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City of San José  
Station Area Advisory Group  
January 16, 2020

>> ok, we are going to get started here soon . As an right now. We will let people get seated. It looks like everyone got their name tag and if your organization had a binder over here, you have all the materials you need. If you got your name tag from here, hopefully you got one of the green packets as well as a copy of the powerpoint presentation. Does anyone need anything? You should have the stuff you needed here. With that, welcome to the stationary advisory group meeting . My name is lori, I'm the program manager for the city of San José and I facilitate the station advisory group and run the community engagement program for all things diridon. We also have our consultants here, diana and dave . There will be some other city staff presenting tonight so we will introduce them along the way. So before I continue I would like to call the interpreter up and make an announcement [ Speaking spanish]

>> thank you. Here is the agenda for tonight. After this introduction I will turn it over to dave to approve the meeting minutes from the last time you all met together, which was August 22. We will go over the meeting objectives and then there are three big items for tonight including an update on the community engagement process . That will be a staff presentation by me. Followed by question-and-answer period. Next will be an update on the google project or the downtown west mixed-use plan and we will be talking about the process is related to the development agreement and design review. Also followed by a q&a. Lastly will be an update by liz, the project manager for the diridon concept plan. And then at the end of the meeting there will be an opportunity for public comment. So with this meeting, we want you to know about all the engagement activities we did last fall as part of the first-round of outreach for this phase of work on diridon projects . I will include what we heard what we are doing with input as well as answers to a few commonly asked questions in the process moving forward through 2020. We want to make sure you understand what has happened with the diridon integrated concept plan since the last met. And also clarify the process for developing a community benefits plan that will be part of the development agreement the google project as well as talk about the initial thinking for the design review process for that project. So tonight is your

opportunity to ask questions, share reactions and we also want to hear from the public. So with that I will turn it over to dave.

>> thank you very great to see you all again. So before we get kicked off here, I wanted to get an approval of the meeting minutes from August 22. thank you. Excellent. So with that, just a quick reminder about meeting logistics. This is all recorded and streaming live . All this information we posted on the project website along with summaries. Please do know that a please share your information go to the website to visit all the great summaries and information that has been posted there to date three you all exceed these group agreements many times you have all been excellent and stayed within this group agreements. I just want to remind you we want to create a safe space and recognize one person speaks at a time. We want to put yourself in each other's shoes and perspectives will . We want to bring that to the table and create a space where we can all think collectively and work together and I always like to say have fun. That is one of the main reasons we are all here. In terms of the public in your engagement with this process, there is a code of conduct which we hope you all know by now but it is to be respectful and hold your comments. We ask you to bring your comment cards up so we know who all wants to speak we will give you warnings as we go throughout the process if you haven't had a chance to do so. Again, as we mentioned before, the summaries will be posted to the website . Please stay tuned. With that I will handed back to lori.

>> I think I'm going to sit for this. As I mentioned, the purpose of this update is to explain what we did, what we heard, what we are doing with input and what is coming up with community engagement. I had planned to copresent with tim. He is a planning division manager overseeing the google project in the diridon area plan for it unfortunately he is out sick today. This is going to be only. Sorry about that. Last fall there were a couple community events related to the dear don concept plan, including a couple workshops focused on the big moves of that . You will hear a little bit more on that later on in the meeting. There is also a virtual town hall, which is somewhat experimental engagement format we all tried and we thought it went very well . About 70+ people were to then live and then of course it is posted afterwards and so we have gotten more views on that. For the google project, there were a couple meetings the planning division hosted. Environment a scoping meeting as well as a development application meeting. Google also hosted a design workshop on December 7. So for the diridon station station area programs that covers not just the google project in concept plan, but all the other things going on in the area, we held to community meetings and three

small group meetings with you all. I believe most of your organization were able to send a representative to one of these three meetings. These are the discussion topics we talked about at the fall engagement meetings. The purpose of those meetings were to inform people about what is going on. The projects and decision-making processes as well as get reactions to initial concepts under consideration. That includes googles application for the downtown west mixed-use plan as well as staffs recommended concept layout for the station concept plan. We also had tables and discussion topics related to the plan, transportation and parking, parks, trails and open space and housing. This is a picture of the first community meeting we had where there were tables for each of the six topics. This format allowed people to explore the information at their own pace, stay at some tables longer than others depending on their interest and we have the project manager for these projects available to interact with the public and answer questions. Experimenting with a little bit different format , but it was a really great way to share a lot information and let people absorb it at their own pace and interest. So at all these meetings, this is a quick refresher since most of you already saw this presentation. We did provide an overview of all the projects in the station area that are active. Of course there are many adopted plans and things like that that apply to the area, but these are the ones that have an ongoing component to it. This was mainly to provide a foundational concept for the rest of the presentation. We used this map to show how all these projects fit together in space . We had a big board of this printed out and there are extra copies appear if you want to get that at any point. We also presented this graphic to show how the projects fit together in time and with the engagement process. The intent here is to be well coordinated across projects and to focus our outreach and engagement into four rounds. We have completed the fall round and so we have three more planned for 2020. We will get into the preview a little bit later on. These next few slides summaries most frequently made comments we heard at these meetings and the key themes from the fall engagement. With respect to the google project, there's a desire for more information related to housing , the active retail cultural spaces, the relationship with the surrounding neighborhoods, building design , parking, construction phasing, open space and its relationship with the concept plan. Also on the google project, there were comments to make sure there is a sufficient usable open space and recreational facilities as part of the overall open space plan . That we should highlight the green infrastructure and sustainability efforts that have been proposed as part of the google project. And a few people thought the interface with the station and the projects b the project needs more of a wow factor. And these were the top topics raised as part of the environmental scoping process for the google project. Economic and social effects , emergency access, bicycle and pedestrian facilities and historic

and biological resources. Related to the Diridon station area plan update, there were suggestions to expand the study area boundaries. Concerns about the potential effects of increased height limits, a desire for other developments beyond Google to be held to the same high standards and questions about the anticipated development capacity and projected community needs that would result from new development. So in addition to the comments on the Google project already mentioned, with respect to parks and public spaces, there is a desire to address the issues with homeless people along the creeks and treat Guadalupe River Park as more of a focal point in the area. Just to touch on this at a high level since this is an agenda item later on. In terms of what we heard on the concept plan, there was general support for staff's recommendation to move forward with elevated platforms at the station and to have two concourses. One is in the Clara and one in San Fernando. There are concerns about the third recommendation to add tracks and trains to the existing core door, specifically to the south. There were also concerns about the potential impacts to the area from a viaduct option. So these are some of the topics people want the project team to address as work continues on the project. There was a lot of interest in how the historic depot building will be treated. That was probably the top comment. There is also interest in how the station will interface with the neighborhoods and the truck effects on the neighborhood as well. A lot of topics still to be analyzed and addressed in detail. Additional themes related to transportation or improving pedestrian and bicycle safety, parking management, specifically recognizing there are long-term goals and current demands for parking so a desire to balance that. Also, to minimize effects on the neighborhood and arena with respect to parking. There is a suggestion to look beyond the Diridon area to the west. Neighbors want to make sure the city is considering and addressing the transportation effects from the station a new development on streets outside the plan boundaries. This is related to the Diridon station area plan but also the downtown transportation plan that is kicking off now. So these are some of the key themes that came from the small group discussions with you all related to housing. There were calls for a bold approach to make this area a model for inclusive development and to develop strategies that get the biggest bang for the buck. There is recognition of trade-offs involved in a desire for balance. For example, build both affordable housing that is integrated with market rate as well as stand-alone buildings. Consider the full range of affordability as well as the overall number of units being proposed and balance affordable units in the downtown with other parts of the city. Especially considering opportunities for housing around other train stations connected to Diridon. So these are some of the key themes that came up at the community meetings. People continue to raise concerns about displacement and want more outreach to people

affected by displacement. They want housing for all and some people shared some ideas for large employers and developer and their role in funding housing construction and programs. People are also raising concerns about homelessness . Is probably all some familiar small engagement we have done, but these are what are on top of peoples mind for this past fall. Or at least the people who participated in our engagement events . Here are some commonly asked questions we got during the engagement rounds per the first one is how can the public and saag participate in the community benefit process. We have put on the agenda to dive into that a little bit more. A very common question is what is going to happen to the historic train station based on the staff recommended concept layout . The somewhat short answer to that is we do not know exactly what will happen to it at this point, but to me the plan transit capacity for the trucks and platforms within the station will most likely be widened, which would in fact the existing building. It is a designated historic resource so many modification or alteration would need to be conducted in compliance with the national historic preservation act. In the next phase is a work of the project team will look at the options for relocation, preservation, adaptive reuse , integration with the station, all those ideas. They will also analyze impacts and mitigation during the environmental review phase. The third question shown is how is the city addressing the potential for small business displacement. The short answer on that one is we are doing an assessment of the small business context and the potential displacement risk. We are learning from the initial work being done as part of the citywide strategy for small business anti-displacement. And we will ultimately be recommending policies for the area. So this will likely involve increasing outreach to existing businesses and expand awareness of existing resources such as the business owner space. We said this in at least one of the small group meetings, but if you are hearing of a business struggling or concerned about displacement, please refer them to the office of economic development. We will try to connect them with assistance. The last bullet here is what is the relationship between the diridon station area plan and the google project with respect to sql and rendering if they would be covered under the same report or not and things like that. Just to be clear, each these projects will have their own document. The target for releasing the environmental impact report on the google project is this spring , but the team still needs to advance the project description for the update to the diridon station area plan before deciding what level of review is needed . That document will likely come out a little bit later. All right. So what are we doing with all this input? This is a very high level summary. You can always imagine how this is probably oversimplifying all of it . With respect to the google project, we have requested additional information, most of which posted earlier the things the public wants to know more about. So

