS REGARDING THE PARKS, RECREATION AND OPEN SPACE PRESENTATION

After viewing the Parks presentation, we have concerns with the focus of the planned recreation goals with the Station Area Plan being a community center with no accommodations or requirements to provide park space for the thousands of new residents.

We have several questions for which we would appreciate clarification and respectfully request a thorough response from City Staff on the following questions.

1. Is the Community Center that is planned using the bulk of Park credits and funds?
2. How can Gardner Community Center be more available for community members in Greater Gardner? Why can't the Gardner Center serve as the Youth Oriented Community Center portrayed in the presentation rather than building a whole new center.
3. How will staffing and O & M be provided if a new center is built? This is a great concern to us as the Gardner Center became a reuse center five years after it was built. The current condition of the economy doesn't provide us with much hope that the new center would not be affected by budget cuts.
4. How will the Los Gatos Creek Trail (LGCT) connect to both the Diridon Station and to the Guadalupe River Trail (GRT)?
5. What can be done to provide meaningful and safe trail connections off street? For example leaving LG Creek in its culvert and creating an adjacent faux non riparian trail off street corridor that would join the portions of the existing trail to a creekside LG trail north of San Fernando.
6. If trails are counted as parkland, why is so much of the LGCT connection between Auzerais and GRT on the street?
7. Is the City relaxing its General Plan goal of 3.5 acres of park space per 1000 residents in this area? Without added park/trail acreage - what will be the resulting acreage per resident for the Diridon area? What is the minimum

amount of acreage of open space the city is committed to require developers to provide given the dense housing envisioned for this area?

8. How much true open space is there in the plans? Are paved plazas counted as parks?
If so, will the City create a designation that preserves their use as recreational open space and that will keep them from being developed in the future?
9. In light of our lessons from the Covid-19 emergency, in order to maintain and improve their physical and mental health, high rise dwellers require adjacent open space outside their buildings to exercise, recreate outside eg (informal sports activities, etc) and to exercise their pets. How much acreage will be devoted to these nearby uses?
10. Since 1992, with the adoption of the Midtown Specific Plan, the community has been promised a 5-acre park where the Fire Training Center currently exists. In public meetings the community was also promised, with the raised building heights, more land would be available to develop as open space. Our expectation is that the promised 5-acre park would be included in this plan and not be substituted with a community center. How will you address this significant community concern?

SUMMARY OF COMMENTS AND QUESTIONS REGARDING THE DOT PRESENTATION

Sarah Springer & Laura Winter

A. Transportation: Diridon Integrated Station Concept

1. Not clear on this slide and what has been shown in the past is a car/pedestrian separation, not merely a crosswalk across Santa Clara Street
2. What pedestrian improvements are proposed for Santa Clara Street?

B. Transportation: Downtown West

1. Please define "highly acceptable" street design
2. We need to see detailed street sections of the various rights-of way
3. Is Cahill Street going to be one or two ways?
4. Is there any reason NOT to make Cahill vehicle free, especially as it will intersect with a protected bike lane at Park Avenue? There should be no private vehicles on Cahill Street between Santa Clara Street and Park Avenue.

C. Transportation: Diridon Station Area Plan

1. What is the Parking District Model? When can we see it?
2. How will DOT meet its contractual obligation to SAP Center to provide parking?
3. When can we see the first public draft of the DSAP?
4. How does this all work with the TPMP for SAP Center?

D. Transportation: Major Improvements

1. How will VTA Light Rail increase its speeds through downtown?
2. Why outside service lanes here as opposed to inside on Alum Rock Avenue? Won't this be confusing? How will these transition to each other?
3. Early public engagement on the Bird Avenue/280 crossing is imperative.
4. The Santa Clara Street exit off 87 is neither a hazard nor a bottleneck, save for the homeless encampments. Does the Sharks organization approve of this removal? AC Hotel? Justify this decision.

