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City of San José
Planning Commission
April 28, 2021

>> my name is mariel caballero and I am the chair of the planning commission at this time I'd like to ask staff to show the video in multiple languages explaining how to participate in the meeting with translation.

>> chair caballero, it looks like having technical difficulties playing the video. Just give one second.

[spanish]

[vietnamese]

>> welcome to the planning commission meeting this meeting is being held today as news conference call due to the covid 19 crisis members of the public May participate by following the instructions instructions listed on the agenda. You May also view and listen to the meeting on livestream cable tv graphics and youtube. If you would like to provide public comment you have two methods to identify yourself to provide coming public comment. All members of the public will remain on mute until the individual identifies they would like to speak and you are muted by staff. Following roll call during the summary of hearing procedure we will review how the public May provide comments during today's session. At this time I'd like to do the roll call for the commissioners vise chair bonita not present commissioner casey.

>> commissioner garcia not present commissioner lardinois . Commissioner oliverio commissioner terence here.

>> the the proceeding procedure for this hearing is as follows. After the staff reports applicants and pellets May make presentations, city staff will call the names of the public who identified the items that they want to speak on. You May identify yourself by using the raise hand feature

in zoom clicking. Star 9 on your phone or you May call 4 0 8 5 3 5 3 5 0 5 or email. Planning support staff at San José. A dot gov to identify your name phone number and one item or items you would like to speak on as your name is called. City staff will meet you to speak after we confirm your audio is working.

>> your allotted time will begin. Each speaker will have two minutes speakers using a translator. We'll have four minutes after the public testimony. The applicant and appellants May make closing remarks for an additional five million minutes. Planning commissioners May ask questions of the speaker's response to commissioners questions will not reduce the speaker's time allowance. Staff will meet the speaker to respond to the commissioner.

>> the public hearing will then be closed and the planning commission will take action on the item. The planning commission made a request staff to respond to public testimony as staff questions and discuss the challenge. These land use decisions in court you May be limited to raising only those issues you or someone else raised at this public hearing or in written correspondence delivered to the city at or prior to the public hearing.

>> the planning commission's actions on reasonings prison earnings, general plan amendments and code amendments is only advisory to the city council. The city council will hold public hearings on these items. Section 2 zero point 1 2 zero point 4 0 0 of the municipal code provides the procedure for the protest to the city council on rezoning and prison earnings. The planning commission's action on conditional use permits is appealable to city council in accordance with section 2 zero point one zero zero point two to zero of the municipal code. At this time I'd like to ask any of the panelists if you are not speaking please keep your microphone on mute. That way we don't get any feedback or additional noise during the meeting. And mute yourself when you're called upon to speak. So at this time we're calling the meeting to order. Our first item on the agenda is public comment. This is a time for speakers wishing to make comments to the planning commission. Items that are not on today's agenda. If you started speaking on an item that isn't on the agenda you will be muted and asked to speak later. I'll go ahead and recognize Mr. Oliverio chair. I was curious on orders of the day as we have a large item coming forward this evening and I believe based on the study session that will be presented by different speakers on different topics. May I make a suggestion to the chair that after each presenter has finished their area of expertise that the commissioners be allowed to ask questions and then move on to the next so that our questions are focused on

specific content areas of the large items. So the questions more like two I mentioned focused rather than very broad at the end maybe five presenters it seems like a great idea. That is not ash at roseland if you could. Come on screen and chair. Would that be a minimal for staff? Thank you so much. The wait staff has done quite a bit of work in designing the presentation for the planning commission this evening. I would say there are some segments of the presentation that are quite short and others have more content. So for example, there is an introductory part in some information about community engagement and I think staff is willing to take questions from the commission at the end of the day. We want to make sure that you have the information you need to take action this evening.

>> I put all. So we just remind you that because we have several speakers staff presentation is more lengthy than usual and because of the complexity of the project that the applicant presentation is longer than usual as well. Yes. Thank you. Okay. So given that description we will go ahead and pause after each city staff makes their presentation and then ask questions of the staff from commissioners and then when the applicant presents we will take questions from commissioners immediately after the applicant . At that point we will move to public comment. We can have additional questions after responses to public comment and then we will vote on the item. So is that a minimal commissioner oliverio?

>> I'm gracious. Thank you chair. Okay, great. So at this time we're going to take public comment on items that are not on the agenda. So I see several hands that are up. We were actually also be we recognize and we're told ahead of time that there are several public speakers who do not speak english or May speak bling bling more fluently other than english. And so we're actually going to ask anyone raise their hand to lower their hand at this time and for public speakers meeting spanish translation during public comment to please raise their hands this time share. Sorry. Should we make that announcement in spanish?

>> it is being provided in our translation interpretation. Thank you, commissioner. Yes. So. Ok. So I see no hands raised for spanish speaking interpretation during public comment. Thank you very much. At this time we'll ask speakers who need a vietnamese translation to raise your hand for public comment. Going to pause for a few seconds. I'm seeing no hands raised from vietnamese translation anyone else at this time who would like to make public comment on items that are not on the agenda? Please raise your hand. And again a reminder if you start to

Speak on an item that is on the agenda you will be muted and we will ask you to speak later.
Ok. Staff I see two raised hands.

>> I will kick it over to you to get started. Ok. Press on. You are included. Go ahead and meet yourself. Thank you so much. I guess I don't have a clock so I guess we have to other it as I see it.

>> thank you sweetie. Okay so I guess I was commenting on my neighborhood the garden in Alameda and we're talking about 615 Stockton Avenue as a contentious development that is happening in our neighborhood and we are outside the scope of the downtown. The dude on station area plan but we're definitely in that Stockton Avenue. I call it the it could be the royal road to the Google Village but it really needs. The comment is that you know, to break Stockton Avenue up into you know, just a section that starts at Lends and and have that be part downtown's visionary plan. When we have a whole street that needs to be improved. And so that's one of the comments is that we need to fix Stockton Avenue to make it a more livable street because it is become a freeway like so many of our streets in San José. So the whole street needs to be looked at to create traffic calming. So that's one issue. And then the other issue is specifically about 615 and how our general plan changes even prior. Council member 2 year Luigi has said councilmember you know prior councilmember Oliverio you know we shouldn't have any changes to our single family home without you know, really that that that's built into the system that should change. Well, I don't have a problem with that but I'm having trouble is that we change our neighborhood to commercial and that's where it really becomes a problem and that to happen without notification of our community. And those impacts are so much greater than even in intensifying our residential. When you add commercial is where you really have you know because they don't they're not they don't they're not a human being. They don't sleep. They don't have a nervous system. And so you have noise and air pollution problems that are critical. So as this neighborhood is a community at risk from air pollution, we are requesting that it become the garden Alameda the slot become a garden again a food garden.

>> that's what we needed to become a fossil fuel free area . Thank you, Tessa. Next we have rollin rollin you are and you did go ahead and meet yourself, commissioner. Very briefly, Eric, every agency that receives federal funding and I believe that includes the city of San José is required by the federal government to provide closed captioning to assist members public with

hearing deficiencies during video conferencing. And I would really appreciate if somebody could provide the outcome at the bottom of my desktop.

>> thank you very much. I'm done. Thank you for calling. And staff all asked if you could look into how we could provide closed captioning at the bottom of the screens moving forward. And if we can figure out how to do it for this meeting I know that in other zoom meetings I've had it has to it's a setting that has to be turned on before the meeting usually. But if you can figure out how to do it it'd be great. I think it'd be appreciated by our community if we could have that available. So at this time seeing no other hands we will go ahead and move on to item number three which is deferrals and removals from the calendar and there are no items under this agenda. So we'll move on item number four a and if commissioner garcia has joined us I believe I don't see him. Ok, ok.

>> so we'll get into that here . Ok, great. I just scrolled through that. i understood he needed to recuse himself but I think he's planning on joining us after this item. So we will move on to item number four a which is a consent calendar item c 2 0 dash 0 1 4 and C.P. 2 0 dash 1 2 which is a conforming rezoning from the 8 agricultural zoning district to the p q p public quasi public zoning district allowing the re permitting of an existing sixty three foot high monopole with nine panel antennas nine radios and equipment enclosure and the associated equipment and continuation of the assembly on an approximately three point five gross acre site located in east on the east side of center road.

>> approximately four hundred and fifteen feet southerly east capital expressway at 3 1 9 5 center road so if we could have a do you have any speakers on this item scene then I'll go ahead and call on commissioner oliverio.

>> thank you sheriff. There's no speakers that simply make a motion to approve the staff recommendation or second .

>> thank you commissioner lardinois we have a motion and seconded by Mr. Oliverio and commissioner lardinois like to speak to their motion?

>> no thank you. Luke so go ahead and take off. Is there any dust on the item? No hands from the commissioners . Go ahead and take a roll call vote on item for a commissioner key

commissioner garcia not present commissioner lardinois . Commissioner oliverio.
Commissioner torrens. Mr. Brian. Oh just that you were me for a sec and then commissioner when you is not present and commissioner you know is an I. So that item passes pause just to have the staff show the screen. Thank you. And I've been notified that closed captioning is available and if you need a live transcript you can press the atc live transcript button at the bottom of your resume screen. At this time we will go ahead and move on to item number five which is a public hearing. There are no items under this so we'll move on to item number six which is a continuance of the general planned hearing cycle one in twenty twenty one . So we are opening the public hearing. Item number seven is a general plan consent calendar and we have no items. And before we move on to item number eight, a which I know there's quite a lot of interest in, we're going to play that videos one more time about how folks can use translation services in case I see that the numbers have actually grown quite extensively since ah we first played it. So we'll go ahead and play that one more time.

[spanish]

[vietnamese]

>> ok. Thank you. And at this time I'd like to recognize commissioner lardinois.

>> thank you sir. So I discussed this with stand up already but because it's been engineered to cloud I'm going to recuse myself from this discussion and so I'll be leaving for the remainder of the meeting. So tonight everyone, thank you. This is jennifer also wanting to let you know that commissioner garcia will be joining us in about a second or so.

>> ok, so I'm going to kick this off to our deputy city manager and healy to go ahead and start our staff presentations on item 8, a gp 1 9 dash 0 0 9 pdc 1 9 dash 0 3 9 pd 1 9 dash 0 2 9 and hp 2 0 0 0 2 and npt 2 0 dash 0 2 7. also known as downtown google west. And I'm not going to read the whole thing because it's quite lengthy but we'll go ahead and get started with staff presentations.

>> carefully or May interrupt for a moment.

>> this is bureau plotter of when commissioner garcia arrives and I think that he is on the meeting right now. He will need to state his abstention his disqualification from previous items for a on the record.

>> ok, so I do see commissioner has joined. And before we start the notations on item eight, a commissioner could see if you could turn your camera on and also share with us your extension and just qualification for for a looks like where maybe he's having technical difficulties. Commissioner garcia, there you are.

>> I'm a muted right now.

>> we can hear you now. Okay. Excuse that. So the reason that I had to recuse myself from the beginning meeting of the consent calendar was because an item for. I had a conflict of interest with ownership of real estate property near within 500 feet of that location. Thank you very much. Is that to compare?

>> yes, it is. Thank you. Okay, great. Thank you so much, Mr. Garcia.

>> ok. floyd, let's get started. Thank you, chair and good evening. Planning commissioners rosalyann huey, deputy city manager and we're going to bring up the presentation now. Great. So staff is very excited to be with you this evening to present staff analysis and recommending prns for the downtown west mixed use plan and this work has evolved over the last two plus years. And I really have to acknowledge the work for many, many members of our community. They have volunteered their time and shared their knowledge and lived experiences. I also want to thank the members of the station area advisory group who met about 20 times. And of course we want to thank the google team and their consultants. And this slide before you list the many staff who have been involved in this worked. They have conducted the analysis and crafted a host of documents that has required many, many hours of staff time and enormous, enormous coordination among our city departments. And of course during this last year we had to do all this work and interact be assumed and emails and phone calls. So if you would just bear with me for a moment, I do want to take the time to call out their names as you will be hearing from many of them this evening.

>> patsy cline, director of economic development jackie morales for director of housing. Rachel vander being deputy director of housing. Robert manford, deputy director of planning building and code enforceme temporary planning division manager cozy what planner to david keon principal planner shannon hill environmental planner 3 john to supervise housing planner james hahn planning to laurie severino dearden program manager vivian tom senior transportation specialist with public works jessica zink deputy director of the department of transportation nicole burnham deputy director of parks recreation and neighborhood services and zach mendez parks planner. I also want to acknowledge johnny fan, chief deputy city attorney who has provided legal counsel and review for the project. And I also do want to acknowledge jennifer private and her mighty team for providing outstanding support services to the entire city staff. And lastly, I do have to give a big shout out to former deputy city manager kim walesh who provided steady leadership to the entire city team.

>> next slide. So through this process together with the community and the google team, we have learned that we can agree on shared values and outcomes. What kind of place we want to create and that it's more than about land use is and building heights. It's about enhancing people's lives, providing new opportunities for people who haven't always had them and providing better access to a variety of services with the outcome of really lifting up everyone in their community. This encourages us to see each other as neighbors and this is what equitable city building is really about. This is complicated work and it can be taxing and trying but it results in good fruit and good outcomes. Next slide we acknowledge that so much of the work that has been done in the past in fact over probably two decades of work for many of members in our community including that of the good neighbor committee, what we have accomplished is presenting the downtown west project to you this evening builds from the collective vision from the do it on station area. This vision calls for an area that is vibrant transit oriented district of downtown and a place for San José residents to use and enjoy. It's a place that's integrated into the surrounding area, a place with homes affordable homes for folks with a variety of income levels, a place with offices and job opportunities, a place offers arts and culture and entertainment parks trails ,retail offerings and services and of course lots of fun places for people to eat, gather people, watch and enjoy nature. I want to point out that achieving this vision requires a private sector partner to implement it and the city staff is excited to share with you information on the various components of google's downtown west project.

>> next slide building from the vision the shared goals from this project are central to the memorandum of understanding that was executed by the city and google in late 2018 and they include creating a balanced mixed use development both market rate and affordable housing. Making sure that we support transit by optimizing density in the area as well as effectively managing parking and improving the transportation network and pursuing equitable development to maximize benefits and minimize the impacts to our residents especially to those in disadvantaged communities. Next laurie severino davidoff program manager will continue the presentation with an overview of our community engagement.

>> flory thank you rosalyann. So as niger and I've managed the community engagement process for the last few years. For the dearborn area. So this slide summarizes the evolution of the downtown west project and the rounds of engagement that have informed it. Each round has focused on key milestones in the process and has covid the other separate related planning efforts affecting the dearborn area. In addition to downtown west, given the importance of coordinatio between all of these projects so the project visioning began over three years ago the city established the stationary advisory group and conducted a broad public engagement process in 2018. This ended with a set of desired outcomes for the dearborn station area and informed the M.O. You with google including the shared goals from the previous slide. Google and the sit at google and the city continued with public outreach in 2019 before and after the middle of the downtown west application in the fall and spring 2020. Outreach and engagement shifted to the virtual format that we are in now and included an online format on its online survey on community benefit priorities and other topics. And last fall we conducted around gathered feedback on draft documents including the downtown west draft design standards and guidelines. Earlier this month we released the staff recommended draft development agreement and have collected public comments through meetings and an online comment form.

>> next slide please. So this slide shows all of the engagement activities the city team has led over the last three plus years on the dirt program of projects. It does not include meetings with the planning commission or city council or other commissions that included a year on item nor all of the outreach and engagement that google led so did stationery. Advisory group has been central to this engagement process but we've also used a wide variety of methods and best practices for inclusive engagement with the intent of reaching all segments of the population. So for example we started a mini grant program to partner with seven different community

based organizations on outreach and engagement in order to reach new voices and increase participation. We've also managed a website and an email list to share information and report back to the community. So we've learned a lot from this overall experience and are working to apply these lessons citywide. So to all the partners and community members that are listening and have participated over the years. We want to reiterate our appreciation for your time, energy and input. It has made a big difference on the process and the outcomes for the downtown west project and our related efforts in the dearborn area. So with that I will turn it over to john to I believe before we move on. Actually if we could ask if any commissioners have questions on the public engagement process now would be the time to raise your hands saying no hands raised at this point. We'll go ahead and move on.

>> good evening, Madam Chair. John team supervising planning with the planning division of ppc. What we have on the slide isn't the recommendations from the planning commission to city council to facilitate the down west downtown west project. The project is proposing up to seven point three million square feet of commercial office up to fifty nine hundred residential units up to half a million square feet active users including ohlone it is as such as commercial retail restaurants, arts cultural life ,entertainment, community spaces, institutional child care and education maker spaces nonprofit uses a small format office space up to 300 hotel rooms of 800 limited term corporate accommodations up to 100000 square feet of event and conference space a desk system approach to deliver onsite resources including designated infrastructure zones with up to two onsite central utility plants one or more onsite senator so the commercial uses on site across the 15 acres of parks plaza and open space including four point eight acres of public parkland and ten point two acres of private open space that include areas for outdoor seating and commercial activity. Green spaces landscaping made by passengers parents are back and trails as well as various other improvements to the public realm to improve transit accents, trajectory and advice for circulation and facilitate connectivity with the site to and from surrounding neighborhoods. Next please.

>> a project entitled spans approximately 80 acres burned urban mixed use development through specific outreach committee meetings, study sessions and referrals. Other commissions such as this stark landmarks commission report land use commission. Parks and recreation commission in addition, the planning commission May be more familiar to seeing individual applications for a building or a block of developments or view city specific plans. What we have before the commission is a hybrid of both a development and vision to take

years to develop but incorporates highly detailed documents and exhibits the don't normally see specific plans or small projects as the city has evolved. Our blueprint document such as the vision signals a 24 general plan in the diep station plan. These were occasionally updated as part of the us application the project includes and benefits of the land use expansion of growth boundaries redesign the streets updates and lounge of various general plan and diep policies. These changes are meant to complement the city's overall goals and work conjunction with the proposed update to the city's diep amendment which is days for hearing tonight with a particular size in associated development agreement to allow for negotiations between the city and the applicant to provide certainty about the rules, regulations and responsibility that governs both parties over the length of the project development agreements pose opportunities for the city to write public benefits beyond city requirements along with a developing agreement. The project includes a rezoning to development zoning district which covers the heart of the party entirely time it lays out the basic framework of the project. This is where the allowed users general development standards, parking internet users and general layout of open space height infrastructure grading parking in future performance reviews codified for the entire site. Building the plan demands own districts are associated with documents that further finds the requirements for the project. This approach maintains the flexibility of the city and the applicant to adjust to the market and surrounding developments which provides while providing assurances that sufficient infrastructure in a relationship between the site adjacent uses a considerate and are considered and plan accordingly and incorporate as part of the entitlement. The plan developed permits including extensive plan of the downtown design standards and guidelines which was the focal point of the previous planning commission study session. The d w dg goes into heavy details of the requirements, standards and guidelines. Each site May be developed from the land use open space building designs mobility lighting, signage and other design to be considered historic and ecological resources of the area. The dwp esg builds upon the recently approved downtown design guidelines includes input from stakeholders nearby community members to ensure high quality urban space and building design that ewg outlines the performance review process established through the plan development zoning. The dwp includes conformance to your checklist to be used during the performance review process to facilitate the reviews of sequential design or vertical and horizontal improvements and open space. Of course all the site needs to be all the site needs to be develop proper infrastructure and within the pd permit is a downtown west improvement standards and conceptual infrastructure plan sheets. These establishes standards specification to evaluate horizontal agreements and provide a

conceptual level design that describes the anticipated flood plains grading improvements layouts utility stormwater within the public right of way downtown west affords a view of mutation guide combined with the general kind of outline expect explains the detailed process for approval for such potential permits including checklists, requirements for meetings and additional city coordination. Next time please let us know.

>> commission today are instead in a map that facilitates development with subdivision thirty six existing lots to allow two hundred thirty eight lots of 250 900 residential condos and 20 commercial condos vary street abandonment a massive encroachment diagram of agriculture agreement and authorization for approval of associated media crossing permits enables the proposed district system approach to deliver resources through onsite infrastructure for electricity energy such as thermal and cooling thermal heating and cooling wastewater or recycled water under the diep successor approach. The product sponsor were designed constructed to repair a pot occupy privately owned subsurface facilities, encroach on the public right of way a construction impact mitigation plan also known as a chimp is to help residents.

