

The following transcript does not represent the official record of this meeting. The transcript text is generated by the automatic speech recognition software which is part of the closed captioning system utilized by the City of San José. Because this text is created in real-time as the meeting progresses, it may contain errors and gaps.

City of San José

City Council - Study Session - Diridon Station Area Planning/ Google Downtown West Mixed-Use Development

November 16, 2020

>> So we'll call the city council study session to order for the debate on diridon station area planning and downtown west mixed use development for the afternoon of November

>> 16th. I know there is a very extensive presentation here coming from staff and show I believe the way we're going to proceed. Everyone should see the agenda there with

>> five key elements staff is going to present. Then we'll go to council discussion. Ideally I'd like to be able to limit the council questions to about an hour so we have some time for public

>> input and I appreciate that even the public input will also be a bit constrained in this study session. We've had more than 100 public meetings so far. We are going to have many more including this week for there to be more opportunity for public input. So I want to apologize in advance for those who may be constrained in terms of duration of their public statements. But this study session is primarily going to serve to get public information out to the community and to the council and we are obviously going to continue with our very extensive public engagement process in the weeks and months ahead. So with that I want to thank everyone for joining. Dave, did you want to kick off

>> I'm going to pass it off to deputy city manager kim walesh

>> to start the presentation. Great.

>> great. Thanks there. Thanks, dave. I am kim walesh, the deputy city manager and I really my pleasure to welcome you to the study session this afternoon about planning and development in the desert on station area

>>. We do have interpretation services available in spanish and vietnamese and I would just like now to ask the interpreters to read the slide . Maybe starting with spanish and then going to vietnamese I think we're having a hard time. Henry our are the interpreters on the

>> speaker panel. They are and then I just checked the other two lines. They're saying them into the interpretation line. I do need them interpreters if you could switch over and see them on the english channel

>> [foreign language]

>> thank it. Council member up for jumping at and

>> did you guys hear the spanish one? I heard it on the english channel

>>. I don't believe I heard the spanish mistaken I I while I was I switched over to the english there was no.

>> yeah there's no spanish on english channel

>> espanol so you hear me do the english so I'm gonna go ahead and say hello. My interpretation is simple

>> read can you hear me

>> later just I don't know. Go ahead and do that. Debbie, great line.

>> thank you. Oh wonderful length

>> [foreign language]

>> Ok we're off. Thank you. Thank you kim. Thank you. So I would just like to start by acknowledging the amazing staff team that is behind all of the progress you'll hear about this afternoon. More than 80 staff from nine departments have been involved with the various

planning and development projects working together as one interdisciplinary team. I know everyone knows this has been a uniquely strange and stressful year. So I just want to especially acknowledge the quality and quantity of the work and the commitment to it by the staff involved. Our team is very aware that we're working on one of the most significant and most important station area planning projects happening in the world today. So it's really been a privilege and our opportunity. And you'll see our presentation this afternoon really showcases a variety of staff presenters our agenda for today. Next slide please. Our purpose is really to provide an update on progress in advance of staff bringing a set of recommendations to council for consideration next spring. City council gave very specific direction to in December of 2018 and we've been following that direction. So please think of this as a comprehensive progress report for the public that's watching. I also want to emphasize this study session is just for learning and understanding and to hear feedback. There will be no council action taken today. So if you see the agenda I'm going to start by reminding us of where we've been giving you an overview. Looking back of the work that has gone on and also give you a sense of what we anticipate looking forward the next six months and beyond and then you can see that we have three major sections to the presentation. We're going to talk about amending the on station area plan and also associated planning work for the dirt on station area and then we're going to talk about google's proposed downtown west mixed use project the process of conducting development review of that project and negotiating the development agreement. Now as the mayor said, we're going to do a continuous presentation. We think it's best to sort of layout everything at once. So it will be about an hour and 30 minutes. And so the benefit of zoom is that you can take a break when you need to. But we thought it was best to tell the whole story in an integrated way. Council members I also want to note that all the slides are numbered so feel free to jot down notes and we can always go back and pop up slides at the end and after our presentation we're going to have time for council questions and feedback and we're looking for what do you like about the progress that has been made? Are we meeting your expectations but also what concerns you? What ideas issues expectations you have that we should be aware of? And then last we will take public comment. So let's start with a little bit of looking. So as you know, the city has general planned welcomes substantial new growth in housing and jobs and this growth around transit especially in our downtown. We've always known that our historic downtown which is the area in the yellow on the slide is quite small for a city of our size. So it has long been our city plans to expand downtown west and to integrate it with the downtown station area which is the green area on the slide. So as you can see it's about a mile long north to south and it's about two hundred and fifty acres and it is

home to two very important anchor institutions. The srp arena and the diridon transit center next site. So already

>> this area is the south bay's most important transit hub. But for years we've been planning it to also become a critical node in the bay area and california rail networks. It's a very unique crossroads in that it will be the only rail station in northern california where cal train part high speed rail and other key commuter rail services will all connect. So we are actually planning for an eight fold increase in the number of trips that begin or end at diridon station in San José on a typical weekday from 17000 trips. Currently to one hundred and forty thousand daily trips in the future so we realize we would need a new intermodal station to support the improved transit service next slide.

>> so we have been partnering with cal train vta and high speed rail for over a decade but in 2018 we formed a particular partnership to plan the design of the new intermodal station and to plan for integrated transit service and urban development. Now we've come to call this desk first for short which stands for diridon integrated station concept and we call it this because this was really the first deliverable of this partnership. You will recall in January of this year the city council and the other partners chose this concept layout which was developed with extensive community input and we chose this layout because the main track approaches in the north and the south had the least impact on urban neighborhoods and development. The tracks generally stay within the existing rail corridors next time.

>> so despite the existing transit access and the proximity to downtown, this station area has long been underutilized relative to its potential. If you've been there you see a lot of surface parking lots and a lot of old underutilized sized industrial buildings. So after five years of community input including a good neighbor committee in 2014 the city council adopted the station area plan and this plan called for transforming this two hundred and fifty acre area into a vibrant transit oriented western district of downtown. And the vision was it would be a place for all San José residents to use and enjoy and really a great mix of housing offices, shops, lively public spaces an emphasis on walking, biking and transit and a place that can really reflect and connect our community and bridge to nearby areas. Now to actually implement this plan we recognize that we would need private development partners. The plan also recognized that the core part of this district needed to be designed and developed in a cohesive and integrated way not a piecemeal parcel by parcel way if we were going to ensure the kind of

high quality public realm connectivity and amenities that the community wanted. We needed to have a cohesive integrated masterplan approach.

>> now the problem at the time we were all wrestling with was this area was characterized by lots of small parcels owned by a variety of private and public owners. And after redevelopment many agencies were ended in 2011 by the state of California. The city had no tools that it could use to purchase property for land assembly or to incentivize developer interest. So

>> in early 2017 Google announced their interest in our station area plan and in developing offices in the Dearden area. In my view this was quite remarkable because it was unique in Silicon Valley to have a major tech company intentionally to locate near major transit and in a real city center. And it became a solution to our fragmented problem because a company like Google could have the resource to assemble enough properties without subsidy or incentive to realize our vision. So in June of 2017 the city council gave direction to explore potential sale of public property and to identify shared goals for a potential development with Google. This was called the e and a exclusive negotiations agreement and council stipulated no incentives or subsidies and that Google must pay fair market value for the land. Now the public properties we discussed were located within the overall footprint of land that Google had been acquiring from private owners. So taken together there would be enough contiguous land to have a cohesive masterplan approach to the development. So after this happened the city and Google were very interested in hearing from the community early and often to shape this potential project. So in early 2018 the city launched the engagement process to affirm the vision for the station area and to solicit ideas for Google's development. And you can see from the slide here the first 10 months alone all of the activities that took place including the creation of the on station area advisory group with 30-38 members that met 10 times in full eleven times in small groups in their first 10 months alone. We also hired a full time civic engagement manager Laurie Severino and the first year of engagement culminated in a very important comprehensive civic engagement report which was an important input to your city council decision making. In December of 2018. In December of 2018. Council adopted a memorandum of understanding which we call the m o u. And the community input informed the development of this m o u and the m o u laid out a shared vision for the development project. It laid out guiding principles that include a balancing of place making social equity economic development environmental sustainability and financially viable private development. In the end will you we agreed to innovate, collaborate and to negotiate a development agreement

which would include a community benefits plan. This next slide please the M.O. You include 18 shared goals that we have all been working to figure out how to achieve next slide. So along with the M.O. You in December of 2018 the city council approved sale of public lands at fair market value to google. Now with the end of redevelopment, the city council was already required by the state of california to sell former redevelopment agency properties for economic development purposes. These are the ones in yellow on the slide. These are smaller disconnected properties total a total of six point five acres. The city also sold the four point three acre fire training site that is the one on the southern end in blue. Now the city had long wanted to relocate this fire training site out of the urban area and the sale proceeds finally made this possible. We are now in process of designing to build a new training center and a better location. The decision also provided google with an option to purchase the 10 acre contaminated capped off surface parking lots next to sjp center in the future. Now it's important to remind you that professional appraisers were used by the city and county to determine the fair market sales price which was two hundred and thirty seven dollars per square foot. And what was remarkable at the time was this was two and a half times higher than prior property sales and appraisals just one year before. So the next thing that happened was at an early 2019 google assembled a team to start preparing a development plan and inform of 20 19. They submitted their initial application to the city. Now on the staff side we were very happy that google's master plan included land uses for equity behind the charge do the city were the

>> now this was much more mixed use than the city's original thinking and neighborly welcome

>> mat on the sitting member mitch black in black

>> development like

>> arcade game idolatry nicola preparation required no to be paid. The guiding light gave in would be my would come in

>> you're going to hear three work streams each in command. Package

>> jim

>>. In the context of several important area planning efforts which are all being coordinated

>> all should be gone. They have my heart not more building for the station area. So google is 80 acres of the two hundred and fifty acre dearden station area so there

>> are two time probably gap. You shouldn't your lap bottom them too because

>> the city initiated in light of that 20 14 station area planned

>> I repeat is happening so they are not jokey yak habitable.

>> they were preparing an affordable housing implementation plan and an infrastructure plan also

>> blew it. And yet they would not and then green on the right. We are also developing a very from transportation. Pay it down now. Transportation May be the area on motown. so

>> because this is complicated, we color it just like animals so we can take you to the app. Hey, you and me are different scale and timeframe but. Neil diep. I don't buy it do anything.

>> so a coordinating approach to community engagement which continued in 20, 19 and 20

>>. Lab. I continuous process. Get noy break me down with my name in the arctic watching detroit. Opinion building height. Am glad but no shouldn't be. Kim.

>> kim. I'm sorry this. I need to interrupt you for just a second. I texted the interpreters I don't they received it there accidently interpreting on the english channel and I need them to switch back over to the vietnamese channel

>>. I so

>> I just. Nobody can hear you speaking so that's why I'm sorry

>>. Do you think it's fixed now or do you have a way of confirming that they are going to switch over to the english channel and here. Diep I can hear. Go ahead and talk. Ok



>>, I will keep talking for you. See on the slide with the engagement process has been

>> ok. It seems to be working. Thank you. Excellent.

>> so close in 2020 with covid. We had to shift to virtual civic engagement. We still been able to reach a lot of people and are getting a lot of participation in some cases even more now that transportation has been removed as a barrier to some to some folks. So we continue with the civic engagement. This next slide summarizes all of the engagement that the city has conducted over the last two and a half years. We have made an extra effort to reach out beyond the usual community participants and we can talk more about this later. But these are the summary statistics of the city's outreach. Google has been doing additional outreach. You're going to hear throughout the presentation how the community input has influenced our plans. But at a very, very high level there's fourth themes people are very excited about opportunities for neighborhood improvement and public life and public spaces including trails and the replacement of parking lots with active uses and public spaces. Their concern and not about social equity which which comes in a variety of ways about anti displacement, about opportunities for local residents, about accessibility to this area for everyone and about homelessness. They want transit and transportation systems to work better for it to be easy and safe to get to and around this area. And then we've been collecting a lot specific ideas about designing for sustainability, for compatibility with surrounding neighborhoods, for safety. As I said, we're at a really critical point where we hit a huge milestone this fall with the release of draft documents that build on all of these input. They include google's downtown w project applications, the middle and the environmental impact report in draft form. It also includes the draft amended dared on station area plan and the draft affordable housing implementation plan. Next slide so this fall. We have a variety of engagement opportunities available to reflect and receive input on these milestone documents

>>. Next slide. So this final push which includes community meetings partner events, commission meetings, meetings, online videos and online feedback forms is a big chance for a lot of final public review. So that will happen in fall 2020. In winter we will have the next meeting of the stationary advisory group which we lovingly call the sag which will be a review of the development agreement recommended by staff in spring. We will be doing all of the required public hearings for the area plan and for downtown west and then proceeding to

council. And of course after that this area will be built out and evolve over decades by google and other developers. so with that overview it's now my pleasure. You can see on the agenda that we're not going to talk about the on station area planning process and roseland is going to kick off that work. So thank you

>>. Thank you and good afternoon. My name is roselyn huey, the director for planning building and code enforcement. Next slide so as a reminder to the city council into the members of the public, we want to share why we need to amend the david on station area plan . There actually have been several changes since the city council approved the plan back in 2014. First, the city is no longer planning for a ballpark. The city is now considering google's mixed use development proposal and we have the opportunity for increased heights and development capacity and the city has initiated other planned in the darrah don area including the detroit on integrated station concept plan or disc. The downtown transportation plan and the darrah don affordable housing implement implementation plan for the city council has also adopted other policies and plans such as the downtown design standards and guidelines climate smart santo zay and activate San José. Next slide our community engagement with the station area advisory group. The general public and many stakeholders affirm the general vision to transform the station area into a dynamic mixed use urban neighborhood anchored by a world class transportation hub and A.S.A.P. Center. We did, however adapt the objectives, themes and goals to embody the overall spirit and characteristic the community indicated that were very important. The amendment process is also an opportunity to develop a sustainable and equitable plan around detroit on station to allow more urban vitality economic activity and to act as a catalyst for similar development in surrounding neighborhoods. Achieving these goals requires adding capacity for both housing and office development through increasing building height limits. But we took great care to consider the specific context of each site when determining its redevelopment potential and appropriate height limits. The draft amendment amended plan includes design standards and guidelines to supplement the existing downtown design document and to reflect the unique characteristics of the diep on station area. Includes aligning the general plan to land use designations with the recommended development program. The amended plan will continue to be used as the basis for revealing applications for development projects and guiding future public infrastructure investments

>>. So staff released the draft amended dared on station area plan three weeks ago on October 27. the amendment document is organized into topical chapters including station area

development, open space and public life and mobility. We are taking public comment on the amended detroit on station area plan as well as the draft affordable housing implementation plan now through January 8. And staff is available to provide briefings to community groups and other stakeholders

>> on these plans. Next slide

>> we have extended the boundary of the diep area adding approximately 12 acres to include all of the downtown west development proposal and areas planned for park land acquisition. These areas are outlined in red on the map. On the slide