do we. We are working with them to address the comments through the development and environmental review process. We are analyzing all the environmental effects required under cceqa, including historic resources, population and housing, greenhouse gas emissions. And we are developing design standards and guidelines for the project, which you will hear more about on the next agenda item. So for the diridon station area plan amendments, we are considering the comments we heard when developing the recommended changes to the plan. That includes those related to parks and open space as well as height and development standards. We will analyze the implications of that on public infrastructure and services . With respect to housing , there are a few places where we are directly addressing that. So for the affordable housing implementation plan, we are developing and analyzing affordable housing construction, preservation as well as resident protection. The housing department calls out the three-piece. We are coordinating with citywide efforts. Specifically the anti-displacement strategies for residents and small businesses to address some of these big issues. And we are working toward a commercial linkage fee as well. So with transportation, there are a few different ways in which we are addressing this. First we are per tire prioritizing pedestrian and bicycle safety in the plans and project review. We are studying parking in developing policies with the goal of balancing current and future demands. Analyzing traffic of effects . For the downtown transportation plan, the plan right now is to focus first on the diridon area. That plan is covering the priority development area for the downtown and it's tied to grant the funding so the boundaries of that we are not proposing to change, but rather we are going to make sure the effects outside this official study area boundaries are addressed. Just because something is not in it doesn't mean it is not being considered. There's a technical grant requirement on the downtown transportation plan related to the boundaries. So in terms of engagement we are updating the website with information. We will be updating the faq that are on the website now and beginning to prepare materials for the next outreach round. Keeping in mind the common questions and comments we are hearing . And we are also continuing to think of new ways in which we can engage residents and small businesses more effectively. One of those ways is we established a grant program, small grants, but to compensate community-based organizations partnering with us to expand our outreach capacity and to develop more creative ways. With the ultimate goal of reaching a broader range of community members. These are the 7+ organizations we are working with right now to get that partnership going. Continuing the preview of the year ahead mentioned we already completed the fall around 10 we have three more coming up. These roughly correspond to seasons. Spring, summer and fall. The next one, the spring round, is going to be very important for getting feedback as the

opportunities to influence projects gets narrower as you get closer and closer to the decision points. With the spring round, the google project as I mentioned will have a draft environmental impact report released. There will be draft design priorities to respond to and for the diridon station area, wide work there will be draft concepts to respond to as well. There is a city councils study session. I apologize the lighting is not great in here. But for both the google and green in the diridon station area in orange there will be a joint study session on April 24 is when that has been scheduled. With all this in mind knowing how the flow and timing of these projects have been coordinated, we have set the dates for the next three group meetings , largely based on when rooms are available, but we want to put these during the times in which your input will be meaningful to the process. The next one we are looking at March 18 and the idea right now for that meeting is to do topic-based presentations and discussions related to all the projects. focusing on land use and urban design, parks, trails and open space, transportation of parking, housing and displacement and green buildings to sustainability. We are also planning to do an update on the google development agreement and have a discussion related to community benefit trade-offs and priorities. After that we are looking at June 17 and August 10. I know most of you are listening because you are writing it down. That's awesome. The idea for the June meeting would be too focus on the draft plans for the diridon station area. The intention is to have an amended diridon station area plan, a draft affordable plan, a draft parking study ready for public reaction . But also planning to do updates on the different components for the google project. And then in August, specifically August 10, the tentative agenda would be to give updates related to the draft design standards and guidelines and draft development agreement for the google project and updates on the areawide work. Of course the further out we get the harder it is to be more specific about that, but this is the tempo we are planning for. Lots of information, but I will open it up now to questions and comments.

>> I forgot to mention earlier in terms of logistics, you all probably noticed the restrooms are right out that door and welcome you all to help yourself to food. If you have a comment or question, please turn your nametags or name cards perpendicular and I will call you and we will hopefully hear from all of you. Any questions on what you just heard? Or general comments? Jeffrey?

>> I appreciated the presentation good to see a lot of the feedback from the housing displacement plan. I think it was pretty well summarized. A couple questions. One, there were



questions about the limited turn corporate accommodation. One question I have. That particular part came before the scope of the commercial linkage fee move forward or any of our changes to inclusionary housing policy. We would be interested to hear how the development is thinking about is that housing, is that more like a hotel use or commercial use or initial thoughts on that. Secondly, it doesn't look like in this plan we are seeing the district financing plan and when we will see the updates on that . I was hoping that would be part of the conversation around financing and housing, but certainly financing in the disk, financing and other amenities in the district. Interested to hear the plans will not.

>> we are taking those questions. In terms of how the corporate accommodations will be treated, I think that is still being worked out. Whether it's housing or commercial or some hybrid . Our code isn't super clear on that. That is the extent to which I know that. In the commercial linkage fee, I guess similarly we would need to define it more clearly to see how that applies.

>> I think you raised a really good question and I don't know the answer to that, but we will dive into that. That's a good question. The district financing plan, I think what we realized is that is going to take longer than this year. What we can have by the end of the year is sort of a sense of what the financing strategy would be in terms of different tools that might be needed for the shared infrastructure . It's a timing question. Until we know exactly what the project approved is and what the medications are and what infrastructure needs are going to be , google is not going to pay for itself but essentially going to be shared infrastructure . We can't really develop the financing plan. Once we have a sense of what the shared infrastructure is, then we need to do in engineering and cost study on not to know what it costs and we will think about the financing tools. That one is probably more of a two-year effort. We have to first cut at it at a strategy level, but the specific financing plan will need to come once we know what the infrastructure needs are.

>> okay. Thank you very much. Who's next. Kathy? Please remember thank you for setting the pace, but remind everyone your name and organization too.

>> my name is kathy sutherland and from the dallas park neighborhood. We talked about the traffic study being funded by the grant be limited as to what you could look at what I'd like to know is how you will incorporate the impacts to the areas west of google. If you are only limited

to looking at a certain area. How are you going to make any kind of traffic study complete rather than fragmented?

>> sorry if I wasn't as clear on that. The intent is to look at areas beyond the. In terms of having the technical boundary , it has to correspond to the priority development area. If anyone from dot wants to respond in more detail none .

>> it sounds like the work is not going to be determined by the grant. The work is going to be determined by impacts and the report. I'm just a little confused.

>> we will get more clarity on that and get you a more complete answer from dot. I don't want to speak bond that. But I know the intent is to consider the effects in doing plan boundaries are pretty arbitrary . Especially with transportation there is a lot and so we are very sensitive to the.51 area with the station state changes in the intent is to create more permeability but wanting to be thoughtful about what are the implications of that. The good, the bad and everything in between we will get back to you on a more detailed response .

>> david meyer from silicon valley at home. I first want to say thanks. I talked to lori and dave. I think it's impressive how much information you try to cram into the meetings and how much you try to convey to the public. It is really impressive and about information. One thing I would say is I think the main barrier and challenge to myself as a trend eight-member and others in this community and I think to the public remains we still don't have a good idea of what the . We have more details from them and that is great. We can kinda play around and think about that more in depth, but because we still really have a sense of what is the overall goal, how much housing we try to create beyond google, how many jobs a week hoping to create by on google, it makes it difficult for us to give good input in terms of having housing strategy and a lot of the other pieces of the plan. My question is, at what point is the city hoping to be putting forward ideas of actual capacity so we can start to better engage on issues like the affordable housing piece , parks, pretty much all the pieces . It's kind hard . Because I know there's a lot of excitement around the question of how much additional housing and commercial and other development could we have in the area. And kim, the deputy city manager and economic development director and I am here also with roselyn he we, our director of building, planning, code enforcement. We are actively working on that assessment. Our planning staff, the 10 team tim is leading in conjunction with som. March 18 come back to read that will be the

meeting where we will share our initial assessment. But I can say it is looking very positive that for a variety of factors that we could have significantly more capacity for development in the station area than we had envisioned when the plan was adopted originally in 2014.

>> harvey?

>> harvey darnall, north willow glen neighborhood association and all things diridon one of the things I talked about earlier and earlier iterations was displacement of people because of the gentrification in our neighborhoods both the gardener and north willow glen and the gregory plaza neighborhoods being the closest neighborhoods on the other side of the freeway and still less than half a mile away. And I was talking about issues of gentrification and the prices going up, etc. And people being displaced because of that. Well, it is now occurring to me that the impact of air b&b for temporary housing for people that are visiting or working for short-term projects for google and all the other businesses that we will be settling there could also create some issues. And i think we might have an example or we can study, we can look at the apple spaceship will they plopped down in the middle of the neighborhood and see what the effect is and how much of the surrounding neighborhoods .Air b&b and created displacement. I think that is something we should really look at carefully.

>> I agree beverages so you are aware, a number years ago the city put in place an air b&b ordinance or short form rental ordinance which does constrain the number of days homeowners can air b&b their home and requires them to be in the home .