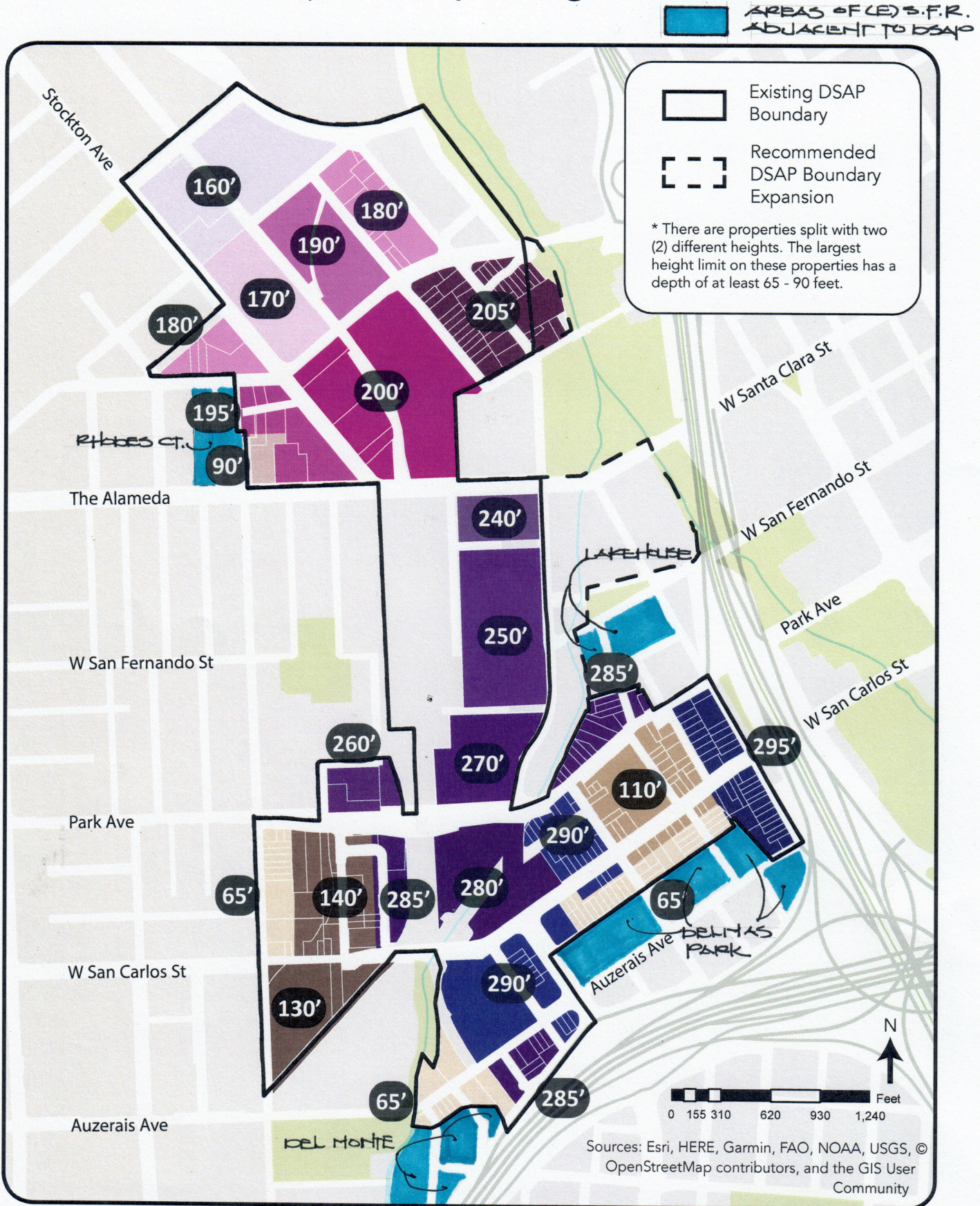
E. Transportation: General Plan Network Downtown

1. This is extremely confusing and a larger scale plan with more detail is needed.
2. What is the difference between "City Connector" and Local Connector?"
3. How will private vehicles not be prioritized from these types of streets?
4. Where are the other micromodalities besides bicycles?

F. Transportation Better Bike Plan 2025

1. Will the plan truly come to Council in August?
2. One of the reasons Vision Zero is failing is due to driver, rider, and pedestrian confusion, and this seems like more of the same.
3. Why is Delmas Park south of San Carlos Street not on the map?
4. Why is "Buffered Bike Lane" not on the legend and exactly what is it?
5. Please explain the difference between a bike "Boulevard", a "Route", a "Lane", and a "Buffered Bike Lane"
6. Does W San Fernando Street through St. Leo's become no street parking to accommodate a protected bike lane? How about a protected bike lane on Hanchett Avenue? What happens to the Cahill Park promenade if it is a bike trail?
7. Why are there no separated bike lanes downtown?
8. If Race, Julian and The Alameda have separated bike lanes, is there no street parking?
9. There needs to be clear signage/maps/apps for bicycles so they can safely navigate the new network; not all bike routes are linear.