>>. Next slide. We have

>> included new land use concepts in the desert on station area plan that reflects google's downtown west development proposal. It includes a greater mix of uses and flexibility on some sites it considers compatibility with adjacent uses including the airport and freeways. And finally it reflects the city's policies and goals for both jobs and housing. I'm now going to turn over the presentation to tim rood who will walk you through the key land use and design changes in the document. Thanks for his love. Good afternoon mayor and council. My name is tim rood, division manager in planning building and code enforcement. The draft amended dirt on stationery a plan proposes three different classes of maximum building height limits taking into account the existing context as well as the potential for financially viable private development on individual sites and walks. This map shows the proposed maximum height for the downtown of west projects as well as the rest of the dirt on stationary in blue proposed high rise heights would be allowed to go up to the faa a maximum which ranges from about one hundred and seventy feet and the north end of the project to about two hundred ninety five feet in the south mid rise area as shown in pink would have intermediate height maximums of 110 to one hundred and thirty. And the orange transitional areas would have lowered the lowest heights ranging from sixty five to 90 feet

>> changes in risk bonds to community input are reflected in the current maximum building heights proposals relative to the initial proposals in spring 2020 air areas outlined in blue have reduced maximum heights in these areas. Heights I proposed to be kept the same as in the 2014 dsa or dare it on stationary plan. So no change from existing regulations areas outlined in

red have increased maximum allowable heights based on feedback from the do it on area neighborhood group and other stakeholders. That full faa heights would be acceptable in these areas. Finally, the green line shows a proposed new step back transition standard that would apply in the areas of greatest concern to the dirt on area neighborhood group and those are shown with the green

>> light as rosalind mentioned. The draft stationary plans urban design standards build on the downtown design guidelines and standards the council adopted in 2019 which currently applied to the dirt on station area. The pink and blue lines on this map show the proposed step back transition standards where taller buildings would be next to a lower height. Residential context

>> next slide. This

>> slide shows diagrams of the proposed height transition standards with a seventy five degrees step back plain beginning at thirty five feet high and continuing all the way up to the faa maximum

>> the three dimensional drawing shows how a viable high rise building on a mid rise base could fit within these standards. Next slide an analysis of the maximum potential build out for different uses was developed for the detroit on stationary a plan and analyzed in the dirt on stationary plants environmental document. This table shows the maximum build out program for the downtown west project for the remainder of the dirt on station area and the total maximum being analyzed for the dirt on station area as a whole

>> next

>>. Nicole burnham from parks and recreation and neighborhood services will speak about the open space

>>. Thank you, tim. I'm nicole burnham. I'm a deputy director with the department parks recreation and neighborhood services and I will walk you through open space and public life section of the dirt and station area plan next slide. As we look back at the input we got from the community with regard to parks and public space and what people would like to see in this

area. What the common theme comes down to that the public indicated very clearly that they want safe clean, well connected, well maintained public spaces. They also encouraged us to be thinking about how we manage park spaces and maintain them in different ways of doing that . That might be more and more effective or more than that than what we currently have with our traditional park system. Next slide. There were three key principles that emerged as we developed the plan and thought about what we were going to provide 19 acres of easily accessible and well-connected public and private open spaces are presented in the plan completing the final sections of los gatos creek trail is another important element that we heard from the community and that we're proposing as part of the plan and also the provision of a new regional community center and to talk about each of these all three of those in the next slides. The overall park plaza concept is one that centers around diep station which is really generally in the center of this year with clauses and more urban park lake settings surrounding the station and surrounding the major transportation corridor of east santa clara street. As you move further away from those urban cores and toward los gatos creek. You see more increasing nature based and recreation based traditional but more traditional park type amenities particularly in the areas west of the downtown west project we'd like to seek out property for more traditional park land . That to make sure those neighborhoods are foley served as well as those of the downtown area. Next los gatos creek trail was

>> an important piece of the puzzle for us as we move through this downtown project area. Many of the elements this trail are completed south of here and is in critically important to us that we connect to the trail from its current end point just north of oso rey all the way up to confluence point in arena green. So that's what we are proposing to do here. We are seeking as we always do in our trail system as many off road connections as possible. As part of this there will be intermediate sections that will be on road because we do not have the property ownership now to make them off road but we will seek that in the future. And then another important element for us here is from san fernando up to arena green again becomes a bit of a challenging area to navigate and we want to make sure the trail can be used as a through connector so we will seek to do probably off road flyover alignment. That's what we proposed in the diep and stationary plan. That's very long range plan. We think it's important that we be talking about it at this point. Next

>> the regional community center. We know that with the capacity of housing in this area that is proposed that we don't have enough community center space to serve the needs of our

community. Our adjacent community centers or nearby community centers are at roosevelt and bascom. There really is nothing that currently is able to serve the rose garden area. The alameda area. So we will seek that in the in the future through this area. Also included in the public life section, this document is information on public art from our friends at the office of cultural affairs three major elements or ideas and themes around the public art crossroads of engagements will be tied to active uses innovation which works with art as infrastructure and ecology where we integrate art into the environment. Next slide

>> examples of each of these are shown here so are as infrastructure. the ecology section shown in this than the left hand side and then many many of you will probably recognize sonic runway in the upper right. That is the kind of art of engagement where we have active uses that draw people. And then the elements under highway 87 is the example of combining art with infrastructure where we can light an area using some creativity in some other elements. And with that I'm going to turn it to jessica zink to talk through mobility section. Good

>> afternoon. As nicole just mentioned, I'm jessica's anchor. I'm deputy director for the San José department of transport nation. And I'm going to start with what kim also mentioned which is that we have a lot of overlapping and important work underway within this area. So starting at the center in the red we have the desert on integrated station concept plan our effort with cal train high speed rail and the metropolitan transportation commission to reimagine integrated station moving out from there in the yellow and the green. We have the downtown west project proposal nested within the diep area plan and those are of course the two primary topics for today. And finally in the blue we have the downtown transportation

>> plan. Again, this effort is underway to improve public life and access to and within our downtown. Next slide with the dirt on station

>> at the heart of this whole area. We really wanted to start and focus on the concept layout centered around detroit on station all of you probably are quite familiar with the station today as a beautiful historic depot. I wanted to acknowledge that we don't see that in this drawing because of the expected need to expand rail service and the platforms and tracks there. So we'll be looking for another way to honor that. That building in the future phases of the dirt on station concept work. The three decisions that the public agencies have made with the concept

layout are to elevate the track for greater connectivity for our neighborhoods in the downtown station entrances at santa clara street and

>> san fernando street and to focus the track expansion around the existing rail corridor to the north and the south. Next slide there are four key principles that are the foundation of the proposed aired on station area plan in the mobility section. First is to really focus on bringing people together which involves prioritizing people walking, people taking transit, people bicycling as these are the ways that people can get around in the greatest number while using up the least amount of precious urban land. Second is to focus on environmental and economic sustainability emphasizing easy and clean access to transportation and mobility that is affordable. Third, foster community development social interaction public life right. This is about people being able to know each other, to meet each other, to make eye contact while they get around the area.

>> and last but not least to promote social and economic equity within the station area supporting the most inclusive and again affordable access to transportation

>> with health benefits as well. Next slide.

>> this is the draft proposed street network within the diep area. This is largely consistent with the 2014

>> did it on station area plan. It also incorporates and builds upon the proposals by the downtown west project and the integrated station concept plan focusing again on east-west connectivity under the tracks and completing the trail network and enabling additional active

>> green ways where people can move about next slide parking and transportation management. Sec. Section focuses on a district approach to comprehensively manage both public parking and transportation demand management policies on the parking

>> front. We recognize that public parking must be a shared resource in an area like this so new commercial parking is proposed to be required to share and make publicly available parking. We're proposing to enter into shared parking agreements with existing landowners to encourage them to share parking as well and to of course use pricing to efficiently manage

parking especially to make sure that it's available for events at the sjp center. We're proposing to unbundle or rent slash sell separately residential parking from the units to make that housing more affordable and last to establish a transportation management association to implement and monitor the tdm programs

>> put into place. Now I will turn it back to tim rood for the next section

>>.

>> good afternoon mayor and council. My name is robert ford and I'm deputy director for planning. I'll start off by stating that I do it on station a rare plan as a mandate will be a sustainable plan and that it will embody the city's robust environmental plans and policies including climate smart San José which measures 60 includes measures to reduce greenhouse gas emissions resulting from energy and mobility and to conserve water

>> san reach coal and natural gas infrastructure prohibition ordinances which includes all electric buildings and even charging infrastructure green stormwater infrastructure plan which improves the water quality of stormwater runoff and also the green building policy which includes very relieved certification requirements based on the project title. an important aspect of any planning efforts in california as we all know is the california mental quality act sequel for diep amendment decibel compliance documents that we prepared as an addendum to the downtown strategy and mental impact report. The downtown strategy 2014 I was certified by city council in 2018 and it superseded the diep eia which in 2014 and providing program level review of all planned development in the dirt on station area and its immediate violence. That decision to prepare an addendum to their downtown strategy 2014 eia is based on an expanded initial study which was prepared by a consultant and as part of our records. We've included a technical memo on basic approach for a d up amendment which was provided by the consultants. In addition to the technical memo there is also substantial evidence in their records to support repression of an eia addendum

>>. I



>> will now pass it on to Ms. Jackie farren for two to discuss the affordable housing component of this effort. I will also note that planning staff is available for all questions or any questions that May come up regarding and present our review process. Thank you.

>> great. Thank you. I'm jackie morales friend and I am the director of housing and the housing department recently released released the draft year on affordable housing implementation plan. the plan was drafted by consultants from strategic economics and the staff lead was christine clements from the housing department

>>. Today I'm going to cover the highlights of the plan

>> a we will be accepting comments in the plan until January 8th of 20 21 and we have a link on the website where you can download the plan or view it publicly. We are collecting comments and questions through an online feedback form which is again can be found on these links and there's going to be many opportunities to provide feedback during this fall. While we have extensive community meetings we will consider the feedback, make changes to the draft plan and submit a final report for the city's council of consideration in spring of 2021.

>> next slide

>>. The plan focuses on the three housing ps which you have seen before. First we produce more subsidized housing overall. Second, we want to preserve housing that is currently affordable to lower income households and moderate income households. Third, we want to help protect renters from displacement through policies programs

>> while the city council directed us to focus on production. We integrated the other two peas in order to address both the neighborhood and community concerns. Next slide

>> geographically the three p's are focused in two different areas. production will be focused in the direct on station area boundary which is the black

>> dark black line and then preservation protection. We'll be focused on the half mile buffer around the dearden on station area and that is that dotted line that you can see we selected this half mile distance for preservation because there is evidence for research from bart that

there is a price effect at a half mile radius. It's also important to note that the displacement strategies that are contained in the draft report align with the city wide residential anti displacement strategy that the city council passed on September 2nd

>>. Next slide this slide summarize summarizes the heart of what the draft housing plan recommends

>> for the desert on station area. We have a goal of twenty five percent of all housing will be restricted

>> at buildout serving a range of extremely low income households to moderate households. And just to give you an example of what we're talking about. A family of three who is considered extremely low income would earn close to forty two thousand dollars and for a moderate family of three almost one hundred and fifty three thousand dollars for the neighborhood

>> stabilization area. We want deep restricted units in the dsa which also helps us to achieve our production goal. We want to decrease the percentage of severely cost burdened households which means renters who are earning who are paying more than 50 percent of their incomes towards rent. And we want to establish a preservation pilot program to acquire and rehabilitate existing multi-family units that are affordable to lower income households and convert them to long term deed restricted affordable

>>. In addition, this plan proposes to track the number of latin x and black residents in this area over time these two groups were selected because they have significant housing barriers have suffered disproportiona from the recent covid pandemic and constitute a sizable share of the total San José population.

>> next so these

>> are the seven strategies that we would like to implement under our production. 1 we want to prioritize sites within walking distance which is a half mile of the desert on station for affordable housing development to maximize competitiveness to we want to partner with transit agencies and developers to apply for as much state funding for transit oriented affordable housing. 3

we're going to adopt the updates to the inclusionary housing ordinance which you will see early next year. For we're going to update regulations to facilitate lower cost construction technologies such as mass simpler and modular five. We want to prioritize the use of commercial linkage fee revenues generated in the dsa for affordable housing projects within the area. Sixth, we want to explore potential changes to park fees and this is the park fees that we recommended under the inclusionary housing to decrease overall

>> development costs for our affordable housing that

>> is income indeed restricted for moderate. And

>> lastly we want to support policies that increase the production of 80 use in the dirt on station area and surrounding neighborhoods because of the number single family homes that were found in this particular area.

>> next slide.

>> in terms of preservation as I talked about we do want to establish a preservation pilot program and we're thinking about the same program that you already asked us to look at in our A.D. Placement program. We think it would be a perfect fit for this area because the number of smaller multifamily apartments that are already located in this area

>> too in order to do this we do need to develop that ecosystem in order to support the work. We need flexible funding and that includes the just past investment plan. So we want to use measure funds to acquire and rehab potentially in this area. And then lastly policies and programs like the copa which was the community opportunity to purchase can help make others aware that buildings are for sale and tenant preferences could help local residents take advantage of these apartments once they become vacant

>>. Next slide.

>> and then finally under protection we do want to support legal services for tenants who are facing eviction. We want to consider options for locally enforcing any kind of state regulation to make easier for our residents to understand what protections they do have. We'd like to

consider expanding our tenant protection ordinance to include duplexes which when this was earlier brought to the housing department we didn't have the resources to do but we believe we can do it

>> now and we want to expand or consider expanding our apartment rent ordinance to include renter occupied duplex units. And then lastly we want to make it easy for people in this area a better understand what's available to them by considering creating a satellite office in this area so that people don't have to rely to going downtown or just using technologies that they May not feel comfortable with. So with that I will now turn it over to kim

>>. Jackie council you May recall in March 20 19 you approved lifting the airspace restrictions in the diep on station area as part of the action. You also directed staff to analyze the potential for an incentive zoning program in the station area incentive zoning programs are an option that are given to developers to get additional height allowed for their project in exchange for public benefits like affordable housing for an incentive zoning program to be feasible. The project at the higher height has to be more valuable than the project at the existing height. So we explore this idea with our consultants H.R. Ney and as part of the memo for the study session there's a link to the technical memo and I wanted to summarize high level three main findings. The first finding is that our city already now has powerful mechanisms in place to capture value from development. By that I'm referring to the combination of the inclusionary housing ordinance, the new commercial linkage, the and the deferred on infrastructure impact fee. So taken together these achieve the same basic objective as an incentive zoning program. But they're not optional, they're required and that's better. Second finding is there's clearly there's no more value to capture on housing. Our city has very aggressive ortbal housing and parks fees on housing. There's no value there. There May be some nominal value to capture an office and it would make sense to revisit in a few years when we know with the additional infrastructure impact fee is going to need to be and what class a rents turn out to be in the downtown area . So in a few years you could achieve the same objective by considering an increase in the commercial linkage fee for downtown office if that was feasible. And the last point the memo makes zoning programs are very complex to administer. They're legally challenged challenged now to do in california and can have the unintended consequence of discouragin density and creating an uneven playing field between the on station and the downtown core. Next slide please. So also in December 2018 you directed us to explore citywide strategies and financing tools to mitigate potential small business displacement. As a

result of that disruption we've developed new approaches for small business anti displacement and are using them in the alum rock area where there's potential for displacement due to future bart station. So we are doing an placement potential and how to use these tools and lessons learned also in the dearden station area and as part of our fall engagement activities we're going to share this analysis and have focus group discussions on this topic as well as an online feedback form for people that are interested in the topic of small business displacement and small business opportunities. And I have one more slide please that just shows just very high level. You can see these are all the active small businesses in the diridon station area and the broader study area that and last than to close out this section of our presentation. My pleasure to introduce laurie severino who I mentioned earlier is our on station civic engagement manager. Hi. Good afternoon. City council I think you can and just to repeat my name is laurie severino with the office of economic development. My titles geared on program manager and I've been leading the community engagement efforts for the diridon station area. So as kim mentioned earlier, we are hosting a series of engagement events this fall to share information and gather feedback on the draft amended geared on station area plan and draft dared on affordable housing implementation plan. This includes a virtual community meeting on December 3rd community partner events and commission meetings events that have already occurred are shown in italics here the documents online feedback forums and event info are all available at the web page listed at the top of the screen dared on sj dot org backslash fall 2020 and stop is requesting comments by January 8 in order for staff to consider the input and making changes to the plans and preparing recommendations. To reiterate the target for the public hearing process for these plans is spring 2021 leading to city council decisions

>>. So I'll now turn it back to roseland to talk about the development review process for the proposed downtown west project

>>. Thank you, laurie. So we wanted to provide the council soul and the public just a reminder of what's included in the downtown west mixed use development project. So as you recall the project contains about 80 acres and you can see that highlighted in yellow on the map. On the slide and the site is with in the dirt on station area boundaries based on the draft amended diep sap. Next slide

>> the development program for the project includes 4000 homes up to seven point three million square feet of office space approximately five hundred thousand square feet of active uses 15 acres of open space and plans for transportation and infrastructure.