>> diep sorry if you could speak just a bit slower for our translators. Sorry. This is a reminder to all the staff and applicants who are presenting. If you could slow down it's difficult to translate. When everyone's diep quickly.

>> thank you so much. Sorry about the construction impact mitigation plan is to help residents and business through the temporary disruption of major construction projects that required the owners of the project to communicate with the surrounding neighborhoods prior to throughout the construction period and to modify their approach to the project by implementing appropriate mitigation measures in an attempt to avoid or lessen potential impacts of rise from the construction. There is one city designated landmark site within the project boundary. The center was a waterworks building. Therefore historic preservation permit amendment was required to update the permit to be consistent with the project's pd zoning and public. The project includes a title 20 amendment to ensure the standards requirements set forth in the plan developed zoning diep the sounds avis value code. The project was taken before the land airport land use commission also known as a luck to determine the general on a minute and zoning are consistent with the comprehensive land use plan sounds of international airport also known as the club. The luck found the project be inconsistent with the club's height noise policy as it relates to building height proposed outdoor private open space the residential uses

section 2 1 6 7 0 of the california public utility code allows the city to overrule the determination with a two thirds vote the city council. The city is considered a lux determination and common letters from both the commission as well as the caltrans division of aeronautics. It is a city position that we're able to make the findings that the proposed action is consistent with the show's purpose set forth in section 20 1 6 7 0 0. The california utility showed that the height will not present a safety concern as a project would require buildings subject to the faa heights to obtain determinations hazard. Additionally, it is the city's position that providing residential residents with private outdoors open space will not create new noise problem in an environment such as downtown San José. Next slide please. I believe david keon unless I'm also open to any questions as well before I move on david I would like to recognize a commissioner oliverio to any questions he might have of john on this section and encourage any of my other commissioners to go ahead and raise their hands at this time if they have questions for john. Thank you chair. Question probably for the city attorney the super majority vote that just will there be three out of five or four out of five tonight? That will be at the city council.

>> commissioner oliverio tonight it's just that you're an advisory body to the city council so we'll be two thirds vote of the council not the commission.

>> thank you. And then oliverio tad scuse me . This is vera to add to that the general plan amendment requires four votes in the planning commission. The other items require three.

>> ok. Thank you there. And then going to the map that was shown and there's one right there with a variety of colors and I asked this during the study session I'm curious how many acres of land on that map changed from commercial to residential? i actually do not have that information off the top of my head. I would try to get you that information and get it to you later.

>> okay. Yeah, I'd be great. As you just following up from our study session and then on the construction mitigation plan this area is going to have a significant construction with multiple projects at the same time the construction mitigation plan as proposed is it allowed to be changed or it's 100 percent concrete and what's proposed tonight so I'm not seeing a default. I gave an overview a bunch of different impediments.

>> I would actually the I could wait until if that's better at a different section.

>> that's not a problem. I can jump on. That is nancy klein, director of economic development the work on the chimp the construction mitigation plan is important work that we have begun but it is far from over and we'll be including dta, google and all the other projects that are in and around the area.

>> and nancy, that approval of that construction mitigation plan will just be at the staff level, won't return to any commission or council. I will also ask vivian and public works. I believe that is true. Right. Oh, I see ryan.

>> go ahead, ryan. I a commission that ryan doe holds department. so currently we just have a framework for the chimp. Yes. That approval will be at the staff level. Part of the recommendation is the delegation to the director for approval of subsequent.

>> jim, thank you. And ryan, is there a worst case scenario in the chimp meaning projects that are not anticipated to be built at the same time are built at the same time and does that involve a result in unforeseen street closures, for example, well, first of all, this project has several phases, right. And go through decades. So that's why part of the detail of the chimp will be analyzed when we know more as far as what phase is moving forward and at that time we will evaluate what project is currently playing at the same time. So that's where we test them. We would custom made the chimp according to the condition that we have at that time.

>> and ryan, one follow up would the if the construction schedule changed? Would the chimp potentially hold back construction on a project or do you feel it would allow it with different conditions?

>> I feel like we would allow different conditions.

>> yes. Thank you. Outgoing commissioner going back to your question about the overall calculation. So there really are only two land uses designated in the general plan amendment 2 they're going to go to downtown commercial which doesn't allow residential at all or downtown which allows both commercial and residential. So what you previously had was a bunch of designations of transit employment public was a public open space and other uses and combined industrial commercial. So it's really hard to make that because of the flexibility in

the different places it can go. But I will try to research if I can give you a specific number based on their illustrative conceptually what places they might have residential. But overall I think there's a net benefit of getting commercial land.

>> thank you john. Yeah. I suspect based on the diagram you have presented right now the map that the yellow at the bottom was not zoned residential and ice and so I'm curious what and I know that there's square footage on one parcel could make up for it another but I am still curious what the net loss of of commercial land is in this proposal the bottle was combined industrial commercial and went over to downtown but I can try to give you those calculations.

>> commissioner, if I May, I just want to also point out that there's far more office than we had originally envisioned in the dirt on specific plan that was approved in 2004.

>> thank you. I mean I can do a follow up question now if you don't mind, nancy, this plan though as as put forward the applicant does not necessarily have to build all the commercial as anticipate at any time in the near future. But I'm assuming all the housing can go forward without any stage gate. Rosen would you prefer to respond or john that yes, the project can go forward as the market demands but roseland or john May prefer to answer.

>> thank you. So what I would just add, commissioner, is that as the building designs come through for conformance review then obviously staff will be evaluating those projects at this time. We don't know what type of building will be coming through residential versus commercial or perhaps mixed use or other uses at this time and perhaps when we do get to the housing portion of the presentation I know housing staff has more information about phasing of affordable housing that might be helpful for you.

>> thank you, rosalyann. One question if I May. Again, the plan is approved is designated colors on the map of what can go there for a specific projects to follow. I am I would I would be fair to say that if the applicant shows all of the housing could go immediate meaning go forward of an application for construction commission or if I May just send a second you'll see in a few slides that in the development agreement there is a requirement to construct 2 million square feet of office within 10 years or 4 within 20 and if they don't construct then they have the option of paying the relevant community benefits. But there there are mechanisms to move forward the office the commercial and certainly every intention to do so.

>> so nancy, if I May and I appreciate that and I appreciate that that in the plan. But again, I'm just curious if it becomes a math equation right at year 10 or year 20 if they don't want to build anything, if they want to build any more commercial development, they just pay that fee. So my question is though could all of the housing go forward, you know, immediately? And you get to 10 years where all the housing is built out and you get up to that threshold of 10 years where the commercial May or May not have met that tenure requirement but all the housing is built. Is that legally possible? Commissioner, if they paid the funds as you suggested paying the required community benefits at the trigger time it is feasible. It is possible I should say but it is not at all feasible. That's not what staff would envision that the housing would go forward without office.

>> so Mr. Oliverio, I think at this time I mean any request that we go ahead and move on with the presentation and then we can come back to further questions related to housing after the housing section. So I'm not seeing any other hands from other commissioners so if we can go ahead and move on.

>> think that would be helpful . Thank you.

>> yeah. Good evening, Madam Chair and members the planning commission is david keon, principal planner with the planning department planning building code enforce I'm going to present a few slides on the environmental impact report prepared for the downtown west project so the environmental impact report was prepared and compliance at the california environmental quality act otherwise known as sequoia. Now the purpose of the environmental impact report eia is 2 information documents disclosed the potential environmental impacts of a project mitigation measures that would reduce those impacts and alternatives that would also reduce those impacts. The eia does not have to promote or offer payments on the merits of the project. This is a project level eia that analyzes the proposed project in sufficient detail to allow the city to adequately rely on the irr for decision making on project actions now as required by sequoia.

>> the art was poster proposed review and circulation on October 7th 2020 was circulated for a period of 60 two days. This was longer than the required 45 day circulation period because that comment period is extended for an additional 17 days at the request of the public. In

response to this circulation the city received 34 comment letters from different state, regional and local government agencies different organizations and individuals. The city has prepared a response to all these comments and what is known as the first amendment. The first amendment also contains revisions to responses to responses to all the comments and revisions of the text of the eia figures this first amendment was published on the city's website on April 16. Next slide please. Since publication of the draft are in October. There has been some minor modifications to the project. One is that the project was reduced in size eighty one acres to 80 acres significantly since publication and in response to public comments on the draft desire there has been some minor modifications to the project. In response this includes increased riparian setbacks portions of los gatos creek and the guano would be river fewer resources and structures in america that would be demolished or impacted as part of this. This includes the proposal by the applicant to relocate three residents and wild west julian street and one residents along at thirty five barack obama boulevard which is formerly autumn street to be relocated to another location on the project site on what is now going to be barack obama boulevard. In addition, the applicant has put forth to provide funding to relocate another structure of the courthouse bistro to middle italy and is also offered to salvage part of the sunlight bakery building facade and the retention of security guarantee pattern works hopper tower. Other minor modifications include a minimum parking of two thousand fifty public and common parking spaces. This is no change to the maximum child care facilities were being relocated. This was not would be relocated but would actually be prohibited from being located closer than 500 feet from a 280 and retaining facilities. We had to include additional locations and amplified sound require special permit approval windows exceeds 60 decibels. Next slide please. Actually I do want to bring up that actually bring it up now that the environmental impact report has to identify significant impacts and of the impacts impacts that are identified as significant and unavoidable means that these impacts that even with mitigation measures would not be reduced to less than significant are evaluated and determine that significant impacts would occur to air quality including criteria air pollutants health risk from construction and cumulative criteria air pollutants and health risk from construction. in addition, the dead identified cultural resources impacts. This includes the demolition of several historic resources including kansas city landmarks and modifications to the whole world. Hellwig iron works which is the candidate city landmark. In addition, there was a significant wood one pac identified to land use and this is due to conflict with the santos's airport comprehensive land use plan for exposure to residential outdoor delays and another other noise impacts identified as sand had gone out of water included increase in traffic noise, construction noise and construction noise.

Finally a significant underwater park was identified to population housing be to contribute to the city's cumulative jobs, housing and balance.

>> all the significant unavoidable impacts require what is known as a statement of overriding considerations to be adopted by city council. This is a statement that the benefits of the project outweigh any negative environmental impacts. This is included as part of the eia resolution that has been included in your packet. Next slide please.

>> in addition to the impacts that are significant unavoidable the identified impacts that could be reduced with the implementation mitigation measures. These included impacts to air quality biology, cultural resources, geology greenhouse gas emissions has risk materials hydrology, noise, public services, transportation and utilities.

>> and next slide prns. Finally and the irs required to identify alternatives to the project reduce any of the identified significant unavoidable impacts alternatives evaluated include the no project development alternative. This would be built out of the project site in accordance to what was originally allowed and 2014 approved development. There is that historic preservation alternative that avoid all impacts the 9 historic resources identified in the project's site. Again these are nine properties that have been identified as candidate city landmarks. In addition there is another historic preservation turner the clock noise complaints alternative that would preserve eight of the nine historic resources on the site. While avoiding most residential development within the sixty five S.A. Noise contour to comply at the club, there is also an alternative that would evaluate preservation of the 150 south montgomery street building without any alterations to that. That would not comply with the secretary of interior standards. This is the whole of ironworks building also known as the title building and other alternative would be a reduced office alternative to reduce the kind of contribution to the jobs housing and balance impact for population housing. Finally there's reduced intensity alternative reduced the total development of the project by 55 percent. I do want. Before we go into the development I do want to mention that the city did receive a comment letter in response to the first amendment this afternoon from the sharks . This letter hasn't provided to the planning commission as part packet. This letter does not write raise any new substantive issues that were not raised previously and the comment letters of the sharks at addressing the first amendment. It does raise concerns about parking and construction management and the department of transportat jessica zink. She will discuss these in her presentation. Thank you.

Before we move to the development agreement, I would like to recognize commissioner torrence who I believe probably has a question related to the environmental impact I do.

>> thank you very much. Chair. So david, my question about the eia is stated in there as a unavoidable impact a negative impact is the cumulative jobs housing imbalance. So my understanding was that this is going to help with our imbalance. Can you explain a little bit why it adds to the imbalance if it does?

>> so the issue is that the that the jobs housing balance you bring that up just you just have to bring up that section and this just as a just as an aside, what can this actually do want to mention this impact to population housing comes from the general plan. Yeah. And also comes the downtown strategy. Yeah. So it's not a unique impact. It is it has actually been part of the overall department of the city and a lot of it comes from the goals that the city. Yeah. So the impact is the prospero project will not reduce substantial unplanned growth. And the proposed project will not resign or accumulated considerable contribution citywide sniff of an unavoidable cumulative impact identified jobs, housing and balance identified to the general plan.

>> so even though it is providing additional additional jobs, it's still contributing to that significant unavoidable cumulative impact identified in the general plan. And commissioner terrence, if I May ask it has to do with overall growth in the area as identified in the general plan. Yeah. So this project will be provided cumulative impacts as part of it. And we'll be contributing to the cumulative impact. I don't necessarily call senate and we'll contribute to it. Okay. thank you very much. At this time I'll call Mr. Oliverio.

>> thank you, chair. Is that cumulative impact because this is a allowing for 4000 housing units versus six hundred and twenty five before commissioner all over? No, it is clear favorite too.

>> yeah. You want to speak to this?

>> sure. Yes. I'm going gaga. I'm going through the commission heisler from environmental science associates pr consultant sorry. Let me turn my camera on the as described in the draft ya on page 3 11 20 7.

>> the city's policy is to that. You know San José has long been so-called bedroom community with much more housing than employment.

>> cities policy is to try to change that so that there's relatively more employment to housing than there is today. What? The draft the irs says which is essentially what the general plan the irs said if that desired jobs housing ratio were to be reached and their words by increasing housing supply make employment substantially San José there could be a secondary effect of causing population growth outside the city.

>> because if there's a ton more jobs created within the city it is certainly conceivable in fact that not everybody who worked in those jobs would live in the city and those folks might have to commute from elsewhere. We see that in the bay area already so. So this is really is as david said and dr manfred said, it's really a continuation of a conclusion that was reached at the time that the convention center day 2040 general plan was approved acknowledging that if the city is no longer a bedroom community that there May be housing required to be provided elsewhere. We obviously we don't know exactly where that would be. This is really a conservative conclusion but that's what it's based on.

>> thanks, carl. Especially in a work from home environment people maybe work living elsewhere in perpetuity. The other question this project qualifies for a b nine hundred. I'm curious what's the maximum delay that a b 900 allows for maximum? You mean four? Is this related to the if there's a lawsuit challenge and are b nine months and that's if it's if the subsequent bills extend maybe nine hundred are approved but that hasn't passed the legislature the day it passed through commissioner of the natural resources committee and so it's on its way.

>> got it. Thank you. Seeing no other hands from our commissioners will go ahead and move on to I believe nancy next with the development agreement.

>> yes. Thank you very much, chair. Appreciate and I'm excited to talk about the development agreement including the community benefits investment. I'm the director of economic development and want to tell you about the investment as you'll see here is two hundred million and is intended to be completely focused on equity efforts, programs and services which is very unique to other development agreements. Many development agreements with

community benefit expenditures allocate substantial dollars to open space sustainability and workforce expenditures like local higher. This D.A. Does all of that. We have all of that for the city of santo zayed and the community benefits amount of two hundred dollars is in addition to all of that. This slide. And bear with me it is a little busy. We consider to be the spark notes or cliff notes for the D.A.. The first portion that you see here is discussing the 25 5 percent affordable housing goal which rachel van der veen will go over in more detail in a little bit.

>> but this focus on affordable housing has been incredibly important. Sometimes we joke that of the top 10 things that were desired by the community affordable housing, affordable housing, affordable housing, affordable housing and as you said affordable housing a few more times you'd still be right. And this project gets it right . this meets the goal that council set out for the fall of the diep cep at twenty five percent affordable housing. So there will be a thousand units out of the 4000 units to be constructed which are affordable and this will be accomplished in a pretty unusual way through the development agreement and the project.

>> the city will take title to four housing sites that is very uncommon and not done here in San José. To this point but getting the land especially in this location is vitally important and in fact one of the sites will come to us. One hundred and eighty days after final approval of the project and that does mean the end of any lawsuits that May come as a result of the project . It's important to note that on the four sites that will come to the city, staff anticipates that 40 percent of the units generated on the four sites will construct 30 percent or less emi which again is extraordinary so that not only where they'll be diep affordability there will be a breadth and depth of affordabili levels throughout the project. So the intention is to live up to the passionate input that we've got throughout the discussion about making sure everybody can call deer down and downtown west home. The community benefits also very importantly includes a hugely unique program of an equity driven fund. one hundred and fifty five million dollars that the fund will focus on community stabilization and on opportunity pathways. So under community stabilization there'll be A.D. Placement efforts of a number of sorts and preservation of existing homes as well as opportunity pathways meaning jobs, training and education. And these benefits will be strictly focused on those most in need in specific areas throughout San José that were were walking the talk about targeting those in most need who can make great strides through these types of programs.

>> the fund is also incredibly unique because the final decision will be made not by the city council and not by city state decisions will be made by people with lived experience who've either been homeless or had experience with displacement and those who have worked unrelated services, education or programs. There will be a slide I'll go into a little bit more detail but but you'll find that the city does not have a vote on the committee. There are city staff that will participate or city people but they will be non-voting members . This again as is comes as a partnership of truly listening. The combination and partnership from google the community and the city that have been really listening hard over the last three years. In addition, as you know as the last point on the left on the second column there will be a payment of seven point five million for job readiness and and efforts around community stabilization early in the project. In fact, one hundred and twenty days after final approval council will consider options and make the allocation of funding for the early payment of seven point five million dollars as mentioned earlier. In addition to the community benefits, this project is a leader in sustainability, resilience and ecology. There'll be 15 acres of parks and open space and it's important to note that many communities said it's important to have open space activation and connection.

>> that was very important and this project will achieve all of those goals.

>> there is an innovative district systems approach to utilities. The project is geared to have a net zero green house and matched emissions even though the project is quite large. As you see there'll be 30 million dollars for transportation and there'll be ecological enhancements and the historic preservation efforts you just heard a little bit about. As noted, the two hundred million dollar amount is appropriate through several points of analysis to evaluate what those dollars should be and in addition to that of the other features of the project, google will spend over a billion dollars to bring those voluntary features to this area and high quality building and open space and design. Next slide please.

>> we wanted to share with you a bit more information about the composition of the advisory committee. The goal is to bring a mix of perspective and experience and subject areas with 13 voting members. 5 as mentioned we'll have lived experience and 8. We'll have technical expertise . All must live in San José or own a business santa as a. Or have a long held working relationship with santa as a in these areas. The committee will include non-voting members as mentioned three city representatives one from google and potentially one from other funders

that are also non voting. The goal here is to do this right and attract other philanthropy. To further extend the programs that are in conceptualized in the fund. Next slide please. Before mentioning that I just want to tell you a little bit more about how will accomplish the work of the fund.

>> the city council will adopt an ordinance creating the advisory committee and based on the criteria we just went over. The council will appoint the members with the committee the salute the city will select a third party fund manager with there will be an rfp with the committee participating so that that third party fund manager gets in place and then the fund manager with the committee prepares a five year strategic plan that is approved by the city council and that sets out the broad goals for the program .

>> from there the fund manager will work with the committee to prepare requests for proposals for grants and the fund manager will administer the grant application and evaluation process. This is if you're familiar with the transit occupancy tax t o t. Arts grants. This is very similar to the process. The city already uses the fund manager will then recommend the grant recipients to the committee. Based on the strategic plan and the committee makes the final funding decisions. There are high hide plans, high steps for transparency including an annual review that will come to the planning commission along with the development agreement review annual review and the city auditor will from time to time review for transparency and adherence to required rules.

>> finally, the development agreement is legally binding and enforceable as mentioned just. We will have an annual review for the performance and compliance by the director and a report to the planning commission. While the city cannot force google to build there are still performance measures to maintain development agreement rights and just to touch base on these a little bit. There'll be milestones too to refer again to what we're talking about just a little bit ago after 10 years. Completion of 2 million square feet and 4 million square feet collectively built after 20 years. The option is to pay community benefits in order to retain rights and again given the location and the shift in thinking to work close and not have to be in a car. The anticipation is the hope and anticipation is that this will go more quickly than is specified here. In addition, rule is limited to transferring office development rights through assignment to no more than 40 percent of what's construe did in office square footage. And with that we've concluded this portion of the development agreement and so at starts have questions for

nancy on the development agreement. I suggest you raise your hands now and I will call on commissioner oliverio a chair.

