



## South Bay Piping Industry Labor Management Trust

February 6, 2019

Mayor and City Council Members  
City of San Jose  
3200 E. Santa Clara St.  
San Jose, CA 95113

RE: Wage Theft Prevention Notice

Honorable Council Members:

The South Bay Piping Industry represents union contractors and their skilled technicians at Plumbers Local 393. These local contractors and thousands of union members are responsible for a multi-billion dollar construction industry in our community. Some of our contractors are celebrating over 100 years of service to our cities and our union members are a vital healthy part of a diverse local middle class.

Construction activity in the County remains strong. 2019 projections include 5,000 new construction starts. Given this number, it makes sense that unemployment rates in our industry continue to decrease. As we build, we continue to need more skilled men and women to keep up with demand. As an industry we, like many other industries, are pressed for workers.

Our success has created scenarios where sub-standard contractors have come into our industry submitting absurdly low bids simply to pick up as much work as they can, measuring work by quantity, not quality. This process damages reputations, abuses workers and creates unsafe working conditions.

That is why it is important to pass the Wage Theft Prevention Ordinance. This measure would discourage bad practices and operators that simply want to compete at unrealistic pricing while underpaying workers and building at standards below what is expected in our valley.

Do not ignore the practices of this underground economy. This ordinance is not about creating new laws. It is about enforcement of existing laws to ensure our industry continues to thrive under a transparent code of conduct. This measure is good for our region, our contractors and their workers, and our customers. We look forward to seeing this measure become LAW.

Sincerely,

  
Larry Gates  
CFO



**Mayor and City Council Members**

City of San Jose  
200 E. Santa Clara Street  
San Jose CA 95113

**Re: Wage Theft Prevention Ordinance**

Development in the South Bay remains strong. In fact, as has been reported in various outlets, new development proposals in the city of San Jose are approaching a record pace and a record size. Projects are moving forward across the board, in sectors including housing, office, hotel and retail.

With a significant amount of development activity in the pipeline, as well as a number of projects under construction we believe it is critical that standards remain high. That is why we lend our support to the attached Wage Theft Prevention Ordinance that will help create a level playing where contractors can compete on issues like efficiency, quality, and timeliness – instead of simply focusing on the lowest common denominator of the least expensive bid.

It is important to note, a policy like this does not create new laws or new burdens for those in the industry; it simply enforces the existing rules. While it's unfortunate this needs to be done, there are sometimes rogue operators that don't follow the best business practices and frankly hurt the reputation of the construction sector. The underground economy in construction is a serious threat. There are unscrupulous actors in the industry, some work without a valid contractor's license, others engage in tax evasion, wage theft, and don't provide adequate workers compensation.

This policy makes sense. We believe it takes our industry in the right direction and will garner the support of the general public, and more importantly, our customers. We urge you to support this Responsible Construction Ordinance. It is the right time to pursue this policy and we hope to see it enacted very soon.



Respectfully,  
Alex Hall  
Executive Vice President



Honorable Mayor Sam Liccardo and Members of the San José City Council  
200 East Santa Clara Street  
San José, CA 95113  
sent via email, date Feb. 28, 2019

re: Council Agenda: 3/5/19, Item: 3.3: "2019 City Council Priority Setting"

Dear Mayor Liccardo and Councilmembers,

I am writing as a longtime riparian ("creekside habitat") and environmental advocate to ask that "Priority #24, Riparian Corridors and Bird Safe Design" be returned to the City's Priority List.

After years of work, the City has accomplished the first part of this priority with the establishment of its riparian corridor setback ordinance. With all the development planned along the Guadalupe River and Los Gatos Creek in the Diridon Area in the coming years, it is good that San José now has a firm policy rather than mere guidelines.