>> unfortunately that is not being enforced very well throughout the city. I have a dear friend who is on his board for his condo association and they are constantly fighting they are constantly having to try to identify the places. And there is nowhere within the city that is really going through a monitoring not at this point.

>> thank you, harvey. So many other questions or comments on the engagement plan what we have heard thus far?

>> the answer might be March 18, but I wanted to know b I saw on your slide you are considering comments on the parks open space and trails. I'm thinking when you do your analysis of the potential capacity for this plan that would have an impact on what the potential

for those amenities would be, can you speak a little bit more to the process of how you are doing this analysis or what the thinking is around that?

>> hello. Roselyn. Director of learning, code enforcement. The issue of parks and open spaces and connectivity, we are considering that as part of the amendment to the station area planning we are currently working very closely with staff and parks and recreation neighborhood services in terms of building from what is currently in figuring out what googles proposal. As we just discussed previously, the additional capacity. With the needs are going to be around parks and open spaces. Yes, stay tuned because that will be a part of the information or initial findings that we will present in March.

>> great. The key. Kevin?

>> good evening. Kevin chrisman, gardner neighborhood association. As we come along here and all the development process . We have all this increased capacity. What has the city been doing or what will the city do like in the emergency plan for natural disasters like say earthquakes. And also, technically even with the flood improvements that have been made to the guadalupe river , much of gardner is still in a 100 year flood zone. I'm not sure whether that is really the case or not. Earthquakes and floods and also, what is the plan for additional fire stations or funding the fire department so they can actually access fires in some of these high-rise buildings we are going to bring burning in know that we have a building height increases because it the one engine inoperable limits have been lifted.

>> part of the answer is the impact on public services like services and police services as part of the environmental analysis. And building review and the development review, the fire department is an integral part of the development services team . Nancy klein has joined us. Nancy, as a director of real estate and assistant director of economic development, she has a lot of experience so I will pack past the mic to her .

>> I just wanted to add into the comments kim made. There's a both and. For Mr. T there are fire stations being added, some of which will already be adding capacity to the downtown. As kim mentioned, through the environmental. There will be as we answer the questions about what the overall capacity, what is the need and where do we need to place those additional resources in order to serve appropriately for the safety of the community.

>> great. Thank you. Michael?

>> thank you. Michael eckardt with down street association and seventh street voices . I'm wondering about this on your slides but it was briefly brushed over. Right now the downtown station area is a big area for the homeless and they make their home right there. We talk about displacement, what are we doing for them. What are we doing for the homeless and low income. I haven't seen anything that pertains to that at all. In any of the plants.

>> we were just saying there's a tremendous amount being done on the affordable housing plan. You are saying affordable housing projects been opened in the downtown. I think three recently by spartan keys and to others of the central and moving north. More if that is being provided. We are also working on locations for bridge housing you have heard about and we are certainly looking for others. We know it's a tremendous problem and we continue to look for how we make a dent in that.

>> thank you very much. I don't see any other nameplates turned so I will assume we are all set with the section of the presentation and we will transition no to an update on the google downtown mixed-use plan by ken, roselyn and nancy.

>> I didn't get to say happy new year . Very good to see you. Nancy klein . I get to do a couple amazing things that the city. Of the director of real estate and I get to work with kim as the assistant director of economic development. I am really happy to be able to share and discuss with you how we o about the development agreement as well as included within that is the community benefits plan . As noted on the slide, the mou that was approved in 2018 with google, provides an excellent starting point for negotiating the future development agreement. The development agreement for those people and for most of us who don't work with these on a regular basis, is intended to provide certainty for both the community and for the applicant. In this case google. About the rules, regulations and responsibilities that govern the future development. A development agreement is a very common tool used in a lot of cities for large, long-term projects. The mou outlines that the development agreement will include vested project approvals. Part in the jargon, but that is what it is called vested. The idea is the things that will be included in the development agreement and won't change over the life of that agreement. Whereas normally the council can make changes in a given tuesday they sit down

there's a sense of stability and certainty to allow the development to proceed. Would hold things like you see. There will be more, but brief examples light traffic capacity, design guidelines, affordable housing plan, others are densities in general, maximum square footage is, heights. Those kinds of things can be quote and quote vested rights. That's the jargon. The term of art. The community benefits plan, which will definitely be a part of this at development agreement, will implement an allocation of funds for community benefits by categories there the category, the conversation that has been a lot and we will be working together over the next year plus to solidify. They will also come up again the presentation. Affordable housing, displacement, jobs, historic preservation, art. The other things that have come directly from train eight as well as other community input. The other portions of the community benefit plan will identify the timing, facing for community benefits so the community will know specifically and be able to hold accountable for delivery of the community benefits. I wanted to include the language itself. I understand you have it in your packet of materials in your binders to remind you that on page 7 to 8. This is a little bit of an encapsulation. That the we will figure out values here is that the city would expect google to share a portion of the value created by city council actions with the city through a community benefits plan. There's a couple places where we notice this. You all know and the broader community will continue to learn from you. Changes the city will make to the diridon station plan that includes more capacity, different land use areas and changes, increased heights are densities. Parking policy changes. The certainty of the development. We will calculate and review with you the homework on how those translate into value. And the google will share back a portion. And I don't have a specific number for you know, but we will look to other d8 and other communities it was appropriate from our community. They will share that back with San José so that those dollars will be attributed to the community benefits as identified throughout the community input. But we were also careful to do. And google is clearly a participant in the mou and understands the following cost will be included. They can't be included in the dollars for community benefits costs for mitigation impacts under ceqa or cost for project design. Other project elements, project components that are proposed by google that are not necessarily the desire or emphasis of the city in the community. Costs incurred to meet city standard requirements like parks fees were affordable housing fees. Conditions of approval fees or taxes. Know that will be allocated to community benefits. The kim will go over.

>> we thought it was important to find some key terms because we have been talking about community benefits. Some other places and people talk about public benefits. So we put

together this framework and that we would spend a little time on it. And it relates to the information nancy provided because we are trying to get at what really is the space for poor peer community benefits that really are related to the development agreement. It's the existence of the development agreement under california law that allows the community to ask for community benefits in return for the development agreement. Benefits to the public from the project actually come from three different sources. In sorting through this. The circle on the left is the things google will be required today. These are baseline city requirements. The kind of requirements we would require of any development or any similar development in the city. Things that come to mind are the parks, pdo, pio requirement. That's in the air our code, is very specific with the requirement is. This flexibility in how you meet the requirement, but you must meet this requirement. Another example would be the inclusionary housing requirement. You need to meet that requirement. We are likely to put a commercial impact fee in place. We need to play the commercial impact fee. As nancy said, we have parking requirements. So those kinds of things that are basic city requirements and we have been clear all along that if there are basic city requirements google will be expected to meet them like everybody else. There also will be project mitigation . After we see the results of the environmental analysis, there may be specific requirements mitigation requirements to address the impact the project has . Typically you May have requirements related to transportation or infrastructure or habitat public services. Those will be known for a few more months until we see the draft environmental impact report. The circle there are requirements or things google has to do. Benefits to the public will come from some of those things. We will get improved trails, we will get parks, we will get money for affordable housing, we will get bike lanes. Some of the things will come just from the city requirements. The bottom circle there. The google project itself will have features that will be positive for our community. Those are things google is deciding on their own. Is voluntary. Is at the discretion. The biggest one that comes to mind right now is district utility systems in the very high environmental sustainability standards and initiatives that google is going to do. The city thinks this is great but we are not requiring google to do this. They are going to do it because that's the kind of company they are. They want to set a high bar. We will clearly benefit as a community that they are doing not. Will help us meet our climate smart goals and will clearly be beneficial to our environment. These are the things we say community benefits, these are the benefits they will negotiate. they are not the baseline requirements, they are not the environmental mitigations, they are not things google is doing voluntarily on their own. This is when the extensive input we have gotten the last year and 1/2 and we will be drilling down more with additional questions at the March meeting . This is

where the things start to come into play. Things like additional affordable housing over and above were deeper than the city requirements. Workforce development . Investment in the things you mentioned. Homelessness or protection. Preservation, and the displacement. Maybe there are cultural spaces were library spaces were things we mutually decide. Childcare that are priorities that can be a community benefit. Or at times if they are going to enhance the basic city requirement or advance it, deliver it maturely b earlier than they typically would, those kinds of things could be considered community benefits. We just wanted to share this because it took us a while to sort this out and it is really important to make sure we are standardized on the terminology we are using in our community for this. So back to you, nancy.

>> thank you, kim. So on the next slide there's a brief listing b the list of affordable housing education workforce, small business opportunity. These are things we have heard very deeply and will keep listening and keep making greater distinctions and what is the most important to the community. And then we also wanted to make sure we are including directly the cities expectation of community benefit. We went over this a little bit. Would be premised on among other factors the additional value google receives from the legislative acts that community and city council takes. And that is where I went to the list of changes to the da, general plan amendments, parking changes, etc. These will enhance the value and also very importantly, the value of the certainty of a development agreement. These will provide the base for estimating the value, the created that would be created. Plus, it will take into account the residual value for the price of the land that google paid for. Lastly, in the mou and as you already have, we take into account the financial viability of the project is a consideration moving forward. Lastly, the consideration for ongoing direction and engagement . The council has been clear will consider subsequent input provided by the general public, key stakeholders and city council when developing the benefits plan. And that input will continue through the rounds of the honeycomb input lori shared with you earlier. And we will get the input on the amount of use of community benefit funds and will provide periodic and specific reports to this body, including opportunity to review and provide a final community benefits and development agreement. Lori shared a little bit of the schedule for that. One more highlight of the timing is in spring , we want to bring to you some community benefit trade-offs that we are working on now and we will bring to you. So you can give us direct input on what is most important. And in summer there will be additional status and feedback. And in the fall we will be reporting to you



the final draft of the development agreement. And with that I will turn it over to the very capable roselyn.