>> next slide. As kim wallace

>> previously shared their three pathways for the project first is the development review process which includes things like the design standards, zoning and policy analysis the environmental review component which is a preparation of environment impact report and then a development agreement which negotiations of community benefits and other terms of development to give both the city as well as google certainty next slide. So this slide shows the key milestones in the downtown west mixed use project timeline. We begin with community engagement and adoption of a memorandum of understanding back in 2018. Google then submitted their initial application in October of twenty nineteen which actually started the official development review and environmental review processes and city staff and the google team have been working to get to this next major milestone of releasing the draft environmental impact report along with the draft design standards and guidelines and infrastructure components of the proposal staff's recommended development agreement will be shared in early 2021 followed by public hearings and final action by the council in spring of 2021. If approved then google and their partners will submit building design review documents for conformance review. Last steps would be building permit applications and subsequent construction. We anticipate that buildout will be over time and it could take from 10 to 30 plus years. The city has conducted public outreach and community engagement to each one of these steps and we will continue to do so throughout the process.

>> next slide. So while the city has conducted community engagement throughout the process, we're very delighted that google has posted their own outreach and community engagement events. I just want to note on this slide that with the release of videos on the project that they've received about 14000 hits thus far. So we're learning that providing these videos on the web site has been an effective tool. Next slide

>> so listed on this slide are the various components of the resubmit all of google's project and they include the planned development and zoning application in the planned development permit which includes the designs, standards and guidelines. The proposal also includes

amendments to the general plan the dirt on station area plan the sand has a water company landmark boundary and historic preservation permit as well as the southern pacific diep landmark boundary. The application also includes improvement standards and an infrastructure plan as well as a vesting tentative matt

>> slide the downtown west design standards and guidelines is a comprehensive document with specific chapter. This document is actually one of the key components of the overall development application . All of the components of the application have been posted to the project web site and we have provided several resources to help members of the public review and understand the material. A feedback form is located on the project web site and google has included a digital engagement exercise on their project web page as well.

>> next slide.

>> so we want to share with you a little bit about the building design review process. So as well as background, the typical planning and building process in this city is for one building or perhaps a few buildings at a time. Staff reviews a planning application in conformance with the general plan and related city policies design standards and guidelines and zoning regulations which include development standards after planning entitlement approval. Applicants then obtain building permits to construct their projects. Next slide.

>> the implementation of the downtown west project will occur in phases. As we've mentioned the project actually includes 30 plus buildings over three miles of street improvements. Ten different parks and again as we mentioned will happen will be developed over a period of time. So because of the size and scale of the proposed project, a conformance review process is being proposed. This approach is a hybrid between the single building process which I described in the previous slide and the specific plan. Our urban village plan process which sets very high level land use and general building controls google's updated application medal goes into greater details about the conformance review process and illustrates the development of the overall site. Similar to other large scale projects, the downtown was project includes a planned development zoning district which is a customized zoning district. It establishes a general development plan that lays out land use permit type development standards and development capacity and given the size of the project. Additional development standards include circulation, open space and infrastructure. The plan development permit is the

regulatory document that implements the plan development zoning and includes more details on the build out of the project for downtown west. It includes a comprehensive set of design standards and guidelines. The downtown west design standards and guidelines will build upon the existing downtown design standards and guidelines that the city council adopted in twenty nineteen and it s site specific site design controls tailored to the project and cross referencing the city's downtown design standards and guidelines next line.

>> following planning entitlement phase the city would use the downtown west design standards and guidelines in the plan development permit to conduct the design review of individual buildings and their site plans. Google and its team would develop specific site plans for buildings in phases over times. As we mentioned and then they submit an application for conformance review to the planning division that includes the site plans and specific building design for individual buildings or phases. This conformance review will analyze or completeness and compliance with the plan development zoning plan development permit and specifically the downtown design standards and guidelines and the general plan staff would then prepare a staff report and hold a public meeting to get comments and feedback. If the application conforms with the downtown west design standards guidelines and the general plan then the detailed design would continue without any further discretionary action and the process would then go to building permit process next tim rood will now share more details about the design about the downtown was design standards guidelines and actually walk us through an example

>>. Thanks for ohlone. The next few slides will share some highlights of the draft design standards and guidelines and how they would apply to different areas within downtown west. The design controls include provisions for active ground floor usage and frontage is building height and massing controls including skyline massing bulk limits for buildings larger than those that would otherwise be permitted under the existing downtown guidelines. Standards and strategy is like preferred building materials. Next slide this

>> diagram shows where the active ground floor usage would be concentrated either in standalone structures such as those along autumn street at the creek sidewalk or as part of the ground floor new buildings where indicated by the red and orange outlines



>> next. This is a three dimensional view showing some of the oak and ground floor and height articulation strategies as they apply to the whole of the project

>> next

>> within the allowable maximum of a height limit range of approximately 180 feet at the north to two hundred ninety feet at the south end. The project is proposing a range of heights by retaining some lower structures along montgomery street and autumn street and by tapering building heights in other

>> areas. Next slide. As an example, the two sites part of the former trammell crow project north of the light rail station adjacent to the eighty seven freeway and the guadalupe river or known sites e2 and e3 in the design standards and guidelines. This first image just shows the starting building bulk envelope. That would be taken by extending the entire site up to the maximum height limit. The next slide shows the additional bulk controls that are proposed by the design standards and guidelines including setbacks adjacent to the lake house historic district next within that allowable building envelope the actual building design could take many possible forms just a few of which are illustrated here

>> next.

>> the next few images are intended not to show a specific building designs but to rather show the look and feel of development as it blends into the existing context. This view is looking east along san fernando street with the lake historic district on the right. The light rail station to the left and then new developments rising up in accordance with the design standards and guidelines next. This proposed plaza near the water company building shows how the taller building the new taller building visible to the right would have specific design and responses encoded into the design standards and guidelines including ground

>> floor articulation and horizontal articulation to respond to the height of the adjacent historic building. You can also get a sense of the envisioned public life in these new public spaces

>> next. And this is showing some of the design standard and guideline provisions that would apply including transparency active use percentage minimum bird safe glass and a step back

plane to reflect the adjacent historic building massing as well as rehabilitation of water company building itself. The goal is to create immersive natural environments and the design standards and guidelines include controls not just for buildings but also for streets and parks within the downtown west project. Next slide so the ecological controls include things like riparian plantings, prohibitions on amplified noise appropriately the ecologically sensitive lighting limitations on programming within the riparian setback and then the adjacent ecological enhancement zone

>> next. And

>> again these public spaces objects are really envisioned as being areas that are part of shanghai's a and are welcoming to all. So there's a fair amount of detail about the design of these open spaces and the adjacent buildings and their ground floor frontage is next. So here you can see examples of active programs that could be developed within that ecological enhancement zone to raise awareness of an appreciation for the natural environment interpretive way finding integrated into the project straight trees contributing to a riparian strategy and high end footprint limits on the existing buildings proposed to be retained next.  
Next

>> nicole will speak about the open space component of the project

>>. All right. Thank you tim and nicole burnham parks and recreation and neighborhood services. So this does an overview and tim slide last slides are a great introduction to the open space strategies for the google development project a very kind of rich public life public realm and also a rich ecologically based design throughout the throughout the project. Starting at diep it on station definitely more urban in nature but as we move away they will become more ecologically focused with more native and more native plantings and certainly a strong emphasis on the creek and enhancement of the creek. Next slide.

>> this slide just presents an overview breakdown of the different categories open space and public space that are proposed as part of the project so pink. Two columns on the left are what will be is proposed to be city dedicated park land. It's about 30 percent of the total so the total proposed open space is 15 acres. The proposal for city dedication is four point eight acres. I'm not going to talk about those quite in the next slide so I'll focus just briefly on the five

categories in orange the privately public public parks are intended to be retained and google ownership of the publicly accessible they will kind of look and feel and act a lot like public parks but google will and manage them suddenly a public open space is that space that might be building frontage along some of the commercial active uses that you should you could see in the slides went through they might be cafe seating and support the commercial uses that are adjacent about two and a half acres of the 15 is riparian corridor and or riparian setback really important open space element as we think about the urban core and particularly important and interesting this area where we los gatos creek through large portions of the project is really still a naturalized channel which is exciting. and so the idea that we will that it will be protected and preserved as is exciting and then there's a category of mid block pastures and all of these are described in detail in the design guidelines. So for more information you go there. But the mid block passengers are exactly what they sound like. They are passages that might have commercial activity on the front of them but generally they're moving people think about the sale of diep san antonio is the the most logical kind of equal that we currently have. Next slide so there are six discrete locations that are proposed as part of the city dedication. Two of them are really dedicated to trail and the trail construction providing us as I mentioned earlier that that getting us to that goal of the off road connected bike system so to about a half acre worth of the four point eight will be los gatos creek trail segments that are shown on this map. The other four are very diverse in nature but they also have really present really different and interesting opportunities for the park system. So starting at the left hand side of the page, the los us creek connector eight tenths of a mile it will run behind the existing or the former orchard supply building just north of oso ray and fraught with residential fronting on that proposed properties lots of eyes on that space walking trails, children's play areas. So a really interesting area for us the social heart which is an area that we are also really excited about because it really is the heart of the project and it's really gonna be the heart of detroit on station two as we move forward and develop. There will be arts and cultures building surrounding that space. So it's an exciting opportunity for us as a park system to have access to that space. The other two at the north end north of santa clara and north of C.P. Really act like more traditional parks. They are larger swaths of green space. They are they are sort of standalone recreation spaces with lots of green area st. John triangle at an acre and a half and north and park a little less than an acre and a half. So those are two really logical choices for city dedication. So the parkland dedication would include the dedication of these lands and then I think a lot of you folks know when residential developers are meeting their parkland dedication they can meet it through dedication of land, through construction of parks, through improvements in existing

parks or some combination of those. So the combination here would be the dedication of the park land and the construction of the of the park amenities. Next slide boring and I touched on it earlier when we heard about the deer and station area plan is the idea around how are we going to operate and manage these spaces? Google's put forward some really innovative, interesting and different ideas on how they want the parks and public spaces to function here and we have been working closely with them on what that looks like and how we as a city can help them with that and how they can help us and we can work together so that we manage the city own spaces in a way that's equitable with the privately owned spaces. So that's something we continue to explore. We don't have final solutions on it yet but it might look like a conservancy. It could be some other management models that we look at going forward. And with that I turn it to jessica zink to go through some of them mobility section. Excellent. Thanks, nicole. Jessica hartman of transportat the downtown west design guidelines and standards mobility chapter really builds upon video on station area plan as complete streets standards and guidelines. It emphasizes streets that are for people whether they're walking, walking to and from their destination from transit or from where they parks their car or biking or scooting on protected bike ways. The streets are designed with people first in mind a second key emphasis is to build in flexibility. And I mean that in multiple ways both to allow for changes over time in the long run as changes in transport technology and options in the area progress as well as flexibility even from the morning to the evening because you might need to use that street differently for egress from the sdp center versus during the day when you could have a food truck here. Next here's a snapshot of the proposed roadway network for the downtown west project. All of the teal are existing public streets. The orange and yellow are new streets that are at it and then the proposed for vacation or removal are the purple dashed line. So it's really about making a resilient street network within this area that can accommodate many needs over time. Next slide the downtown west project also studied pretty extensively the potential effects on the transporter ocean and neighborhoods around the site through that local transportation analysis the downtown west project will be constructing or contributing to a variety of improvements and those are mapped here. For example, no one to take one is better connections primarily for people walking as well as biking from right on area to the gardiner or north willow glen neighborhoods south of 280 as is to ease long standing safety concerns and make sure that people say if they have students at gardiner elementary those students can get there safely and easily better than today. Next slide and the downtown west parking

>> proposal is nested within the framework that I discussed earlier for the broader diep up area

>>. The downtown west project will share its parking within that district parking approach. It

>> will provide at least two thousand eight hundred and fifty spaces onsite. So that's under proposed google commercial buildings and up to four thousand eight hundred total spaces. It's kind of a florida and a ceiling within that I also will commit to market demand based pricing so that this parking can really be shared by people whether they're visiting the offices, the retail dear it on station sjp center or other

>> locations on the residential front. The project proposes

>> up to two thousand three hundred sixty total residential parking spaces. Those will be sold or leased separately from the housing itself to ensure affordability and also that people only need to purchase that parking space if they need it and want it. And now I'll turn it over to david keene from the planning department

>>.

