



On Tuesday night, I ask you to incorporate these improvements as conditions of approval and then vote to approve the project.

We can't continue to approve average projects and then throw up our hands when our city and our communities aren't what we want them to be.

Thank you for considering my perspective.

Sincerely,  
Dustin Harber

**From:** joseph escobar

**Sent:** September 9, 2019 8:45 AM

**To:** [REDACTED]

[REDACTED]

**Subject:** Can you help make Gateway Station a Noteworthy Project?

San Jose City Councilmembers & Mayor Liccardo,

In March, Catalyze SV's members evaluated the Gateway Station project & provided input to the developer in April.

What Catalyze SV members like me appreciate about the proposal: the number of homes; the mix of homes next to offices; and the number of bike parking spaces.

But there are elements of the proposal that can be improved to make it worthy of being a signature project:

1. Most important: Since this project is next to a light rail station and bus stops, it should have fewer parking spaces to decrease traffic & improve public health.
2. Instead of the developer paying an affordable housing fee, We'd appreciate if the city took steps to encourage the developer to build the affordable housing units on-site.
3. To make the plaza a more vibrant place, with a more specific actionable plan that activates the area.

Thank you,  
Joe

**From:** Gordon Douglas

**Sent:** September 9, 2019 9:33 AM

**To:** [REDACTED]

[REDACTED]

**Subject:** Let's make Gateway Station a Better Project

San Jose City Councilmembers & Mayor Liccardo,

The Gateway Station proposal has the potential to be a wonderful, mixed-use, transit-oriented development for San Jose. In March, members of Catalyze SV evaluated the project, and I agree with their assessment. On the one hand, there is much to be hopeful for in the proposal: the number of homes; the mix of homes next to office; and the number of bike parking spaces, all adjacent to transit.

But I also agree that there are elements of the proposal that must be improved to make it worthy of approval as a signature project:

1. Since this project is next to a light rail station and bus stops, it should have fewer parking spaces to decrease traffic & improve public health.
2. Instead of the developer paying an affordable housing fee, the city should ask the developer to build the affordable housing units on-site. Quality housing options near jobs and with great transit access should be available to all San Joseans.
3. To make the plaza a vibrant place, the developer should include more active uses on it such as retail.
4. The development should specify & include more sustainability features as it moves to construction.

For 2019, and for the San Jose of the future, over 1,200 spaces for cars next to public transit is too much. Instead of multiple floors of extra parking that cost the developer tons of money, why not ask the developer to reappropriate one or more of those floors for retail or for affordable housing?

On Tuesday night, if you intend to approve this project, I ask you to incorporate these improvements as conditions of your approval. We can't continue to approve average projects and then throw up our hands when our city and our communities aren't what we want them to be.

Thank you for considering my perspective.

Sincerely,

Gordon Douglas

--  
Gordon Douglas, PhD  
Assistant Professor  
Director, Institute for Metropolitan Studies  
Dept. of Urban & Regional Planning  
San José State University



Sincerely,

Kirk Vartan  
A Slice of New York







5. How much of the public plaza will be devoted to ecological gardens, urban regenerative organic farms or teaching children about nature in the city with adequate signage for ecological education and protection of ecosystems services?
6. Is there a greywater system planned for this development?
7. How much of the rainfall is captured and used on the site for multiple uses before being returned to the aquifer?

For 2019 and the future, over 1,200 spaces for cars next to public transit is too much. Instead of multiple floors of extra parking that cost the developer tons of money, why not ask the developer to reapportion one or more of those floors for retail or for (ideally affordable) housing?

On Tuesday night, I ask you to incorporate these improvements as conditions of approval and then vote to approve the project.

We can't continue to approve average projects and then throw up our hands when our city and our communities aren't what we want them to be.

Thank you for considering my perspective.