DSAP Preliminary Concept Heights





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June 15, 2020

Kim Walesh
Economic Development Director
City of San Jose - Office of Economic Development
200 E Santa Clara Street
San Jose, CA 95113

Re: Inclusion of the Guadalupe River Park in the DSAP Boundaries

Dear Ms. Walesh,

I am writing on behalf of the Guadalupe River Park Conservancy's (GRPC's) Board of Directors, membership, and staff to request that the Guadalupe River Park (GRP) and Trail be included within the Diridon Station Area Plan (DSAP) boundaries in the currently proposed boundary expansion. Specifically, the areas of the GRP from the Union Pacific Railroad alignment to the Arena Green and Confluence East at W. Santa Clara Street should be included as shown on the attached figure.

GRPC is the City's official non-profit partner in managing the GRP with a mission that provides community leadership for the development and active use of the Guadalupe River Park and Gardens through education, advocacy, and stewardship. We provide outdoor environmental education to children focusing on the environmental benefits and considerations of the river and greenspace. We manage extensive volunteer programs that engage the public and our partner corporations in stewardship of the park and gardens. We steward key community assets in the City including the Rotary PlayGarden, Heritage Rose Garden, and Guadalupe River Trail. Through our mission, leadership, advocacy, and programs, we aim to sustain and create a vibrant public space to serve the residents, workforce, and visitors to Downtown San Jose.

The GRP is the largest available public space in the vicinity of the DSAP and has been described by parks staff, along with the Los Gatos Creek, as the "spine" of the parks system in the area. The Downtown West (Google) project is expected to include approximately 21,000 new residents in the Downtown West/DSAP area and new parks will be required per the City's General Plan and Parkland Dedication Ordinance to the tune of three acres per 1,000 residents. In addition, new residential growth in the greater Downtown will also access the park and trail.

The Guadalupe River Park and Arena Green are part of an existing trail and park system. Due to the proximity and opportunity the Guadalupe River Park offers to the DSAP boundary, and with expected impact to park use from future developments, it is imperative that the planning, investment, and collective development of the district includes consideration of the largest open space area already present. We agree with the Department of Parks, Recreation and Neighborhood Services (PRNS) belief that there are opportunities to enhance what already exists as part of the re-envisioning of the DSAP and the proposed Downtown West project.

PRNS's goals for the DSAP area include construction of the Los Gatos Trail, community programming enhancements, improving and facilitating connectivity, and maintaining and activating trails and parks. Therefore, including the GRP and Arena Green in the DSAP is logical and supports these goals. In fact, their achievement is predicated on a thorough evaluation of future land use, non-motorized circulation/connectivity, activation, and programming of community

events. Considering these important resources in this evaluation and the planning process is imperative and we welcome the opportunity to participate.

Arena Green is a wonderful opportunity for enhancement and programming. It is located on Santa Clara Street - the main gateway to and from DSAP and the main accessway to Diridon Station. The trail provides the only off-street, non-motorized access to the area and its continued use supports PRNS' and the Department of Transportation's goals of enhancing this mode of transportation. The trail also provides access to the future Los Gatos Trail and the two systems must be considered together to facilitate the continued and future safe use of the trails.

Including the GRP and Trail in the DSAP boundary will also be the opportunity to better focus the building strategy around public life. Public art installations and including area history in the design of green spaces enriches our cultural identity, but green spaces are also necessary for the health and well-being of our community in ways that far exceed the aesthetic value. Natural ecosystems and open space are of benefit to the public not only in terms of environmental benefits provided in air filtration and reduction of urban heat island effect, but also in terms of the physical and mental well-being of a community. Our parks and open spaces have never been more important than right now in this time of pandemic. The increase in usership of these kinds of spaces has been substantial, and inclusion of them in the planning process should be of high priority future open space planning.

Evaluating parks as part of an open space network is necessary and needs to be planned for with the same rigor as transportation and economic development. Including the Guadalupe River Park into the DSAP boundaries allows for a more comprehensive plan that helps address public health, equity, ecology, and recreational impacts the development will have in the district and city.

We support thriving parks and trails that create civic, economic, and ecological value not only to Downtown but to the City as a whole. The placemaking of the DSAP will be greatly enhanced by the inclusion of the largest open space on its doorstep in the planning process and we welcome the opportunity to participate and provide leadership for the future. It will allow the City to benefit from our partnerships and expertise as we all work together to create a thriving community that prioritizes natural assets and encourages a seamless integration from the built to the natural environment that all existing and future residents, workers, and visitors will appreciate, use, and enjoy.