>> hi, nancy. The 40 percent transfer limit matches pretty much the milestone in your 20.

>> would you say those are related? Actually it wasn't constructed to be per say that councilmember a former council member or if it was an intention that we want to work with google as much as possible. We did this project envisioning google and we want to to make sure that we have the opportunity to work with google as much as possible.

>> and then if this is the appropriate time that question I asked prior. We have milestones for the commercial. But is there any milestone or stage gate limit for the housing when you say stage gate limit commissioner. There there there isn't a requirement that google completes a certain amount of housing within a specific time.

>> I guess, nancy, mine is different from our history of knowing santa is a whenever something like this gets proposed we get all the housing but we don't necessarily get the jobs. So that's why I'm thinking let's say year 10 they get to 2 million square feet. Could I see a scenario where they get to 2 million square feet only and all the housing is built?

>> it's highly unlikely commission in this area. Jobs by transit is highly desirable and being able to work on high rise housing as as you know somewhat challenging.

>> so the more likely scenario is that there will be office and a certain amount of housing that gets built in association with that in addition to the affordable housing that will be built in association with the city.

>> thank you. And I know when you say unrealistic and I but at the end of the day there is no limit. And I don't to be tourists or rude in any manner. i just it seems to me though that a small amount of commercial could be built but all the housing could be also built without necessarily building out the full entitlement commercial.

>> let me just reiterate, commissioner, that high rise housing is very challenging to build but we are seeing even through the pandemic moving forward on office and so that is the nature of the market that we believe will pursue and go forward.

>> I note again a word challenging doesn't mean it's not possible and I think I'm answering my own question through not by not receiving what I would call it a straight direct answer. No offense. I'm just trying to get to the point. So nancy continuing on the park delivery, what would be the schedule for the park delivery?

>> nicole burnham is is on the phone and on the zoom and we'll review that during her presentation.

>> but they are loaded. Yeah. No problem. And then when cisco had twenty thousand plus jobs in north santa z\, did they have a development agreement to provide anything to the city? Nothing like this. There was a development agreement but basically the city contributed as opposed to we were the city the company in all fairness contributed the jobs which were essential but there were no other community benefits provided by the project.

>> in actuality, the city through the redevelopment agency paid for transportation infrastructure water pumping stations to augment that creation of jobs in San José.

>> that's correct. Ok. I just want to point that out for historical reference. This is certainly the first time. And then on the oversight board the council will decide the first seven point five million dollars and then that board will form and the fund manager. Is that a private entity or someone from a city?

>> not not from the city. It we don't know. It could be a number of different entities who are fund managers like the community fund or others that would apply to be the third party fund manager.

>> and final question on that. Is there foreseeable budget of how much this private entity is going to get to be the fund manager and how much that'll eat up of the fund there that will be very transparent. There are general guidelines for what percentage is appropriate and certainly all of the research as we move forward will point to best practice and reasonable funding.

>> thank you very much.

>> thank you. A couple of questions myself. So during the presentation you talked about the land dedication or land transfer of the four sites from google to the city and you mentioned 180 days after approval or sort of. I thought originally it one hundred and twenty.

>> can you the the and certainly thomas janssen from a journey could could correct me if I'm wrong but there are two different timeframes. One is for the land to come over and that's the the. One hundred eighty and then the other is for the seven point five to come over and that's a hundred and twenty.

>> thank you for the clarification I just wasn't. I thought they were the same time frame but obviously a slightly different time frame for thirty seven point five million and just in general that the community benefits fund related to anti displacement and economic opportunity. Could you provide just to and I don't know if maybe someone else is going to be presenting on this topic but like just some examples of what type of strategy these could potentially be for.

>> yes, there was a there was a tremendous number of different types of ideas and in a. Displacement there and also the preservation of housing in and around the area as well as exploration of a land trust which is something that the community has expressed a deep interest in. There could be funding for homeless services and or legal support for those fighting eviction. So there are quite a number of of different opportunities under the anti displacement pathway and in the opportunities pathway we're really focusing on education, training and jobs looking for economic mobility and giving the opportunity for those who have not had resources. And then in a similar vein to what question commissioner oliverio just asked is have there has there ever been a community benefits agreement or development agreement that included community benefits to this level before in the city of San José?

>> there has not. Ok. So we're in uncharted territory in a good way. In a very good way. Ok, so let's go ahead. And I think I don't see any hands for mike for our fellow commissioners. So let's move on. Thank you very much, nancy.

>> thank you. Good evening, Madam Chair. And members of the planning commission. My name's Vivienne Tom with public works department services. I'll be covering the utilities and major infrastructure improvements proposed by the downtown west project. The downtown west project plans to utilize a district system approach for the conveyance of the private utilities to serve the entire project area. The district system will serve the project via underground utility utility corridors which is also known as you till the doors to deliver the projects onsite utility services such as sanitary sewer recycle water thermal systems electrical and may also include automated waste collection bce till the doors would be constructed within private parcels to the maximum extent feasible but will also cross public rights of way at some locations to provide distribution continuity. The underground utility door structure will provide direct access for future maintenance needs and minimize disturbance to the city streets. All proposed public crossings will be privately owned and maintained by the developer and will be covered under city encroachment agreement and public works permits in regard to public infrastructure improvements. Some of the major improvements by the project will include upsizing of existing public storm and sanitary sewer system to provide capacity within the Dear Don station plan area reconstruction of West San Fernando Street bridge and restoration of La Scatters Creek to improve channel hydraulics and reduce over bank flooding during 100 year flood event so that that concludes the public works part of presentation I'm going to hand over to Jessica Zink and department transportation on just go. Recovering the transportation network changes and other traffic improvements for the project we share. Would you like me to pause? Yes, please. Absolutely. Thank you. So if we have any questions for me and related to district utilities and infrastructure and recognized commissioner Oliverio.

>> thank you chair. I know that recycle water will be part of this. I'm curious if the potable water will also be part of this potable recycled water mission. This is Ryan Doe potable is not part of the district system. Thank you. Okay. We can go ahead and move on to Jessica. Thank right.

>> next slide please. And good evening, Madam. Chair and members of the planning commission. My name is Jessica Zink, deputy director for the department of transportation proposed by the downtown west project is really a people first network and there's been a huge and very much appropriate emphasis on access given the proximity project to do it on station and the S&P center the network proposed is really focused on increasing both the number and the safety of people moving around and to the area including through roughly five miles of new and reconstructed roadways designed with enhanced

sidewalks and protected bike ways, proven methods recommended by the national transportation safety board and others to improve pedestrian and bicyclists safety. Other improvements include enhanced access to public transit including through mobility hubs designs that embrace flexibility through shared streets and dynamic lanes that can be used for diverse things over the course of a day or over time as transportation needs options and technologies shift and as we'll get into more depth publicly accessible or shared parking next slide.

>> the project also completed extensive analysis of transportat needs including through a local transportation analysis or Ita that helped identify three thirty million dollars worth of improvement. In addition to those within the project itself, those improvements include complete streets improvements along barack obama boulevard including that crossing where bird crosses to 80 connecting the dirt on area to the gardiner neighborhood support for transit projects. Recommended in the desert on station area plan multimodal improvements to oso rey avenue sidewalk and bike way gap closures. Improvements at key intersections that also address the V.A. And state congestion management program requirements. We've also reserved 10 million of that 30 million for local needs that are identified in future analysis. As buildings come forward through the process next slide specific to parking requirements the parking program has been designed to efficiently support the various needs of the area. it will be open for transit users other visitors alongside area employees and it will be prioritized for sjp center patrons on event evenings and weekends the minimum required parking at full built out of the office program is 4000 publicly accessible spaces and the project at its discretion could build up to four thousand eight hundred publicly accessible spaces. We appreciate the concerns about what will happen to parking and access during construction and for this reason we are also requiring that at least two thousand eight hundred and fifty parking spaces remain available. Sjp center patrons at any phase of constructio. This is the same number of spaces that's available within the eighty acre project today. The project May choose to build up to two thousand three hundred and sixty residential parking spaces while there is no minimum requirement for parking for these homes. Any residential parking that is built will be sold or rented separately from the housing cost so as to lower the cost of housing for those who choose to live without a car.

>> finally, the city recognizes that it's extremely important to monitor and address any negative traffic or parking issues that arise due to the project in surrounding neighborhoods and have

established a neighborhood parking and traffic monitoring plan to do just that. Next slide this is just a visual that helps people understand the proposed parking in dark blue provided underneath in structure parking underground. The downtown w project at a minimum. With with this new parking at full buildout and the other parking lots available within the area an additional 350 parking spaces will be available for sjp center event use within a third of a mile. That's three hundred and fifty. Beyond what's required within the arena management agreement between the city and the sharks next slide transportation demand management is also a huge part of this project. It has a strict transportation demand management requirement that ultimately limits solo occupancy vehicle trips to a maximum of thirty five percent . These requirements are a critical part of the way in which the city and the project will minimize traffic congestion rightly reducing potential automobile trips. But otherwise a project of this magnitude might produce also to lower greenhouse gas emissions and air pollution in line with the city's climate smart commitments. Noncompliance with these tdm requirements carry penalties of up to five million dollars per year. Next slide as david keon mentioned earlier. We're certainly aware that a number of questions and concerns have arisen from ap center. We want to assure the planning commission and the community that the city values the sharks greatly. They bring us tremendous pride and they bring great vibrancy to the city. With that in mind, the city and applicant had multiple consultants undertake supplementary analysis to understand how efficiently people who drive to and from the peace center will be able to do so once the project is in place. In summary, the findings of first that the egress analysis or the exiting analysis found that after an essay peace center event roughly fourth thousand vehicles will be able to exit the area within the first 30 minutes after a game and then the ingress analysis people traveling to the project to the area for an event found that during weekdays with evening events people driving to parking proximate to the arena will experience somewhere between less than a minute of additional travel time as compared to nonevent days and up to seven minutes of additional travel time compared to non event days. Now that range really depends on which freeway and where parking or other gateway that use which route they take. These findings are exceedingly reasonable for an urban context and demonstrate that the network as proposed will work efficiently for both daily use and event related use.

>> next slide in listening to the concerns from shark sports and entertainment, a city in downtown west have adjusted numerous elements of the project as well as numerous elements of the dear add on station area plan including the following maintaining critical highway access that we've heard that northbound 87 exit to santa clara street as well as

improving access eighty seven and julian as part of the amended dirt on station area plan including an option for the autumn extension to continue straight from julien southward to st. John in the amended dearborn station area plan. Also requested and increased the width of barack obama boulevard between santa clara and san fernando street to take it from a two lane roadway that originally had flexible curb space to three foley drivable lanes next driveways that take you directly to the underground parking at what's today called the delma site along santa clara street to facilitate egress as well as ingress required striping on delmas south of san fernando to to southbound lanes again to facilitate egress and an increase in the planned publicly accessible parking spaces up to that four thousand eight hundred number. And again, this is at least three hundred fifty more spaces than are required under the. We also as was discussed earlier by by nancy and by ryan doe we're working towards with our department of public works in the lead a comprehensive construction management plan. this project has a framework for the construction management program already. It will have subsequent construction management plans. But we also agree with the sharks that that needs to be thought really comprehensively in conjunction with other major improvements like the bart extensions and silicon valley and other new development and transit projects. In summary, the city and google absolutely here the sharks critical need for efficient access and we've worked to incorporate many of the sharks concerns. In addition, we will continue to coordinate and collaborate with shark sports and entertainment. We firmly believe that the sharks sports and entertainment organization will be able to succeed and in fact thrive with the proposed project as its neighbor particularly given all of the new people and access brought to life by the project . That concludes my portion of the presentation. If there are questions, can Mr. Oliverio pausing to see if anyone else would go first and I apologize for all the questions because I have not been part of probably the one hundred closed session meetings that have dealt with this topic of all of all of sorts of them on this topic. So thanks for the map. It shows obama boulevard open and because some people are under the theory that that was going away and in fact the three lanes is is a I think that's quite a different. The acma promised or commits twenty eight hundred and fifty parking spaces within a radius but does it require at specific geographic locations? Great. Great question. So the army does have right now it has parking that is considered on site and that's one thousand six hundred and fifty primarily lots a b and c although some of parking is on what's referred to as lefty. Then in addition it has a third of a mile geography with another three thousand one hundred and seventy five parking spaces in addition to that onsite parking. It also requires within that same geography 300 employee spaces all of that amounts to five thousand one hundred and twenty five spaces

within a third of the mile of the s&p center. You asked a question about geography. There is another another three thousand one hundred and seventy five spaces between a third and a half a mile. That's also part jessica and prior discussions I recall a discussion of building a parking garage for the sharks and it was always where we're gonna get the money. It was cost prohibitive and I believe the sharks owned a piece of land and then there was some family from cupertino that owned land around it and then I understand announcement came out of yesterday and I would call it a mystery garage at this point because I'm really curious how that garage with actually be funded. And so if you could shed any light on that that would be great.

>> absolutely. And we can get into this more in the desert on station area plan as amended this evening because you can see that plan for the proposed parking garage . It's generally referred to as lot e and it's directly north of the sjp center. And so one of the one of the reasons that we're taking really a district approach to parking here is because of the efficiency of shared parking. In that way but also because all of these assets including that back garage which is not the responsibility of shark sports and entertainment to construct all of those assets can be really considered holistically. And so the city has undertaken work. It's part of the dirt on station area plans. I don't know from the kind of proper order of of operations whether we talk about it now but that is part of the district approach that's included in the desert on station area plan. Since the sharks are bringing this up as an issue, I think it's and it's tied to this development. I think it's pertinent for this discussion. And I apologize if I missed it. But was there a funding source designated that the city has come up with? Are they going to issue commercial paper? is this something I'm going to see in a ballot measure? Is this draining the parking fund from downtown? I'm just curious where the funding is coming from. Jessica, if you'll allow me, there are a commissioner there are multiple avenues to get the funding done and there isn't one set scenario as of yet. That is work that we will continue to do to deliver the eleven to twelve hundred space garage on the lobby location.

>> and nancy, what May I can assume that there May be some relevant revelation prior to this going to council?

>> I don't believe so. I think this is work that that this team will do as we move forward.

>> got it. So to be to be determined. Ok. Jessica on the neighborhood monitoring traffic is there. Is there a funding source for that? I'm thinking future budget years. The department transportation is an allocated the resources.

>> yeah. That's a great, great question. This is actually a requirement of the downtown west project to undertake this ongoing monitoring and to address the effects of any parking or traffic issues that are found that related to the project.

>> so the project, wolf, will put money into a fund to facilitate staff time or a consultant the city hires to do traffic studies or monitor chat vehicle traffic.

>> the project carries that responsibility forward. And yes, thing out of the city. Thank you very much, jessica. Questions for jessica. Nancy. What's the cumulative value of the transportation and the street and byways, et cetera? Improvements related to this proposed agreement are a great question. So if you you know, we didn't separate out all the components of the street but that that that billion dollars of investment includes a lot of voluntary enhancements to the quality streets being rebuilt at five miles of project interior. So that is all. I don't know if anybody wants from the project team might want to speak during their presentation about that exact value. But it is it's it's very significant and it is not capturing that 30 million dollars worth of investment that we're also identified and given majority of this land is now sort of industrial commercial kind of unused blighted area. And my understanding is that 40 percent currently parking lots . What's the increase kind of net of pedestrian and bike ways? Sort to the city?

>> well, I think you know, every street within the downtown west project and the desert on station area plan because of their proxima to these major draws like the escapee center and the dirt on station, every street is really planned with those enhanced sidewalks and or enhanced bike ways. Generally and not end or and so that net effect of that five miles plus the continuation contributions to the outside of the project itself. Those are all a great leap in quality of the network and of the experience the pedestrian experience not only because the infrastructure but also because you know you'll have just a very different experience walking through the area when it's no longer open an uninhabited parking and it is instead filled with with buildings things to do people in eyes on the street. Thank you so much. And then just not to put too fine a point on it but there is it based on everything you've told us so far. There's a potential net gain of three hundred and fifty four parking spaces at it within the one third mile of

sharks when at and is that at any given time or is that at the end of sort of construction of this
la your kind of what's the phasing of of that parking?

>> great question. So that at least three hundred fifty space increase is at full build but there
are a couple of coffee. So that's a full build out of the downtown project. However part of the
reason we're saying at least is because that only accounts for the minimum required parking
which is the four thousand amount the downtown was project . Google could choose to go up
to that 4000 eight hundred which would of course increase the parking count in the immediate
area even further. It is important to know and not obvious from the maps. Also that some of the
garages in the area are are not included specifically in that in that count. We are not including
the adobe garage that is under construction today and that is really because in our
conversations with with the sharks they have a lot of concerns about the functional cassidy and
the design of that. So that increase to five thousand four hundred seventy five available spaces
does not include parking adobe site.

>> ok. Thank you so much, jessica. So I think we can move on. I don't see any other hand
your staff. Thank you so much, Madam Chair and commissioners and members of public
sector and as project planning department of parks recreation and neighborhood services our
planned agreement for this project is embedded in the development agreement as exhibit e..
And the subsequent exhibits provide more information on various aspects of the park made
agreement including the delivery at city of hope in space design and construction requirements
and rules regarding public access for project sponsor spaces. This has been mentioned. The
downtown west project proposes a total of 15 acres of open space throughout the project site
which can be seen on the graphic on the screen now of the 15 acres of open space four point
eight acres proposed to be improved and dedicated to the city to satisfy the project's main
delegation and roughly a half acre of the foot. We need acreage dedicated for the
improvement of los gatos creek trail explicitly the remaining 10 acres or ten point two acres will
feature project sponsored open space designed, delivered, managed and maintained privately
open publicly accessible open space of the ten point two acres seven acres will be subject to a
covenants maintaining public access as described in the development agreement and the
remaining three acreage will be made up of semi public open spaces and nearby passages. All
of these spaces will be open to the public and some of their community rentals and
reservations with limits on the area its hours and frequency of temporary closer closures which
are not discussed in the parliament. In addition to the park my obligation the project goes to

contribute a set amount per each limited term. We're good accommodation developed to the city's park trust fund which is also outlined in development agreement and taken to the commissioners earlier question regarding delivery of our plan. Our plan dedicated to the city and improvements the triggers live as part of the exhibit three point e three point one of the parkland agreement and to summarize quickly generally the delivery is tied to a combination of residential and commercial building triggers depending on the location being dedicated. So for some of them it's tied to a residential development or in some situations inside the commercial building and relationship to the parks where the projects up in space. We have contemplated a future where some of the commercial spaces where park land open spaces are tied to not coming forward and in that case we've created method in order to help satisfy the park lane and ensure the insistence that's the general overview of posterity. Question Mr. Oliver thank you chair.

>> thanks zack. Really appreciate that. So again, each of these park parcels are tied to a certain development within the radius. Can you tell me from your perspective I won't hold you to it but what are the park areas you think will get developed first and which ones are going to be at the end of this process?

>> so based on the phasing schedule, my understanding of the project spacing federal projects open space in the southern portion and the lands dedicated in the southern portion of project will come first and the trailer development in that area and then the larger park spaces in the north end will come later. The process will probably go north this afternoon. Thank you. And because the fire training center which was a speculator at one point in time is a park and is now no longer the case. Can you or someone tell me? Did the city buy land for a new training center? Yes, we did. Commissioner whereas that land adjacent to the existing facility the main yard on center road and the fire training facility is under construction.

>> thank you. And I assume that's it that late that last bond that got passed a couple of years ago. That's correct. Right. Thank you very much. Oh, thank you.

>> thank you. Commissioners and chair. My name is rachel vander green and I'm the deputy director of the housing department.