>> so last fall, as you all know, google submitted its mixed use development plan. That application did not include specific building designs . We heard from residents and stakeholders and numbers of the trend eight that you are very much interested in seeing this information. So this evening we wanted to provide you with our current thinking around how the city intends to review the building designs. We are considering an approach that is very similar to our typical process for large development projects, but it is different in some ways due to its size and the duration of the buildout in the context. We are talking about 80 acres of land. A very large development with a 10 year minimum buildout time. It's a very large project and it will be built out over several years. First I want to review googles current planning applications. As you probably are aware, it includes a planned development zoning . This is a customized zoning district that establishes land uses and zoning development standards such as maximum height, parking requirements and development capacity. It also includes a planned development permit. Before I go to that, I should say the planned development zoning district is often chosen by developers who do very large projects in our city staff, we actually processed land development buildings all across the city. It's not a new zoning district. So secondly is the plan development permit. The plan development permit actually implements the plan development zoning and includes an additional level of detail such as ground floor uses, landscaping, circulation, more details on building heights , bulk and size and architectural detail. So for the google project, the plan development permit will include a very detailed set of design standards and guidelines. Very specific items that would include building massing , materials. Types of materials. Colors. Ground-floor design , transit access , view corridors, pedestrian and bicycle connectivity. There will be specifics on even lighting and signage and building fac de and of course specifics on the public realm of. So following the entitlement phase, the city would use these design standards and guidelines that are included in the plan development permit to conduct design review of the individual buildings. Specifically google would submit an application to the planning division that would include the site plans and designs for intensive individual buildings or phases. Then staff would review the application for completeness and compliance with the plan development zoning the plan development permit as well as the general plan. Staff within prepare a staff report and we would hold a public hearing to present the building designs. Staffs analysis and we would also take public comments. Before I get to this side. The process and the approach we are thinking

about, we think it would allow us to develop very specific standards and guidelines for how each individual building will look and function and relate to its surroundings. This really does build upon the work in the downtown design standards and guidelines as well as the amended Diridon station area plan. Also, we think this approach will also allow for some flexibility and creativity over the multi-year buildup. This process and approach is not new. There are other examples across the state that have been successful. Such as peer somebody in San Francisco, Mission Rock also in San Francisco and North Hollywood Los Angeles. Given that the design standards and document is intended to guide building and site design over the life of the entitlements, this year is an important time to get public input on the design. Google is hosting a series of community workshops to get input on public spaces and building design as they develop their initial draft. The next workshop will be held January 25th . 1:00 to 4:30 P.M. At 20 s. Ottawa street and there will be two sessions. For those of you interested in attending the workshop, we have the email address here you can respond to. So once Google submits the draft design guidelines to the planning division, we will also conduct a thorough review and coordination with the other Diridon area working group and conduct additional outreach. So throughout the process will show progress with the members of the trend eight and as well as the public as part of the planned rounds of outreach and community engagement. We have tentative topics for the spring round, which is designed priorities . In the summer we would provide a progress update and then fall of this year we will have the draft design standards and guidelines document. That's it.

>> thank you very much. So before I forget, we are going to have one more presentation and it will be public comment time. If you have not had a chance to turn in the public comment card, please do. With that I will turn it over to you all as the trend eight to ask any questions, comments. We will start with Claudia.

>> Nadia with the Law Foundation of Silicon Valley. I have questions about the timeline of negotiation. How that started. When does that start and I'm assuming it is OED negotiating the benefits . In addition, aside from the trend eight, are you going to be asking any feedback about the community development plan from any other community input ? I understand you are doing community outreach to understand what to put into that, but post developing a community benefit or think it through community benefits . Are you going to be doing any other community outreach or input?

>> all great questions. As kim mentioned , we are in a place now we have the development plan and in are going to be analysis that we are able to start the discussion. Honestly, we still have questions about what the plan is or isn't. For example, it all identifies the faa height uniformly and we know all the buildings will go up. Just understanding as much as we can. So in begetting that conversation, we have already committed that there will be additional groups in addition to the trend eight that want to hear about what's going on. I don't know exactly what those will be, but the opportunities for input will consider b we work together at the time proceeds. And nadia, if I missed something else I apologize. Did I Miss Something else you referenced?

>> I think it was who is doing the negotiation .

>> this is important. The core team will be office of economic development and we have really good consultants working with those who have broad experience in other places. Not only in california but in the nation. So we wanted to make sure we are well prepared. We are also very mindful of how the university department partners because we want to make sure the baseline is understood in the community benefits as kim described in the community benefit circles go beyond. We want to make sure we are understanding that set of distinctions and that the community benefits reflect what we are hearing from the community and it is beyond the baseline. They are an appropriate component of the negotiation. There will be key partners in the department gridlike the affordable housing plan is a great one. We will be including jackie and her staff.

>> to respond to the outreach piece, the intent is the trend eight meetings in March, June, August would kick off a outreach round. The materials we develop will roll into the community meetings in the other types of events we do. We will develop a toolkit . Any feedback we are seeking a community benefits will be offered to the general public for feedback as well .

>> we will go to kathy and harvey.

>> thank you very much for kathy sutherland from delmas park beretta had a couple different questions. One of them is regarding the vested benefits. How do you determine what is a vested benefit and has the city used this term before?

>> all the time. One of them that is public that you might want to look up. When we did the western digital, we talk about it is our first horizontal urban village that had enhanced affordability, housing affordability requirements and vested elements. It is very common as part of the every development agreement. It's just the basis of what both parties, the community and the applicant, understand will be held steady over the term .

>> okay. Thank you. The other one is you talk about increasing density and value capture. To hear it referring only to google. What about the other parcels within the area receiving the same benefit? Was the obligation going to be for them? But that's a great question. Having a development agreement is the tool , the mechanism that allows the city to receive or extract community benefits. Not all projects will have community benefits . One of the other or another set of tools will the question came about financing . There May well be community facilities districts . Or you have heard of enhanced infrastructure districts that contribute. Those would have to be a part of a broader set of properties.

>> let me also add last year when counsel given the authority to raise the height in the area, they directed us to study and explore in incentive zoning program for the diridon station area. The intent that is to explore exactly the issue you are raising, kathy. For google we have the specific D.A. Mechanism. But what about the other developers in the station area. Whether it is a residential or other office industrial commercial . They stand to benefit from the increased heights also. We are exploring that. We are doing the feasibility analysis. It's dependent on the capacity question of where heights going to be raised by how much. But we intent up at study session in April to report back to counsel about the capacity of putting some program in for the rest of the station area. So that if they are getting additional height cannot should they be expected to contribute something. Over and above paying inclusionary housing requirement of additional units or over and above paying commercial impact field additional square footage. Is there room to have some other sort of benefit coming back to the community . Or would do we not distance the device height . That is the kind of analysis we are doing. We also don't want to preclude or put barriers up to developers going as high as possible.

>> understood. One of the other thoughts that go through my mind is city council is always weighing decisions on forgiving fees for the development of 20 story high-rise buildings. And so will there be a fair look at capturing some of that additional value would counsel currently commonly discusses reducing fees?

>> you are right. We projected for the next foreseeable years that high-rise residential is infeasible in the downtown. The cost of constructing an average high-rise compared to the rents that are going to be gained, it does open slough. It's an interesting question. If it doesn't pencil out in downtown now, how might it pencil out in the diridon station area. But would have to happen to rents or construction costs in order for it to be feasible. It is an interesting and fair question and simply we are looking at.

>> thank you.

>> harvey darnell, neighborhood association. Do I get a star?

>>,also wearing a hat is a board member of San José parks advocate. And looked at the planet they are nebulous and I see green spots what have you. When I talked to a lot of the park stuff, they don't quite understand and plenty of stuff. They don't necessarily understand where you're really going to have the additional parkland in this area. And concerns of the parkland May be privately owned, publicly accessible spaces and that becomes a potential . I heard on the internet yesterday that b cells give a lecture to all his employees that amazon could potentially go bankrupt. And that companies in this age are only around for 20 or 30 years. It was a pep talk to get them to be friendly, etc., etc. It got me thinking that I love google, but google could have some issues and it could be coming out to D.C., they May break them up. All kinds of things could happen. And if we have prevalently owned, public accessible parkland as part of this agreement, I want to make sure it doesn't become land bank for some other entity later that can then sell it off since the city of San José will have title. What can we do to make sure anything potentially great on the map no matter who owns the title and who does the maintenance continues in perpetuity as parkland .