>> good afternoon. City councilor david kuo and principal planner the planning department of planning building and code enforcement is talking about the draft environmental impact report and some

>> of the sustainability measures that downtown w project so that the downtown west projects in draft environmental impact report was released to the public review on October 7. since that time the public review period has been extended to December 8th. So a total review period of 61 days

>> now the draft are about a way to discloses the environmental impacts of the project including from construction that identifies mitigation measures for significant impacts and evaluates project alternatives. The eia and all supporting documents found the links on the global project web site. Next slide please

>>. One of the unique and unique aspects of the downtown project is that it is certified as an environmental leadership and development project by the governor. This this 89 hundred

requires a high standard of public and environmental requirements for projects to demonstrate enhanced sustainability measures and in turn as a result. It also allows them to go through an expedited judicial review if the IRS challenged. This ensures timely benefits. It does not reduce the requirements of the sequel or review process

>> required. They call for water quality act in fact requires enhanced public transparency including the publication of the administrative record. This includes all documents related to the project produced by the city baby and available link on the city's website that can be found on the google project web site. Next slide please. The draft eia has several topics that it analyzes and that 15 topic areas as required by state bar. These include air quality population housing, land use, transportation cultural resources among others. These each of these topic areas is evaluated through impacts as required by state law and the determination is made by the analysis to determine if each area has impact really related to no impact or a finding of significant impact with mitigation

>> or significant unavoidable impact. Once each topic area if you go through the irr you see these you see these impacts summaries. I do want to bring to your attention that there are impacts that are identified as significant and unavoidable. This means that there is an impact that is identified that there can be no choosing that there can be no mitigation measures that reduce it to best insignificant level. These impacts are highlighted in orange on this slide. Next slide please. As part of the 89 hundred process there is also several measures to enhance sustainability on this is included in the design guidelines and sustainability chapter and also under diep 900. One of the biggest highlights is the fact that the project will have no net increase in greenhouse gas emissions for 30 years. Another huge improvement for the project is the fact that they will have varying old vehicle miles traveled vehicle miles traveled means that automobile trips to the area we've reduced trip links because the central location of the site the site is also located with climate smart san goals and the project is committed to is to achieve leed neighborhood development gold and leed goal for office development. In addition the project will have significant reduce waste as part of the 100 application and also will have nearly all metric development and will plant more than 1000 new trees. Next slide please

>>. In addition the project will have a very intense transfuse demand management program. This includes such as commuter benefits transit passes of designated bike share and commuter shuttles. Next slide. One

>> key aspect of the downtown west project is it will have a district approach for the overall 80 acre site. This means that will be shared and connected utility services across the entire development. A key component of this is that there will be central utility plants for heat and cool buildings. There will be an electric micro grid with distributed energy sources onsite processing of wastewater and reused recycled water and all this will be connected through an underground utility known as utility or next slide please. In addition to the district systems or the other infrastructure elements this includes upsizing the storm and sanitary systems reconstructing the west san fernando street bridge over the los gatos creek and hydraulic improvements to reduce over bank flooding in 100 year flood event and also includes rehabilitating scott's creek channel to improve habitat and now pass it on to lori. Thank you

>>. All right

>>. Thank you, david. Again, this is lori severino, office of economic development. So as I mentioned previously, we are hosting a series of engagement events this fall and many of these events overlap with the ones I showed earlier for diridon station area as they offer opportunity to provide input on all of the draft plans and documents discussed this afternoon we held a community meeting specifically on the downtown west project on October 19th and the downtown west. Documents, online feedback forms and event info are all available at the web page listed at the top of the screen so that steered on sj dot org backslash fall 2020. So in addition to the city led engagement efforts over the next several months google plans to host conversations with community members about public life, health and resilience and opportunity pathways. Their project website is shown in the bottom right here g. Dot co backslash San José

>> and

>> so now I will turn it to declined to talk about the downtown less development agreement. Good afternoon. i am so very happy to be here. I am the director of economic development and my name is nancy klein and you'll be happy to know that you've reached the last section of presentation from staff this morning or this afternoon and hopefully you two are seeing why it works so excited to share with you the depth and breadth of work we've all been engaged in. What

>> next slide please? What I wanted

>> to do was begin by sharing our team with you on the city side of the negotiations team is myself. Kim walesh and johnny fan from the city attorney's office. But we have an extraordinarily smart and seasoned team. The people here from H.R. Advisors amitabh barth occurred judith taylor and thomas janssen are are very, very skilled in H.R. And a in fact has a very deep history of working on large scale projects that are often transit oriented and require a ton of working through complexity such as the washington D.C. Anacostia waterfront initiative community benefits for the downtown L.A. New community plan and transit oriented project with L.A. Metro as well as the L.A. Crenshaw. L.A. Transit line and many more. And also fortunate to have with us ap hurd who is a working developer who in the last several years has been responsible for delivering over 2 million square feet of mostly tech office to companies like amazon, tableau software, hbo, redfin and more. And she has worked on city and state policy related to affordable housing transit development as well as sustainable development. Next slide please. Now right before we get to talking about development agreement 1 to 1, I wanted to share with you what we'll be talking

>> about in this last section. I'm just going to review a little bit of the work in a little definitions. We're going to answer or give you information on what the city is getting out of the g8. We're going to talk about project and community benefits feasibility. And then we're going to talk about

>> there are risks associated with the project and we want to outline those for you

>>. Here on this slide on the development agreement 1 to 1 we we want to share with the community that a development agreement will indeed be part of the approval package that is recommended to the planning commission that will happen. We anticipate in March and city council in May a development agreement is a contract between the city and a developer that is adopted by ordinance and it's part of the process for approving the project

>> it about it identifies the obligations of both parties and gives the standards and condition or the rules that will govern the project throughout its life a primary benefit to the developer of having a development



>> agreement is certainty knowing the rules that will apply over the length of the development agreement

>> for the city we'd to benefit from certain deals but we also gain from community benefits that come as a result of the development agreement

>> . Next slide please

>> be M.O. You anticipated that we would have a development agreement and community benefits in the M.O. You key topics that would development and agreement were identified things like the length of the agreement, the vested project approvals, dedications of land applicable laws

>> and much more. And including the community benefits requirements. Next slide please.

>> the M.O.

>> you also recognize that the development agreement negotiations should take into account the finance feasibility of the google project and the value created by the city for the project

>> and

>> that we will continue to assess those and that's why it's taken or will take a bit longer to determine the amount of community benefits

>>. Next slide

>> this that we've come to love this slide the public benefits framework it in a single slide puts together some really important ideas. We we know that the project will benefit from

>> three different sorts of benefits. All of them are public benefits .

>> the first is the baseline requirements and mitigations things like enhance sidewalks, bike lanes, green space and many more that you're familiar with

>> and in this instance

>> in particular they'll be publicly valuable project features that google will conduct at their discretion. And then in addition there'll be community benefits before we

>> could talk more about community benefits with google

>>. We first had to go through an extensive and in-depth process

>> understanding what the elements of the project are and then determining how the city requirements would be fulfilled. As councils stated from the beginning, google is expected to comply with regular city requirements

>>. For example, we

>> clarified what the park's requirements are going to be affordable

>> housing, parking

>> and transportation requirements and many more city costs can be delivered in many ways as mentioned. And so this is a careful process and it also tells us how much it costs to pull together

>> the community about the sorry the infrastructure and the other mitigations that are required from normal baseline requirements. The project costs including the city required mitigations are integral. You have to know them to determine a project's financial feasibility

>>. Next slide please. We know from going through all the work that you've been seeing in this presentation that even before we discuss community benefits the project will bring substantial public benefits 4000 plus homes, commercial linkage fees, parks and open space public art deep sustainable toward climate smart goals and up to 50 seven hundred construction jobs as

well as publicly available parking that meets the city's obligation to A.S.A.P. Center. Next slide please. These are just once again a statement of the types of requirement that we've been working on in order to fulfill the project obligations. Next slide

>>. We

>> also know that the ammo you spoke to community benefit

>> carried categories and you see there are several here. Next slide please

>> council directed

>> us to focus on three major community benefit areas. One, as we know is affordable housing stretching toward that 25 percent goal. The second importantly is displacement prevent and community stabilization so

>> that we

>> can make sure that we're not displacing people and then education, training and jobs

>>. Next slide

>> please before we go further. It's an opportunity for us to share a little bit about what we've learned as we're moving through this process

>>. The first thing to reflect on is that we know feasible liddy is incredibly important. We know that the downtown west presents a compelling opportunity for google to develop world class office space in a contiguous manner that is not available anywhere else. Certainly not in the bay area. still

>> we need to recognize that google will not invest in santa say if leasing or building space is not commercially viable. Feasibility must be a primary concern to ensure that the project gets built and that the community benefits are produced . Similarly, we recognize that the

production of residential housing is a public benefit in and of itself and that housing particularly high rise housing is not at the moment profitable . But nonetheless

>> google has expanded their plan to include a large amount of housing. In fact 50 percent of their project is not office and this was done by google in the city in response to the city's housing production objectives.

>> so some of the other

>> insights that we're gaining from this is that in subsequent discussions with google's city and staff will work to express the community benefits in terms of office square footage

>> this not only allows for comparison to other silicon valley agreements but represents a major achieved by google in the city to shift the burden of the city requirements and community benefits to the office space through the google portion and google project. A portion of parks, affordable housing and other housing will we try moments will be produced by office construction which should also assist with the ultimate build out of the housing

>> market rate units itself. This is all in addition to the provision of commercial linkage fees that will be paid by google for housing production. Next slide. Piece now we would we need to be able to tell you that this this project is not a done

>> deal. The project has risks that we need to work our way through in order to ensure that the project can be built. The first one

>> I'm going to mention is on the far right the diridon integrated station concept plan.

>> recently the dear then integrated station concept plan partners indicated that they were maybe going to take additional land to accomplish the integrated station concept. There is concern that if too much land is taken the project will not be able to yield the development capacity that is needed to produce a sufficient amount of community benefits. Google and the city have been very clear that if we can't accomplish a high quality project that brings with it proportionate community benefits the project will not take place. The

>> other next risk. I want to share a little bit about is the downtown crane policy in looking at this moment at the time of the study session. The current allowance for crane heights is not sufficient and would inhibit the build out of the full heights of the downtown west project as designed. This could have the same type of impacts limiting the development capacity limiting the amount of community benefits and causing the project not to proceed. I do want to emphasize that in both instances the disk partners as well as the airport director himself and staff and consultants are working these problems assiduously and are very optimistic about finding solutions and a way through. I also want to mention more about the timing of the build out of the development capacity that is slated for the sharks and city abc lot

>> the option agreement with google links the city sharks and google tightly together. All parties essentially must agree on key issues in order for abc to be developed as a key part of the station

>>. The first issue identifies that when and if google development can take place on abc

>> the sharks must be satisfied that obligations can be met in an alternative way. The sharks are and

>> will continue to be important to San José. If the sharks aren't aren't able to give their consent then we can't sell the land until 2040. Forty one which the option and

>> right of first refusal agreement goes to two thousand forty one and development could take place after that time until that time though not having the development will minimize the impact and quality

>> of the station area. The integration of from north to south and it will impact the economics the google project limiting what can be built in the near term and delay community benefits. Second and importantly as well we want to ensure that we can negotiate an extension of the s&p arena agreement with the sharks to expect extend beyond 2014 and to do that that that has to be recognized. Google has effective control of the property until 2040 or beyond so these are significant risks but again a lot of optimism based on assiduous work being done by staff to work through. Next slide

>> anticipating that we will work through all of the elements and risks that we just told you about. The city is very excited that google is moving forward planning to deliver twenty five percent affordable housing to meet that high goal especially at this time with the downtown west project. It's very exciting and in addition the in addition to the affordable housing proposals we envision that the community benefits plan will include financial contributions to a fund or funds to support investment in community priorities related to community stabilization and opportunity pathways. What we mean by that through the community stabilization fund or area we would serve homeless services legal aid for those who are threatened with eviction and the purchase of naturally affordable housing in the area to keep it affordable. These are just some of the types of activities that could be undertaken with those funds. In addition

>> targeting fund money to opportunity pathways for activities like early childhood education scholarships, internships, adult upskilling and opportunities for small business and entrepreneurship. Next slide please

>>. This is my last slide. You'll be happy to know and we intend on moving through the conclusion of the dea negotiations which will include finalizing business terms, the commitments on affordable housing and community benefits and that will finish related agreements including parks, district utilities, infrastructure and more

>>. My apologies and that will present a recommended development agreement at the next sog meeting which is anticipated q1 and prior to planning commission and then city council hearings in spring of 2021. And with that I thank you very much for your time, your patience and look forward to hearing comments from the council and public

>>. Great. Thank you, nancy. Thank you everyone for their presentations

>>. Appreciate the enormous amount of work that's being done across the city organization with many stakeholders and key partners as well

>>. Particularly a lot of

>> work being done in the community with many, many community meetings and we thank you for your work in that effort. I recognize

>> we're going to be pressed on time to get although what needs to be said or wants to be said done between now and what is the scheduled time to conclude is 5 o'clock. We May go a bit over but what I wanted to implore my colleagues and maybe this would be a recommended process for now is let's see how much we can get done with regard to council questions and response between now and four o'clock. I would ask follow my comment that all my colleagues could limit their comments to no more than 10 minutes because even doing that much would take more sort of a proportionate amount of time so we would have enough time to at least have an hour of public comment after 4 o'clock to be able to wrap things up. So I asked my colleagues if you could constrain and in your questions and ask the members of staff who May be responding to also be sensitive to the time so that we can move things along and certainly make reference to documents where we can learn more information that will save a very extensive discussion. So let's open it now to the council for questions. Council member davis

>> mayor, I am sensitive to the complexities

>> and risks and in nancy your point about this by no means being a done deal

>> for the google project to come downtown. So

>> I think this is my my main question is really

>> what do we lose as a city? If

>> google if the google project does not happen because it sounds like it's a all or nothing

>> prospects

>> I can start on that as a response. It's an unparalleled project for the city. We heard kim describe the role of google as really a master developer at the core that sets the rest of the tone for the diep set.

>> so in terms of dollars we believe the overall project will be exceed probably 10 billion dollars of investment. Construction projects, construction wages from the project and the seven

hundred construction workers anticipated will be probably at least a billion dollars in and of itself. So as a way to answer that it's the cohesive development and a tremendous amount of investment throughout San José

>>. And staff really take seriously that there are many interests to satisfy and many shared visions that we are working to weave together

>>. Kim, did you have anything to add?

>> obviously this area is very attractive and would be developed over time. The alternative is speculative developer that would come in and develop for unknown future tenants or to flip it and sell it off in the future. It's extremely unusual and extremely valuable to have an owner operator company like google whose invest thing to be part of our community for the long run so we would lose that very unique opportunity.

>> thank you. Do we have a dollar amount on what we think our city

>> revenue how our city revenue will change when there are office buildings on what is now parking lot? We

>> had a fiscal analysis that we presented in December of 2018 and we will be updating it. But suffice it to say it was in the tens of millions of dollars annually and it with net fiscally positive.

>> and that's just for the city tens of millions of dollars just for the city government.

>> correct the school district. Obviously I would be strongly supported as well as the county

>>. Great. Thank you. And then I did want to ask jessica zink. Can you go into a little more detail about the parking and transportation management? I think it was supplied forty eight and I understand about the parking is a shared resource. I think many of us I think all of us receive the email from the sharks and they're concerned about parking and about traffic flow. Can you talk a little bit more about that, jessica, and kind of what work is being done around that? On that topic



>>? Sure. Absolutely. Just thank deputy director for the department of transportat. So I don't have control of the slides but I imagine you're correct on the slide number and if the clerk wanted to put that up, that would be great. But I can speak to it in the meantime which is that we really value the partnership with the sfp center and take our obligations under the arena management agreement very seriously and that's a key driver behind the proposed district approach to manage the public parking and the transportation and demand management solutions very comprehensivel. We think it's extremely important that that commercial parking be available to people who are attending sjp center events as well as people who might want to access the transit center by vehicle as well as people who are going to their job or going shopping in the area, et cetera

>>. The the district approach is novel for the city. It would combine a comprehensive parking benefits district with a transportation management association because

>> we've we've looked and studied the best practices within parking and transportation management and seeing that their best coordinated together because that lets the comprehensive view of how the system is working both how you get to the place, the transportation side and the parking side together. So this is the overarching framework proposed and then you'll recall that the downtown west project is very much keeping in line with this. The work that the city google and the sharks have been doing has been very careful to make sure that sufficient parking is there for the essay peace center both at the end of the day and over time. so there's a lot of work to understand that that phasing and then how access and egress from the parking is available. So in the name of brevity I will stop there but definitely lots of ongoing work to be done as well.