In conclusion, the DSAP process will benefit from the inclusion of the Guadalupe River Park and Arena Green to ensure that these open space resources support the district and City's development and quality of life goals. This is an opportunity for the City of San Jose to redefine success by connecting growth and circulation goals to ecology, equity, and public health. GRPC urges our city leadership to include GRP and Arena Green in the DSAP boundary.

Regards,

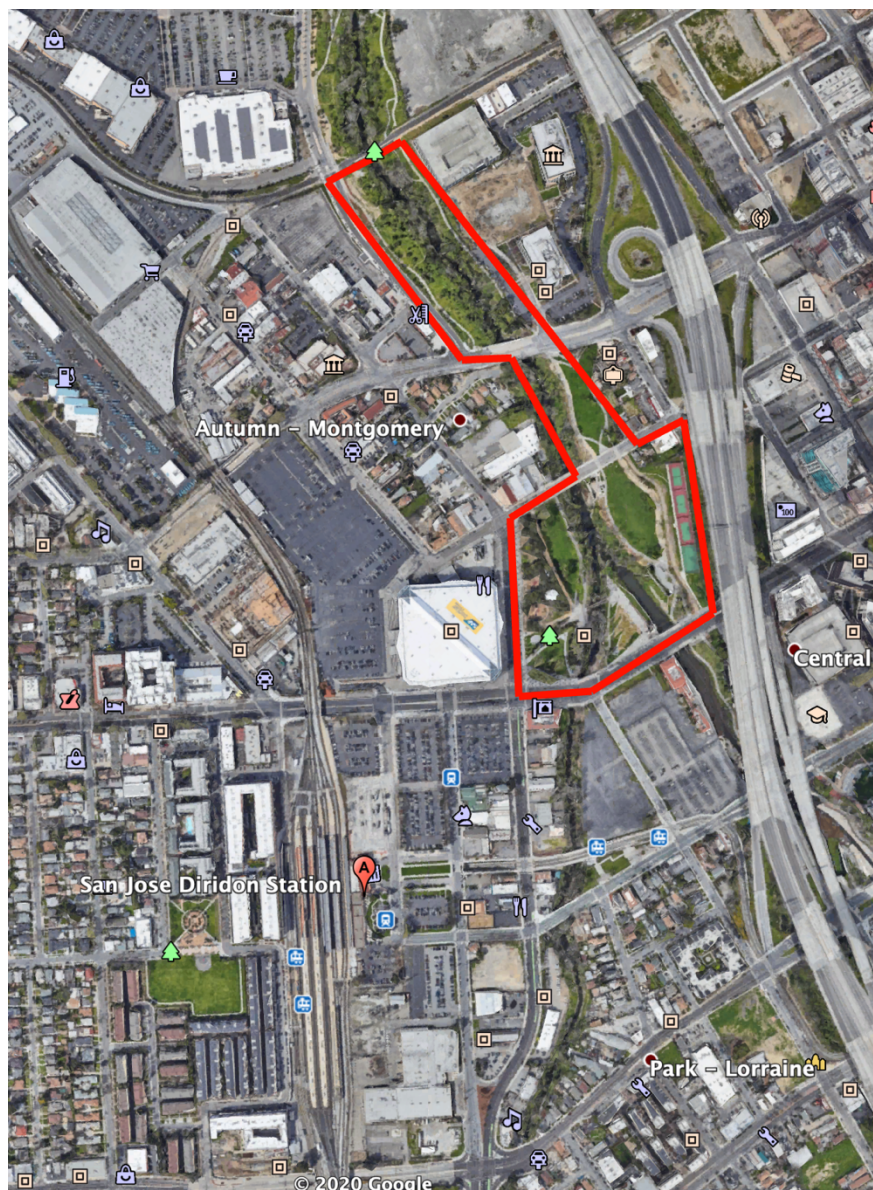


Jodi Starbird
President of the Board of Directors

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Figure A: Proposed DSAP Boundary Expansion



438 Coleman Avenue
San Jose, CA 95110
408-298-7657
guadalupeconservancy.org
EIN: 77-0166797



Shasta/Hanchett Park Neighborhood Association

P.O. Box 28634 • San José, CA 95159 • info@shpna.org • www.shpna.org

June 23, 2020

VIA EMAIL [san.jose_merced@hsr.ca.gov]

Attn: Draft San Jose to Merced Project Section EIR / EIS
100 Paseo de San Antonio, Suite 300
San Jose, CA 95113

RE: Draft San Jose to Merced Project Section Environmental Impact Report / Environmental Impact Statement