>> I will be taking time tonight to provide you an overview of the affordable housing implementation plan which is actually a part of the dirt station area plan and provide an overview of the housing aspects of the development agreement for the proposed google development a clear priority as stated by nancy early in the presentation is the need for affordable housing as a part of the plan for the downtown west project for the first time in our city's history and affordable housing implementation plan was developed alongside the diep plan providing research, measurable goals and strategies the community will use to meet the affordable housing goals for the diep up area the affordable housing implementation plan utilizes the three ps approach to providing comprehensive affordable housing plan for this area including production preservation and protection strategies. The primary goal related to the production of housing and the dirt ohlone station area is to ensure that twenty five percent of the housing in the area be affordable to residents rate ranging from extremely low to moderate income households. Additionally, the plan states a goal of 30 percent of the affordable homes be affordable to extremely low income residents in an effort to preserve existing housing. The plan includes a goal of ensuring affordability of existing housing beyond 2040. And a goal to acquire and rehabilitate existing housing to ensure long term affordability.

>> finally, the plan includes strategies to protect residents from displacement from and around this area. The goals for this section include maintaining the number of existing low income residents in the diep app and use the portion of renters cost burdened in this area. Next slide please. The proposed development that sorry the proposed developer the google proposed development includes for thousand new housing units and seven point three million square feet of office space in order to meet the city's requirements under the inclusionary housing ordinance and the commercial linkage fee. Google will be dedicating three sites to the city for affordable housing development .

>> they will build one hundred and seventy moderate income housing units dispersed within the market rate housing and we'll be paying eighty three million dollars in commercial linkage fees.

>> additionally, google will dedicate a fourth site for affordable housing development in the beginning of the development process. Google will also be providing an additional 30 moderate income units bringing the total number of moderate units to two hundred units across the development the value of the four sites for affordable housing development, the two

hundred moderate income units and the commercial fee payments. Total one hundred and eighty three million dollars in affordable housing contributions and paved the way for 1000 affordable units to be built across the entire development. Next slide please. This image shows the proposed development with housing colored tan across the site. The two hundred moderate income units will be incorporated into the housing development as it is built. The four sites dedicated for affordable housing are indicated with a darker shade of tan and the autumn street site is called out to the right side of the image. The early dedication of the autumn street site will allow the city to put shovels into the ground and get started building affordable housing as soon as possible. I will now open up for any questions related to housing if that's how you'd like to manage this section share commissioners. Do you have any questions related to affordable housing here? Ok. I guess not.

>> all right. Thank you very much rachel.

>> you're welcome. Thank you. So we near the end of this presentation so staff would like to provide some minor clarifications to the staff report on page 16, paragraph 3. The report states that the current amount over our project improvement is two hundred fifty three point seven million. It said it's a state too. Instead it is think two sixty five point eight million. And on page 17 of the table column one point and obvious face requirement the number should be fifty five point eight million instead sixty seven point ninety four for calculation errors that were not updated and they will be reflected in changes when it goes.

>> city council also paid sixteen of the staff report in the second paragraph for its section essentially be stated should stay as summarized in the housing section of the stock report instead of just the underscore on page twenty third paragraph second sentence. Exhibit underscore should actually be referencing attachment j 1 2 referencing corporate draft resolution.

>> so in conclusion as the project furthers the goal of the city's general plan the staff has found the project to be consistent with the general plan. This code city council policy is analyzing the project you are and in further detail and the associates. That report resolution audiences and attachment will recommend that the planning commission recommend city council approval of the downtown west mixed use plan. This concludes this presentation and opened up to questions. Before we match any of those at presentatio and tests commissioner questions I

just want to make a quick comment related to public comment and how we're going to manage that as we move forward. After stringer's finished their questions from the to the applicant. So as I mentioned earlier, we have translators with us and that requires us to. Currently there in the translation room so everything they're saying they're translating for folks in those rooms in order for them to translate for the commission and staff what the public is saying, we have to move them into this room, the main room and they translate for us what at what the public commenters are saying. That's a technical piece that takes a little bit of time. So what we're trying to do is group the folks who need translation. So right now I see that there are eight hands up for folks who'd like to make a comment. I'm assuming on this item 8 8 we have written down all of those names and you will be called on in the order please raise your hand for the moment. I see that number going up. I'm actually going to ask anyone who needs spanish translation to go ahead and raise first of all. We suspect that the number is relatively small so we'll spanish first, then vietnamese then we'll move on to everybody else. Anyone who had their hand up are ready. So there's eight people that have had their hand up since the very beginning of meaning. We'll call on you first. Staff has written down those names in the order that they put their hands up and so we will not lose your place in line. For those folks and we would appreciate it if anyone who needs spanish translation would start raising their hands now so that we can prepare for that. We'll take them first then we'll take vietnamese folks needing vietnamese translation and then we'll move on to everyone else and we really appreciate. But his patience as we manage but it is a technical piece within zoom and so we have to move the translator out into our room, put them back so that they continue translating the rest of the meeting and then do the same thing again for the vietnamese translation. So I probably said that way too fast for the translator someone colleges. Thank you very much. So at this point I see that we have commissioner oliverio hand up and then I commissioners would like to just make general questions of the staff at this time before we move technical strengths at google's presentation.

>> so Mr. Oliverio, great facilitation chair. John, would you will you still be researching to see that question I asked you about acreage?

>> yes. So about approximately 18 acres that will be going from either cic probably was a public that were not previously downtown. So once again that's the only designation gp that would have allowed residential. But just a caveat because I know your concern is you know, those are now allowed to go to residential and the rest of commercial companies is that at the

same time we are seeing a lot other sites from lower commercial to much higher density commercial in the same type fair john.

>> but the city could have done that regardless potential zone commercial any day of the week potentially. Ok, and that like when I think about the orchard supply hardware site which is a commercial area that's now going to be designated housing. Correct. Now it's gonna to be designated downtown. But yes, in the project conceptually they're showing you that it could be a residential site but yeah, down . Fair enough. Well, maybe the question needs to be rephrased I guess and don't have to have it now. But of of the properties that are being proposed is housing that weren't housing before. I guess that's the number I'm looking for. Realize a lot of that 18 acres is probably a lot fire station center. But there's there's that other areas so that's what I'm looking at.

>> I think that might be a little bit larger than 18. That's 18 and I'll tell you like once again it's about there currently I think about five acres that was downtown previous saying it's about 20 to me now. So we just stick the sublimation that's about acres. That is the difference that is now potentially be residential . But so we've been talking that most of those sites are conceptual shown in the plan as residential. So around that acreage is I think the numbers are really great.

>> and then just finishing out here on that topic of the sharks we discussed parking. We discuss this potential garage. the street grid is going to change I believe in santa clara street to have a bus lane. Bus only lane is that correct?

>> jessica the street grid for santa clara street is not changing per the downtown west project. Later this evening in the amended diep area plan you are correct that the city is proposing to enhance transit access through dedicated public service lanes that allow for bus rapid transit.

>> got it. And jessica, just to chime in, we're not anticipating those lanes would come in for at least anoth 10 years.

>> that is correct and also a fine point perhaps that the project has also not been designed. So it's not necessarily true that that would reduce the killer capacity and then the agreement that

we have with the sharks on parking does. It sounds like this. Jessica and nancy that the parking spaces are you got to get all the lights went out to get dark sometimes.

>> right? Does this staff feel then that the acma is is not breached by zoning, doing the zoning, doing this put this plan development ?

>> that is correct. And johnny is the attorney May want to speak to that.

>> the door is open, nancy. Correct, commissioner oliverio? Yeah. Our position is there's no impact on the chuck's existing rights under the acma. So nothing we're doing here is going to impact their existing rights.

>> there is no breach of the amy. Thank you. And at this point in time after the staff presentation I just want to say thank you very much for all the work you've done. Day in and day out and the variety of positions filled. I know this is not your only land use application that's being processed and all the other projects you work on as staff. But I really appreciate it and thank you very much and I look forward to the applicant's presentation.

>> I just want clarification. I might have misspoken on my clarification on page 16 the number should state two hundred eighty three point seven million instead of 260 five point eight or ok. Thank job. So do you have any questions from our commissioners at the staff at this time and you will have other opportunities to general questions later. Seen no hands. I will go ahead and call on the applicant and I don't know who is presenting.

>> so right. So I am presenting such give me one minute to get the screen up and thank you so much for having us here and for allowing us to present. I'm alexa rina. I am the district director for google on downtown west. So we're thrilled to be here. We know it's been a long night and we still have a long way to go so we'll do our best to both go briskly and likewise to make sure that we're speaking at the right pace for the translators . But please do send us down the necessary Ms. Like the city outlined we clearly came into this after you all had quite some work. So the diep app overall is a making. It was a plan and an opportunity that we thought would be in line with google's objectives and goals and so that process clearly kicked off in December 2018. But we respect the fact that we're piece of that overall implementation

and that it's required on hours and hours of community time, city time to get to where we are today.

>> we also have really enjoyed it and embraced what has been a very in-depth process of cooperation with the community. And that happened on two different trajectories of all the way through from kicking off from the M.O. You have really established what those shared goals were. I've heard a lot tonight about the idea of equity being the focus of our community benefits but still having those foundational shared elements that we know google benefits with alongside the community and utilizing those actions towards climate change and climate resilience, open space et cetera to just be those project features that are a foundation of what we're all trying to do together.

>> so over the course we've had many, many different processes and hundreds touch points. We also had a really unique process that I want to call out a lot of those who are working within the equity community locally. We roll up our sleeves over the course of cohort and really drove deep and collectively hired a consultant to help us with. You know, we we hired a consulting with that equity community to help us figure out how to steer towards a different way forward. So that's been an extremely impactful process that's gone to both the physical plant and a social infrastructure plan which is really memorialized in the development agreement as well.

>> a reference we've been having a host of meetings and touchpoint alongside the city.

>> this is some of the representation that of well over 100 community meetings on our side. We released a video that got 14 thousand views around the framework plan which ended up being really actually effective medium to then start to get a lot of community data points and touch points along the journey as we've talked about this has been a transformation vision that's iterated several times.

>> so when we stepped in I think the fundamental shift was to say how can google deliver as we spoke to the community into the city something that's about the next generation, how our downtowns want to function. And the idea that that is not on our office corporate campus is something around a much more integrated neighborhood and that requires of course mixed use. And so that's the foundation of what we've therefore shifted that framework plan to. It is true that with that came an extensive amount more housing and so too with more office but it

resulted in about half of the developable sign area being for uses like open space residential retail and creating that social heart. But I do want to stress is that's just as important to google as it is to the community we share in that vision for the way that we move from a campus model to moving towards a city model as part of that community. I think it's the right way to go. So we're really excited about it. Likewise as we referenced in the plan, twenty five percent of the housing units being affordable within the diep is really important across the board including to us of having more inclusive neighborhoods as we go forward. And likewise unprecedented levels of thinking about ecology and how that tenant as well as zero net new co2 emissions.

>> so this has really been about that transformation and iteration I should say from the general plan objectives. So both includes a center of regional employment and that includes we're kind of thinking through with the community and the communities really expressed to us of how can we create at the doorstep of transit and at the nexus of many of our neighborhoods a central social district for San José.

>> we've also committed and always said we are here for the long haul. It's a little bit different than than being a developer because we will be in this project and in part of the neighborhood with you all. And that gave us many opportunities to look at things differently and allowed us to be really additive and embrace this idea of finding a new social an ecological paradigm shift to how we approach our cities.

>> and I think that is amplified under covid under the accelerated societal framework that we find ourselves. And we're really excited to lean into that and to say ok, how can this project both create this very authentic representation of who santa is through co creation and how also will hold an unprecedented level ecology for a sort of such a central transit site ? There's a great data point that 20 percent tree canopy and neighborhoods reduces depression rates by 50 percent. So we know this has an impact on people. We know also things like finding a smarter and greener way forward. It is critical for all of us including this project and so are I. Our objectives will reduce the equivalent of reducing roughly 40 100 cars off road through how much we're investing in thinking through a greener way forward.

>> we also very much embrace a lot of the dialogs we've had with the community and that was around in essence the 15 minute city of asking for a planning process that we've worked on with them around how this could, you know, making sure the site isn't insular. But it's knitted

into the fabric and thinking about rough times and the 15 minute city versus the site itself in order to map how this site can stitch within a broader context as we've referenced.

>> there is a first of its kind funding up 150 million dollars over the course of the project that is dedicated towards housing, education and job access. It's very intentionally nonspecific. And so in other words it really define those goals but it doesn't say, you know, this amount to this this amounts this because the whole premise of it is that as we create a structure where the community is that and those communities and the people who work within it neighborhoods that need these types of resources the most as we put the decision making into the hands of people who really understand it that we're going to have much better impact and then some of that opinion might change over time. And so we learned a tremendous amount from the community and from the city how best to do that. And we think this structure is really exciting as a partnership and a way forward together.

>> we also acknowledge and know that design is really a function of what we're trying to hold is a vision of the program of partnerships we have . And then really this is about a holistic vision and that vision isn't really to build necessarily an end point but really build an ecosystem for success over the long haul. So for instance in the fund we too as google have a position where we're on board but not as a voting member but that gives us the opportunity to continue to collaborate in the long term. Those are the types stewardship partnerships and sustained funding models that we're looking for in order to make this the start not the end. So diep I do want to transition over to fight lab who has really helped us take what we've heard from the community around housing, around strengthening community, around accelerating local job opportunities, creating an inclusive place etc. And thinking about how that can manifest in the physical objectives of the site. And I'll turn it over to more press amano who leads site to stop sharing for me to start alexa you've got it. Ok, thank you. Martha down.

>> so thank you alexa. So I will share now a little bit more on the process and the plan itself and how the design standards work to support the vision that you've just alexa describe.

>> as you well know, this is a project of scale and so for the process we want to make sure as john described, we're accommodating something that can really integrate all these pieces. So it's not a single building project kind of a process. We work closely with the city to develop a process that will support the development of an integrated place that can respond to new

innovation and priorities over a 10 to 30 year build out. This is important because it avoids a one size fits all design or a design at all in one go situation and it puts forward a holistic set of standards guidelines. And in this process the downtown west documents that you have before you layer on top of the city's work and they do this in a way that is then tailored specifically to this location and context that vision and intent starts with the plan. We've endeavored to create a framework that you've heard described through these different presentations that can hold the many values and ambitions of the city and the community. The design of the plan is fundamentally about connectivity. First it's as alexa mentioned Miss Really was designed to not be a corporate campus. It provides safe walking and bicycle paths to and from nearby neighborhoods. A station that's a network of open spaces expands space for habitat and native ecology and anchors places for public life with active uses. Our culture and opportunities for partnerships and learning and of course in as alexa is driving this mix of uses the plan altogether brings a meaningful amount jobs as well as housing to the station area.

>> so the downtown west design standards and guidelines or diep wdc built on the foundation of this plan.

>> in addition to the significant work the city has already done over the last decade with the diep, the downtown design guidelines and complete streets, the D.W. Dst was guided by what we heard from the community and what we learned from this. The work that city have done and then even more so since we last met with you the planning commission. We further strengthen this vision through the input that we've received. David mentioned some of these through that presentation on npr. But I wanted to highlight some as well. We heard the importance of preserving and celebrating santa sales architectural history. So while we started the project with retention of a number of iconic historic assets in conversation with the community we worked hard to further incorporate even more with historic buildings now the 19th and 20th century. We heard the importance of reflecting cultural history of standards today and D.W. Dg has requirements around statewide commemoration and interpretive programing in the buildings public realm. We heard the importance of quality open space in a network of diverse experiences. So the plan includes those 10 publicly accessible open spaces so that you described that connect with nearby neighborhoods and existing larger parks. We worked with environmental groups to further support the riparian corridor strengthening controls for the birds safe design as well as increasing the setback along riparian corridor in alignment with the santa clara valley habitat plan for a more walkable connected city and a

multi-modal future. The project includes over a five miles of new walkways, bike ways and trail extensions and will commit to limiting drive ohlone trips to sixty five let me drive alone trips of that sixty five percent of trips walking, biking, carpooling or transit and finally we establish massing and architectural requirements to relate to and respond to adjacent contexts. We had quite a few conversations with different neighborhood groups and so controls that whether it's for historic buildings, low rise residential neighborhoods or low sky was creating an open space.

>> there are fireworks going on outside. Apologize one example specifically responding to that last point about the context specific are the requirements for the buildings along san fernando between the river and the creek and across from lake house historic district.

>> here you can see the layering of walls responding to those primaries that we heard and the context whether it be setting back from the creek or stepping away from the lake house historic district. Each rule here comes together to shape the possible building farms. So that means our shared goals for the urban environment biologists. And so you see here are the results that create the red outline which is available buildable envelope and as we shared this last time, the red envelope doesn't represent actual buildings. It's an outer limit of what would be allowed. And it says that control to ensure that any design that would be proposed would perform in those key ways to respond to context. And here you see an illustration of how those might come together with a sense of materiality and that stepping to the street and the neighborhood.

>> this is the kind of attention that applies across the board in the dark and the design guidelines applied to open space mobility lighting signage and sustainability.

>> and as alexa has described at the end of the day it's really about how all these pieces come together and how this design can enable this place to come to life in its next phase.

>> and I'd like to share for a moment my plan just briefly of how back how that could come to be. So first the gateway plaza is a new open space envisioned just as it San José gateway to a new part of downtown and also a gateway to learning opportunities. And you can see here the opportunities for interactive installation and open spaces and programing through partnerships. With local organizations next only steps away we see the area along los gatos creek that is

currently paved with asphalt and the project would transform it into four and a quarter acres of enhanced riparian habitat creating an immersive place for access to nature right in the heart of downtown supporting the goals for health that alexa described here where south montgomery is today just a little south of the station. We see how the office buildings and residential buildings come together in one area with active ground floor spaces to support public life. And finally, climate action is something that we've designed into the project with intention building on the city's ambitious climate action goals . Altogether the design is really a platform to enable all of these ambitious goals and I should say that while I'm the one presenting I'm really speaking for so many people that contributed to help us shape this vision and to set this project to come to life. and now I will hand back to alexa for a few completing slides. So we've talked about about different components of the overall project and in a similar way we wanted to to the cliff notes that nancy had presented.

>> we wanted to just clearly state those different buckets and what's a part of them which helps answer some previous questions that the commission had.

>> so there's the city requirements which we really concentrated on localizing. I'm finding ways not to two to really figure out things like land dedication to assure that we have the ability even as land prices accelerate to that for affordable housing to exist on site.

>> similarly with parks and open spaces making sure that we're actually materializing a lot of those goals and the transportation improvements localized then there's the bucket of community benefits which we've certainly covid of the primary part of which is focused on equity and the community stabilization opportunity fund to start to address impacts beyond just the project geographical area which helps get to some city wide objectives that we heard in such a articulate manner throughout this process and the last pieces around the voluntary project features and what makes this a bit different than maybe other projects?

>> the least I've worked on elsewhere is you usually see things I ifad which are tax increment financing districts for different subsidies from the city and water to build out your infrastructure to build out things like district systems or just community benefit credit for things like additional open space that you're providing about the base. And I think what's different about this project has been reference is we are investing knows because we know it is a mutual benefit that it's it's good for us, it's good for the community and that's part of the partnership we always send in

your days and from the beginning that we're here for the long haul and that's how we're going to think about this project.

>> so that gives you a sense of all those different categories in the next five and just a furtherance. Because of that presence in the long haul. Sorry. One more sign mara.

>> we really we think of this as a path towards the future step. So we know we're here for a decision today and appreciate your consideration deeply and we hope that's the first step of many and this is about the start of a project of course not the end of it. And so we really are excited to take that next step forward. And thank you for your consideration.

>> thank you, laura. Thank you. Exact I'm at this table. Go ahead and take commissioner questions. but before we do that, I just want to make sure that announcement again that we move to public comment will be taking psp's spanish translation first. Then folks who need it needs quick solutions and we'll be moving on to everyone else. So if you have your hand raised up narrow hope that's because you need to finish. And if you don't get german section please lower your hand and we'll make sure to call on you during the regular call it game.

>> appreciate it. Ok. Commissioner, do we have any questions?

>> it's we will see millions raised.

>> really appreciate the presentation. And I would just say that last slide that had the three bubbles was really hard to read.

>> so maybe we can make it bigger the next time you both commissioner oliverio and I were kind of like to try to see for bell we assume it's really hard to see when you know it's not the giant screen a planning commission meetings or the goodbyes.

>> we just putting it there. Mr. Oliverio, go next.