>> and can you talk just to one more question just and then I will let my comment. I'll finish my comments but

>> the airport management that's a great question. So that airport connector folks May recall I think two slides before is one of the key access points planned for the diep on integrated station concept. One. There we go. Thank you. It's in the red symbol there. So this is a direct efficient connection between diep it on station and what it enables a few things. Number one people arriving to the station to santo z\ from high speed rail San José international would be the first airport that they hit along their route. So being able to transfer to the connector is one

of the critical pieces of making San José international airport a really complementary effort to the high station here. You'll recall that in August we brought an update about the request for information that the city led working with cta and others to advance this airport connector project. And that work continues with cta as well as the other cities involved further along the stevens creek line

>>. Thank you. and I just want to thank all of this staff. It is quite a large team that has been working on all these various pieces to

>> to

>> put together a vision for for this expanded area of our downtown. And I'm sure many while all of the staff and many people watching know that that a large portion of this is in district 6 my district and I'm I am so grateful so much of the feedback that that I have received from district 6 residents is extreme, extremely supportive. And I will say that you're at an area neighborhood group has been has had many, many good things to say about all the staff and the extra time that spent that you all have spent with them explaining and and going through getting their input and feedback. And I just think this project has continued to evolve and improve over time. And I'm very grateful I want to thank each and every one of you for all of your work that you are continuing to do. I know there are still as nancy

>> pointed out, still a lot of work and analysis to be done and I am excited to see the developments over time. Thank you. Thank you. Council member well deserved praise. So we'll go from one council member who represents part of the area to the other. And that's got my real brother.

>> yeah. Thank you, mayor.

>> and you know, certainly deb just said it a very impactful project with a lot of anticipated community members from district 6 and district 3. But certainly as we know since this project was first unveiled ,the opportunity I should say it was generated not only citywide but really regional significance. And so it's not just my my community members I know that are that are interested or towns services

>> but indeed with us representing the most immediate neighbors in the ones that will sort of be impacted the most. And in most that quite frankly have participated with us through many iterations of what

>> what has been planned here as a step

>> down in their presentation and the hopes and dreams of a ballpark. But the reality is just the hopes and dreams of an area and an underdeveloped area and being able to

>> really develop it into an entire new community with the hopefully all the elements that we would

>> want to see in a city such as ours, one that does incorporate the job growth around transit that we know we've been eager to have and certainly the affordable housing as we know that that's the reason to the top of not only our community concerns

>> but one of our concerns. And so I also want to thank staff for your

>> diligence in this and patients and and really for getting us through and to this point. And it was very through presentation for today and hopefully and I believe a lot of community members

>> that are very interested. Hopefully we do get an opportunity to hear from our community members here today. As was pointed out, there's been a lot of community engagement but we have not had too many opportunities where the full council of being able to set to receive states like this and get some feedback. And so I think this is a great opportunity before we make some major decisions.

>> I just have a focus on a couple of areas and I think councilor davis pointed out in regards to the fact that this is not somehow a done deal. I think it's kind of felt like that maybe for many as we've moved along because there have been some major milestone decisions. Certainly google coming in and purchasing the property. But to assume that we're going to get the development that we've all been yearning for and that that's somehow a done deal, I think was highlighted today and a very important aspect of in regards to there are still hurdles. We

certainly saw in concert this pointed out in regards to the sharks and just one of the major community partners that we have in the area sort of the been the destination for for this this

>> area around diep for a quarter century. And so as a partner that we want to be able to work with. At the same time I think certainly my interest is that we continue to grow in in a way that does not cater around the vehicle and I think that that obviously brings a lot of anxiety to our partners at the sharks. Just

>> given the nature of how they run their business forward through

>> these these years. And so

>> I think that was was addressed. I think we'll have to continue to kind of dove maybe further into that. But I wanted to touch just overall in regards to some

>> of the the challenges you May see some development opportunities. I know that around the year on station itself how flexible is the sort of the east these different segments of the project? Is sort of now being designated for open space both public and private open space and we have areas designated for housing and areas designated for office as we move through. And if there are say some challenges with with some of these properties and parcels and how flexible is the actual kind project here effectual? How flexible? Not only I guess we but also google in being able to kind of overcome some challenges and still achieve

>> a project, still achieve not only just a project, you know, but but the same mixed use kind of overall breadth of this project that we all want to see with all of these different elements given

>> that the challenges May force us to make some tough decisions or maybe have some tradeoffs

>>. So how possible is that what will how likely

>> is that and how or I should say how flexible? So

>> let me just start off and then ask rosalyann to comment as well that part of the great part about the project is that it comes with more jobs and more housing and the housing is very important within the areas we'll turn to roseland there. There is flexibility as we all see through the downtown core designation for example. There's some level of flexibility. The point is we have to achieve a minimum amount of development capacity before we erode to a point where the project couldn't proceed. But roseland, do you want to comment about flexibility

>>? Yes. Thanks, nancy. So to your point, there is a certain amount of flexibility already built in to the downtown west development project as well as the amended diep app. And as nancy referenced, the downtown land use designation that we currently have in our general plan actually allows both office or residential users or a combination of both. So with that land use designation that is actually being used in downtown west proposal as well as the amended diep app. We are actually already building in a certain amount of flexibility. As we are currently reviewing the work

>> in roseland, is it fair to say that all fits in within the existing general plan and zoning over time? That's also if needed to make further changes then there could be future times that would require coming back to council

>>. Certainly at any time we could come back to council if what is now or in the future being proposed does not fit into a particular land use designation. We definitely have that opportunity but again I do want to highlight that there is a good amount of land that we are proposing for that downtown land use designation which currently does allow both office and residential

>>. Okay. Thank you. Yeah, I just. I mean you know it was certainly a number of factors and variables still yet to be determined. I I want to be able to see a project through and it'd be great to see this project that we're sort

>> of describing now the different elements but without really having all the variables in place. I just want to ensure that that there's flexibility and not only on our part but again as I said on hopefully our partners it's google where we we

>> don't end up in a place where we we we

>> don't have a project

>> I think that doesn't benefit any of us doesn't benefit much as a city. Our community certainly doesn't benefit google all the time and energy they've put in in every other really investor in property owner and those that are interested in the area here it is it is to everybody's benefit that we build a real world world class area around this station in downtown west and certainly that's that's that's what I'm hoping for and that's what we're all moving towards. I will leave it at that with my overall questions and interested in what our our community has to say. And my colleagues, thank you

>> .

>> thank you. Castle, I guess where I met us

>> hey, can I just have a few questions? As you all know that we often have a chance to poke around, kick the tires and ask questions outside of these spaces. So I'll just be very brief. This is for staff. I'm not sure who wants to take this on but as you all know, neighborhood groups reach out to all of us even if we don't represent the area near the station. And so I know there's been a neighborhood group, the diep don area neighborhood group dang which is a cool name I think that they they've presented

>> a list of concerns and such and I know I think some of it's related to some of the buildings as it's sort of progressed isn't as the development progresses into the neighborhood. So I was hoping someone can touch on some of those concerns and whether we feel like we're adequately addressing those

>> housing

>>. You have we've had had many meetings with the dan group and let me ask roseland in particular since I think that core concerns relate to planning. Right.

>> thank you. Good come and thank you. Council member yes. We have been meeting with the members of the gang for several months now and actually we have made some changes to the proposed how hite diagram to respond to their concerns particularly about a adjacencies

to existing low density residential neighborhoods. So we totally understand the concerned about height and density next to those existing areas and we've been sharing with them throughout the process that you know, as we work on this there's going to be a series of trade offs. And again the proposed densities that we currently have in the amended dcf these are a levels so that we're able to clear a certain amount of development capacity through the environmental process and obviously as different development projects come in they'll be reviewed. You know, based on a variety of items including those designs, standards and guidelines. And if we do have a moment. Tim, just as if you have any further details to add to that in terms of how we've addressed concerns from the day,

>> I think you're going pretty well. Yeah.

>> let me just clarify the concerns in the areas where the with the heights are for the dcf not not for the google downtown ross project specifically.

>> okay. Yeah and that's to be very honest with you. As I mentioned during the meeting we had friday that I know that obviously there's a lot going on in this area. And so I would say for I suspect maybe some council members that don't touch this topic as often as maybe council member davis or peralez that there's just a lot going on and trying to pass out what's what and what's applicable to the google you know, the google development as it relates to the broader diep app I think creates confusion for me at times and I'm sure confusion for our residents and so thank you for that. The other thing I just mentioned and I mentioned it during our friday meeting is just the design guidelines and I think I got to it seems like I felt satisfied with the answer from google but the thought was that, you know, we have these design guidelines and we have these these you know, the design of how the project is going to take place and what we found at least is related to south San José, the village shopping center that was put forward to folks that it was gonna be a santana row of sorts. And in the end it actually didn't look anything like that

>> and even to the present day I hear complaints about that and so I'd really love that as this develops and some of those design guidelines put get put out there and some of the design work is put out to the community that we try to get it to look like that as much as possible and not have something totally different

>>. Thank you for that. The other the other question I had is related to some stuff I've been hearing related to the discounting park fees and I know nicole you're on the call metro who else from the parks department said the call? Is it

>> because I've heard a little bit from from both sides some folks have said that it seems like in this area and part of downtown not specific to google obviously but that there's going to be some discounting of park fees is that or maybe there's something already in place. We've passed so many policies that I can't always remember what heck's in place and what is it. But if you can understand, sir, I can take that for you. In short, there is no plan to take discount park fees specifically for downtown west or cordon area. I think there I agree with you there has been some recent confusion over that. What you will see come forward in the next within the next couple of months probably in January is an amendment to our park fee program so that we are in line with the inclusionary housing ordinance that was recently passed. So we need to do some cleanup work there and that would that the proposed plan is to get us in line with inclusionary housing. We would offer some opportunity limited opportunity for units that come in at 100 percent of the area median income one hundred percent. Am I to receive the 50 percent reduction in park fee but that is only if they are part of the inclusionary housing ordinance and it would only be 5 percent of the total affordable units proposed in any one development. So it's a it's a very small window that opens up but again it really is about keeping us in line with that with the updated housing policy

>>. Ok. All right. Thank you. And the reason I mentioned that is I just fear that we're gonna go down a road and I know you know, we've discounted fees and such and an effort to spur development and made things a little bit more cost effective or pencil out for developers and such. But I don't desire to have a community or a city where we don't have the resources to build that park space for folks for the folks we're actually building houses for to be able to recreate. So I think it's a fine balance . And so I think it's something I always keep in mind as we're going through these developments and these projects. The

>> other question I had and I don't I don't

>> recall if on friday I had a meeting with some of the staff from the city and from google so I don't recall if anyone parks's on there. But I wanted to just highlight something that I mentioned



and that is in relation to some of the turnkey parks that google hopefully will eventually be building out and essentially handing over to the city and

>> I forgot I don't have all the documents in front of me but there are I think a few and if I'm incorrect please correct me if I'm wrong. But the question I had is related to maintenance agreements and so once those are built turned over to the city, who who's going to be charged with maintaining those and I think I recall that it was essentially going to be the city's responsibilities that your understanding, nicole

>> that is the current intent. But there is some discussion that we're having with google about how we might modify that right ways that we could work together to establish conservancy or an alternative method for managing those parks. It's a complicated nut to crack for a variety of reasons and we're working through it. I don't know that we'll have an answer within the next six months but it is something where we're committed to looking at and continuing to work through. Okay, very

>> good. And then the other thing is it relates to parks. Obviously google's going to have a lot of employees in the area which is I think is great. It's going to add vibrancy a lot of foot traffic to a lot of the businesses downtown including downtown west. But what I get concerned about is that some of these are putting quotations, public spaces that are being built out or will hopefully be built out as it relates to the google development that that they're in effect going to be turned into private spaces dominated by google employees. And so I'm curious as to what what are we going to put in place to make certain that if a family in a neighbor from some of the housing there or from the local neighborhood wants to go rent read on some of that park land that or that green space that's public that they're gonna able to do so without feeling like it's not really public cause I know we've had instances around the city where there's public space but it's it essentially turns into a de facto private space just maybe the way it's oriented or that you know, folks out there. And so I'd be curious as to your thoughts on that.

>> yeah, it's a it's definitely a topic that is on my mind a lot and it's a topic on which we've had a number of conversatio with google and there will be we expect to establish a series of rules requirements kind of the operating parameters of each of those spaces and we'll have a clear understanding of how and when and exactly the circumstances under which they will be

publicly accessible. Like I said in my presentation, we do expect that they will be built. They will look and feel

>> like public parks. That is our expectation. but I think as the project moves forward you'll see more detail on that. Okay

>>. Just wanted to add in something council member then and nicole please correct me. But just as a distinction in case people folks Miss This on the parks the that will remain with google. Google will maintain those parks

>>. Parks that get dedicated to the city is the city standard practice that after a period of time the city does take over that maintenance. So it's consistent with the city practice. And like nicole said, other opportunity being envisioned

>>. Right. Okay. Yeah. Thank you for that clarity. Nancy, the other question I had is just related to this whole presentation obviously we're getting an update as to where things are currently right. They're going to continue to evolve and progress I hope. And so with that in mind I know kim I didn't have a chance to talk to you before the meeting but I know you reached out saying, you know, if I had any questions related to the incentive zoning program. So based on you know, I think it was the four page sort hra consultants I guess I'll call the lack of a better word provided essentially some information related to the incentive zoning program or the possibility of one given what they've sort of concluded. and given

>> that this is an update to let us know where things are, what is what happens to this idea now based on just in your mind as it relates to incentive zoning moving forward?

>> yes. Thank you, councilmember. And we think it was really valuable to explore and I think you can probably see staff will not be recommending to council an incentive zoning program. Right. As part of the amended dared on station area plan and there. And the reason is that we can capture more value with more certainty through these existing tools that we now have put in place including the commercial linkage fee. I know we were inspired by seattle but what we became clear was that seattle only had incentive zoning and as a temporary optional program that didn't perform very well until like 10 years later they put their impact fee programs in place

for affordable housing. So yeah. So I'm just giving you a preview that just based on the analysis we will do it will not be recommending getting put

>> it further.

>> okay. So this is safe to say that it essentially dies with this four page report and

>> that's the council I'm trying to say we we like directed to do the analysis right and to come back with the analysis prior to bringing our final recommendation forward. So we need to do that more formal way by bringing it to council for an action meeting. We can talk about that but we're bringing sharing our analysis with you and we just think there's other ways that would be more reliable and capture more value to accomplish what we think your objective is. Yeah.

>> well well I guess you know, one of the things as it relates to incentive zoning I guess I was I was thinking when we put the memo out some time back and unfortunately I had I didn't have a chance to review the memo before this meeting but part of the interest for me was that incentive zoning and the benefits derived from that seem to be more flexible. So it wouldn't necessarily or only be for housing it could be it could be for park amenities. It can be for x, y and z. Right. And I feel like this this four page report was sort of tailored to the idea that maybe we were only thinking about using those benefits for housing but that I guess that wasn't necessarily my orientation specifically. I'll give you an example. I mean I was made aware of I think a mountain view was going to be approving something tomorrow or so in which

>> they have a similar not exactly but they have incentive zoning in some of the benefits that have been derived from that for example, what they're doing in this development they're gonna be approving is that it's a housing development and it's they're gonna be condominiums but some benefits in this fund are gonna be used to help folks low income folks maybe or folks with less means when they go in and purchase one of these condos pay down or pay some of the hla fees, for example. That's what they plan to use some of this money for. And so that flexibility was appealing to me because I think based on everything as it relates to the commercial linkage fee or other type of fees that we have, even the discount and construction fees and things like that we've done around the city and downtown specifically it seemed

>> to me that that the need continued to exist for those you know, those developments are gonna have an impact and those impacts continue to exist. And so in my mind was the idea of incentive zoning I thought would be one tool to help fill backfill some of that stuff and maybe you know, I know many of you on here are much smarter as it relates to this but that was just the thinking behind. So my point is this is that I would hate for for for incentive zoning and the idea to to to die a very sad death in this update as it relates to what's happening around google endured on station. I love to learn a bit more about it and you know better understand the nuances and we can do it off line certainly. But I hope last time that we touched this. Yeah

>>. Thank you. Thank you, councilmember. We do understand it can be used more broadly because it's important we do have our two consultants here who are very experienced with us and let me ask them just to chime in. Thomas and or ap.