>> nancy again. I want to let you know the leadership b I'm not sure who you are talking to add parks , but park staff is very clear on several different scenarios that could meet the baseline requirements and park staff has begun to formulate what an ideal park situation would be. Dominant make sure you know there is a lot of thought going into the from the park staff point of view there is plenty of opportunities for that to happen to the multiple scenarios way. We definitely hear what you were saying about ensuring long-term everybody has access to diridon into green space. Whether become trail, whether it's clauses , whether it's parks. We

don't know exactly what that answer is yet or exactly what the mix and formulation is, but we understand the notion of having what is with the community not be a short-lived commitment.

>> thank you very much. We will go to sondra that we will come back to you .

>> sondra mother, planet 51. Just in looking at these timelines . I see on March 18 we have a topical presentation or discussion about the transportation. With the expanded scope of that in the studies, I'm trying to think about timeline. Because when we are looking at the dwindling opportunity for feedback. When we hear the results of the transportation study, hoping that gives us enough time to give feedback if there is any amended or changes in transportation. Thanks.

>> thank you very much. There will be is what I'm being told.

>> elizabeth from the San José downtown residents association. All the slides, I see there is a city led engagement for the city staff is always here. There is also google led engagements. I don't know if this is something the city can apply a little bit of pressure on google. Would have noticed is most of the activities are run by contractors. Which May be fine, but there is always a feeling the contractors come in . We are not getting direct access to google and perhaps the real decision makers. They do have the power to do so. I don't know. There's always the feeling. In talking to May be a few people on google who are just contractors.

>> there is a lot of expertise that needed to do a project like this. Both on the city site and the google site. I can assure you there is a core set of google employees like ricardo and ava who are probably here right now who are doing deep listening. I spot them when I show up .

>> there are many more contractors the google employees .

>> google has actually partnered with linda lisa. The developer. But they are the ones leading the engagement. And a lot of times when you talk to them they are just as much a part of this is google. Even though they don't have the brand recognition. I want to correct you. You can see the partnership there. Ava is with linda lisa and ricardo is with google. They are joined at the hip in this community every single day.

>> thank you very much for jeffrey?

>> jeffrey began with working partnerships. Thanks . In December at the council meeting there were some questions about how the community benefits process will play out and when will understand some of this financial analysis. The commitment from your team to bring that forward before the April study session . Really appreciate that. Also, appreciate the summary . Your understanding of the priorities of our . I think for us is working partnerships , we talked with hundreds of residents across the city and it's pretty clear that affordable housing and the displacement is really the top priority. And ensuring those workforce development opportunities so people can have the better incomes to stay in the city and enjoy all the rest of the features of this development. I appreciate the listening on those elements and I look forward to the continued engagement. But a question of the project features question. What would you consider b would you consider in the planning documents submitted so far those items that are spelled out explicitly. Those are features? Just trying to get an understanding for those of us with what documents that are out there now, how do we kind of assess features based off the fact there are some specifics of the plan that will be coming forward and perhaps later iterations. As we try to understand what the baseline is of the project features, realize there is more art than science here. Some way to articulate that to help us think about that? > is a project description for the eir, which is the best description with the project is. I guess I'm making a general point there are things that maybe it's subjective that are in the project of the public with think are of benefit. The fact there is a lot of retail in the project. The fact the district energy systems are going to be an entirely new model that May bring a certain amount of resilience and climate smart benefits. Those kinds of things might be in the eye of the beholder, but I was making more of a general point .

>> similarly with the features outlined in the 8900 application, I think that's what you were alluding to with the district utilities. This would be considered project features?

>> in the sense we are not requiring google to do that. Google is voluntarily saying we want to create these new models and we want to over achieve california's already in San José's already high environment will stand this. We think that is a great thing.

>> thank you. Any other thoughts, comments ? Edward?

>> edward. Wanted to give a brief statement. Thank you for the presentation. This is obviously a lot of information not only for the saag members but for the public to absorb. If you want to find one document that comparatively briefly get to a lot of information at once, roslyn is memo about the early referral, that was presented at the heloc meeting yesterday, which was included in lori's email. As I believe on diridon as je .Org. It gets the vast majority of what people been hearing here in one concise document. That is a valuable resource for people that want to be able to get some information without feeling overwhelmed. May be for members of the public, that is a good resource to be able to find as well.

>> thank you for that. We recognize this is the most complicated project many of us have ever worked on and I are entire careers. Is a lot of pieces that are interdependent that are coming together and need to come together. This team is working very hard to try to be good communicators and to try to distill a lot of complexity and honor the fact everybody wants to really understand this. But keep it as clear as possible what we are doing here. I want to give a huge shout out to lori and dave. The color-coded, the honeycombs for the project in different activities. All these communications activities in the website and handouts. Giving positive feedback that's really helping people understand how it all relates together. So thank you. And if you ever have feedback on where we can do better, we really want because we are very committed to that.

>> thank you very much. Any other questions before we transition to the next topic? I'm saying none so we are going to go ahead and transition now to the diridon integration concept plan and lose will come up for that.

>> okay. Hi everybody. Not be new year. And elizabeth scanlon, the project manager for the plan. It's good to be here tonight to give you an update on what has been happening on our station planning process. Many of you May have seen over the course of the last eight weeks or so we have been out in the community doing a couple presentations. It started at the joint board in mid-November and I just want also make a note, I think lori mentioned it but I want to give a nod that if anyone is interested in jp ab presentation or additional material on anything and going to present tonight. I am doing a bit of a summary presentation. We have an online town hall that was narrated slideshow. That is on the website. Or the cities website for the December 3 city council meeting has a fairly in-depth 120 something slideshow that if you are interested in any more information there are a couple places on the website and online to



check out. Going to talk about upcoming events many of you may want to participate in. We've been through this before, but a quick refresher. For agency partners who came together to co-create a plan. There are many intersecting capital projects happening including part Caltrain electrification. These partners have formally entered into agreement so they are bound together in doing this work to create integrated project. And their goal is to really create a vision for the future of the station. We talked about this many times over the last couple maybe the last year about creating seamless transportation connections, to have efficient movements to and through the station creating a world-class destination for San José. Our touched stones throughout the planning process we went through over the course of the last year or so are shown here on the screen, which included creating a catalyst for design. Multimodal grid connection, creating a destination for San José. These are all items we kept referring back to throughout the planning process to help guide the best options that hold the most promise. What has been happening, many of you have seen is present over the last year. We did start last fall. I can't believe it was a little over a year ago he started. We started with understanding partner agencies wanted to know sort of explore themselves what their collective ambitions are as well as requirements and objectives. We talked a lot about options. Where the different elements would go attached to the galatians of the attachment. We did go out into the community in June. It was last summer we should possible layouts. Different combinations that sorta showed spectrum of different trade-offs or benefits with the station. Over the summer time we did continue to optimize layouts and we have presented at the last year all throughout the process. We did a lot of community engagement and got a lot of feedback from the community to affirm and course correct and guide and shape the planning process. These are terribly hard to read. I apologize. The big moves. You can see the northern rail alignment, the southern rail alignment, how those two track core doors way to the station location and the vertical position the platform. Whether the platforms are slightly elevated. Those big moves all fit together and layer and the different. Where the vta bus and light rail and intercity buses go. Where bikes and peds put a little consideration over parking how parking might work in the future. As well as it didn't show on their. There is usually an airport connector icon. So we presented what we call the concept layout per room for this is about lego building blocks. Different modes. I want to point out the image you were seeing, the lines that look like a lid has been lifted off the station is to indicate potential future station canopy. I got asked that there the course of the last outreach. They said what is that. It's just on the edge of the lid got lifted off so we could see inside the station. It's going to get bigger to enable the capacity to envision of acculturated high-speed business plans. We will expand the

footprint to five what forms and 10 tracks, which is a little bit wider than it is today. In this layout we elected to go with b let me scroll through because I think we have got a slide for each of the major decisions we made. So one of the first decisions we framed and asked for. Staff made a recommendation and we asked the for policy bodies to sort of concur with her except as an elevated station concept. This is raising the station slightly up in the air. We have a couple images just to help you get a feel for what the idea of raising a station might feel like. We are stating it was santa clara looking to the west and this is what we might imagine elevated station tracks could feel like or look like . You can really see the corridors visible to the west side of the alameda. we can now see through the tracks to the other side , connecting and enabling good connections from the uses of the development to the east over to the westside residential areas. If we are looking from san fernando back toward downtown, we might imagine with the station tracks are elevated, we have a great view corridor down san fernando street, which we can imagine could be the bike and pedestrian corridor and really become the activated multiuse corridor for bikes, scooters, skateboarders, pedestrians all those great things. I will say on this image, we haven't completely figured out will happen over this makes it look like buses and such are going to be able to traverse under the guideway. We are trying to envision what is the benefit of raising the tracks in the air to the urban experience. The next decision is oriented to santa clara and san fernando street. We really spent a lot of time in layout last year looking at the different types of having a single station interest all oriented different locations. We landed on thinking santa clara and san fernando are important corridors. Santa clara probably is the most active with buses, cars and lots of different multiuse b multiuse is on that stupor and san fernando could become the more pedestrian by court order. They are both inquiry access to and through the station from downtown to the website and vice versa. We think it is important to have a station interest. You can see our illustrated by the black arrows on this image. If we in the station with two main entrance halls facing downtown into facing the west side, we start to fill in around it and we can imagine bikes and peds can be conveniently located out front of the san fernando entrance. The bart station has a very direct clear connection to the santa clara entrance. We can imagine the vta bus and light rail are oriented right out front and are easily except simple but both entrances. The kit of parts are things we continue to define and develop over time and we will be working quite extensively with not just the four partners but the downtime was plan to integrate these really well. Will save light rail we envision that could go underground and combine the two stations in the area into a single station oriented underground and upfront. We walk off the platforms, you go to the station and you could go down one level and easily capture light rail train. We are still