The second part of the priority has not yet been accomplished and needs to be addressed now. Development in the Diridon Area, along with ever taller high rises in the Downtown area, are adjacent to the natural bird flyways along the creek and river corridors. Additional development is planned for North San José in the sensitive bird habitat near the San Francisco Bay baylands. While one can hope that all the developers and all city planners are aware of issues that threaten the birds and will design their projects accordingly, a city policy to promote bird-safe design would help assure compliance with best practices.<sup>1</sup> No one wants to kill a peregrine falcon by having it slam into a clear plate window, or have a migrating goose struck by a truck on Freeway 237 after being distracted by a new flashing billboard. But unless the designers and planners are aware of the dangers, they are unable to make the simple design modifications that can reduce these dangers. It should remain a priority of the City to study and implement the appropriate code revisions.

Please keep Priority 24 on the list of City Priorities.

Thank you,

~Larry Ames

Lawrence Ames, longtime riparian and environmental advocate.

cc: City Clerk; City Manager; Audubon Society; SJ Riparian Advocates

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<sup>1</sup> The city might look at what's been done in other cities, such as in Portland OR:  
see <https://www.portlandoregon.gov/bps/article/686891>

**From:** Jean Dresden < >

**Sent:** Friday, March 1, 2019 8:10 AM

**To:** The Office of Mayor Sam Liccardo; District1; District2; District3; District4; District5; District 10; District 6; District7; District8; District9

**Cc:** City Clerk; Sykes, Dave; Rios, Angel; Cicirelli, Jon; Burnham, Nicolle; rosallynn.hughley@sanjoseca.gov

**Subject:** Council Priority Setting

Honorable Mayor Sam Liccardo and Members of the San José City Council  
200 East Santa Clara Street  
San José, CA 95113  
via email

RE: Council Agenda: 3/5/19, Item: 3.3: "2019 City Council Priority Setting"

I am writing on behalf of San Jose Parks Advocates to ask for your support for item #18 entitled "Privately-Owned Public Open Space" which would allow for the development of guidelines for these components of high density projects as well as guidelines for private recreation credits and possible land acquisition. The timing is critical with so much high density development underway.

### **Privately Owned Public Open Spaces**

A key strategy for densification and urban villages is to make these areas livable with opportunities for daily public life to encourage community connections through the use of plazas and open space. Yet, the city's budget is stretched. Privately owned and maintained public open spaces (POPOS) are used throughout the country as an alternative. Developers offer these spaces as part of the project and receive development fee credits through the Park Trust fund. However, the City does not have guidelines to help our development partners know what POPOS design would receive credits. Should a narrow walkway be credited? Or should only wider spaces with amenities? What about rooftop gardens that require signing in or showing identification? These unanswered questions need to be resolved.

### **Private Recreation Credits**

In addition, there are no guidelines for private recreation credits as part of the Park PDO/PIO development fee program. Our development partners don't know which amenities would be credited prior to submitting them. In addition, there are no guidelines to share with Planning staff who have more contact with our development partners early in their application process. We should be treating the development community better.

Which do you think should receive private recreation credits?

pools? vegetable gardens? dog parks? playgrounds? BBQs? weight room? spa?

Bike repair rooms? Bike storage lockers?

TV lounge?

Commercial kitchen?

Sidewalks that surround the buildings?

Large paseos that surround the buildings?

We know that there are differences of opinion and guidelines will help everyone know what counts and what doesn't allowing for more efficiency in the negotiation of the final development agreements.

### **Parkland Dedication Restrictions**

Finally, the current ordinances restrict the size of land that can be dedicated by developers to parcels over 0.5 acres. Urban villages and other city neighborhoods will be built in areas that are dominated by small suburban lots . The parks that will support these urban villages and park deficient areas must be acquired lot by lot. The city has done this several times, notably at Del Monte Park and at Buena Vista Park. However, our current ordinance does not allow developers to acquire and dedicate a smaller lot as part of the steps toward creating a park. Dedicated parkland reflects current market conditions but park fees are always less than current market conditions. Our development partners want their projects to be supported by community amenities and have shown willingness to collaborate with the city. Our current ordinance gets in the way. The city should revisit whether a restriction is needed. We fear that without change, the urban villages will be built without parkland since there are no larger lots adjacent to the properties already slated for dense redevelopment.