>> you know, I had the same thought. I didn't want to say anything that was levels of age discrimination comment on me but I couldn't. The thought was so but clearly you can talk to all the points and thank you very much. Maybe jerry, one question for the applicant you're the

company itself alphabet slash google is headquartered in mountain view. You have a huge presence in mountain view in sunnyvale. You have facilities all over the country and all over the world. What's the I guess the project that you have currently under construction in mountain view is that near completion the one with the unusual roofline that is sort of a bubble looking structure at charleston east charleston east is near completion so we're really excited about that. Obviously as you know more california and silicon valley and this area in general this region is is our home, our headquarters and we expect continued growth in it. And so I think there is also San José holds a really great opportunity to think about diversifying that growth to places that are near transit and then to act in more urban fashion which is really social harm to come come back to work too. And so it provides a lot of opportunity as we look forward and we're very excited about thank you. So we'll go ahead and move to public comment and if we could move our spanish translator into the rooms that we could and get them to translate that to folks who have their hands raised and then staff let me know when you're ready.

>> chair this is the interpreter.

>> I'm ready for wherever you need, ok? it ending in 1 4 0.

>> you are a muted and let me know in a number of auto will certainly be like this and who doesn't?

>> ohlone walesh diep. Yes, we're all these new developments. Sorry the spanish only you will be raise your hand during the english quarter. I'm going to move on to meredith. Meredith you are and you did and yourself I'm looking to see this as marine.

>> I speak english.

>> I don't need an interpreter. I'll raise my hand again later. Okay. Thank you. Germany this well as it said but they were this quest. Jean, you are muted. You need a spanish interpreter ,jean as he said more than ohlone as it were interrupted by your.

>> no. I'm also trying to lower my hand not to be feb. 1.

>> okay danielle, it looks like we don't have anyone meeting spanish interpretation at this point so we'll go ahead and move on to you need to stand at interpretat if anyone who needs a vietnamese interpretation could please raise their hand. That would be great at this not seeing any new hands raised so at night.

>> I need a month. I'm on alex.

>> sorry. Please start until then.

>> looks like victor has raised his hand. Victor. do you need enemies? Translation I'm sorry, I don't need it.

>> of politics.

>> okay, so it's looking like we don't need any interpretation at this point. So what I'd like to do now is to didn't have anyone who'd like to speak on this item. Go ahead and raise your hand but just know that we did write down the names of the eight folks who've had their hands raised since the beginning. Daniel, I'd like to call them in the order that they had raised their hands originally and give those folks an opportunity to speak first since they have been with us since the very beginning and had their hands raised first. We will. It is almost 9:00 P.M.. We will take public comment on this item. Everyone will get their two minutes. What public comment is completed? We'll do one round of ability to respond to by staff and by the applicant to public comment before I think before we move to item eight, I'd like to take a quick break just to give everyone a bio break. So just kind of letting folks know kind of the order that we're going to move in next. So I see several hands raised you've got about 30 hands raised right now and staff could go ahead and call them from that previous list. That would be great.

>> ok. First we have karen and please be mindful of the timer. i want everyone to be able to say what they want to say and not get cut off or muted. So karen, you are a muted second woman, karen. Are you?

>> yes. Ok, go ahead. Excellent. Thank you. Good evening. My name is Dr. Karen philbrick and I'm a downtown resident and a transportation professional with almost 20 years of experience as a downtown resident and mother to a precious little girl. I want to see a vibrant

community full of energy, enthusiasm, activity and life. We want more neighbors. We want nearby jobs and retail. Importantly, public spaces that are comfortable, accessible and safe for all to use equally. It's those type of amenities that foster a sense of community and promote social activities and well-being. The other hand I wear whereas a transportation professional I'd like to highlight that multiple research studies clearly reveal that more parking means more congestion, air pollution and greenhouse gas emissions. Importantly, we also have scientifically based evolving understanding that urban lifestyles are changing, traditional parking ratios are outdated and too much supply can be as harmful as too little. We do not want more parking. It promotes the use of single occupancy vehicles notably transportation preferences are also shifting. a variety of converging trends point to the possibility of fewer cars in the future increased transport options continue to be developed and transportation alternatives are proliferating from passenger services such uber and lyft to car sharing services such as diep zipcar and expanded public transport access. And one must not forget the advent of autonomous vehicles. We must build what the future will bring, not what is here today. We have a chance to see this area realize its full potential as one of the premier west coast train stations which is so fitting for the silicon valley and that absolutely requires focusing on low impact space efficient people first travel.

>> thank you. Okay gene. You are in with it. Gene cohen, thank you chair camaro and commissioners. This is gene cohen, executive officer of the south bay labor council. I'd like to offer our support for the downtown west development agreement for you tonight.

>> the labor movement and our community partners have worked collaboratively with google to make sure this project includes the things that working people need a pathway to good union jobs for thousands of workers building and operating the campus. Thousands of affordable homes to help help offset tech's role in our housing crisis and a community fund that gives San José's diverse neighborhoods facing displacement real power to shape solutions to our most pressing needs. Because of years of advocacy by residents, labor faith and social justice organizations, google is raise the bar for how the tech sector can be a responsible member of our community and also be held accountable for their impacts. This project will help to ensure more equitable development allowing existing residents throughout the entire city to benefit from new opportunities in neighborhoods threatened by gentrification and displacement. We hope that the planning commission will support this proposal from the framework for community benefits to the commitments to good jobs the city can learn from this process what

we should do to demand from corporations and developers what we want from businesses in San José. Thank you. Ok. Tulsa, you are ok. Thank you so much. Basically I guess my husband the biologist says the most important things in regards to climate change is that we reduce the car traffic and that that oughtn't so the city is looking at reducing their requirements for parking. And we need to do that for google village to be exemplary.

>> there should be no car infrastructure built in the housing or in the commercial buildings. The commercial buildings i think is foolhardy going forward as we really need to be building housing only especially as we are moving towards the model of working remotely that the design that both the downtown stationary plan and the google village with so many high rises just for commercial is outdated. As we move forward in covid 19 that we work at home and so I think that's essential and that we can build eco eco village and eco they call our ark ecologies to really integrate the growing of food within all our buildings and on rooftop sun floors, things like that. So you know just everything to be about housing versus having so much office space. And in addition that we really need more open space. Really appreciate what alexa was saying from google about the climate crisis and the relief we get from nature and we we really need to be really supporting open space and that's why, you know, the science shows that any undeveloped lots should become food producing that that that's really the comfort we're going to need is food production. And that's why I've been talking about 6 6 15 stockton avenue to become a demonstration project where we grow food and learn to live without fossil fuels. Ok, anything you are and you go home and you saw good afternoon . Good evening. I'd rather talk about, you know, a vice Chairman In the planning commission members. My name is nathan also be director of policy and operations and who is a downtown association. I'm here to express our profound work to the downtown west development project plan as we have been involved in this process for many years and very contact with the final product before tonight. This plan is a community created a vision for transforming acres into a transit village and central social district on the west side of downtown. Ultimately connecting to downtown general plan amendments, rezoning and environmental documents for you here tonight representative improvement over our area's previous plan. I think roseanne here we capture this development project precisely on our opening that this project is creating a place for people and that we are building up creating density much vaunted in our city. This 15 minute city is also a paradigm shift that has profound benefits adding a much needed square office housing parks and open spaces. Moreover, we shape that google is creating a greener San José with net zero emission goals, investing in ecological improvements in infrastructure throughout. Lastly, we

are very pleased with the extensive planning and outreach both by google and city staff that they have done to ensure that that the diverse voices of San José have been heard that ultimately led to successful development agreement with two hundred million dollar community benefit.

>> I'd indicated earlier we commend the efforts of all parties involved in the San José downtown association urges approval and despite tonight.

>> thank you very much. Ok. Thank you.

>> and you know hello. My name is fred o. Good evening. Chair color yarrow and fellow commissioners I am the sandoz a director for spur. Thank you for the opportunity to provide input on this decision which is so important to the future of our city. Psp supports a city of santa zane. Google is a critical step in bringing to fruition the city's vision of a large world class foley integrated in transit oriented mixed use development in our city center.

>> the commitment to bringing thousands of homes and tens of thousands of jobs along with a firm commitment to provide affordable housing protect against displaced and provide new public spaces. Recognize the special importance of this place in our city and then the region then represents a leading commitment to equitable and sustainable growth.

>> while parking is often a point of contention, San José is already one of the most over park cities in california. In our view the dearborn station area must maximize access for people not cars. additionally, we have to do everything we can to ensure the success of these transit investments in downtown and not undercut them. Building on precedents like L.A. Live sacramento's golden one center in brooklyn's barclays center the home of the sharks could embrace its urban context as a value proposition emphasizing public transit and its location next to diep station. It is absolutely possible for a mixed use downtown environment and the s&p center to coexist not just coexist really but but thrive. Other bay area stadiums have embraced their local context and have leverage public transit and mobility options. Urban areas offer that we've seen that with the chase center in san francisco. We've seen how the warriors moved from a place that had plenty of parking to a place that didn't have so much parking but yet it works. And so we asked that this development, this proposed development also be embraced.

>> thank you. Okay. Carolyn all right. Good evening. Sure can be earned. Commissioners my name is carolyn knight. I grew up in knows it and I'm a resident of the downtown area. I'm also the education and outreach specialist for the santa clara valley audubon society audubon together with the sierra club green foothills and the native plant society santa clara valley chapter has sent you a letter of support for the google downtown west plant and its associated development agreement between google and the city santos. For decades organizations have advocated for the preservation of the open spaces and wildlife habitats of santa county and our innovative ecology found their at the same time.

>> we've promoted good urban planning density in the urban core prevents displacement, protects riparian ecosystems, integrates our native plants into urban design and promotes sustainability. More recently environmental organizations have also been advocating for things like climate action and resilience transit focused mixed use development, food safety and environmental friendly lighting. Who? Who goes downtown west plan includes and prioritizes these elements. The google team has reached out to our groups early on in the design process and has been responsive to many of our suggestions and requests regarding parents setbacks protecting and enhancing nature and habitat along the creeks using a california native plant palette that includes locally native trees such as oaks and sycamore is incorporating bird safety measures, avoiding light pollution and minimizing the impacts artificial light at night. As a result of this, downtown west incorporates better environmental design standards than the remains of downtown santa say. And this sets a great example for others to follow. We hope you support the downtown west projects and consider it a model for implementing the city's future developments.

>> thank you. Car ending in one for zero you are needed if you like to see your name for the record wild card development sounds great.

>> maybe a sorry about that. Is going gonna be enough electricity for everybody. You're going to crown everybody in these areas light rail. I want to know if they've thought about the water, the electricity and the pollution that it can cause when you start to do demolition of things and you start digging in the dirty creates silica dirt in the air and you're going to be having to project to go west reince plaza. Who knows where else you're gonna help build these silk diep.

>> do you really think that that there's gonna be enough water electricity and I want to know what the environmental impact is for when you do the construction there's gonna be traffic because we're still driving cars, right? We're still driving cars and they're not going to disappear overnight like you want to. So it's gonna be causing traffic. I'd like the panel to answer me what type of environmental impact studies that they have on construction and if there's going to be enough water and electricity because you guys got rid of natural gas evil now. So you guys tell me is it going to be able to ride bikes there? I want to know how it how's everybody going to get around?

>> where are you going to park ? Right. I mean you can't just get rid of parking and then that's going to be the solution. Nobody takes the mass transit before covid. They're not taking it during covid. So you tell me. I mean how are you going to force people onto mass transit if it doesn't work very well or is expensive in the case of san francisco? Well, it's a little bit different where it where that is. But I can tell you one thing I'm never this game again, that's for sure. Hey, anyway, I like you guys answer some of those questions especially when it goes you guys start digging in the construction site. Thanks.

>> hello. I believe are all still here, right?

>> yeah, I think we're having some technical difficulties. Here do we want to move forward without the timer?

>> staff can just hear me now. We heard you, sir. Your time is up. Ok. We have next speaker david meyer. David, you can go ahead, mute your device. Thank thank you very much, chair. A couple of euro members of the central city planning commission. My name is david meyer in silicon valley at home where the affordable housing advocacy organization work all across santa clara county. We're also members of the sog so have been a participant in all of the community outreach and meetings that happen at the song's purview. I'm ahead of you at home really want to express our strong support for the housing pieces of google's downtown west development really want to command city staff and google for all their hard work and the strapped D.A..

>> we believe the 4000 new homes are going to jumpstart other housing development the station area and are key to getting and really creating the mixed use fiber neighborhood. We

think everybody wants to see most important however is that google has worked with the city to figure how to meet the established 25 percent affordability goal with this proposal.

>> so we will see 1000 new diep we support google's approach of combined some onsite units with dedicated parcels so the city can reach deeper levels and bring new homes online as soon as possible. We're excited the first person to be dedicated we'll be ready shortly after project approval and we think there is an opportunity here to measure a funds to ensure we kick off affordable housing development with homes targeted at the deepest levels of affordabili and we strongly urge the city to county.

>> concurrently the hundred and fifty four point eight million dollars mean benefits package is going to be a tremendous resource to respond the needs of tenants and support community protections and hasn't preservation and to help counter displace and pressures throughout San José we're confident that through this process we can create and maintain critical affordable housing resources even beyond google's footprint.

>> so overall we really see this as the beginning and our committed to continue engagement as we move from planned to implementation. Google is going to be a partner for the long haul here and I think this is a great beginning for housing and affordable.

>> so thank you. Next we have salvador was the month salvador going ahead and meet your device not in salvador.

>> can you hear me? Yes. Yes. We can hear you.

>> yeah, sure. Can I yell commissioner? Good evening. My name is trevor bustamante. I affiliated with latinós united for new america also known as luna. I'm here tonight to pledge luna support for this project and to ask the planning commission to approve the plans presented to you tonight.

>> the community fund portion of the community benefits agreement is particularly important to the members of luna. Puts out an effective million and real decision making power in the hands of grassroots leaders. This is something I'm very real excited for. This project says the new model for tech developments can keep families housed and lift quality of new collar jobs. I am

aware that there isn't an allocated 20 million in the benefits package longer term. Our suggestion is that this resource enter the community for what the community will be able to decide where and how those funds will be spent once again. I'm glad to see how this community benefits package has turned out. It has been years in the making and we look forward to continuing to work together. Thank you. Next we have also benefited from what we have some technical difficulties here. Here we go. Jenny for me is how profit you are. And you did meet yourself and began to speak. Good evening. My name is jennifer climb. I'm a saturday native and resident and housing advocate and I am just glad to hear the support that is coming out for this project. It has been years in the making and it is so admirable the way that the community has in this process. So I just wanted to as an individual resident lift the voices and say how excited we are to have the planning commission approve this development agreement. So thank you very much for your time and I appreciate all work on this.

>> thank you. Thank you. Eugene. And you did your home and yourself in the city. Evening. Can everybody hear me? Yes, so can I. My name eugene bradley when I'm not running a public transit advocacy watchdog with mostly sharks then I've always been one and I moved back in 2000 and yes, I take the bus. I'm proud to take the bus. I keep taking the bus for possible until I'm dead now that that's out of the way. One of the things I like it seems the more I see this west is google west project west downtown.

>> I believe that we need it is past time for San José to move its downtown and more into the 21st century where everybody is included not just people who have a car and basically feel they have to drive everywhere even to feed to their neighbors off to their neighbors house.

>> that just makes no sense at all. And most important we can actually walk or even take a bicycle. To buy a corner store like I used to do in new jersey we can just walk to a corner store or walk shop and not have to get in a car and go sit in traffic and then whine about how bad traffic is while doing nothing about it.

>> anyway, this google west downtown project an around dude on station when done properly really needs to best address the move a person not a private automobile. If places like even dallas texas can do stuff like this even dallas texas is built. Housing and even a nice light rail station right by where the dallas stars and mavericks play. I've lived in new jersey where we've

just done something like this to newark, new jersey. We built a nice hockey arena as well as decent shopping right around your farmer's market on mulberry street right near penn station. We can all get all kinds of buses trying to take everywhere. You don't even have that car. So let's get downtown San José more to the 21st century and not keep it in 1951. Let's make google downtown was tap and preferably with solar power and recycled water. Thank you. Next we have kathy. Kathy, you are meeting.

>> thank you all. Thank you. Commissioners. My name is kathy sutherland and I live in the douglas park neighborhood and I'm a member of the dang which dared an area neighborhood group I'd like to thank google and city staff for bringing this plan forward. The google project is transformation and the biggest development project in San José a project of this size. It's not easy and it takes time lots of time. Volunteer time from neighborhood leaders. Google has listened to the concerns of the dearden area neighborhood group the day and includes which includes leaders from seven different neighborhood collectively. We are supportive of this proposal. We are thankful that there is a master developer for this project. Google has had an open door with us and has had an open door with our neighborhood. They don't just listen to our concerns. They listened and they took action. We know that there are years of development and change ahead as neighborhood leaders. We know that we will continue to be engaged and we look forward to working with google and the city.

>> thank you. Thank you, bill.

>> you are with it yourself and we can speak this is bill sanders. And I too am a resident representative on the sag and I live about a quarter of a mile from here don. So this is ground zero for me. I've been sharing my concerns from the beginning. And for me this is not about the long term vision at all. It's about our overall readiness to manage this incredible complexity. I've been advocating for construction mitigation, interim activation and a commitment to the quality of life for the thousands bus that live in high density housing already in the downtown core and the thousands more that are going to be moving in . This is one project that is intrinsically linked to decades of constructio iod governed by other complex projects namely diep sap desk downtown wide transit planning et cetera. So you've got bard high speed rail, extensive track realignment, 4000 new residential units that are all going to be trying to find their own parking hundreds of new hotels with no on site parking. The new urban confluence icon the list goes on. This is not about parking and this is not a google challenge. This is a city

challenge. We need to move forward with this project. Yes, we need to do so with a tangible path forward. I'm very concerned that the city is not funded organized nor prepared to manage the decades of unpredictable disruption in this area. It is vital to the functioning of our downtown core. All I ask is for more attention paid to analysis and modeling to give us the ability to forecast and plan for this inescapable shock to our residents. We are definitely in uncharted territory. Thank you very much both of you .

>> I'm also 18 commissioners. My name is Jason. and I'm David Jacob, director the Quality Repair Conservancy . First I would like to thank staff for all the work in this space station. It was very impressive. I'm voicing support for the downtown west project and applaud the affordable housing equity and ecology investments particularly on Mosquitoes Creek have a wonderful existing natural resource. The goal would be a river park connecting many diverse communities in our city together and we see this project as a way to fill the middle link of the park and look forward to seeing new residents and workers enjoy our parks, open spaces and see why there's still elements of the project that give pause specifically how it connects with its surrounding neighbors including the park. You appreciate the ongoing dialog with Google and look forward to reaching a shared vision where an urban core and natural ways can coexist.

>> thank you very much. Dena, you have been heading south can speak. Hello good evening chair Camaro planning commissioners and staff. My name is 1811 with Friends of Caltrain which is a non profit with a footprint from San Francisco through Santa Clara and South Santa Clara county. So courting successful modernization of Caltrain in the context of a regionally integrated public transportation system that is accessible all and we have about 600 people on our list who've been over time supporting the transformation of the dirt on station area into a place that people can live and work and enjoy with significantly less need to drive and the downtown w project is really taking major strides towards fulfilling the goals of that plan with the the offices and homes and public spaces provided by the downtown project complemented by the priority by the policies and the the transportation implementation of the city complemented by major regional transportation investments. Those things are looking to come together nicely to provide opportunities for people to enjoy the place benefit the place with significantly less need to drive. I wanted to support what Mr. Busa from Spurr said regarding the opportunity for successful entertainment in this urban context. We have an example of here at home in the bay area where the Giants had a 90 percent driving rate when they were at Candlestick and that plummeted to under 50 percent when they moved up to downtown San

francisco. It is certainly possible to go through that change and will like to speak in support of this project and plan. Thank you, jennifer and danielle. Before we move to the next speaker, I just want to make an announcement that we'll be concluding public comment on this item at 10 30. That should get us through our 26 speakers who have their hands up now. And I have sarah mcdermott as the last speaker. Thank you for sorrow. Oh no. You are muted.

>> go home and meet your son. Pillow.

>> thank you. My name is shiloh ballard and I'm speaking on half of the silicon valley bicycle coalition. We support the plan and we're thrilled that google heard and responded to the community and unfortunately some are opposed because they want parking and street capacity for cars.