>> yeah. So I think, you know, thomas has can sort of bring a little bit of the analytic perspective and I'll bring a little bit per perspective here because in seattle as kim mentioned. So my a lot of my career has been in seattle had incentives zoning program here which was later supplanted by an inclusionary zoning program and the reality here is that from a policy perspective you can use additional dollars to do whatever you want. Right. Both incentive zoning and inclusionary zoning are a little bit of a tax on development which

>> which is sort of the it's sort of how they work and one of them if you have incentive zoning sometimes people say I don't really want that extra space at that price and then that can cause people to build a little bit shorter which is maybe somewhat in conflict with some of the objectives for downtown if you have something more like inclusionary zoning where a developer pays a fee for every square foot that they build, you have a much more transparent relationship between the tax and the amount of development the more you increase the less development you'll have over time. It's like an on off switch. It's more of like a how you know it's like a break on a car right. You can you can tap it with your foot with a different strength but then you can use those proceeds to build housing and you can also potentially or later council could decide to use you know, if the demand for development goes up and san housing you could increase the fee and use some of that money for something else. And so I guess I just wanted to clarify that having two mechanisms doesn't necessarily allow you to unlock more money than if you just have one mechanism. But if you have one mechanism that works well and that charges a fee on every square foot of development, you can then sort of administer

that in a very straightforward way and hopefully that is helpful. Has it to thomas he probably has something to ask a question. Ap just before lose my train of thought. But that's specific to housing ,right? I mean that's not that that stream of income wouldn't be as flexible as it really is as compared to incentive zoning correct. Or me maybe I'm not understanding

>> thomas doing anything. So yeah I think there's two aspects to this on one hand on the residential side because of the challenges of developing markets as a there's no value to be captured from residential at the moment on the commercial side the commercial linkage fee obviously is focused on the production of affordable housing and capturing value from office space. but in developing our memo we also consider it on station infrastructure as a key funding tool for a wider range of community benefits obviously including infrastructure itself for parks as well as community facilities and being able to extract value from office for a directed set of priorities just a consideration on incentive zoning programs which can remember as you say offer flexibility in the provision of a range of community benefits. Typically what we find is that that flexibility is offered to the developers in the form of sort of a menu of options and a challenge that

>> a number of missed parties found is that it's very hard to keep the value of those options calibrated. So in many cases where you have for example you know recreation, transportation, housing or other sort of options to provide

>> in exchange capacity, you end up producing sort of one of those options. It's the least expensive for developers which is also the advantage fee program where there's more flexibility for council to counsel our staff to provide a sort of specific direction of allocation of where those funds go.

>> okay. All right. Well, well listen, I thank you for for the report. In addition to the the memo that you all submitted from this ap is there. Would you be willing to maybe I apologize if it was a lot of the information that was provided as relates to the study session. But if we can if there is any additional information that we don't have

>> our hands on. If we can get that that be great if you're open to sharing that kim, I

>> guess we'd be happy to meet offline with you with ap and thomas and to share that analysis in more depth. Okay.

>> wonderful. Wonderful. Thank you. And so I just want to say one last thing. It's not a question. It's just that you know, I can appreciate the fact that that google communist not a done deal and there May be some some impediments maybe or some challenges or risks that May put it in jeopardy. And I appreciate that. But I have I have difficulty dealing with just sometimes with with with the language used as almost as if google is doing us a favor and we need to walk carefully and tread carefully. I take issue with that sort of sentiment and I would say is the way I view this development I think it's a good thing. I think we all voted for it. It was unanimous vote. I think I said at the time that I was cautiously optimistic that everything would come forward as was presented back in the day. It seems that maybe moving forward I know this is not a done deal but I don't want us to lose sight the fact that as a city that this is mutually beneficial. Right. It's beneficial for google. It's also beneficial for us. So I don't I just cringe when I sense that we're where we as a city in some

>> minds. Right. And you hear it often that we're selling herself short. Right. And I think that, you know, we don't want to make things more difficult for google but you know, we we should expect nothing but the best from them. We shouldn't. And it seems like we've been getting that it seems to me right. They say constant communication and such and so

>> I just can't

>> I'm sorry about it but we're now well the 20 minute mark and we'd asked everyone to show some restraint here at 10 minutes. Is there a question that's imperative because we've got other members that the public debt to your friend

>> like you made that that was it. I actually didn't see a little clock in the. Yeah. So thank you. Appreciate

>> it. Thank you very much. Councilmember foley

>>. Thank you, mayor. First I'd like to thank kim and all of the staff members who were involved in this really detailed project. This is really complex, complicated, a lot of moving

pieces and I am since I wasn't here a night in 2018 to approve the ammo you or authorize it moving forward a it's I have been playing catch up over the last year and a half or so and to hear it have this study session is extremely helpful for me to hear where we're going and in some of the concerns. So I do have I appreciate all that will come with this project both the dirt on station improvements which are critical and also the increased employment centers and housing and community benefits program

>> projects. But I have questions and they're mostly for you, nancy, as they relate to the development agreement and the risks involved. I'm mindful of the construction that will be involved in the scope of dirt on station the google projects and all of that . Is it the plan that there will be a master plan to deal with the construction? And is that

>> part of the development agreement

>> or. And at what point will we see that plan and how is that

>> being negotiated or will that be negotiated with the partners?

>> thank you very much for the question. The city is committed to a very constructive construction management plan. And dave May want to speak to this at the end of comments given his prior role as the director of public works

>>. We will do as we have done in the past. Some folks May remember we had a very intensive downtown set of development and transit development and and for example, there was a single point of contact that guided many people that happened to be matt keno at that period of time. But it was a very smart person take into to making sure that the job was done well we will work to make sure particularly for the sharks but for all development that we address people getting in and out of their places of business or in and out of the srp center. So we need some more information

>>. What's being constructed when

>> we don't have that? But we are certainly committed to doing a great job with that, dave. I don't know if there's anything you wanted to add

>> that I think you would think you could do it well. Nancy, obviously it's work that is in our future but important work nonetheless. So in that plan we'll be. You mentioned the sharks and as center and all of that and that's one area that I'm concerned with. I'm also concerned with the disruption to businesses during the time I remember when the light rail was coming through and other opportunities downtown that affected small businesses dramatically. So will I. Are you mindful I'm sure you're mindful of that. But how will you

>> be working with the small businesses in particular to help diminish any effects on their displacement and their lack of access to their businesses

>>? Thank you for the question. there will be a number of conversations and commitments to plant google

>> I believe in their development plans will commit to a construction mitigation program that's called chin and then you will see that from the other for example the transit agencies we've been already engaged in support in a conversation with cta twenty twenty eighth street now and rock in downtown on collaboration support for small businesses that will be also a similar conversation with the other transit agencies and there will be work to support the businesses with resources and guidance about how to make the most of what they they've been afforded. And then the new opportunities come just on the other side of constructio

>>.

>> okay. Thank you. You had mentioned three risks and

>> I don't know if this is the time or place to discuss

>> them but are any of these deal breakers

>>? Well, again, I I do think it's fair to say I'm very keeping counsel my reminisces thoughts in mind. We are not going easy on google. I think google would tell you that. And at the same time there are deal breakers here there that if we don't know that the issue is capacity. If you had a whole lot of space come out of disk which again people are working towards solution



and if a whole lot couldn't be built because you couldn't get the cranes high enough to build the design, you could envision a moment where there's not enough capacity to do it right. And then it wouldn't get done. What exactly is that? I don't know that we're prepared to say that today, but the issues raised are important to keep in mind and continue working through

>> nancy. Can I just chime in here a little bit with a parallel south lake union in seattle

>> ? So in seattle we had a development area called south lake union which you've probably heard a little bit about where it was a formerly industrial area where amazon has had a lot of growth and it was subject to down about a decade ago. And the what really pushed that neighborhood to transition was that paul allen who was bill gates co-founder at microsoft invested a law in the development of that neighborhood and it's quite difficult to be a developer and be the first mover in a neighborhood because the first building you build is still in a formerly industrial neighborhood. So there is a little bit of a

>> dynamic thing going on where once the whole neighborhood is built out it becomes more valuable. And so I think there is a sense where having

>> an entity that will commit to a very significant development program over time and that is willing to invest in the early buildings and then be around later to participate in the kind of upswing of the neighborhood and reinvestment in community benefits among other things, there is a value to that. That's not to say that nobody else could do it but that when I've seen that done successfully in cities it's usually because someone has a big significant ability to develop at scale if that's helpful.

>> I appreciate that. Ap but in the meantime there's going to be a lot of disruption. So as a council member I consider what the describe disruption costs will be to the neighbors, to the community, to the residents who live down there including the businesses including the sharks and other organizations. So I appreciate your your comments. This also is not a warehouse area, it's a residential area where people and businesses will be displaced. There's no doubt about it. But and because of this very scope of the project, both projects there will be disruption. The question for me is how will the disruption be mitigated over time? That's that's the question and I know that we'll be coming forward. So I appreciate all of this. I'm going to conclude my comments and again thank staff. I haven't lived with this for a very long time and

unlike council member peralez and davis who this is in their districts and they are very aware of this information and the neighbors communicate with them on a regular basis. I am just starting not just starting because I've been living living with it and understanding for two years. But all of this information is helpful for me with that. I will yield my minute and a half

>> cats maverick government gave us.

>> thank you mayor and I appreciate that all the work that's that's been doing over the years. I think myself and and the mayor have been here the longest and I can tell you that at one point in the past when at least when I first came in we were dying to get a company any company to come to the city centers a and so you know, companies

>> do have choices on where to locate and and I'm glad they've chosen say because they recognized the wealth of talent and all the amenities and the public transportation and you know and I know that they're committed to this cause. I've been talking to them for many, many years. So

>> you know and I'm sadly I wish this was going faster because I am out of office and I can't vote on this. Even if it does go faster than than it's currently going to. And I also want to besides the staff

>> which I think is doing a phenomenal job. I want to thank google. There is no

>> company that's ever been subjected to this kind of scrutiny ever in the history of San José. never

>> I've never seen a single project have a hundred side meetings. Have its own commission called sag. Have you know all these public benefits. You know, being demanded upon it and I've seen lots of companies come in and like adobe and and samsung and what we're where we have experienced the opposite world companies were asking us for discounts and and tax incentives and glands or what have you. So I I want to be clear I love having

>> a company that's willing

>> to work with our community. It's a breath of fresh air that didn't come in here, try to beat us up on on things and that's different. And I want people to know that because I have had the experience of being here quite some time and you know, this is not the normal process companies go through and I want the public to know that this is not something that a company goes through when trying to set up offices in a in a city quite the opposite. I think a lot of cities

>> they bend over backwards to get companies giving them tax incentives or whatnot. So anyway, I really don't have much of a comment receptor for. Thank you kim and nancy and roslyn and all your staffs and I really hope that this project goes through for the sake of the city the health with the economy and and the job creation that will the job and tax revenues and all the things that I think will be coming. if this becomes a reality. Thank you. Council member get

>> yes. Just very quickly I just want to underscore some of the points made by my staff that I think might might be lost in the public because staffed by them really fast. I think they're important points to keep in mind. Using your sales as an example, you know we we've had a vision from our centers. We've had a four phase plan and we've tried to develop some things. We all know that the housing went quickly but we're still waiting on a lot of retail, commercial and so forth. But that's not to say that nothing happened in north San José. What we did see was maybe like redevelopment using old buildings and gis of upgrading the fixtures or not but not a whole lot of new development. So I think one thing that I took out of this presentation is in terms of office

>> space, in terms of just finding a place for workers to be one option for google is simply to use rent some of the empty vacant office buildings downtown and they're not doing that. They choose to have a vision and they choose to make San José part of that vision and because of that they're

>> they're building not a campus but they're going sitting there building and including open space green space retail and community space in addition to the places for for their employees to work. and I think that's significant. In terms of a bottom line or you know, profit margins, just having a place to work in paying rent on it is the more or less visionary but more practical sense in terms of money and heading into difficult financial times. Can can we? Nancy or kim or rosen anyway. Care to comment on that a bit? Okay. Your right. And we did. Council member thank you for that point and ap. Thomas May want to add in there but it is less

expensive to go into existing buildings and to speak to value. Google understands the value of being by design and the value of creating a very urban environment. So

>> we we look

>> forward to getting this done but but very much appreciate your recognizing council member there. There are other technically less expensive ways to accomplish this but the goal of bringing the vision to life and creating the whole greater than the parts is what google and the rest of us are after and thinking

>>. I mean the second thing at the last second last thing I want to say is google solves a problem for that. I think kim mentioned when she was speaking it might have been kim or somebody else but in terms of assembling the land together we as a council when we agreed to sell land to google we sold some city of San José land but the rest of it was redevelopment land that we were holding in place and it wasn't just you know, even if we held it, we tried to do something with it. We as a council did not have. We can only control San José land and we couldn't even build or control or masterplan the redevelopment land agency land and there were other parcels around different the county and private residences, private companies that only somebody like google or on google's level could go in and assemble to a master palette where you can really start doing things like if you were playing sim city and saying we want a park here and a train station here and whatever else here because when we're doing land use and this is something I've understood. Learning from roseland in the last four years is that we're limited in what we own right. And as a citizen you think oh the city council is a government they can do what they want but that's simply not true. We are very constrained by sequoia and by private property rights and the limits of our public dollars and our resources what we own. But at the end of the day we can only develop what we own and we did own a whole lot down there. Google came in and now there's one large parcel assemblage where you can really do something wonderful and so again I think that that bears pointing out because it's not like oh, google didn't come in. We have an alternative plan to do something else equally great or but we would be city owned or publicly owned. That's that's simply not the case. So I just want to leave that there and thank you.

>> you're absolutely correct. When redevelopment went away we had to invent entire early new models and how to advance our city and it was very important that council said no

subsidies ,no incentives, fair market value. And it worked that way. Great puts us in the position we're in now to have a cohesive master planned implementation of our community's vision.