going to be looking into that over the next phase of work. But that is kind of the thinking now. We are playing around with I use wide street is a court order have available to us. Could we connect through underneath the new guide waste structure, how can we utilize the space . And that there is some placeholders in terms of taxes, tmc and other uses. This will get integrated better with our partners in the downtown was plan. We are still going to be working through all the transportation network and integrate to serve and support the station. This gives us a framework to work from as we move forward to the planning and additional engineering. I want to give an indication lori mentioned in a couple areas that we heard a lot of feedback. Constantly say to folks is planning process will raise a lot more questions than answers. We know there are still going to be questions how this will work in this is just giving us a good foundation to build from. In the future airport connector. So the third decision we framed up at the end of last year was a recommendation by the staff to maintain the track approaches within existing northern and southern rail core doors through dear don't station. Roughly, this is an overview of what that looks like. It was state largely within the caltrain corridor coming from the north from san francisco into diridon. The caltrain maintenance facility is called contemplated to be relocated to some point south. To be determined. We need to study that. And the going to the south , the real corridor would largely stay within the caltrain right away partly owned in some locations . I want to just say on this, this was an item we had a lot of debate over the track approaches in particular last month that is an area we felt wasn't ready for acceptance yet. We will be doing an extensive city council session January 28 to further talk about the real corridor worse. We did look at it I 280 viaduct option. This is a little bit of an advertisement to provide more information to the community and have another robust dialogue. Just a quick recap . We did a workshop on the big moves that we talked about layouts and track alignments in September . We did update in November. It all led into the presentations. I will also say the council felt they were ready to accept a recommendation as to the partners . Those decisions are yet to be made in terms of the final outcome we will be doing a study session at the end of this month and so we will be presenting more information. We did do pretty extensive visitation in December so if you want to check that information out, it's a good foundational piece. A lot of the information in the council did ask us to bring back additional information so we will have that at the end of January.

>> if we can imagine we did get to the space where we have general alignment over these three big decisions. Raising the tracks, station entrances and stayed within the existing core door over the next steps the concept plan will be too continue planning . We have a lot of work

to do to continue to work on the elements and that would include advancing design of track alignments, light rail alignments and all those good things. There's also a bit of work to do and some folks on this body have asked in the past about program management and funding and financing . Important ideas we need to work on in 2020. We will be studying how best to organize a partner agencies to deliver this program and ultimately own, operate, maintain the facility in the future. That will be a significant workstream. As part of that, we need to understand how we might fund it and finance it in the operation maintenance phases as well. We will be working on that. What we hope will come out of the combined planning effort and the governance and funding studies as a roadmap for implementation. We are starting to see that diridon is a complex program of objects. Moving maintenance facilities, a huge station, raising tracks. That is all very complex multiyear infrastructure investment. We need to have a good roadmap for how we are going to do that. Through all that we will continue to engage stakeholders in the community throughout the process. I know that was a brief overview and I'm happy to take questions or receive any feedback.

>> great. Thank you, liz. As you mentioned, this is your chance to give us any comments, suggestions, questions. A lot of great information being shared here tonight. Nothing? Is that all super clear? Here we go. Rv, you were first to turn your target. We will go harvey, kevin and edward .

>> I didn't think I was going to get off that easy.

>> harvey darnell, north willow glen neighborhood association. All things the railroads. You are aware of the comments I made in the council meeting and all the other meetings . I am really concerned you've come to a decision as staff that because of whatever reasons you have to come through the north willow glen gardner and gregory plaza neighborhoods. And that you are going to take currently what is about 52 passenger trains a day . In the near future they beget up to 200 and then eventually your projections are 450 trains through the neighborhood. I'm concerned you are saying you can send which sandwich of the said neatly and don't lose much of the park not a bunch of effect on the houses on fuller and you are saying you will have no effect on jerome. The houses in jerome are 20 to 30 feet from the truck. There is little behind to the north of the rail you take most of those peoples backyards, if not the house is completely along 30 houses or something like that. 35 or whatever . Kevin knows better than I. On concerned we have a lot of secondary units behind the houses that are not legal quite yet,

but we passed an ordinance to grandfather b a forgiveness ordinance to potentially bring those into legality. And their low income housing . We could potentially make the low income housing in our neighborhood totally unbearable because we would bring that witty trains close to their buildings. On concerned the pictures you have shown along the way make it look really nice and there would be no effects . There is less noise from an electric train initially that a diesel train. On concerned like everything else in the bay area. For example, bart. It was very quiet when it first started and then they let it go for 40 or 50 years and now they are having to relay all the tracks because they didn't do proper maintenance and they didn't have money for upgrade of the equipment equipment. I'm concerned we are going to get another blight from this neighborhood. And this is a neighborhood that has suffered since the railroad came through in 1932 . This was a neighborhood the council heard in the presentation about a month ago about of this neighborhood was redlined because of that decision. I could tell you I know about that redlining because when I first brought and in 1983, my house didn't qualify for financing because they redlined the neighborhood. And concerned now we've taken this neighborhood and all the other processes that have come along . 20 years of community work and we potentially get another situation where the neighborhood gets redlined again.

>> I hear you, yes. I think it is important to say the partner agencies are concerned about effects on the neighborhood as well. We have said we want to make not make it any worse. I would say there is a lot of technical background we could get into tonight. I don't have the slides for that. I hate to defer to the study session, but that is the whole point. Those are good points but do we really think we can get that much trade volume and do much to affect mitigating those effects. We want to share our thoughts will not. The council asked us a lot of questions about can we get all the traits of the neighborhood, can we get most of the trains out of the neighborhood, could we do something to relieve the concern. We will come with a fairly extensive presentation about hopefully answering a lot of those questions and having continued dialogue on them. Is that okay for everybody for me to say that much ended we will be presenting more information at the January study session to get into the details behind the differences we see at home we might be doing it?

>> it is taken is 30 years from when we made the decision to bring it to San José. Maybe 30 years. To get it to downtown . on concerned all the people that are making the decisions and making the promises are not going to be here. To protect us.

>> fair.

>> I want to reassure you all that all these comments, diana is taking these up and we are taking detailed notes so this will all come back up to the summary. We are going to go to kevin than edward and then dan.

>> piggybacking off. First time I ran into the railroad situation was when we were planning on possibly making a park out of fuller park . That was back in 2002. We actually met with some of the high-speed world folks back then and they pretty much guaranteed we would never have any problems with them because they wouldn't take our parklands . The redevelopment agency didn't want to spend the money to make a park and unmake a park. I have been on this for a long time and I've been concerned about it. Piggybacking off what harvey said , it's not what you are doing now, but it is future development as well . If you get the trains going through our neighborhoods now and then you decide to expand later on , it will obliterate the park and the houses on both sides of the track. Were not going to try to fool deal that one. But my biggest beef tonight is only one element here on the one year slides. I think it is 69. Meetings with community groups. I attended a community meeting for the gardner academy. Parent-teacher group. Which is largely latinos the meeting was bilingual . English and spanish . And presentation understandably was not very sophisticated because you were talking with people who had not run into the trains before , but the level of the presentation was very disingenuous . And so much that the people who made the presentation went through the at grade proposal versus the aerial proposal . The extent of the explanation they showed was a should this nice picture of the gardner academy and he said this is what it looks like now . And if we do an aerial proposal but goes out over 280 to 87, this is what you're going to see the background with the school. That they said well, if you do the at grade proposal, you will have this . That was pretty much it. They didn't say anything about the additional noise , the taking of possible properties , the construction , disturbances that would go on for the neighborhood or anything like that. It was all this one visual thing where you have this aerial thing, which doesn't look all that great. But that is something that could be designed better. You have to get partner agencies to give a more balanced approach to how they come out of the neighborhoods and present things. Because if you don't have any level of sophistication help to build railroads, you see two pictures and one is of an aerial configuration behind a school and the other doesn't have it. What are you going to pick? It's not really a fair comparison. I

just want to put you on note we are watching you guys and you have got to do a better job on your presentations .

>> thank you for the feedback.

>> I was there . Was a california high-speed rail authority presentation. They are meeting with a lot of community groups as part of their environmental justice analysis for the environmental . If you want to jump in on any of this. I was part of a prep meeting to talk about that and we just knew there was so much information to present we know a lot of people would be due to the project. The primary purpose of that was set up to be high-speed rail project. I was there to provide a brief introduction. Is trying to work with the principal to figure out a time to come back or we could really dive into the things coming out of the concept plan process. That is still in the works. They had a lot to cover in refocusing on what they needed for the project environmental review. We are always trying to balance giving the full picture of the complexity and all the different processes involved. A shout out on the concept plan probably felt inadequate. Here you.