Sincerely,  
Alrie Middlebrook  
Executive Director  
The California Native Garden Foundation  
The Middlebrook Center for Urban Sustainability

Sent from my iPhone

**From:** Barbara Goldstein

**Sent:** September 9, 2019 7:45 AM

**To:** [REDACTED]

**Subject:** Can you help make Gateway Station a Noteworthy Project?

San Jose City Councilmembers & Mayor Liccardo,

In March, Catalyze SV's members evaluated the Gateway Station project & provided input to the developer in April.

What Catalyze SV members like me appreciate about the proposal: the number of homes; the mix of homes next to office; and the number of bike parking spaces.

But there are elements of the proposal that can be improved to make it worthy of being a signature project:

1. Most important: Since this project is next to a light rail station and bus stops, it should have fewer parking spaces to decrease traffic & improve public health.
2. Instead of the developer paying an affordable housing fee, I'd like to ask the developer to build the affordable housing units on-site.
3. To make the plaza a vibrant place, there should include more active uses on it such as retail, not the current parking that is next to it.

4. The development should specify & include more sustainability features as it moves to construction.

For 2019 and the future, over 1,200 spaces for cars next to public transit is too much. Instead of multiple floors of extra parking that cost the developer tons of money, why not ask the developer to reapportion one or more of those floors for retail or for (ideally affordable) housing?

On Tuesday night, I ask you to incorporate these improvements as conditions of approval and then vote to approve the project.

We can't continue to approve average projects and then throw up our hands when our city and our communities aren't what we want them to be.

Thank you for considering my perspective.

Sincerely,

Barbara

Barbara Goldstein & Associates

Creative Placemaking and Public Art Planning



For 2019 and the future, over 1,200 spaces for cars next to public transit is too much. Instead of multiple floors of extra parking that cost the developer tons of money, why not ask the developer to reapportion one or more of those floors for retail or for (ideally affordable) housing?

On Tuesday night, I ask you to incorporate these improvements as conditions of approval and then vote to approve the project.

We can't continue to approve average projects and then throw up our hands when our city and our communities aren't what we want them to be.

Thank you for considering my perspective.

Sincerely,

Tim Colen  
Sent from my iPad

For item 10.2

From: Alex Shoor

Sent: Tuesday, September 10, 10:09 AM

Subject: Does Tonight's Project Conform to the General Plan?

To: The Office of Mayor Sam Liccardo, Liccardo, Sam, District1, Jones, Chappie, District2, Jimenez, Sergio, District3, Peralez, Raul, District4, Diep, Lan, District5, Carrasco, Magdalena, District 6, Davis, Dev, District7, Esparza, Maya, District8, Arenas, Sylvia, District9, Foley, Pam, District 10, Khamis, Johnny, Hughey, Rosalynn, Piozet, Jennifer, Ferguson, Jerad, Inamine, Nicole, Ho, Nathan, Groen, Mary Anne, Kline, Kelly, Kris Campos-Flores, Pete Beritzhoff, Bryon Wolf

San Jose City Councilmembers & Mayor Liccardo,

Tonight, you're voting on a potential "Signature project" in Council District 6.

In response to [Catalyze SV's action alert](#), you are receiving multiple emails from Catalyze SV members who live in San Jose about this project. Let me highlight our perspective.

Catalyze SV calls on you to do 2 things tonight:

1. First, incorporate our [suggested improvements](#) as conditions of approval, and then
2. Second, approve the project.

Why should you incorporate these improvements? 2 reasons.

1. They will make this project better.
2. They will allow this "Signature project" to fully conform with the General Plan.

Right now, I'm concerned this project doesn't conform with the General Plan in 3 ways.

1. Community engagement. [On Page 361, Section IP-5.10](#), it says that "... A proposed Signature project will be reviewed for substantial conformance with the following objectives: ... Is planned and designed through a process that provided a substantive opportunity for input by interested community members."

The developer held the basic number of community meetings (2) on this project. The developer didn't create a true visioning process for the community. Catalyze SV invited the developer to present their project to us in March and they declined. So we reviewed it anyway. We provided the developer substantive input on this project 5 months ago. None of those ideas from our members were incorporated. None of this adds us to a process that allows substantial opportunity from the community for input on the design. But adding in the ideas of Catalyze SV's members tonight could help the project conform to this objective.