>> that's our yield

>> now. Thank you, councilor. The last comments I had in brief remarks to make but I just want to make sure my colleagues have all had opportunity to ask questions. I know we're all asking lots of questions and staff throughout throughout the day and throughout the week. So I know this is far from our only opportunity. So we'll go to the public now that

>> I want to thank again all staff for all all their hard work and I think the community fear diep engagement. We've had really unprecedented engagement. I think cancel our campus put it well this is the most scrutinized development in sanders a history he and the history of virtually any city and I also appreciate what comes from said. You know, before I became mayor we had a redevelopment agency lots of companies got lots of subsidies, lots of folks got big tax breaks. Lots of folks got big fee breaks. And it wasn't because council insisted that google pay full freight not get any fee breaks . The very first conversation I had over the phone and subsequently in person with the senior team at google they were very clear they were never going to ask for anything in terms subsidies, fee breaks, tax breaks. We were all very clear on that. I told them we didn't money they said we're not going to ask for anything. That's not what we're here for . And you know, I'm I'm proud that frankly since the time I've been mayor we haven't been in the subsidy game. We've haven't been in the tax break gamer or fee break game when it comes to companies and moved here and we've had enormous amount of success and expansion because it's hard work. And nancy in camden chris burton and many, many others who've been working to make that happen roseland and you know what we've seen while the amazon was asking for billion dollar breaks in other cities throughout the country, we said no thanks. And companies expanded here because they were confident we could create environment that they would succeed in. Now not only did google not ask for anything but what they're giving is absolutely tremendous and I know it's hard to take these pieces from throughout the presentation, but this is an unprecedented amount of commitment to a community already in what we've already seen and commitments to the memorandum of understanding with the council that was signed and approved publicly back in December 2018. Not only did they pay full price for the land and to say full price, I think that's an

understatement about two and a half times what prior property owners got for land only a year before in that same area if you look at the square footage cost so clearly the city and all the public agencies that benefited school district and everybody did very, very well in this land sales by virtue of tens millions of dollars in benefit. They've committed even though they're not in the housing business, they committed what appears to be at least 4000 into housing. Obviously that's going to end on a rail alignments and so forth. But if they had the capacity that they want to go back committing to twenty five percent and be affordable by thousand year into housing I don't know too many many companies that commit to do that. That's totally independent by the way, the fact that they made a regional commitment of a billion dollars affordable housing here. They've got tens if not hundreds of millions probably infrastructure costs that they're picking up in parks and trails that clearly keep the city and the residents see very plainly and then things that the residents won't see or appreciate like a micro grid which we've been struggling for for a couple of years now to find ways to get a micro grid built that try to provide some resilience in our city against what we know is happening with wildfires and power shut offs and so forth. Google's investing considerably in something that will provide lasting benefit for us and hopefully a model for us and for other cities country commercial impact fee they committed to demo you before we even passed one and a half percent of that money is being used for affordable housing millions of dollars before we even approved a commercial fee actually they said we'll pay it. And then of course the community benefits that nancy articulated that we're still trying to work out because we've got to figure out what exactly the development capacity is going to be here and there's still a lot of things that need to be aligned between cranes and railroads to figure all that out. And then of course they performed the role that the revolving agency would have performed only they can do it much more quickly and much more effectively as a private agency which is aggregating parcels to be able to create. I think it's diep said well an urban village that is integrated you can have retail and amenities and housing and jobs in a way that works because you've got one property owner. And what we saw happen at santana row worked because there was one property owner. It's very difficult to enable that kind of development to happen across a host. Different property owners

>> had very different demands. And I can share you in my efforts in trying. Property owners to get to cooperate with us downtown or north 13th street. It's incredibly difficult especially if you need to for example, to install a park or a plaza or some community many I can assure you there is no property owner wants that on their property. They want that in some other guy's

property. In this case you've got one property owner that can make it all happen in an integrated way that really benefits the community. So there's no question in my mind the city is going to be in this community is going to benefit enormously from this. I'm confident staff is continue to push in the right direction and we're going to keep pushing to make sure that our residents and our community benefit. So we'll go to the public now

>> and I appreciate it when patients and I know that there are a series

>> of community members that form from the immediate neighborhood surrounding this this area and I want to make sure I get the order right because I know they put themselves into order. This is from the yeah. and I believe that person number one I know that number themselves here. Thank you. I think Henry May have assisted but there's six people want to present. Mary Pizzo I believe was the first

>> person this is from the dirt on area neighborhood group. Mary, are you with us

>> and Henry help

>> me if not ed.. Okay. Maybe I'm going to fall. Thank you, Henry.

>> dang that is the Dearden area neighborhood group and we represent current residents of Santa Z\ who have dedicated personal and

>> unpaid time to read response and participate in projects for decades

>> that have improved our city. And you can see the neighborhoods we represent on the next slide

>> and you'll go to that one very quickly. Let's go to the next slide

>>. The next

>> slide is our mission. Oh no. I'm mary. I'm sorry I should have announced this at the beginning. Yeah, I'm going to add everyone to a minute because I'm guessing we're going to have an awful lot of

>> many, many members who want to participate and we only have an hour. That's

>> perfect. Ok. Thank you. Ok.

>> based on our

>> collective experience and institutional knowledge, our specific concern is with the private non google development being proposed within the southwestern area of the diep sap west of highway eighty next slide

>>. We are concerned that an addendum to the 2008 18 diep sap e l r is to address equity issues of those height and density changes being proposed by planning and edward straub will speak to this in the next slide

>>. Thank you mary. Edward strong

>> I'm sorry.

>> thank you. Thank you, Mr. Mayor. Every town much have changed. The 2014 plan obviously land uses have been substantially changed and mix which we feel is vital if we're serious about responding to market demands and the housing crisis without leaving swaths of the area undeveloped. Our next slide. This proposed development capacity is an order of magnitude greater than the original amendment proposes an additional 14 million square feet of office space a two hundred and eighty five percent increase condense into a comparatively small foot hundred and ten percent retail increase cuts the ratio of retail to office in half which doesn't encourage it to make district residential units will increase by four hundred and eighty eight percent without corresponding retail and with less than one third of the recommended parks and space. This is problematic at best. Next slide please. Next is the increase in allowable building heights in some places. This is three stories and others it is an additional 20 four stories. While this is compatible with the council's extension of the downtown boundary to



include the deep inundation area, it also creates challenges that aren't typical of downtown. It's a bit disingenuous to embrace adjacency to downtown while dismissing the adjacencies that make it notably different. With that I will defer to my friend kathy sullivan from here forward

>>. Thank you very much. The work done by the song has not focused on neighborhood impact until recently. The song has been focused on policies affordable housing value capture, displacement, community benefits and twenty. Oh I'm sorry. Next slide please. In 2018 councils decided they would no longer follow the guidelines and building heights raised up to two hundred and ninety five feet. There are huge benefits to increasing development and the dam overwhelmingly supports these new high. Our concerns have been in a few minor areas adjacent to existing neighborhoods. Next slide the south side of san carlos between bird and dallas is just three blocks long. On the other side of the decent boundary which is in the middle of the block is in an established neighborhood. This area is only 3 1/2 blocks out of two hundred forty acres. the October map eliminates the original sixty five foot buffer and allows up to two hundred ninety five feet next to existing single family homes. Next slide please. The planning department is proposing a seventy five degree view plan as a building height transition. This was just 15 degrees less than a solid wall up to two hundred ninety five feet tall. Coming straight out of the ground next to historic. Next slide please and your next speaker will be laura winter

>> ,ok. I a muted thank you. This is from the alameda urban village plan and chosen concept. We hope to replicate in the few areas of the deep set that abut existing neighborhoods high mid rise up to 100 feet at the front transitioning a two to three stories at the interface with the existing residential. This concept was developed with robust community input and guides developers towards a solution that is consistent with the plan and is highly acceptable to the adjacent neighborhood. Next

>> another idea that needs dialog is that of density versus height. Affordable housing is challenging and high rise buildings due to the high costs of steel construction which means high rises large luxury units meaning lower densities. This project currently under construction will achieve high density in a building under one hundred feet high. Next

>> place the

>> madera building next to whole foods should be the poster child for mixed use development in the diep set. One dwelling units per acre under one hundred feet high with residential, commercial and retail and is well suited for the street and the adjacent neighborhood and the next slide will go to my colleague bill rankin.

>> thank you laura. Welcome. Thank you. The city has set a goal of three acres of open space per 1000 residents. The total projected population of this development is going to be more than twenty thousand. This would put the parkland goal at 62 acres or the equivalent rate for recreation amenities. The reality of cove it only heightens the need for adequate park or open space. Next slide please. There are parks, plazas and trails plan. But is it enough for twenty thousand people? The city talked about creating park space on the east side of autumn street. This would help. Separately we cannot count the riparian setback as park. That setback is there to protect the health of the creek and its animals. There are other parks in the area take arena green. It is a wonderful open space with lots of grass to relax and to play games or to congregate in. However we still do not know how much of this space will be reduced when the new signature sculpture gets installed. Next slide please. We need to carefully consider reducing pto fees for any developer in our city. If google pays full free freight and other developers don't. Is that fair to google? They are the anchor for this development and if we let one developer get away without paying these fees it sets a precedent for others. The city's

>> bill. Thank you

>> ohlone. Next slide. Ok. This is in regard to your 50000 square foot proposed community center. I heard mentioned that there was community input. I'd like to know what community input that was. I know that. Gardner over a year south of the project and google have been discussing programing. Gardner not a community center. Also I am concerned about the need for a community center of this size seeing how many of these residential developments will have their own facilities to entice people to move to their residences amenities like meeting rooms, wait rooms possible indoor or rooftop pools will make having a traditional community center unnecessary or redundant. You need more open space not a community center. Next slide please. Meanwhile, the closest community center to the dear don station area you didn't even mention in this proposal right or in your words today and that's insulting since its opening in 2004 with measure p funds. It's been closed longer than it's been open for neighborhood use before the city builds anything requiring a more community centers they need to formulate

a strategy to open and start their current centers. As gardner as well as many others centers serve underserved minority neighborhoods. How does a new hub center in an affluent new neighborhood communicate social equity to gardner and even the east side community centers? Thank you for your time

>>. Thank you, kevin. All right. Hatches

>> welcome. Yeah. Good afternoon to yeah. As you know we are impacting our lives as. I also live downtown to singable below to a low income rate earning can't afford to move in other meetings I've heard of people being displaced and the dirt on area by rent increases even though downtown less we vacant lots and construction sites re decade house they're also being bought by speculators like vacant because one of the goals of the project is to place jobs in transit. This will make housing along the transit lines more valuable for workers who May otherwise locate in the suburbs. That's why we need to manage displacement of lower income residents near transit lines not just in the dirt on area an immediate radius. And that's why we hate to have all segments of the community represented clean community stabilization fund board including people served by organizations such as as D.C. Collective which is right on the major transit corridor and we have already seen luxury development place in our neighborhood. I don't know about other areas by pursuing the same things will happen there too because the community's economic needs and stability are intertwined. It doesn't make sense undermine

>>. Thank you scott. Niece

>> you know mayor council member scott neeson is a downtown association boy you've come a long way since we were looking at a ballpark in 2014. How fortunate we are to have a developer that wants to build a livable, vital equitable studies within a city over on the west side of downtown. Kim asked us what we liked about the project and there's just so much the like here. So excited about the open space, the affordable halsey, the density also asked about our concerns we do have a few namely the crane policy. I was happy to hear that aviation director john aiken is going to get involved because it seems like deja vu with oci and we need to behave like a big city here and have a temporary exception when the cranes are up. Building we also have some concerns about the traffic circulation parking. there's no north-south primary street in the diep except plan and also the core

>> connection between downtown center and downtown west. Thank you

>>. Thank you. The person with the phone number writing 5 1 4 0. Yeah. The question I have for the council when I read one is how many tax dollars are we looking that's going to go into the project? Me at city, county, state or federal and I want to know who

>> you are. The sharks in it disappear because you're not able proper parking in or are you going to have a pie in the sky idea that there's going to be no combustion engines within like a five mile radius or whatever . And so I just want to know what your plans are for the sdp center parking and is going to be ridiculous. Bike lanes you have all over downtown so people can get citations because it's not intuitive to drive down there and I mean it's just gonna be like a boring glass and steel structure which you know, looks really looks really modern but bad at the same time. I mean this thing has to look cool. Furthermore, I hope there's no safe grass at these

>>. Oh, thank you, sir. Jonathan becker thanks sam. For 30 years the svp center has helped the city of santa as grow up around us. We've invested more than 200 million into the city owned arena and we've contributed more than 250 million per year to the local economy. Want to make sure everyone knows and the council conceptually were supportive of downtown redevelopment and increased use of public transportation. It's good for saturday and could be good for us. We are very much worried about the reductions in the street network especially santa clara and autumn streets going from four car lanes down to two. That is our largest concern especially for those all around the arena who use as a peace center but can't take advantage of public transportation now or at any point in future constituents and many of our districts in San José and morgan hill and low status and santa cruz or the central valley. We're also asking for a better integration between all these projects. Construction management has to come sooner not some place later in the future. We don't want to leave. Don't force us out.

>> thank you. Sandra webber

>> hi. Sandra webber I sit on the panel representing plant 51 basically ground zero next to dirt on station and we're extremely excited. We've had from the very beginning google consultants walked the neighborhoods with us to points in the very beginning. We had more talk about east

west connectivity and right there at the ads where the station's entrance exit is at that san fernando entrance. If you had west you're right into cahill park and we saw early on that there was a paseo san fernando where it would maybe connect even from sj as you. All the way to the rose garden. So just the idea of that transportation on the west side, what does that look like? We have a lot of bottle necking right there at laurel grove lane and the other question I have was when can we do shared parking agreements for the sharks for existing buildings? Thank you. The person with the phone number ending 1 9 1 2

>>. Hello.

>> hi. Welcome.

>> I thank you so much. My name is a libyan liberal. Thank you mayor council members and staff first and foremost I want to give a huge and recognize a huge thank you to the staff and for all their work on this. Third on station development plan. Once again my name's olivia navarro. My district 6 resident. Can I come before you today to speak on behalf of, you know, labour's local to 17, a union that represents more than 7000 members, most of which will be impacted by this third down station either because they live in santo zay or hopefully they'll be working there and their kids will be working there. You know, labour's local 270 would also like to recognise this city partner and development project. Google google has had a great history in the bay area working with local unions and employing many of our members in many of the projects that they have done all over california. We are confident that when google move forward it will create many jobs from construction, administrative and retail that it will stimulate our local economy, generate much needed revenue to the city of San José and showcase that our city is an ever evolving capital. The

>> oh sorry several my apologies tessa. Women see

>> thank you. You May liccardo. We are a community at risk. I am the founder of the garden alameda village association and you know all I've been hearing about is how great your community output has been but it really hasn't been that I have tried to communicate with the laurie severino is supposed to be our civic engagement that went very unsuccessfully. I have tried to communicate with my city council member deb davis back those very unsuccessful. Also raul peralez it has not gone successful. We can blame this on covid 19 and it's very hard

to reach our council members but this in the age of innovation we should not have that and also your civic engagement it should be a positive thing and it hasn't been you have not done enough community outreach and now we have this amended general plan for the dirt on station whereas google west is like a foot hot foot. Why the environmental impact report? We have bypassed the environmental impact report in terms of the dirt on station and that's wrong. Thank you. Rowan lebrun, thank you. Thank you. May I. Can you hear me? Yes, okay, great. I'm extremely excited by the new street plan but I believe that slide 93 is slightly out of date. While the slide 47 correctly depicts a santa clara alton san carlos quadrant dedicated to active transportation and also additional classification which is unable by relocation of vehicle movements to the underground parking structure as I does the answer to scott, this issue with regards to the . It's unclear why anyone would expect world class integration tourism from the same cast of characters who are incapable of integrating barclays vk likely milpitas because my recommendation for council is to eliminate the disgrace by integrating it to downtown west and incorporate this integration into the development agreement starting with the integration of the landmark trans people into downtown with development plans. Thank you.

>> thank you very hard already . Welcome.