>> park neighborhood association. One of my comments is putting on my other hat of the chair the cities historic landmarks commission . We know with the disc and google project it is to huge scope projects that have different timelines and nor do those overlap in conflict more readily than at diridon station itself. All the google rendering show diridon intact. The concept layout and everything should the depot gone. By definition, the slide 66, the one with the lid she showed, the edge of the station is the edge of the google property. Unless the depot gets moved on to google property summer, the national register of historic station is gone. It has been repeated before. By definition, that is both a city and national register element that needs to be addressed and related to the two other places it overlaps as he known 66 . The place holographic where the buses are shown as a small street between some of the proposed housing and an office building on the google property. Essentially the bus stop would be a road between two google buildings in the bart station, which some of the public comments made as well. Would be beneath one of the properties. How those will coordinate and function property properly so they are creating new last minute problems and problems that take out some of the cities historic resources or something I think we need to continue to pay attention to.

>> we agree. Definitely.

>> dan?

>> alameda business association. I think we do really like the elevated platform. I think you should allow greater connectivity through the station than they would otherwise be. Maybe I missed it . What actually is the timing of the station being done? I know it involves things like lowering san carlos and raising parkin b do we have any sort of aggressive a budget?

>> that's a good question. We all acknowledge it's a multiyear, multi-decade project . If I was pressed I would guess the 20/40 timeline is when we could expect stuffed up in. During the planning phase on step two or three of a lot of steps. I mentioned about the governance and financing work leading to a roadmap for delivery is a key element because there are a series of things that have to happen make the station work. Was standing integration with other development plans, but major railroad infrastructure . That is something we really want to tackle this year. Party doing the in understanding how we would build it, we need to know you who . As we know, these projects are big it will take us a while to get our arms around the. It is also a multibillion dollar program. With cost estimates in the high billion range. We need to put pen to paper and refine those and come up with numbers we feel confident on conceptual engineering behind it is still conceptual so we will be doing a lot more work on the program development work over the course of the next year or so. We will keep you informed as that takes shape.

>> your question, kevin, reminded me we did make a flyer for the study session because we want to make sure to help you all and help us get the word out and it will be an important time to go through all this. We have a few more copies, pick them up. We will also send a link or at least put it on the website.

>> jeffrey?

>> jeffrey buchanan, working partnerships. If you like you May have answered this, but a few months back when vta was submitting its wish list to the faster coalition and thinking about what the agency would like to see funded for the potential transportation make a measure , it seemed to be the back of the napkin approach can but had a line item for \$5 billion for future airport connector , the multi-mobile project in the west san carlos stevens creek possible



connector. In terms of the unfunded portion of what initially you are looking up so far of what kind of additional public resources need to be raised in addition to all the other pots of money coming together so far? Anything of terms of scope to help us understand what that looks like?

>> that's a great question. Program is almost the federal finish line. We are headed for the federal funding grant . I would say the facility in the head house and that investment if we can get federal partners to close the deal. In terms of electrification is a funded under constructed project, california high-speed rail is moving forward in their project development process. Funding is being actively discussed on the high-speed rail investments. Everything else regarding diridon, raising a station, doing all these improvements. That is not funded in a way. Not for environmental clearance or instruction. We do have a bit of fundraising to be done. The question the partners are interested in exploring is what sources of funding out there are transportation and other because we have sitting the components to that. That is there any opportunity for public-private that is debated funding refinancing or other interesting print transportation city building type mechanisms? We have work to do to that. Quite a bit of it is unfunded at the moment we have to figure out how we are going to have a lot of bake sales and carwashes in the last next 10 years b and getting. Thank you for pointing out about faster. There have been attention of the regional level, which is great on the diridon program . We are seeing mtc and folks are definitely tracking this and are involved. I think even on the state level the project the state considers a statewide significant program , which is helpful. It is on the radar for the right people.

>> great. Thank you. I don't see any other nameplates out. A few of you who have had a chance to speak tonight. Johnson, reverend ray, jason. Any other comments before we moved the public comment section? No? Okay. Thank you very much. So with that we are going to transition the public comment. Just a reminder, if you haven't had a chance to yet, please hand off a comment card. This is not your only opportunity. You can go to the website and give us comments to that is her email. To platforms there as well. But with that we will get going with paul paula by kathryn hedges. We do have a traditional timeclock two minutes up front. So if you could please try to adhere to that, that would be great.

>> my name is paul soto. Was born at valley medical center. I grew up in the horseshoe, which is the area you are talking about right here. And to harvey's point in Mr. Kevin's point, the houses to the north of those trucks have been given a store: status. All the ones in the

horseshoe, not. Mexicans are on the horseshoe side, whites are on the other side. This is from brave new world print many historians and psychologists have written at length and with deep concerns about the price that was stirred man has had to pay and will go on paying for technological progress. Point out, for example, the democracy can hardly be expected to flourish in societies where political and economic power has been progressively concentrated in centralized. But the progress of technology has led and is still leading to just a concentration and centralization of power. This was written in 1931 and he is talking about this. He knew that a google beating like this is going to happen. To talk about it as if this is some new thing going on that people couldn't predict, that is out, that's false. It's just not true. I grew up in the neighborhood. In the redline mentioned here, the discrimination that went on here, the segregation and the marginalization of mexicans and the exploitation of child labor that built the entire infrastructure of the city that made it attractive to google in the first place, that hasn't been tabled. I would suggest anybody to read the devil in silicon valley, it was written by stephen pt and he gave a study session about a month ago and on February 13 he's going to speak again at city hall regarding these redlining issues. Thank you. Next we have kathryn hedges followed by blair beekman. Blair, you were up. Followed by laura diaz.

>> to begin, I feel an elevated rail line that serves only high-speed rail and hugs the freeway systems through San José can environmentally and aesthetically be satisfying and work very well. Please continue to be aware and consider neighbor said to tracy line or a second express line from la to tracy with a bartley from tracy to the bay area on the use of an ace real. Be sure to talk about with park officials as they can offer transit options and not take away as many homes along the peninsula. I hope in 2020 in santa clara county after years of studying the ideals of sustainable practices, I feel we are out of time to help again important new standards. And what one can expect from the near future and working and played with the city of San José and santa clara county. To be able to speak of human rights and civil protections and daily practices should be open, friendly and not considered hostile or too late to talk about in 2020. Housing can begin to try to consider low income and extremely low income and mixed income is more open regular thoughts , dialogue and goals. Worker rights , local community energy, health care for all and ideas a better openness, accountability and good public policies with technology surveillance slowly moving forward. These are ideas that have been very much developed over years and have to address shock doctrine capitalism practices and their ideas would continue a war . From these of the practices I hope there can be a positive eir report process with hsr and we will work to address the future of fossil fuel, transportation and

the dreaded questions of student domain and open, decent and humanistic terms. With five seconds, please consider. I had better talk about of our middle issues in San José in the future. We could do a much better job with that in the future. Thank you.

>> thank you were next we have lara diaz followed by larry ames.

>> this is over two minutes I hope you can adults be. My name is lara diaz and I have lived in San José first 47 years and am a lifelong resident of downtown San José. For those of you not from San José, it may be easy to dismiss the culture, beauty and community that make San José what it is today. For those you coming to San José looking at our city likes of discovery plan to be stolen and taken over again, those of you that want to make it better, which sounds similar to let's make it better again. Rings a privilege, arrogance and violence. You are not here to make it better, you are here to break it. Left this room during the commission meeting on historic preservation, a couple google staff talked at us about building character zones is a proposed plan and added we wanted to be the heart of San José. San José already has character, San José has a heart and it doesn't dwell in generic fabricated buildings that google wants to force upon us. The heart of the city and hard-working people who been here for generations . A lot of not here today because they are working. You never talk to the people of San José. The heart of San José . Like colonizers long ago, you set sail toward San José, your eye on the prize and he found the shores of city hall, the type of leadership you needed. To corrupt seated city leadership willing to sell out the people and city, the culture and history. You were offered the keys to the city without a peep. Hidden behind nondisclosure agreements, fake promises of community benefits and the promise of a shiny new building and housing for your benefit. You set up for community engagement feedback sessions and took note of only what you wanted to hear, dismissing the voices of people of color, women, the elderly are held to be dequeue community, our youth, our brothers and sisters. And instead listened to the greek developers who are the heart of gentrification. He claimed that countless meetings to be transparent and have open dialogue, but talking at people is not the spirit is dead, when community members did not stand up to your deception, you attacked by it during our message we don't want you here. The people of San José are saying San José .[Speaking spanish] Will we try to protect our city, we are capitalized, arrested up public city hall meetings, threatened, kicked out of public community meetings. There has been intentional and blatant disregard for the people in this community struggling everyday. We do want your lies, your fake promises like the ones you made long ago to the hard-working people of mountain view

and countless other communities he took over. At last night's meeting you said you wanted to bring culture to San José. You don't know what culture is. It is in a rural you paid Google to paint and downtown to brighten up. It is the murals disappearing every single day the city. Somebody at the meeting last night said maybe we should put a plaque or a statue the proposed development so people can remove the history. There is already this assumption there is a need for a reminder of us. We are still here. Even this commissioner saw that with this project the people of San José, the storytellers, and artists are already expected to be gone and replaced with a nice black. A+ can't tell you the story of the city. What you want to do is simple to reclaim the land, raise those who have toiled it in various none of the plaques. The money that will be spent finding new initiatives you are giving to nonprofits, it's going to run out. You will have to look at yourself and see what side history were on.