2. Pedestrian-friendly design. [On Page 361, Section IP-5.10](#), it says that "... A proposed Signature project will be reviewed for substantial conformance with the following objectives: ... Achieves the pedestrian friendly design guideline objectives identified within this General Plan." What makes for a pedestrian friendly design? [Page 317, TR-1.5, 1.6, 1.7 & 1.8](#) talk about enabling, "safe, comfortable, and attractive access" for pedestrians."

This project proposes to put a parking garage adjacent to a public plaza which is next to light rail, without substantial active ground floor such as retail alongside the plaza. For pedestrians to feel more safe and comfortable, we need an active space. Personally, I feel much safer walking next to a restaurant or cafe than a parking garage! That's why Catalyze SV proposes retail on the ground floor instead of parking.

3. Commute Mode Share. [Page 316 of The General Plan](#) also calls for reducing the automobile commute mode share from 77.8% in 2008 to 40% by 2040.

We can't achieve that worthy goal by building 1,250 parking spaces next to a light rail station & bus lines! Instead of multiple floors of extra parking that cost the developer tons of money, require the developer to reappropriate one or more of those floors for retail or for (ideally affordable) housing.

To conform with the General Plan, be more responsive to community input, & build a better project, please incorporate [Catalyze SV's suggestions](#) as conditions of approval. Then approve the project.

A final note: will the affordable housing and park fees that the developer is paying for this project go to future parks & housing in this neighborhood?

Please make development better in San Jose. Thank you for considering Catalyze SV's perspective.

Gratefully,

Alex Shoor  
Executive Director  
Catalyze SV

████████████████████

Engage: [www.CatalyzeSV.org](http://www.CatalyzeSV.org)

████████████████████





to reapportion one or more of those floors for retail or for (ideally affordable) housing?

On Tuesday night, I ask you to incorporate these improvements as conditions of approval and then vote to approve the project.

We can't continue to approve average projects and then throw up our hands when our city and our communities aren't what we want them to be.

Thank you for considering my perspective.

Sincerely,  
Matt Gustafson

**From:** J'Carlin [

**Sent:** September 10, 2019 4:52 PM

**To:**

**Subject:** Can you help make Gateway Station a Noteworthy Project?

San Jose City Councilmembers & Mayor Liccardo,

In March, Catalyze SV's members evaluated the Gateway Station project & provided input to the developer in April.

The most important section of Catalyze SV's detailed analysis was the transportation section copied here:

Transportation : Between the residential and commercial buildings, the project proposes 1,250 parking spaces including motorcycles. With the proximity to public transit, the parking demand should be reduced further to promote alternative transit options as part of a walkable neighborhood center. Building large quantities of parking in urban environments adjacent to transit undercuts our billion dollar public investments and subsidizes continued reliance on automobiles. We are currently undergoing transit revolutions with rideshare, bikeshare, scootershare and autonomous vehicles that should be given a greater consideration than conventional parking. As the center of a future walkable neighborhood connecting Bascom and Southwest Expressway, this project should demonstrate life beyond the car. Families can walk to retail, jobs, Blackford Elementary, Sherman Oaks Elementary, Del Mar High and San Jose City College; enjoy the Los Gatos Creek Trail and connect to our improving public transit network.

This project will forever be a gateway into San Jose from Campbell and the Los Gatos Creek Trail. San Jose should expect a truly transformational signature project that serves as an example for future projects along Bascom and Southwest Expressway. We look forward to seeing this project move through the entitlement process and becoming a part of the City of San Jose and the Bascom neighborhood.

Sincerely,

Carlin Black

Catalyze SV, SCAG, WNAC, 280 CapCom

San Jose 95129



seeing this project move through the entitlement process and becoming a part of the City of San Jose and the Bascom neighborhood.

Sincerely,

Carlin Black