>> this despite what you've heard tonight and you've seen the data that shows that the proposal is way over part and you have that data those are facts. But what I wanted to focus on is yet another invitation to those who want more parking to explore some super easy solutions that don't require taxpayer dollars. So for example, if you've ever gone to an event at levi's stadium you likely have noticed that valet parking is provided . In essence you can pedal up and check your bike with someone who will watch it for the entire game for free. And this is really important because data shows that one of the biggest barriers to riding a bike is fear of bike theft. So at any given niners game, 150 to 250 bikes are parked taking the equivalent amount of cars and traffic off the road.

>> oracle park, the chase center, they all offer the same service park bikes. We could do this kind of thing at S.A. Purina to further reducing driving and the need for parking. This is just one example of a very easy affordable solution that other event centers use to reduce the need for to drive. It provides more transportation choices that don't force folks to drive and pay for parking and there are plenty of other easy and affordable ways to reduce driving. That we invite the sharks to adopt instead of insisting that we spend taxpayer dollars in ways that are ineffective, unneeded and put us in reverse . Just in sum we are building for the future a future that centers people and untethered as us from a car centric mentality. So please support this plan without capitulating to short sighted demands for more parking. Thank you so much. Jeffrey, you are a new you and we can see. Jeffrey sorry commissioners didn't realize they're behind up but jeffrey kahn with working partnerships usa wanted to share my support strong

support for the development in front of you. Certainly over these last four years since this project was first announced our organization is engaged with hundreds of community members in the very beginning of the process. we heard the greatest concerns were really around what how will this project address this placement? How will this project address good jobs and how will the community really have a voice in how decisions are made? And I can say, you know, as someone who throughout this process has raised a lot of questions about about this particular project that the google team and the city team have really risen to the occasion and worked collectively with the community to address the biggest questions put before and delivered on a project that I think really is an example for the rest of the city and in terms of how to address displacement and how to do it not just by writing a check and walking away but by creating an institution in this community fund that I think really will give a footing for those who are most impacted by displacement to have a say in how do they address the stability of their neighborhoods? How can we fund the kinds of things that we haven't seen the city or philanthropy funded scale to prevent evictions of our neighbors to be able to help communities of color, to be able to own their homes, to be able to ensure that the people that make this city great today are still living here tomorrow. And so really want to encourage the commission to support the development agreement and thank you to google and the staff for their engagement just like you are and you get to any agency tomorrow everyone. My name is gasoline. I grew up in south hairspray and I am a part of the south bay community land trust. I guess some has said does have a community land trust already and we actually formed because of our continued opposition to the google project. I am here to express that even though I'm hearing a lot of thank you's and a lot like great numbers like you know, pretty words being thrown around at the end of the day like we're being thrown like crumbs. And the fact is that like there's more than seven thousand diep on the streets. This project has and has failed to like take a moment to reflect on what it could even transform into. As we face colette at the end of the day, as much as there has been discussion about community engagement, there also hasn't been any discussion about how much folks that oppose google were criminalized and even arrested on December 4th when saddam hussein sold its parcels over to google. And so although we speak about this as a done deal and for many folks that is I really hope that we can challenge ourselves because at the end of the day it is not not until first shovel goes into the ground and I hope that we can continue to organize and challenge ourselves and be courageous to actually seek a transformative decomp. Diep commodified development something that is not tied to the housing market, something that is truly affordable and that can only happen when we actually give community complete control. And so I am here to advocate

this google project. Again, we are in opposition and we hope that these lands are turned over to community and community interests.

>> thank you. Thank you. Isabel, you muted yourself and begin to see my name is isabel sharp. I live in San José. Just a bike ride away from downtown. I am a supporter of mothers out front silicon valley. I'm the parent of two kids and I'm an educator of dozens of children whose future is in jeopardy due to the climate crisis. I am strongly in favor of the dcf plan in order to achieve the city's mode shift goals for 40 percent single occupancy vehicle and at least 15 percent walking and biking. We must put this kind of plan in place that provides choices other than single occupancy vehicles.

>> this is especially true in what will be a world class transit center with an awesome bike trail. I urge you to reject the sharks proposal to kill to build even more parking than the minimum 4000 places already set aside too much parking and street space for cars means the city will be stuck in a car centric mentality. Sharks fans too will be caught in heavy traffic at the end of games. Other cities have embraced transit near their arenas like seattle's climate pledge arena . Surely San José as the capital of silicon valley can lead the way to a new vision of urban livability by prioritizing public transit, walking and biking and letting go of the old car centric mindset. Therefore I urge you to not water down the plan with more parking and street space for cars put people first and be climate smart. Our children's futures depend on our making climate smart choices today.

>> thank you.

>> thank you. Ryan you are needed. Go ahead and meet yourself. You can see. All right. Hi. For the record, my name is brian prescott. I'm a member of silicon valley bicycle coalition and sba yamba . I live in downtown San José's. This project is right in my backyard and I'm speaking to respectfully ask the planning commission to yes and accept staff's recommendation on the downtown west project.

>> so I think there are a lot of obvious ways in which this project steps towards division. We've declared in our general plan as people have said there's just nothing better we can do for climate leadership than to put a bunch of jobs and a bunch of houses on top of a train station that's as good as it gets. i also really love the way that community has come together on this or

eggs representing all types of people from all over the city are onboard with it and that's really cool.

>> I'd like to add that this plan also means a lot for the people who are going to use this space for the people who are going to live here and for the people who are going to work here. This is irreplaceable. We don't want to tell these thousands of new neighbors to go away. We want to bring them in. And so I want to imagine those people asking for you to let them have their homes here. So I love my neighborhood downtown. I love going to do it on to catch the cal train. But this project makes it on a destination. It's not where people are going to leave San José. It's going to be where people go to come to San José. I'm really looking forward to showing this off to my friends ,my family and if I have to rent a car to show my family how cool San José is.

>> I'm going to be upset. So I want to extend my gratitude really just a huge thank you to the city staff and to all of the community members who have made this happen. I joyfully ask for you to vote yes to accept staff's recommendation and advance the downtown west project.

>> thank you. You are and you did ohlone. Thank you and good evening. Commissioner, I'm elizabeth stamp with nrdc, the natural resources defense council and I'm here to urge you specific clean not to increase parking in this play leading cities across the nation are moving away from requiring a lot of parking for private cars. This enables land to be put to better use such as affordable housing. And it prioritizes more sustainable ways to get around that are accessible to more people. As others have mentioned, mobility is changing and options are expanding. I've seen the comments from the sharks in the media about wanting more parking. There is already significant parking arguably too much in this plan that will accommodate audiences at shark skins. Building more parking increases driving and it increases traffic congestion and air pollution more driving also increase increases climate pollution already. Almost two thirds of San José's greenhouse gas emissions come from transportation adding more parking runs totally counter to San José's climate smart plan and the city's sustainability goals. In cities that we work with across the country stadiums and large venues are reducing parking and prioritizing more sustainable transportation urban areas and arenas work best with a variety of transportat options. The fhp center is less than five minutes walking distance from bearden station and light rail. it's remarkably well suited for public transit that should and can be the focus for game attendees. As we've heard from stadium planners elsewhere, it's more

comfortable and fun for customers and safer and more pleasant for everyone else as well. This decision will shape San José's downtown for the next 50 years. I encourage you to stay committed to reducing parking, keeping downtown free of car clogged streets and keeping San José.

>> these are your times then you are muting for yourself and the thank you check heavy euro commissioners. My name is ben leach and the executive director of the preservation action council of San José a park sj wants to commend both the google project team and planning division staff for their commendable attention to parks. Jay's concerns and the public's concerns related to potential impacts of not only to historic resources but to cultural resources natural resources at and in the project's site.

>> the we want to highlight that the project has proposed in our view has been much improved since the original eia and we attribute that directly to google's good faith. Commitment to an open dialog with us and other stakeholders. We went into this with the concern that obviously this is a transformational project. A transformational project does not have to be a blank slate development and our concern was that the inherited resources both historic, cultural natural that already existed on the site would not be recognized as an asset. We are thrilled that that's not the case and we can say with certainty that google has recognized that integrating historic preservation into their overall vision enhances their project and enhances the overall viable vibrancy livability equity of of the entire development. And so while we have to admit not all of our comments or recommendation have been incorporated, we are generally satisfied that our our input was given fair consideration and we strongly encourage the proposal to move forward as as proposed.

>> thank you. This is chekhov. I just want to make a quick announcement. So if I could just encourage our public speakers to be as brief as possible in letting us know your concerns and we do have one more item that needs to be voted on tonight and we are approaching nine forty five. Public comment will go until 10 30. But just if possible please be as brief as you can and concise when you're describing your concerns and support or opposition.

>> thank you so much. Okay. All you are muted. Good evening caballero and commissioners. My name is edward. Some on the up planning land youth director for the chefs to hand to park neighborhood association the neighborhood sag representative the outgoing chair of the city's

historic landmarks commission and a member of the gang. The downtown with designs, standards, infrastructure fees and community outreach that we've heard about tonight should set the standard for all development in the dirt on stationary and beyond to not hold the remaining 160 acres to the same high bar would be a mistake of generational proportions.

>> appreciate google's clear willingness to work with neighbors up to this point and I believe that we've laid the groundwork to create a long term positive working relationship with all area stakeholders. I'm thankful for google's contribution to new and existing parks and the programs that will clearly benefit the diversity of the broader community. To be clear, broader community needs the substance to include the adjacent neighborhoods within the dearborn not just council members which lists the proposal the creation of additional parks but much of that area is riparian quarter bike path or private property under the control of google. The maintenance of a handful of public parks being created will fall the p-r-n-s with no commitment from google to support maintenance. Other development agreements the city has gone entered into north San José and newhall have included agreements for maintenance not to be indelicate but the city's track record when it comes to park maintenance is terrible. We're setting up a system that will inevitably lead to well maintained privately controlled spaces and the neglected public areas. This is far from the gold standard that the development agreement is being touted. Residents living in the desperately needed affordable housing deserve well maintained public open spaces for healthy living not just privately owned plazas and walkways that were reserved the right clothes for corporate events and they think yahoo are. And you did it yourself. Thank you chair. Come on you doing commissioners murray in 94 and then there's little silicon valley rising and I'm here today to express our support of the proposed development agreement. When talks started about google and San José's silicon valley rising hit the streets. We held community meetings with hundreds of workers and neighbors we surveyed. We doorknock, we phone bank. We participated in sag. We held actions. We rallied. We acted and we did all of that because what we heard loud and clear it was desire for this project to address critical concerns around displacement, housing and jobs. What we have here is an agreement that reflects the priorities across the board the investment, the governance structure of the community fund, a fund led by community leaders with lived experience, all of that. All of this has been years in the making. We look forward to continuing to work with google in the city of saturday and encourage you to support the partnership that we have all worked so hard to cultivate. It is potentially a model for development locally and across the country.

>> thank you. Give a lot of are it is an high hello. Can you hear me? Yes you can. My apologies. I was planning to do on a lifelong center a resident. I actually live in the gardner neighborhood. It's about a 10 to 15 minute walk depending how briskly from my home to the diep on. I'm also an attorney and I have my business in the st. Leo's neighborhood. I mean specifically when we my husband and I purchased our home and when when I set up my business in that neighborhood it was to be able to walk into deer and be able to utilize the transportation as I'm often in san francisco. And so if I can currently under the situation walking to a concert to sap center, I think the sharks fans can do the same. I don't think any more parking should be allocated. The plan seems to have brought a lot of different community members together. a lot of the concerns regarding housing, regarding climate change and being able to build for the future.

>> all of these things seem to be addressed in this plan. And so just as an individual and as a business owner in the neighborhood I believe that I would love to support this. I think that the commission should should move forward with this and no additional parking should be allocated. I think, you know, as many people as pointed out lots of other bay area and nationwide teams have moved forward and moved to do more public transportation and fewer private cars driving in and I think that would be fantastic for the neighborhood in general to see fewer cars, less traffic especially on those concert nights and on those game nights. There is a way for more people to walk into downtown or to use public transportation and it's all there.

>> light rail is there. Dear there if other cities can do it, we can definitely do it. Thank you. Alex, you are a. I actually. This is gavin morey. Relax. Sure. As in q and I think we'll stand up soon. Can evening planning commission members and city staff. My name is gavin lori from catalyse as. Our members are really excited to see the realization of downtown west and its vibrant mixed use development. i'm going to spend time in the development of remembers review downtown west in October of last year. It was the second highest scoring project of the year that we reviewed and although we are now reviewing the development agreement we do believe it provides significant funding for affordable housing, community stabilization and different up to diep pathways. We will be reviewing this with our members on monday and kind of have more on this but I want to provide some of the feedback from our members on the overall plan. In general we are really impressed with the community outreach and the continuing effort that we see from google on this to reach out new ways and to different

groups. We believe this is a vibrant neighborhood celebrating art, local culture and the city's rivers and really glad that google is considering adding maker space. We really appreciate the design for a transit walking and biking. But our members believe that the parking is just way too much it's way too many parking spaces and that a goal of thirty five percent single occupancy vehicle share is way too high for a kind of a central transit hub. It's great great on sustainability we're really excited that there's 4000 homes although we hope there's even more built in the end and we're really glad that there's a goal of 25 percent affordable housing and we hope that the city is able to kind of follow through to actually see these thousand units. But in general our members really appreciate this project and we will continue to review this on monday and the development agreement. But we're excited to see it move forward.

>> thank you. You are right. I can begin to see I'm kiyomi and be I'm on my own. The lead housing policy attorney with the law foundation of silicon valley also a member of the side. We're excited to support the proposed development agreement that community stabilization fund as proposed will ensure that as google builds properties and hires new employees to live and work in San José, those most acutely at risk of displacement will benefit particularly people of color. Our housing program serves low income tenants and we have seen a 30 percent increase in people of color served particularly from east San José and downtown. And that's why we're enthusiastic supporters of the fund being governed by community members including those with lived experience from San José and downtown. The community is in the best position to prioritize the funds needs and also to assess the impact and adjust priorities and actions to maximize that impact. We hope other companies will look to this agreement as the bar for responsible corporate citizenship. And we think the city of goodwill for meaningfully including responding to our people. I look forward to seeing this finalized as the minimum standard for future development agreements.

>> thank you.

>> fox far as to make you more muted and yourself. I hope I pronounced that. Can you hear me? Yes. They were high. Ok, thank you.

>> yes, you pronounced it correctly. Good evening. Thank you for everyone that presented tonight and actually really enjoying the sunday one's comments.

>> I grew up in San José and I'd been living in downtown. I'm an owner at a complex between Santa Clara and San Fernando on 3rd and I just wanted to a base. I mean I'm a lot of people spoke tonight a very eloquent and know a lot about this but I just listening in tonight and from everything I've learned over the last few months I just really support this project and I just wanted to show up tonight to learn more and also put that out there because I think as someone who's living down here seeing so much potential in downtown Santa Clara and I've been here for three years it really exciting to see this move forward. Thank you. You. Once you did a good evening planning commissioners. My name is Vince Roach, the senior director of housing and community development with the Silicon Valley Leadership Group and we'd like to express our support for the Downtown West Mixed Use Plan. This transformative Google Project that will bring good paying jobs and live in our downtown core near transit bring affordable homes for our residents and parks and open space for all to enjoy playing before you is a successful outcome of the years of community engagement including neighborhood historical locks and community workshops that I participated in with other residents. This resulted in a collab planning process that will bring benefits to San José residents. It also considers the need for housing which as we know is where jobs sleep at night. You can't have one without the other four thousand homes plan 1000 of them affordable addresses the need for people to live near transit and jobs. In fact, Dearden will become a nearly unparalleled multi modal transit hub with this development next door the Grand Central Station of the West that will service countering the GTA and high speed rail and BART in the future. This will allow us to work and live downtown with access to the entire Bay Area and beyond. Additionally, this project brings unprecedented community benefits package to San José that will benefit the community early and well into the future including a one of its kind community stabilization and opportunity pathways fund being led by the community. The care put this plan enhances community power to define and drive outcomes beneficial to all.

>> thank you. I can't hear you think is mandatory that we can hear you.

>> oh I'm a lifelong neighbor to the proposed project and I have three process points up front. Please make all slides available to the public before the meeting to aid our ability to understand. Please open the one directional input only no visibility to other participants. Chat feature available Andrew in Zoom so that city official can read and perhaps choose to bring up questions from their constituents and their non time limited question period. And thirdly please

introduce speakers with an on dex protocol so that we will know we will be speaking momentarily.

>> I have four points for the project itself. Firstly the eia comes off as anthropocene trick in terms of primarily presenting environmental impacts to human endeavor. What are the environmental impacts to soil plant and nonhuman and non-human life on which our sustainability as a species rests? Notably there is no mentioned tonight to edify us on the allowable light pollution impacts of this project although we heard about this from the audubon society comments. As for the noise pollution impacts, how will the 60 decibel hour really limit be measured? There is no infrastructure for noise pollution monitoring except during active construction and so excessive noise pollution monitoring reporting would have to come from individual effort to keep data on this and there's currently very limited reporting mechanisms or enforcement for noise pollution has a I would ask google to please build an integrated automatic monitoring and enforcement network for noise pollution concerns as we have to a limited extent for air pollution monitoring and to consider adding registered faa monitoring stations for air pollution within the project. Secondly, what is why is the low income and extremely low income affordable housing segregated from market rate properties in this project? It seems that amenities like pools, gyms, roof decks would not be available to low income housing. The separate but equal approach does not work and will further entrench differences in the quality of life accessible for low socioeconomic status people.

>> this is nimby of a different sort. Not in my building. Thirdly, I wish the percenters spoke more about the agreements with google to ensure public access to their private parts. well we have the right to protest google in these spaces . Lastly, please consider amending the transportation map to open lines and to pedestrian only traffic here. While you are only yourself to see at hello can you hear me?

>> yes. Great. Okay. My name is y intro with mothers out front. I live in downtown San José. There is a 30 year lag between the time that greenhouse gases are emitted and when the effects are felt. The catastrophic wildfires and drought we are experiencing today are largely due from emissions from 30 years ago.

>> all the more reason to act swiftly on the climate crisis. We know we are not moving nearly fast. We must get people out of cars and build a world class public transit system. I'm strongly

in favor of the dirt on plan as is. I urge you to reject the sharks proposal to build even more parking and to reject the proposal to widen barak obama boulevard. Too much parking and street space for cars is entirely the wrong direction. It will increase traffic and we'll assess for exacerbate the climate crisis. Shark fins will be mired in heavy traffic at the end of games.

>> is bad enough already wednesday. The capitals of silicon valley must lead the way by prioritizing public transit walking and biking and letting go of the long outdated car centric mindset. Oakland is extremely successful are getting a sports fans to and from the coliseum by optimal use of bart and cal train and other public transit. We need world class transit downtown. We hope the sharks get not what they want but what they need a variety of ways for fans to get to games. Approving a plant as it is a win win for all especially for our future generations.

>> thank you.

>> thank you. Well you are and you did.

>> hello again, Madam, said Mr. Nice. Thank you for the closed captioning and putting up with the beginning. I'd like to start by echoing roosevelt's opening remarks and diep kudos for many and the team for the extraordinary crafting of the amended up.

>> moving on to downtown west I google for their flexibility preserving or relocating historical resources. I'd also like the city of San José and google for engaging every side of the aisle and crafting a win win. Development agreement for all parties concerned and that includes our beloved charter sharks. The only dark cloud I'm seeing in the development agreement is the infamous an integrated station come to plan known as disc and the potential negative coming to impacts that May result from the disc expanding beyond its buffer zone. In closing I would like us to start to stop a new conversation about investing some 23 million dollars in an allocated company benefits to create exponentially additional community benefits by shrinking the disk buffer zone and protecting historical landmark diep all in the process. Well one last quick remark is that alex's presentation coincides with the space launch from cape canaveral and I'm pleased to report that the league that the eagle landed successfully for the seventy ninth time. And I hope this bodes well for your deliberations later on.

>> thank you. Okay. Clapping you need it.

>> you set me up and begin to speak. Good evening. Planning commission thank you for the opportunity to speak. I mean from my notes here. I remember both cameron ssp patch and both of these groups have had a lot of input on the project and we've heard many speakers tonight talk how this project can bring downtown San José into the 21st century .