>> thank you. We have Larry Ames followed by Bill Rankin.

>> I come to echo what Harvey said and Kevin and Ed. I feel like I've been saying the same thing for all these different meetings, but I guess it's a new audience. Please use the real alignment that goes through the 87 to 80 alignment. Stay out of the neighborhood and stay within the freeway right away. There's planning on having 400 trains a day through the area here. People bought their house is doing there was a tract next to it, but those houses. That if you trained today and now they are planning 400 trains a day. I hope you can do the alignment. I hope you can freight trains go on the same alignment through the freeway interchange. That would solve the problems of the flyover and crossing of the tracks. If you can get all the tracks through the bridges have designed to be more sturdy to carry the weight and there are issues about the grade. I'm not sure how important it is, how complicated it is to do it. Whether you have to redraw drawing and raise it station by a foot or two or if it is really serious. Would like to see the plans for city council a couple days. I want to see if you could get the freight trains through the freeway. That would help the area a lot. That would also free up the current alignment so they can make highline trail out of it. It would be quite an attraction for the city there. Make sure you have the connection shown to the airport. On your maps show the existing lines, but it does not show the connection to the airport. I found out the hard way if it's not enough it doesn't get built. All the nice words are nice but you did the thing there. I echo the statements about the historic reservations and preserve and reuse the buildings and please, keep the dressing station of a historic building. The parks and trails connections, this is how people will be able to get to the station. You do want people driving to the station all the

time. We want to take the trails there. Harvey was talking trying to say privately owned public spaces. It is good google is planning on some of these things. I like google . I worked at the largest company in the city in the county at the time, but it is almost all gone to. You need to have the plans . Whatever arrangements are made that they be independent of who owns the land. Lockheed own half the city the one time and no one is a few buildings. We should the plans are better who owns the land it stays there. Thank you.

>> we have bill followed by patricia.

>> thank you. I'm bill rankin. And live in north willow glen. I too wanted to echo what harvey and kevin said so well. the impacts of an increase in train lines for the greater gartner neighborhoods will have big effects on neighborhoods that have been so severely impacted by transportation advances over the years , adding 1/3 line through the neighborhoods will have devastating effects on the park and to the houses on jerome. Adding even more lines would cause even bigger problems. I understand grade separation has been thought through . This is a good thing. This will keep trains from stopping vehicle traffic. And the train horns will stop there. But I understand grade separations and was virginia have not been figured out yet. That would need to happen the train horns will drive people crazy. By your own estimates, trade traffic will increase from the 50 to 60 trains a day now to over 400 today. That is unfair to us torque neighborhoods that have been so impacted. Thank you.

>> thank you, bill. We patricia followed by jean.

>> first of all, I want to acknowledge each person sitting up here at saag. The reason why I want technology, you are the voice of San José. You are the voice of the homeless, you are the voice of many likes of people . Seniors, elders, children, children are the future. You are making a big impact on the future. Whether our children are not here, whether our elders are not here . That impact you are going to do , say , ask , question or why is it happening this way or how much is it costing. But the most important part you are forgetting , to take care of our people of San José. You are forgetting that. People that walk, they don't drive. As elders in the wheelchair , our children that don't have schools are not getting fed . So you being here, maybe those people don't know who the voice for them. You have got to touch your heart, you've ot to hear more dear communities, you have to listen and make sure the questions asked are getting answer paris ad not just for right now. To be in that meeting because you are

not going to be here in 40 years. I have a grandson. He is 1/5 generation looking at gartner. He has been here at these meetings, he's a first grader and he asks me when we come to these meetings. Because you are my future. And I have to make sure I try my best. But are those people trying their best, mama? I don't know. How can I ask them. I'm not the only one here. I'm not the only one at gartner school . Exactly when they came to that meeting , 30 minutes of presentation, parents can ask questions. It wasn't enough time because it was coffee time with the principal. I made sure I walk with the people around our neighborhood. I made sure they were aware of whether in fact was going to be on our kids. On our seniors . Gardner just lost a senior, 105. Gardner has been a seat for different things . Gardner in the early 60s was the first gardner advisory. We were the first ones to make sure we were impacting our communities by having a swimming pool for our kids because a lot of our parents couldn't take the kids swimming because they were working in the canneries. We wanted to make sure there was something for us. And that swimming pool is there now. So gardner has a long history. Exactly like our people. Not justin gardner, also to say is going to be impacted. So I ask all of you, touch your heart. Think that I ask the right question. In my communicating to my community. , asking, and by doing a survey. The way just come here and pretend ? No. Go out there. I worked. I have a husband who has cancer and he is only going to live three months and I'm here . I have a grandson I have to make sure I take care of too. And am here. And I still communicate and I still went and walked away neighborhood. Nobody is paying be. Of living in gardner, but I'm not just living in gardner. At the of the e cycle westside, south and north. I go to every direction. Every community is important San José, you are forgetting to care about the people of San José. No matter what the race, no matter what the age, no matter what the income is. There is a need. Those homeless out there are dying. Yesterday there was a fire by 85 because they were trying to keep warm. There are things you don't see early in the morning . Go out in your communities, find out your people, ask questions, ask them to say what can I do better. You don't get paid, but you are here representing them. Don't forget that.

>> thank you, patricia. I believe our last speaker is jean .

>> good evening. My name is jean. Since so many people shared the background, I'll share mine. I was born here. And my folks were here before that migrant folks were before that. Though they kind of moved in and out of town. I'm wondering as we talked about various things if anyone has actually talked to the folks who own the properties on jerome. I have not

everybody, but I go over and visit . One of the first reactions is our they still talking about doing something there? Because they think high-speed rail is gone. And they haven't heard about it. And they don't think they are at risk for a couple folks I talked to. And sold we talked about the possible sound wall , they wondered how is that going to fit in there without you coming into my property. You just going to bring construction equipment in there? I'm wondering. High-speed rails attitude is if they have to construct on property, they take the parcel. And they subsequently sell it. If this is a caltrain project, is there just access to the parcel or are you taking it and reselling it? That's a very different kind of impact . I don't know. They don't know why the. Do you know? How do you build a sound wall without getting access to those properties? Many people complain been people brought property next to the train for they should've known. Back in the 1940s at the peak of trains, there were only 90 trains a day the passenger, motrin, postage . You are going to go to four times as much. How could they have ever guessed that paren even if they are wise enough to know. I'm thinking about fuller park animated comment to dot management that the simulation picture shown that minimized the impact of fuller park and the new artwork needs to be done that shows that more accurately. And compensation needs to come forward about the loss of our div recreation but finally, a little bit about google. We go through it will be interesting to see the exact computations about parks , parklands, community benefits and considering they are only temporary for as long as those buildings are corporation stands and agrees to provide public access. These are real considerations . Is a complex situation but not let's just get lost in the green space saying pretty. It's only pretty if we really have access permanently. Thank yu.

>> thank you. We do have one last speaker. Brian?

>> hello everyone. My name is brian. I came to San José as a student here at San José state from orange county. Initially I was intending to stay here for my two years because I was a transfer student and headed back, however, when I stayed here I got involved with the communities here and I was inspired and touched by the folks here about how much they care about their community . A lot of them devote a lot of their time to spreading the message about what is going on with google. About how it will negatively impact the community and San José as a whole. And I'm just here to hopefully bring some light to some of their concerns because a lot of people think the same things and am sure they wish they could be appear, but a lot of them are working. There taking care of their kids and families . I hope you find in your heart to show compassion and take into consideration a lot of people are concerned about their future.

They will be able to afford to live here anymore. Your kids will be able to grow up here. You were not just talking about a company anymore, you're talking about peoples lives and people want to spend her life here. People have roots here. Have been here for generations. They had intentions to keep doing that, but now google will disrupt the it will force them to go elsewhere. They will have to start all over again . I think it is really unfair and hopefully some you can speak out against it. On myself, I'm leaving soon and I'm going to go back to my family because I have roots somewhere else where hopefully I can grow up and raise a family. I wish my friends and the people in this community have the opportunity too because it's not cool that some companies committed work that away from people. Thank you.

>> thank you, brian. Just again as a reminder, if you didn't one speaker tonight but have comments is a comment box in the back and you can provide comments to the website. Will make sure that voices also heard in the summary put together for this meeting. Going to turn it over to lori to talk through next steps.

>> just emphasize too, the summaries from the last meeting and from the small group discussions were provided in your pocket tonight. So we put draft on that because if you have any comments, questions, we will tweak it. We want to make sure that is reflecting the conversations we are having . Hopefully you enjoyed the food tonight. I was mixing it up a little bit. If you have any other requests or suggestions for local businesses that provide reasonably priced and delicious catering to listen to my way. Make sure to validate your parking. We have a new system downstairs. Sometimes I lay the gates open after 8:30 P.M. But that's not happening anymore. I learned the hard way. So if most of you do this already, but if you are representatives change over time, make sure to send the contact info, email, phone. We will be sending updated contact list to verify we are getting the emails to the right people. It can be anyone in your organization that needs to get these updates. This is just a reminder of what our intent is for the next meeting on March 18 and also, it's not reflected here, but we mentioned we will come back with more information on the development capacity for the station area plan and were that is headed. I think that is it. I will return. 8:32 pm thank you.