To Whom It May Concern:

I am writing to you as the Vice President and Director for Planning and Land Use of the Shasta / Hanchett Park Neighborhood Association (S/HPNA), on behalf of the Neighborhood Association (NA), with our comments and concerns regarding the Draft Environmental Impact Report / Environmental Impact Statement (EIR / EIS). The group was founded in 1984 to protect the interests of our historic and beloved community. Over the years, we have worked with the City of San Jose, developers, builders, and our neighbors to create a balanced neighborhood. Because of our involvement, we boast one of the most successful communities in the City of San Jose. S/HPNA represents 4,500 households in neighborhoods immediately west of San Jose Diridon Station, and along the west of the current Caltrain corridor from Park Avenue in the south, to West Taylor Street in the north.

Since the initial meetings for the San Jose Visual Design Guidelines for High Speed Rail, S/HPNA Board members and residents have been intimately involved in the planning stages of High-Speed Rail's infrastructure, operational parameters, and project mitigations. Therefore, it is with substantial concern that we are writing to you regarding the Draft San Jose to Merced Project Section EIR / EIS.

Our comments and concerns include, but are not limited to, the following:

- **Diridon Integrated Station Concept (DISC) and City of San Jose City Station Area Advisory Group (SAAG)** – The efforts of the City of San Jose's SAAG should be incorporated into any plans HSR develops for Diridon Station. The City of San Jose, HSR, BART, Google, and the Caltrain Joint Powers Board must all work together to avoid a series of incoherent, poorly functioning connections at Diridon Station. The clear conflicts between the proposed DISC and CHSRA's graphics and alignment diagrams raise substantial concerns, as the two are mutually exclusive. The DISC envisions a raised platform, to increase access and traffic flow of all forms to, through, and beyond the station. The EIR proposes an at-grade design, addressing none of the last mile, access, or traffic issues already faced by Diridon Station. The EIR / EIS must address how to incorporate the current design parameters for the DISC, in order to create a true intermodal hub. CHSRA must commit to the inevitable supplementary environmental work that will be required to make the DISC program a functional reality. Instead, HSR would complete its EIR before the DISC program would even begin its environmental clearance. CHSRA's EIR assesses alternatives for the HSR project in isolation, but not the broader issues and solutions that will be required to provide a functional multimodal station at Diridon. Therefore, we propose that any construction between Diridon Station and Tamien Station should only proceed after the DISC design has been environmentally cleared.

- **Impacts of At-Grade Alignment South of Diridon Station** – The proposed at-grade alternative through Downtown and Willow Glen will have significant impacts upon the neighborhoods, traffic arteries, and community facilities adjacent to the proposed alignment. The taking of some or all of Fuller Park, in a City where many neighborhoods already suffer from a deficiency of park lands, is directly at-odds with the stated desire to have High-Speed Rail be an asset to the cities that it serves, rather than as a physical and economic barrier. The area immediately adjacent to Auzerais Avenue, just north of I-280, is experiencing a massive expansion in the number of housing units under construction. The traffic congestion already caused by the current at-grade crossing will increase by an order of magnitude if High-Speed Rail comes through there as part of the at-grade alignment. CHSRA should embrace the need to fully grade-separate train and vehicular / pedestrian traffic throughout the twenty-one (21) miles of HSR that is within the city limits of San Jose.
- **A Lack of Community Outreach** – The Draft EIR / EIS is the result of nearly ten years of hearings, public meetings, and community working groups. To push forward the Draft EIR / EIS during a global pandemic, when direct, meaningful community engagement is patently impossible, does a disservice to all of the community members who invested thousands of man hours in the creation of a dynamic, truly community-serving high speed rail service. Even allowing for the extended public comment period (for which we are grateful), and the subsequent ten months to revise the Draft EIR / EIS, the HSR process is more than a year ahead of schedule. Rather than forcing through a Draft document when those with the most insight to offer are possibly facing unprecedented financial and health challenges, why not delay the process until such time that authentic community outreach can be made to all concerned citizens? The project deserves no less than that.

Bringing a transportation service like High-Speed Rail to San Jose is something that can be of great benefit to us all. However, citing that benefit as a reason to approve unassailed an alignment and set of environmental impacts that do not correspond to untold hours of previous community involvement is, if you will excuse the transportation idiom, putting the cart before the horse. The scope and vision for High-Speed Rail cannot be compromised for the sake of expedience.

Respectfully submitted,



Edward Saum
Vice President & Director for Planning & Land Use
Shasta/Hanchett Park Neighborhood Association