>> I've got back it will create a vibrant transitory community in silicon valleys intermodal transit access to the future the downtown and do it on stationery plans involving google and a record setting benefits plan carefully considered the neighborhood needs in the future. Framing it might not be quite forward thinking enough. a women's he had some really good ideas. Community companies May not be having all these big offices and having more housing but you know we May be all reconsider this. But the last thing we need to do is support more wasteful travel by automobile by expanding parking as requested by the San José sharks. There is plenty of park in planning. You've heard from so many people about how the trend with sports arenas is too. You get away from the giant parking lots and have people go by transit. I've been on the couch rain with the giants fans going up to at&t park and the party train is as much of a giant tradition as tailgating us. For some team fans and this plan is taking years. It's a combination of collector negotiations so much creativity and we have throughout this which housing clean affordable housing just make things convenient for them. Sharks fans and the concert goes at sjp center, thank you very much, william within yourself and you can as well.

>> I'm william laughing a santa as a renter living on communications hill.

>> I'm here to support downtown west. I've seen many of my friends leave the saturday area as a result of rising rents and housing prices. This project will not only make downtown San José more vibrant will help reduce the astronomical price housing. furthermore, as a sharks fan who doesn't own a car I'm excited about the possibility of being able to live so close to the tank and the greater downtown area. Thank you.

>> thank you to staff baby. You are for home ohlone you. That evening commissioner is david lowe's. On behalf of destination home and want to log our support for both the google development plan and the updated diep station area plan which together will provide a

concrete path for delivering that affordable housing we desperately need. In addition to the thousand diep restricted affordable apartments the structure of these agreements will let us get those extremely low income units that we also really need to address homelessness in our community and ensure that downtown west includes homes for our lowest income and most vulnerable folks. So we really appreciate all the work that went crack and is well thought out plan and maximize affordable housing that community desperately needs. And we hope you will all recommend its approval to the city council tonight.

>> thank you. There you are needed to meet yourself and begin to speak. Good evening members of stones a planning commission. My name is victor vasquez, director of community organizing policy at somos mayfair and a member of c supply the collective e salazar's always had to organize to be a power because we've been left out of decision making power where people build the wealth in silicon valley or been left out of the economic benefits. But feeling the impact of the housing crisis in response to community organizing. Companies like google work with a coalition of housing advocates community organisation, labor groups. We're here today to support the community benefit package connected to the google development agreement the community fund portion of the community benefits agreement is important to us. It puts 150 million in real decision making power in the hands of experienced grassroots leaders. This is the biggest community benefits fund in the us with community power to direct these millions towards economic and housing solutions. In terms of housing solutions it's almost made for we'd like to emphasize or enthused enthusiasm for alternative community housing. Alternative community housing models represent a long term strategy to combat displacement with successful examples in san francisco, oakland and throughout the bay area. A significant portion of the unallocated community benefits and those funds must be invested in this kind of community ownership project model. E several they will benefit from alternative housing models like housing on a on a community land trusts to curb generations of housing discrimination we thank you for your time to celebrate and looking for to working with you on other projects. Let's work together to put those community ownership housing models and he sells it.

>> thank you. Thank you. Are you are you get ahead of yourself. Good evening, commissioners perry smith with the housing action coalition or a regional nonprofit that advocates for more homes at all income levels we sense in our letter of support so I'm not going to really read the comments we made there but did want to call attention to the fifty five

people that put their hands up in support in a petition that we shared coasted with the bay area area council saturday downtown association and the silicon valley readership group. That number has now grown to 70. So please consider those people and making your decision tonight. Thank you all of you.

>> four hundred and so began to speak. Good evening. I'm ann paulson speaking in strong support of the downtown west plan. I've been a sharks fan for 27 years. I've been missing going to the games during the pandemic but I'd be even more excited to return to the tank if there was a vibrant walkable area around detroit and in the tank I live in los altos and I ride my bike to the games. It'll be great when I can get a recovery snack like some ice cream in the active use area right across from the tank before the game or just take a rest and do some people watching before I go in to watch the sharks. The sharks don't need more parking.

>> they'll be fine. Please recommend this for city council approval.

>> thank you sir. Sir, you are a mutant saw and began to speak.

>> hi. Good evening. My name is sarah mcdermott. I'm the political director of unite here local 19. We are the hospitality workers union in the south bay and that includes about 4000 cafeteria workers on tech campuses. I just want to say we're in support of this project and this has been a journey we expressed a lot of concerns at the beginning and we express those concerns to google to the city and in public and I'm happy to see that our concerns have been addressed. We were very concerned that service workers on this campus it's going to a lot of service jobs would not be able to afford to continue to live in San José. And that has been addressed on multiple fronts. It's been addressing google making guarantees around quality jobs on their campus. It's been addressed through affordable housing and it's been addressed through the community fund. So we are very eager to see this move forward. And I'd like to thank google for opening their ears and not just hearing but really listening and reacting to what the community has brought forward as their concerns.

>> thank you. Thank you.

>> alex, you are immune.

>> it sure is.

>> is the real thank you so much.

>> alex shaw, executive director, catalyse as we just want to know you guys got a bunch of e-mails you commissioners about this just wanted to re-emphasize something I mentioned in my e-mail yesterday on the issue of transportat this for me is the story of two movies groundhog day versus field of dreams and in groundhog day we choose to build our community just like we have for decades incentives and silicon valley built around cars for people driving them. And we get the same sad outcome all the time. We get more pollution and more cars and more congestion. And the other movie is a field of dreams where we build a neighborhood that is totally different a vision that we haven't seen in our city that some might not even believe. And yet when we get parking for bikes, when we get folks walking, when we get public transit put first. Lo and behold, if we build those things people will come and I hope that the city will look toward this vision which as we said earlier we already think there could be even less parking with this project and it would be better. So we certainly do not need more also want to just praise the community engagement aspect of this and the community empowerment of the fact that the community will get to decide how money will be spent in order to serve the community's needs. This May be one of its kind in San José but it's not one of its kind. Across the country and it need not be. Forgive me for saying so but we May need not look any further than the planning commission on May 12th when the flea market another giant project is coming before you so this can in fact be the norm. If santo zay wills so and today you are the first line in that will thank you so much ohlone and law order yourself. Hi, my name is shannon napper and I live downtown in district 3.

>> I'm a mom. I bike all around downtown San José and I'm backpack the bicycle and pedestrian advisory committee and I'm a hockey fan. My 82 year two year old dad takes public transit to support the portland timbers at providence park in portland, oregon. It's seamless, easy and fun to get to the games and I want that for San José. It's time we take a stand against car centric development and besides a human centered city is much more fun for everyone to enjoy. Even if you're 82 so please vote yes to accept the staff's recommendation on the downtown w project.

>> thanks so much.

>> thank you. Do you are included? So how did I meet yourself and begin to speak?

>> good evening. Thank you for allowing me to speak. I would like to congratulate everyone that has so thoughtfully put this plan together and encouraged the commission to vote yes.

>> the only thing I would like to say is that while there is great support even from my end for multi-modal transit and bike and pedestrian facilities which are so thoughtfully presented as part of this plan, the people who have an opposition mostly have it because they have not had the opportunity to incorporate these methods into their daily routines. This project has been a landmark in terms of its public engagement and I would highly encourage it to consider public engagement in terms of educating the public on how they can incorporate cycling, public transportation and pedestrian methods to achieve their daily transportation goals. Thank you. And you are.

>> hi. Yes. My name is alan lou and I am a San José native although a resident of santa clara right now. i just wanted to voice my support for this project and to really submit santa as the leader as the biggest city in these heroes a bay area. And I just want to say the the impact of this is about opportunity. Right? Well, the reason we're building this next station is so we can have lots of people be able to have access to opportunity and access money and access to silicon valley which is the innovation capital of literally the world and this is incredibly important for just saturday as a city and for even just the state and as a country just to be able to have places where people can can work and not have to pay an arm and a leg just to be able to get a good paying job which would have been offset. So just over a resounding support from a resident of the south bay asking about comedian steve. You are committed. Sorry. Hit a button. Did not want to play.

>> I must come rallies neighbor of downtown myself ten years. As someone who grew up in highly urban areas in europe. I'm glad that we're finally taking steps to increase density and room and kind of not be so car centric around here. I think it's the only way forward for the area. And from everything I've been following along this is probably the best we're going to get. So I certainly would advise the city council to put for this and the only thing I might suggest is that the that the sharks May come to lamented asking for so much parking. So maybe we

should make sure that we could eventually convert some of that parking back not parking. Thanks for all the work you've done and hopefully we'll see this coming to exist in a few years.

>> thank you. Paul murray and yes, yes. Hello. My name is molly macleod and we're speaking in favor. I also want to put it in the context however of being an accessible city and in this case accessibility having to do with people with disabilities. And I am pleased that the community benefits package with google is robust and has a community accountability engagement part of it. One of the things that google is doing this week is being part of a worldwide imagining process for being in accessible city and San José is well positioned for that having some more casts certified than many, many other cities certainly more in california than anywhere else. But where we don't see is that actually having representation awareness training not just for the minimums required by the americans with disabilities act but actually for true welcoming inclusive cities. And so when I hear of bikes and public transit, one of the things that needs to also be included is people who are using wheelchairs and scooters and walkers and I hope to see much more awareness about that as this process moves forward and I am still in favor of taking this with to the council.

>> yes. Thank you. Ok. That concludes our speakers.

>> thank you so much everyone I recognize. Ag commissioner talking to has her hand low. Thank you to everybody who spoke and I'm jumping the gun here possibly. But I just want to borrow the word of brian speaker number 20 and I want to joyfully move to approve all staff recommendation and I know chair, you're probably going to have them respond but I just want to be the first one to put that out there.

>> okay. We'll go ahead and hold that thought because we have to close the public hearing first. So as soon as we do that, although we have a few more steps before that, I'll make sure to call on you first. So that you can make that motion. Commissioner doris, so at this point I'd like to go to the applicant to provide a quick response to the public comment and then also ask rosalyann if city staff wants to respond to any items that were made during public comment. So we'll go to alexa and maura first for a five minute response.

>> ok.

>> we really respect that. It is quite late and want to just thank everyone for continuing it. Tonight is yet another milestone of people showing up and contributing to their community so we can create a great place together. So we're very much looking forward to the continuation of that and just are very grateful for everyone's time.

>> thank you. Like sam wrestling. Thank you chair. Yes, we were tracking the public comments I think perhaps only one public comment that we might want to have additional information or just clarity because I think staff, you know, share the information and the presentation around environmental impacts and I'll look to jon and to david keegan to see if there was anything else we had to add to that. David canada. I don't have anything to add. The environmental impact report did evaluate all the impacts including two plants that adam plants animals in addition to humans. Very comprehensive. So I don't have anything more to add. I don't have anything else at. Then I did relook at the r they did consider pollution and all the other things that the some of the speakers didn't mention . It is a very balanced comprehensive statement said. And so the wts g. Thank you so much. I'm going to give commissioners one more opportunity to ask questions. Raise your hand now if you'd like to ask a question before we close the public hearing as staff or the applicant seeing no. No rash of hans to go ahead and close the public hearing. Thank you so much to all of our attendees, all of our public commenters really appreciate your thoughts. Also the hundreds and hundreds of letters that we received many read them all. So we understand a lot of interest in this project and folks are very concerned but everybody will also have another opportunity to make public comment at the city council meeting when it moves forward there as well. So we listen to your concerns. We acknowledge them and I think at this time we're ready to move forward.

>> so I've closed the public hearing commissioner trends.

>> now is your opportunity. Thank you so much.

>> I joyfully move to approve all of the staff recommendation. Do we have a second?

>> second from commissioner oliverio? Would either of the commissioners like to speak to the motion? I would. Briefly. Ok. Here we go. I just have been so impressed. I saw protests of this project way, way at the beginning probably in 2018. I was at a completely unrelated meeting and people were outside the rotunda. I think probably some of the speakers tonight were there

protesting in the google village. And to see it go from that to this amount of community support is absolutely impressive. I am blown away by that. And I love that google says and I believe them when they say they're here for the long haul. That's the kind of community partners, the private partnerships that we need.

>> and I just want to thank google for all the investment that they have made up to this point in making this come forward and for choosing my hometown as the place to to build this so I yield the floor.

>> thank you, commissioner turned commissioner oliverio. Would you like to speak to the mushin Jr.?

>> yeah, I'd like to reiterate our compliments to the staff for all the work to processing this land use application and its level of complexity. Thank the applicant for them choosing santo zane. All we offer as we learn through the questioning there is no guarantee that the seven point plus million square feet of commercial will come to fruition. And we also know that this will not happen in the near future. This is really a project that will be built out over not 10 years but 20 to 30. Even santana row which is much smaller than this is being built out over already over 20 years. These projects take time. But when you look at what's before us, it's a great opportunity for santa as and we'll just hope that it all goes together and as planned inevitably things happen, things change changing circumstances. But we'll hope it continues in a positive direction. The alternative prior to this land area was focused on professional sports with a baseball stadium. I was the only council member at the time to vote against that because the fact the matter what was being provided to us was not guaranteed and in fact the city council made some other land use decisions trying to satisfy professional sports by converting industrial land or commercial land to housing that was completely unnecessary with the hope that we could get professional sports here. So at least this one is a little bit different. We're not being asked to do those type of maneuvers of land use throughout in other places parts of the city. I think for staff if when applicants are processing applications and they have to do everything that they need to do if development agreements are something that are going to be what's desired, then it's really up for the city council to make that part of the entitlement process rather moving the goalposts away from an applicant that's trying to process an application a one point six trillion dollar market cap company can certainly offer this and still afford to do business but every other applicant May not be able to do so. So I'm excited about

the opportunity. I'm pensive of what how it May be but I certainly look forward to the road ahead. And I appreciate all the work that's gone into this and thank you chair. Any of the other commissioners like to comment or discuss that seeing no other hand I'm good. I just want to say a couple of things. First staff at kudos to the staff to elect said laura. The team at lab and google. I did attend one of the public eye guy gatherings and I just that it was a really really well engaged. I didn't vote on anything. I just kind of walked around and looked at what was happening but I was so excited to see hundreds of people there kind of talking about what this would look like imagining what a future for San José could be . I'm really excited about this. I born and raised here in San José. Like many of our commissioners were are and this is what I want to see for our city and I know that no project and no no development plan is ever perfect. But the thing that I keep thinking both personally and professionally and in this room is we can't let the perfect be the enemy of the good.

>> you know, I think we heard to day that this is this community benefits plan is unprecedented in the city and in our community and it has such a great. This is an opportunity for our residents to stay here to benefit from this, to have more open space, to have better parks, to have better transportation and streets and bicycle and pedestrian walkways and just really make downtown the vibrant place that we've always wanted it to be. So I'm super excited about this. To be voting in support of it. And I can't wait to see this. I'm also really, really happy that we were able to stick to the 25 percent affordable housing goal. Really looking forward to seeing the city get that land and start to develop that housing. I know that we have a jobs housing balance. I know that that creates a huge issue for our city services. You know, I think that I'm really hopeful that google will get the occupants for all that square footage so that we can start to get to at least come somewhat more to balance recognizing that the general plan in general doesn't get us to where we need to be anyway. So I think this is a step in the right direction both for the longevity of our city, the vibrancy and the sustainability and kudos to you also on the sustainability plan for all the building I think knowing the impacts of climate change are hitting us much more drastically year over year. This is the direction that we want to see folks moving in. As we build. So thank you all. i know it's been a long night. We've got to call a vote so with that commissioners bosnia and lardinois are absent. So commissioner casey, commissioner garcia.

>> all right. Commissioner oliverio.

>> all right. Commissioner torrens. I am commissioner garber yarrow is also in I.

>> so while we in a key role on the turnaround, the staff is putting that up on the screen. I know I said we take a 10 minute break. Well, I feel like we're close to the end. If I could just have a raise of hands from the commissioners. If you want to take a break, happy to maybe do a five minute. But are we just really wanting to power through and move on? Took a five minute break. Five minute break. Ok. Four minutes or three something.

>> ok, so let's just take a quick bathroom break, get some water and we will come back at 7:00 minutes 10 40 and then we will finish up the rest of this meeting.

>> thank you so much for sticking with us and we'll see you back at 10:00. Forty I think I need to do a roll call just to make sure everybody's back before we take. Item eight b so. Commissioner casey, commissioner garcia, commissioner oliverio, commissioner torrens here and commissioner bonior and lardinois are still absent. So ok.

>> so before we move to items 8 before to item b I'd like to defer to any levin to the next meeting just so that we can kind of finish after this item .

>> so just kind of I will take . Well I'll take a motion on that after ap but just wanted to give focus a heads up that that's what I'm thinking. So for item e we have is gp 2 0 0 0 7 and c 2 0 dash 0 0 2 which is a city initiated general plan amendment amending the dirt on station area plan and say rwanada is the project manager and go ahead and start with the staff report.

>>

>> great. Thank you Madam Chair. James able to share your presentation?

>> perfect. Thank you. Good evening, Madam Chair. Planning commissioners and members of the public calls a rwanada dard on station plan project manager with the planning division.

>> before I begin such presentation I'd like to note a change in attachment the staff report and a correction needed in another attachment. First is attachment j of the staff report the airport land use commission overrule draft resolution the draft resolution was updated to include the

airport land use commission comment letter on the city's proposed overrule and was updated to address the comments attachment j was updated and posted on Friday April 20 3rd. Second is an error in the attached I of the staff report. The draft amended dard on station area plan appendix a build out methodology and calculations was unintentionally omitted from the document. The staff report will be updated to include this appendix next license from a good planning perspective.

>> we want there to be a lot of homes and businesses within walking distance major transit centers so people have the most options for how to get around the city prepared the dirt on station area plan or diep up in 2014 after community input including feedback from a good neighbor committee the diep have calls for transforming into a vibrant transit oriented district of downtown and a place for all San José residents to use and enjoy. The dirt on station area is an important resource for the city and its development is a key part of the strategy for achieving our citywide goals. Next slide please as a reminder we want to share why we need to amend the diep. Since the plan was adopted in 2014 so the city is no longer planning for a ballpark. We are considering google's mixed use development. We have the opportunity for increased sites and development capacity. The city has initiated other plans in the area. This includes the geared on integrated station concept plan or desk. the downtown transportation plan and the dirt on affordable housing implementation plan and the city council has adopted other policies and plans such as the downtown design guidelines and standards climate j and activates j.

>> next slide please. Currently station is a hub for several local and regional services. We are working on adding bart high-speed rail and more passenger services estimated to increase passengers eight times over pre coded volumes. The city is with these transit agencies and mtc on disc to plan for the expansion and redesign of the station next likely this slide here captures the engagement the city has conducted since early 2018. So as you can see there have been several meetings and events as well as surveys next libraries community input has been central to the development of the draft amended dsa for example based on community input. The amended diep sap emphasizes equity as a primary objective. Significantly adds development capacity. He includes design standards for building height transitions proposes a wider mix of uses revises the open space plan to ensure better access to amenities and updates the mobility networks to prioritize walking public transit and bicycling within the core area while allocating automobile and circulation and parking facilities at the perimeter. These

changes and others balance the range of aspirations and concerns expressed by the community members throughout the engagement process.

>> next slide please.

>> our community engagement affirm the general vision to transform the dirt on station area into a dynamic mixed urban neighborhood. We did however adopt the objectives, themes and goals to embody the overall spirit and character. The community indicated are important. Achieving these goals requires adding capacity for more housing and office through increased 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 amended diep includes some design standards to supplement the downtown ones and reflects the unique characteristics of the area. The planning process also includes aligning the general plant designations with the recommended development program.

>> next slide please the amended dcf will increase capacity for both residential and commercial development which in turn will increase opportunities for people to live and work near the city's largest transit hub. The city prepared the tiered on affordable housing implemented plan. As rachel mentioned earlier to complement the amended dcf and established strategies education and preservation of affordable housing and protection renters the open space and public life approach aims to provide equity in the quality and style of park amenities and spaces and the mobility approach aims to promote social and economic equity supporting inclusive access to transportation modes that provide the most economic and health benefits for a wide variety people.