>> thank you. mary helen already you're a resident of district 3 and packed housing team. We believe the downtown w project will impact far beyond the deer dunn area and the immediate mile around the area. Pruitt closed that you consider supporting a wider geographic focus the community benefits plan and the proposed community stabilization fund should be focused neighborhoods most at risk of develop of displacemen not just in and around the darra dining area neighborhoods connected transit lines to the station area will be impacted including communities like mayfair and many other neighborhoods. The city has already identified as at high risk for displaced also a governance structure for the proposed community stabilization fund is required that engages community impact of members in the decision of how this funding will work to protect displaced communities, affordable housing and workforce development for local residents. Thank you

>>. Thank you. The person with the phone number and an 8 6 5 0 welcome

>>.

>> hi, this is jeff morgan, President First community housing. I wanted to extend my complete support for the plan for dirt on station google's putting forward and just say that I have a great sense of gratitude for their significant investing in our community to create 365 additional forwarding affordable housing units right next to what will be the grand central station of the west coast. This will help many, many residents who otherwise might be displaced but we're anticipating a partnership with google that will allow job training and many other amenities and housing exactly where we need it. Thank you very much.

>> thank you, jeff. The first line of the phone number ending 7 5 6 7.

>> good evening, mayor. City council on staff. My name is chad dunn. I'm representative for carpenters local four or five down of the and we represent over 4000 members. I'd just like to say that we're excited to be a part of the conversation and help them google with this concept development and we believe that google is excited to invest in the workforce development programs that we have in place and helped to design an ecosystem model that's going to help bring retail cultural arts education, hotels and other exciting avenues into downtown San José near the shark tank and we'd like to be a part of that. And we say thank you very much and thank you for your time.

>> thank you. I just have more welcome

>>. Thank you. My name is chelsea miller. I'm speaking on behalf of destination home. We are pleased the draft debt on affordable housing implementation plan envisions a mix of affordable housing units across all income levels and includes the potential for a substantial portion of the housing units to be affordable to extremely low income households. As we know, extremely low income households are some of the most vulnerable members of our community. Severely rent burdened and left with far fewer affordable housing options. There are currently just 30 affordable and available units for every 100 extremely low income households in the san. As a metro area and this is one of the greatest contributing factors to our community's growing homelessness crisis.

>> a focus on extremely low income housing also enables leveraging of key local funding sources of the measure aimed at housing bonds designated for extremely low income

>> housing and permanent supportive housing. We urge you to remain focused on prioritizing the development more extremely low income housing units in the detroit plan as it will help facilitate a more equitable development in our downtown area. Thank you

>>. Thank you. Ben leach thank

>> you. Ben leach preservation action council of San José a comment mostly on the dirt and station area plan. The cover of that plan if you May have noticed is a picture of a very attractive modern train station. I wasn't sure where it was with a little research denver's union station. what's not in the picture is cropped off is the historic station house that made that project the award winning fusion of design and historic restoration that made it successful. Currently dirt on station the historic resource is an afterthought. Quite literally it is being addressed after all of the other pieces are figured out and that's unacceptable. I think that we're looking at losing that station because we're not being proactive about planning for its preservation and adaptive reuse. It's not part of the google development but somebody needs to take charge and assure that the preservation of that building is being pursued.

>> thank you, priscilla o'connor. My name is priscilla. When you I mean I'm a program manager working partnerships usa. So we've heard loud and clear today from folks on the metaphorical dais that google's being subjected to a greater level of scrutiny than any company before it. I do hear that and I also think that that's pastor spirit past due for cities like San José to do things differently, doing things the old way and silicon valley has only led to the status quo where entire families are crammed into studio apartments or else thousands of working people are suffering unacceptable daily commutes from stockton to the bay area. I will say that we're really glad to hear of the planned community stabilization fund and urge that for this commitment to be truly meaningful it must be overseen with strong community governance that includes representation as well as decision making power from the people most impacted by these issues. Thank you so much to staff for all the work that has gone into this and have a great afternoon

>>. Ken pollack, welcome. Can

>> you appeared to be muted right now? Uw your device of I apologize for that. Thank you for that. Thank you for that. And at the there's a lot to like about this plan. Just a couple of



comments I'm sure director aiken will figure out the right thing on the crane policy to ensure safety while we're on the topic at the airport and micro grid. It would be great if we could look at the lands fellow lands at the airport and see how

>> we might be able to add to the micro grid capability. And finally regarding the sharks we all want to keep the sharks and maybe is a win win win for everyone. Perhaps we should be looking at how could we build over highway 87 at santa clara street actually cap and create kind of a combination mixed use building where it incorporates parking and incorporates community spaces are spaces open space it's done in boise. If you go to jump buoys you can see what simplot to create a multi-user garage slash space and I think that could be done here. Thank you.

>> thank you. All right. Down.

>> good afternoon. My name. I don't know. I've lived in San José for 42 years and I worked downtown at San José state university for almost 30 years. I live in district 5 on ohlone rock at the last my diep says affordable housing for first time homeowners in these side by the mayor frank mayfair community. It's just in the last 15 years that I have been able to be a homeowner prior to buying into this affordable housing development. I was seriously considering leaving San José because of home prices and unaffordabilit of renting displacement is a serious issue for many residents of stagnancy . The community benefits agreement dollars needs to be directed to displacement and it can just benefit the down area . The project affects residents outside of the targeted very, very down area. Also so community oversight needs to be focused not on just the derek. Derek dorn but all the areas at risk of displacement and I'm looking forward to the continued community discussions on this. Thank you.

>> thank you. alicia view

>>.

>> good afternoon. Alicia on behalf of the bay area council here to express strong support for downtown west, we represent over 350 member organizations and work to promote responsible public policy that will maintain the area as economically vibrant, sustainable and equitable. Key to this is addressing our housing crisis as well as the climate crisis and it's

critically important to construct housing and transit hubs in adjacent to jobs. Reducing sprawl and getting people out of cars and into transit on the station exemplifies the sort of high capacity transit hubs where dense urban housing and job centers should be concentrated. We we had the barry council are working on empty seats current initiative to produce a vmt and we can expect aggressive vmt mandates from air quality board. It's going to be necessary to build housing near transit jobs to comply. Google's proposal does just this. Thank you.

>> thank you, olivia. Welcome. Good if

>> we May. Council members my name it's olivia deans and I am part of a seamless like she was and I live in district 5. Google funds will be used for affordable housing definitely especially for strictly low income housing. The fund needs to redistribute all over tennessee to districts are facing a high percentage of displacemen or under displacement. Let's focus in on underserved communities. That will be the most impact with all this development

>>. So let's just make sure

>> that the community benefits from from those funds and I am I am also for their own plan that they should include affordable housing. But we also need more affordable housing especially in all in all over San José. Thank you.

>> thank nico. Welcome. Hello, mayor city council members. Thank you for your time. I'm speaking on behalf of the bay area housing advocacy coalition, a regional nonprofit advocating for building housing at all levels of affordability to solve our housing crisis. While we haven't yet had the

>> opportunity to review the residential piece of the proposal in as much detail as we'd like. We generally believe that this type of expansion is a worthy idea adding jobs housing your transit is a much needed step in the right direction for the city of santa fe and the region as a whole. As I said, appreciate your time and have a good evening

>>. Thank you. I'll kill me and kill

>> me. I'm on my end and policy attorney at the law foundation innocent and they write that at Berkeley items I said I consider on the stabilization fund strong community governance. The community should have the primary on the governance and decision making of the fund. This helps to ensure that funds people serving purpose not defined and executed there should be one funds and not multiple funds. It's efficient and maximizes the ability to leverage the funds for future investment. And lastly, the fund should be focused on neighbors most at risk of displacement including those within and beyond the death of an area. Keeping in mind that displacement disproportionately affects people of color and women of the community serving legal aid organization. We see the devastating effects of displacement and lack of resources on a daily basis. We must use the tool available to us like this fund to empower the community to address in advance less that need. Thank you. Thank you. Matthew read. Good afternoon mayor. Councilmember city staff matthew reed silicon valley at home is a member of the stationary advisory group. We've been deeply engaged in all phases of this planning process. We are encouraged by the work city staff have undertaken to fulfill the vision of a vibrant urban mixed use dearden neighborhood that is connected to the largest train this transit hub in the region and accessible to people of all income backgrounds and abilities. Achieving this vision requires that the city and this council continue to plan for a bolder, more inclusive future. We continue to support the state's proposed housing rich stationary plan with at least 25 percent of the new homes being affordable. To get there we cannot afford to add additional constraints. This will only work if we maintain the appropriate heights for residential sites as initially proposed by staff. We also want to thank the housing departments for their analysis of the affordable housing and displacement issues and we look forward to providing more detailed comments in the coming weeks. Thank you

>>. Thank you. Oh sure. Welcome. Thank you so much to city staff and to google for enabling catalyze sfe and our members to be involved in this project and process. Our members are excited to help facilitate small group discussions. At a workshop this Saturday that we're doing for the artist creative community to make sure that their voices are heard as part of this project and our members we're also excited to evaluate and score this project and we'll be talking more about their perspectives in the weeks and perhaps months ahead. So thank you all for your work on this important project. Let's get the best possible project built. Thank you

>>. Thank you, melissa. Don, hi. how are you? My name's melissa

>> nom and I work as a loan officer with housing trust of valley. I entered the affordable housing field because when I moved to downtown San José I encountered people who were on house every. As a camp behind my

>> apartment building in an area with so much innovation and prosperity I knew that I want to be a part of the solution to this incredibly complex problem. I study public health at columbia university and research tells us if we want people to be healthy we want people to be well and thriving. We need to ensure that they have not only their physical needs met but their social needs as well. The dirt on station area plan supports economic, social and residential needs of our community. Additionally, this holistic development of a neighborhood that has incredible access to public transportation will also support equity of access and a healthier environment

>>. Finally, the inclusion of affordable housing on my market rate housing opened up new new opportunities for people with low incomes as resources are shared and social connections among different groups are made possible.

>> it's no news that we need more housing in San José. For all people. For people of all incomes and abilities. So I ask the city council to support the staff proposal killed at least 15000 new homes in the desert on area and ensure at least 25 percent of these are new. Of these new homes are affordable. Thank you

>>. Thank you. Victor vasquez could good afternoon. Have the downtown los project or this development continue and we will see the impact beyond downtown. We understand that major development downtown. What impact esea and during this pandemic. We have seen that the housing crisis, the need for resources has now slowed down disappear. Will those impacted by racism, low wages and gentrification? We know racism is a system that excludes people from decisions and a fair share of the resources. But we also know that racial justice can do the quite opposite. We must create opportunities for decision making and ensure that our resources redistributed to the communities most impacted. Given that we believe in three things the community benefits plant and civilization fund must focus on neighborhoods most at risk of displacement both in and around the urban area in mayfair in santee. We must also call for a strong community governance represents the needs and impacts of the communities most at risk. And we must make sure that this fund is unified into one. Thank you so much. Thank you, sir. welcome. Mike, this is mike with the preservation action council sent us a mike.

Comments are directed to the city. I love the council. I love the staff I love and the project titan who has grown up here and we have grown around their applications and love them with many of its workers, I might add who are working in their home office during a pandemic here in San José. Please see the value to all of us in saving as much as San José's unique historic fabric as possible. Psp's quickly. Please avoid a sequel driven mess on the back end of this project by committing right now to each other to honoring the historic landmark. Do it on station by saving preferably in place. The current document unfortunately is devoid of preservatio goals. I ask that you correct this. Thank you

>>. Thank you. Marcy carson

>>. Good afternoon. Good afternoon. This is marcy kirsten. I'm a member of pax housing team. I appreciate the time that staff and city council gave to this today and I also appreciate the presentation of the dang as to how they've had their concerns about the transitional areas and height restrictions addressed like the neighborhoods represented by dan other neighborhoods. Our impacted by the downtown west project beyond the drawdown area, beyond downtown, beyond the immediate area around the diep that the dsa you've and it prior commit community meetings that people on the east side and other areas of the city are already feeling the effects of the proposed project through displacement or the threat of displacemen please keep other neighborhoods at risk of displacement in mind as you move forward with the community benefit aspects of the development agreement and the community stabilization fund. Thank you.

>> thank you jean dressed in

>> thank you

>>. I'm jean dressed up with santo zayed park advocates. Thank you. The staff and google for the multiple meetings with us regarding parks and open space concepts and design. We appreciate that google is thinking about how to integrate activation is a key part of open space design but it's not clear that the activation strategies they've described will be welcome families or persons who want to recreate without the required to spend money. Greater clarity is needed. We are concerned that the public park and plazas are inadequate for the number of residents who are proposed for the area. And while major residential growth will arrive in the

first phases they will be and adequately served with the larger public parks destined for phase 3 and position next to office space far from the residence. We are very troubled that the proposed publicly open public city owned parks are the only spaces that are at risk from high speed rail and disc construction and acquisition.

>> if the city is going to depend on privately owned open space to serve its residents policies about equitable access and how the spaces operate must be resolved before the plan is approved

>>. Thank you. Did you notice me okay? Yes. Yeah.

>> gabriella numbers were almost made for just ohlone. Thank you for all the work that the staff has done on this project. A couple of things one. When we're talking about affordable housing that we continue to make sure that people are conscious and include extremely low income to make it truly affordable for families that are way below the the income what is considered affordable in San José. Add to that we know that bringing in 20000 people is going to have its impact not only in the dirt area but throughout San José. And so that any resources that google might put forward that might be to address the extremely impacted areas of gentrificat and displacement. Again, you have the this study that was done by uc berkeley showing the dark purple and purple areas throughout San José. Thank you.

>> thank marxism. I believe that's our final speaker

>>. Yes. Good afternoon. Council and mayor and staff, thank you again for all your work on this presentation. My name gustafson. I'm a resident of district 3. I live in the roosevelt park neighborhood. I'll pick up where I left off talking about the housing department's community strategy to end displacement which has a lot of maps in there particularly showing that there's a lot of neighborhoods in district 3, 6 and 5 and other districts I say that are at risk of displacement or are experiencing ongoing displacement. So I just have noticed personally that there's a lot of residential commercial buildings for sale in these neighborhoods particularly down east santa clara and elm rock. That site the google project and I've been citing the google project for years since it was announced and so with that under consideration, I just want to suggest that the community benefits agreement should expand its area to include

more neighborhoods at risk of displacement, particularly down santa clara and alum rock prioritizes community stabilization and displacement mitigation and

>> then also as gabrielle said, priorities are extremely low and very low income housing affordable housing allocation. thank you.

>> thank you. Thank all the members of the community came

>> to speak today virtually and thank you for your continued engagement with us. I know we have

>> many more community meetings

>> in the next actually I think in the next two weeks would cut several hours but try to pull up the schedule. I know it was up on the screen a minute ago but just to summarize November 13th we've got a transit walking biking in the diep app tour November. Oh, I'm sorry that already happened. Excuse me. November 18th the parks and rec commission focus on downtown west November at 5 P.M. We'll have a cafe c does hosted by thomas mayfair on the 21st of this week. 2 to 4 a community workshop for artists and creatives December 2nd. Planning commission study session and December 3rd community meeting a d 7 housing implementation plan. So

>> we've got a lot coming and many more meetings after that. So encourage community continue to stay engaged. Thank you again staff for the presentation. I believe

>> that then concludes our session and we've got lots more work and lots more discussion to have in the months ahead.