>> next slide please. We have extended the boundary the dirt on station area adding approximately 12 acres. This includes the northeastern corner along adams street expanding the boundary to the east to include all of the downtown west project within the dl and adding land between them street and los gatos creek to allow for potential feature park controlled development. Next slide please. The amended dcf reflects google's downtown west development proposal. It includes a greater mix of uses and flexibility on some sites considers compatibility with adjacent uses including the airport and freeways and includes cities policies and goals for jobs and housing. Next slide please.

>> the amended diep up includes revisions to the general plan land use designations within the dearborn station area and this is for certain properties within the boundaries of the plan. The land use strategy removes the 2014 d sets three distinct zones and establishes a more mixed use approach.

>> next slide please. To achieve consistency with the outer safety zone the amended diep includes an outer safety zone overlay for the area. This would have a maximum occupancy of 300 people per acre with 20 percent of the growth area required as open space and precludes uses such as. Regional transit or regional shopping centers, stadiums, hospitals and other similar activities with high density. Next slide please the draft amended diep establishes three types of building heights high rise height limits which range from about one hundred and seventy to two hundred and ninety five. That's shown in ballou intended to allow development up to the maximum height permitted by the city. Now this is contingent upon required faa airspace safety determinations mid rise height limits shown in orange ranging from 110 to one hundred and thirty feet. These are intended to create urban districts and neighborhoods that are lower in scale than high rise areas. And lastly transitional height limits in paint ranging from 65 to 90 feet. These are generally located near low density single family residential areas and are accompanied by high transition standards for specific locations. Next slide.

>> an analysis of the maximum buildout for different uses was developed for the dirt on station area and analyzed in the amended diep environmental document. This table here shows the maximum build up program for the downtown west project. The remainder aired on station area and the total maximum for on station area as a whole. Next slide please. The draft amended diep includes the build on the downtown ones the city adopted in 2019 which already apply to the dirt on station area. The orange and blue lines you see on the map show proposed step back transition standards where taller buildings would be next to a lower height residential context.

>> next slide please. The city has shifted its open space strategy toward the planning of a dispersed network of open spaces and neighborhood parks rather than one large community park. The open space strategy for the area consists of 10 acres of publicly owned open spaces as a supplement to the existing open spaces that currently surround the area. Diep proposed open spaces include neighborhood parks, trails segments as well as plazas. Next slide please. The mobility approach aims to increase the share of people moving around in the dirt on

station area on foot or by public transit bike and other alternatives to single occupancy vehicles from the current level of 40 percent to at least 75 percent. By 2040 the mobility approach includes changes to the street typology designations and a planned transportation improvements center of balance multi-modal transportation network. Next slide please the draft amended diep recommends parking and transportation management district and transportation management association to coordinate and manage parking and transportation demand management strategies for the area. Strategies include shared parking price parking unbundled residential parking as well as other strategies like slide the draft amended diep will significantly increase overall sustainability through a mix abuses. High density sustainably designed buildings and an urban environment that promotes walking, biking and transit. Next slide please. As shown in the map certain properties within the deer don station area are proposed to be reason to the conventional zoning districts that align with the underlying general plan. Land use designations for the respective sites. The conforming rezoning analyses changes to comply with state law and support the plans of vision for the area. Now I'll pass it over to david keon who will briefly speak on the environmental review process and he goes a good evening movers. Members of the planning commission david cannon principal planner ppc. I'm going to briefly go over the environmental review process for this project.

>> so first I want to state that there was an initial study addendum to the downtown strategy 2040 that was prepared in order to evaluate the diep amendment. Now why was this approach taken? What part of that is because the diep is a sub area of downtown the entirety of diep is included within the downtown growth area and the general plan downtown had an E.R. Repaired it was a certified by city council only in 2018. Only a few years that evaluated all the impacts of development and downtown. And this took over from the original 2014 diep set the irr cover developm and downtown. And and in the diep. This because since approval of the 2014 diep had the l r state and law change with regards to greenhouse emission targets and also the metric for animal analyzing transportation impacts switch from level service to b and t vehicle miles traveled the initial study addendum was posted for public review from March 2nd to April 1st. Secret does not require that initial study addendums to existing certified desires was circulated for public review but as part of the public outreach process the city took this effort and its response. The city received seventeen comment letters from local agencies, individuals and advocacy groups. The city, even though it's not obligated to under law did respond to these comments and in the rada posted cities website on April 20 third next slide please sequence particular criteria for when an addendum to existing certified document can

be repaired including existing certified or like the downtime strategy. One is that there is no substantial project changes which will require major revisions of the previous project duplicative a new significant environmental effects or substantial increases in the severity of previously identified significant effects. The other one is that there's no substantial changes in circumstances resulting in new impacts or increase in severity of new impacts and notes substantial new information resulting in new impacts or increase the verity of previously identified impacts as demonstrated in the initial study addendum. Many of these situations exist for the diep amendment and this comes back to the fact that the downtown strategy guys are like the sbir is a program level document that governs future development that will come in the policies and the downtown strategy will continue to acquire just as they do today. What this also means that subsequent project level analysis individual projects coming in and seeking coverage of this year will have to perform her own project level analysis. This means that these projects we have to evaluate issues like storm resources, construction, air quality and impacts to riparian habitat. This is the same process as all other development projects it down don't have to follow including the downtown west project but also recently the city view closet project and the san carlos maria project. So now I want to get it back to hosey who is going to go over the recommendations.

>> thank you. Great.

>> thanks, david. This is our last slide and stuff presentation staff recommendation staff recommends that the planning commission recommend to the city council all of the following actions as listed in the staff report the summary of those actions are provided in this slide. So with that I conclude staff's presentation. Thank you. I believe you May still be on mute chair.

>> thank you. I just realized that I do have any questions from commissioners or staff before we move on.

>> come in. Ok. Mr. Oliverio, thank chair staff during this process. There is a variety of comments on what type of housing density could be achieved and would appear to me that if there's anywhere you're going to put density it would be next to this. All these levels of transit. Where do you feel the. It came out versus the variety of opinions that were on the topic. Thank you, commissioner. say perhaps could go back to the slide. Just that development capacity or the d s and that will give an overview of the total development capacity within the entire area.

And he has a slide that shows that outside of what's being proposed in the downtown w project so significant that's I believe that slide. There we go. So I guess first staff would you believe that some some people believe that there should be even more density? Can it?

>> could it be accommodated here? Commissioner good evening. Timur planning division manager and tvc of the environmental program table that you see before you represent a theoretical upper limit that was evaluated in the environmental analysis assuming that all identified opportunity sites were built out to their full extent and that force areas where either housing or commercial development are allowed that both of those capacities are reflected in the overall total. Ok. Thank you. Who is it? I just have a quick question related to the latest I e d standard. Could you just describe briefly how they've changed in the new plan? I don't know if you'd like to think that the chair the lead green building standards are actually contained in the city's building code so the dea does not impose additional new standards. It contains some guidance on how projects can be designed to be more sustainable but it does not impose new requirement. I believe the the city's green building ordinance requires commercial projects to be designed to a la gold standard.

>> if I'm not mistaken.

>> thank you. So we'll go and public comment now. I see we have two folks who we know don't cut with. So for now so take these for all and kathy david and meredith and then we'll pause and see if we need either spanish translation or vietnamese translation and then we'll go back and see if there's any additional speakers. So let's go ahead and move on and everybody gets two minutes.

>> ok, rolling. You are muted. Go ahead and get yourself well . Thank you, Madam Chair. And I'm definitely seeing a problem we are having here with these presentations now being posted on the web site. So I noticed I believe you log on slide number two. You can see that in the back in 2014 that these sites have the town no alignment and that's just disappeared. There is no mention of it in any way of any of the documents. I can tell you why. Disappeared because of high speed rail authority mandated some kind of full track station which we knew eleven years ago was not constructed both and subsequently we found out documents from the high speed rail authority that say if every train stops a dividend on any two tracks and guess what we designed that eleven years ago and it's gone and I'll tell you why it's important I mention

earlier that we had enough opportunity to substantially increase the downtown with community benefits if we shrank the disk. The only to shrink the disk is to move two of the tracks underground exactly in that alignment that you see on the second slide. So hopefully we can start that conversation moving down the road because you virtually are talking about hundreds of millions of dollars in benefits for an underground station that believe it or not it's not going to go seven billion dollars. We can actually do it right now for less than 300 million dollars. I'll be happy on the other committee. Hopefully tnt to explain to the city how that stuff gets built and I assure you that the google technical team that google will have assembled I've got all the technical expertise to get the job done in three months.

>> thank you bill. You are an idiot and yourself to speak. Thank you. Good evening. And I know it's late. Thank you, chair. My name is kathy sutherland. I live at the dallas park neighborhood and I am a member of the ding.

>> the d s has raises concerns for the day and just to give you a big picture out of two hundred and fifty acres. There are 3 1/2 blocks on the south side of san carlos where the boundary of the d sap splits two blocks midway it goes straight through the blocks. There's no natural divider like a street. One side of the block is out to the other side of the block is up to one hundred and ten feet. That's creating problems in these interfaces with existing single family homes. The other place it is still of concern for the diep and dallas park is where the diep settlement proposals for the area at park and most scotus creek and gifford there's a site that abuts the lake house historic district once again zoned out to development heights up to 90 or 65 feet depending on where it is within the the the law. We are continuing to have strong conversations with rosalyne and rosalyne. Thank you very much for for your help with this. But these are areas that are still concern. We do hope to have them resolved soon. We hope that the the diep that the downtown west guidelines can apply for the entire diep. Side of the street doesn't have one set of development guidelines and the other another set and we term is up.

>> sorry about that. David, you are and you did. thanks very much. Thank you. Chair cover euro members the planning commission. My name is david meyer back here on behalf of silicon valley and home. Want to express our support for the staff recommended amendments. This decision generic plan including the affordable housing implementation plan which think a lot of talk tonight but we think staff for all their excellent work developing these plans planning and housing departments should really be commended for its achievement. We want to we

strongly support staff recommendations on overall land use plan distribution that uses development capacity proposals you saw and the allowable heights for station area. These factors are all critical to the plans. Total housing capacity? No. You saw that thirteen thousand five hundred nineteen which is inclusive of Google. Importantly the housing which mixed use vision for the station area that everyone was talking about earlier nearly Google and that staff is just talking about as part of this presentation as well relies on those staff recommendations on land use, height allowances, modification special reductions, lease allowances are going to undermine the potential for housing across the station area.

>> also one of the support the significant work staff has done on developing the affordable housing implementation plan which is taking a look at the challenges that lie ahead for reaching our 25 percent affordable target for the entire station area and responding to council and community mandates to address risks of displacement. Achieving these goals is not be simple or easy. And so these staff will need the full support of the council, the planning commission, the community to assemble the resources and prioritize policies to implement the plan. The successful racial economic integration of the station area and surrounding neighborhoods alongside investments and displacement strategies will be a gauge for generations of San Francisco's in assessing equitable growth in the city. So overall very supportive. Looking forward to continue to support this work.

>> thank you. Okay. Meredith you are and you did it. Hello again. I don't have access to your slides so I can't reference any specific maps and I've asked this question before about the design which is was the plan for pedestrian access along sandbar and Lenz and I've heard the answer before that there is also supposed to be a proposed park on Stockton and the back of Green keeps moving in every meeting that I come to for where that park is actually going to be. I would like to also know that we just said to the Google presentation and it appears that they intend to build a building that actually spans Center Bar on the east side of the train tracks. So I'm wondering yet again what is the pedestrian access going to look like with elevated rails through your innovation corridor such that the Garden Alameda and College Park and all of the established neighborhoods to the west and north have access to Sandoz a marketplace as well as all of the vital gardens and parks that will be in the northern Google development if anybody could eliminate.

>> I'd be nice. Thank you, Annon. You are only added.

>> ok, thank you. Basically just looking at green space and that the real problem that we are all going to be facing as a human species of you know no matter what our color is really going to be surviving on this planet without fossil fuels and even having you know where we. We don't become cannibals because as we know go back to living without fossil fuels which is back in the seventeen hundreds. We have no natural habitat. We have destroyed our natural habitat. And so really creating a natural habitat is really going to be essential for our survival. And so we have to start looking at that and really preparing for that and even preparing for living without fossil fuels. And so we're not doing that. and so what we really need to start doing is growing food locally. That's how you create resiliency and even affordable housing equity and all those issues when we're losing life on earth, a million species are scheduled to go extinct. So we have four crises. Its climate is biodiverse city it's pollution and it's housing. But what we really need to be looking at is the issue of biodiversit because we can't wait for that like my friend and scientists is mueller said that it takes 10 years to develop good soil. And so that's why I'm saying that we need to take the lot. It's 6 1 5 stockton avenue which the owner is willing to sell for about 3 million maybe less and buy that land always what they say we can't find land. Well, this land is available right here in the know as an entry into the google village that it would be an example of the best of humanity. And we need to be growing food and creating urban sustainability so that's what I'm proposing that we do and that the science says that we need to do is to use open land to grow food.

>> thank you. Mike, you are a new missionary . Mike's out of green preservation action council. My comments brief. I just in all due respect to a plan that was done in 2014, the comet is a ballpark stating that that's no significant change for a plan in 2021 for a massive corporate campus strains credibility. My biggest concern is that the diep have doesn't seem to sufficiently address a lagging diep disk plan that from our particular perspective we're interested in seeing a definitive statement from the city about the preservation of a historic landmark being third on station.

>> thank you very much.

>> okay alex, you are in it.

>> everyone alex shaw again with catalyze S.V. I want to thank staff who engaged in an extensive process of talking with the community about this and made the case for taller buildings in our city because taller buildings not only can be really good for the tax revenue base that we need to provide our city services. But when it comes to housing they allow more people to live in our city. It's not that an existing neighborhood of single family homes concerns aren't valid. It's that the need to house every single person in our city on the streets or who wants to live here is a greater need as a community than any individual homeowners individual needs whether it be heights or traffic or parking, whatever it May be. And so groups like ours advocate for taller buildings because we know we can house more people and create more vibrant neighborhoods when we do and that that is a greater priority for this city and this community. This is a place befitting of density for the next hundred years because it is near our downtown and because it is so close to transit. So I commend staff for having these tough conversations and I beseech you to continue to put the needs of our city first by allowing taller buildings in places where they are most appropriate.

>> thank you ortbal ask that you are engaged in I was going to peralez. I told earlier said no need to present myself again. I. I completely favor this plan. We need to more than city to it. This is another step towards b sanford becoming a quote unquote real city. I have more of a question than common for beyond that. It is man I need to confirm my understands that this plan does not affect any of crossings. Pass the pass the rail tracks basically eyes. Park san carlos as boss potentially some fernando, santa clara etc.. And that dot will have to wait for the actual station plans to happen before we see what's going to happen with those. Am I correct there our staff can respond after the public. All right. Thank you. Then I'm good to do. I'm good to go. You can you can leave it to the next person.

>> well, look. You are immediate and meet yourself. Oh, thank you very much. How many? yeah, I want to call the second one. Alex shorter said about putting density where I need density. San José is a big city that looks like an overgrown small town in some ways. And big cities great cities have to go up to fit that many people into the land they have and I think the project has a good balance between density and green space and all these amenities. So it isn't just that we're building a bunch of big blocks and stuffing people into them. We need to have density and narrow transit and make the most of this land because the reason transit doesn't work in San José is because the population so spread out. If we need we definitely need to have more people using transit to reduce global warming and ohlone way to do it is to

put more people near transit instead of having everybody spread out and ninety five percent single family home is like we keep hearing about.

>> thank you. Thank you very much for your my time. So this time I will go ahead and ask if anyone needs spanish translation to please raise their not seeing any hands raised. If we if we could announce that if anyone needs the translation and would like to speak during public comment now's the time to raise their hand. Ok, so he believed that concludes public comment on this item. Give an opportunity for jose to respond to any of the items and then we'll take questions from commissioners. Thank you, Madam Chair. In regards to se}or bar street and just please correct me if I'm wrong the segment of a bar that crosses under the planned elevated tracks from stockton to the east side is an active greenway inactive greenway. Our streets that close to motor vehicles and open to pedestrians bicyclist shared micro mobility and emergency vehicles. They serve as open spaces that connect people and places that that is correct. If the chair in the commission would like me to answer oscar's question as well, I think that fulton with what posey was sharing does now which is that detroit on station area plan at this moment is the opportunity to put together a whole long range plan for the area. And so oscar asked about whether the city would be reestablishing some of the grid or whether that would have to wait for the dirt on integrated station concept plan to be realized and that the answer is that the dirt on station area plan articulates how when as the detroit on station plan envisions the tracks are elevated, our streets can be reconnected through. So oscar, if you're looking for page one hundred thirty two of the plan shows those new connections under the tracks that will be possible including the connections at cinemark as well as that lens in that that we're asked about. We'll note for clarity that in the description of the lens and connection there is the active greenway just like in a bar as it was articulated as a bike had street. Also emergency vehicles. There is also an option for a lens and that would allow motor vehicles to use that to cross onto the tracks as well.

>> that's all. Thank you. Yes. Thank you. So do you have any questions from the commissioners? Yes. Mr. Chair, so staff this is rolling along with the prior item that we passed that item apparently is hoping for legislation to pass called a b. Continue 900 can can this d sap be challenge which in a traditional sequel manner is that would disrupt the prior item that we voted on commissioner no. The b. Both projects have their own separate approvals so the previous item included its own environmental review under a hundred and specific diep happen elements that apply only within the boundary.

>> ok so I thought I saw something in the powerpoint. The reason we're making these changes is because of what's changed right. And so. So that is my assumption then that the google project does not need the d sap to move forward.

>> that's correct. Ok, that's fine. Also there is correct commissioner but it needs amendments to the diep are existing stop to move forward?

>> oh no it's independent. Right. Because this is a supplemental off of an already certified irr then the challenges that are greatly reduced or about the same anytime you take these topics up.

>> it's about the same but in the google that relies on a b 900 just to shorten any time in the time line for any potential lawsuits.

>> sure. Oliverio. If there was any challenge to this sequel it would go independently of the google challenge and that wouldn't have the timeline limits on how when the lawsuit would have to be settled. That would be under hb 900.

>> fair enough. Fair enough. On the on the topic of density, you know, as has been stated eloquently by the speakers and the staff and this is a unique piece of land that doesn't get re created anywhere else or in any neighborhood etc. And I think when we put this type density here it's where it's most make sense. And it also reduces having to put it where it doesn't makes sense. I understand they'll be bordering blocks that you know are very close to commercial areas where the risk was there eventually. But it's important you know that the density gets put here otherwise it's you know, we have to put it in disrupting other areas that aren't that aren't didn't aren't in the proximity of the downtown or commercial areas. So I think it's you know, we we need to have a significant density in our downtown core and our transportation core. And if there is there's no other questions. Chair, I'd be happy to make a motion or pause.

>> pause. At least you're trying has her hand. Oh, backup oliverio after he makes his motion.

>> okay, so I see no other handset from our michaela commissioner. I will go ahead and close the public hearing at this time.

>> Mr. Oliverio, if you'd like to make your motion. Certainly I'd just like to move all the work that staff has put forward on sap. Obviously there'll be a areas that people can debate but overall this is the way we need to go and look that said that's emotion.

>> appreciate everyone's time and this evening. Would either of you like to make further comments? I'm ok. Thank you. Are there any discussion I think having a commission of five really reduces the amount of discussion a lot. Ok, so we're gonna go ahead and call about recognizing that commissioner and Mr. Lardinois are absent today as so commissioner casey Mr. Garcia. Mr. Oliverio. Mr. Torrens, I am commissioner of animals and I will staff bringing that up. i'm going to continue the general plan hearing public hearing until May 12th of 2021 1. And if I can get a motion to defer 10:00 and 11:00 if to the next meeting motion to defer 10:00 and 11:00 to the next meeting. Oh, just a second to your motion.

>> right. Thank you.

>> any comments or discussion? That's just the minutes and the updates. Yeah, well would just knock it out. All right.

>> go ahead and go and then.

>> all right. We have a motion on the floor. Yeah. Because the next meeting is gonna be really short. Right now I'm at 12:00.

>> right. So. Ok. So we have a second and a motion. No further discussion. Commissioner casey. All right. Thank you. Garcia, I. Commissioner although you're here. Mr. Torrens, I think we should it is an I. We're adjourned until May 12th. Thank you everyone. Thank you staff. Wish your twins. I really like your background.

>> have a wonderful evening. It is a great day for our city and hopefully it'll be even better when the city council approves this.