With so much densification occurring throughout the city, in urban villages and in park deficient areas, we must move now or risk perpetuating park deficient neighborhoods for decades to come. Our development partners deserve certainty from guidelines about POPOS and private recreation credits.

Please use one of your nine votes to support this priority.

Jean Dresden  
Coordinator  
San Jose Parks Advocates

San Jose Parks Advocates is an all volunteer network of community leaders and park passionate community members. Our Mission is to bring parks into the public political consciousness, to make parks an issue in all discussions of civic priorities, neighborhood services, and community interactions with the City of San Jose. We envision a City where quality parks and trails for all of its residents is universally supported as a core City service. Civic leaders will develop, enhance, and maintain these spaces as a source of civic pride and essential to the health and quality of life of the residents, workers, and visitors.



March 1, 2019

Honorable Mayor Sam Liccardo and City Council  
City of San José  
200 East Santa Clara Street  
San José, CA 95113

Executive Committee

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Comcast

PRESIDENT & CEO  
Matthew R. Mahood  
The silicon valley organization

**Re: Council Priority Setting Recommendations**

Dear Mayor Liccardo and City Council:

On behalf of The Silicon Valley Organization (The SVO), I am writing to share our policy recommendations for the council’s priority-setting meeting on March 5<sup>th</sup>. By way of background, we are the Silicon Valley’s premier business advocacy organization representing 1,400+ companies that employ nearly 300,000 workers and we represent our membership as the region’s largest Chamber of Commerce.

We have reviewed the policy nominations put forward in the staff memorandum and we believe that the following policies should be prioritized, in the following order, to support economic growth in the City of San José:

**Universal Development Fee (Mayor Liccardo)**

We support the concept of a universal development fee to streamline the process of cost calculations for projects. The goal is to provide cost predictability and make fees easier to estimate before a project applicant submits a proposal before the city. Under the city’s current fee estimation procedure, a developer is required to seek a fee estimation from multiple departments, which often times add unnecessary delays in approving critical housing projects. Currently, development fees are extremely difficult to estimate and fees are often set without oversight or coordination between city departments. A universal fee would address many of these issues by streamlining the fee calculation process.

**Childcare & Early Education (Mayor Liccardo)**

By identifying creative incentive programs that promote childcare and early education facilities, we can create innovative solutions to protect our most vulnerable community members. Specifically, we recommend that the study of possible development incentives should include density bonuses and/or fee reductions if a project includes space for childcare facilities. Affordable childcare options can be especially helpful as a part of a broad economic development strategy to retain employees in need of adequate childcare services.

**Explore & Compare CEQA Policies Across Municipalities (Councilmember Foley)**

Given that cities have varying interpretations of the California Environmental Quality Act (CEQA), there are wide disparities between municipalities regarding the number of housing units produced throughout the region. The City of San José should conduct a study of CEQA policies across municipalities in the region, with an eye towards a balanced interpretation of CEQA in order to significantly increase our local housing supply.

### **Reduce or Eliminate Parking Minimums Near Transit (Councilmember Foley)**

Last year, the San José City Council conducted a study session on the cost of private development. The study session provided insights revealing that many projects are practically unviable due to the rising cost of construction materials and labor. The city's parking minimum requirements add significant costs to a housing project and cause many projects to not pencil-out. For housing developments within a one-half mile radius of a transit line, there are significant opportunities to both reduce development costs and encourage the use of public transit, electric assist, biking, and walking through robust transportation demand management plans. We must review all city requirements that increase the cost of development and eliminating parking minimums can make it easier for projects to pencil-out.

### **ADU's: Reducing Permit Costs & Streamline the Process (Councilmember Foley)**

The region's land use strategy of favoring low density, single-family home developments is one contributing factor to our housing crisis, which reduces our region's economic competitiveness. Accessory dwelling units (ADUs) are "low hanging fruit", when it comes to increasing our housing supply. We support the concept of a dedicated team that would be focused on facilitating ADU developments. Furthermore, we believe that the city should have both pre-approved plans for expedited approval as well as reduced permit fees to incentivize these developments. Single family homeowners must be a part of the solution for the housing crisis, and incentivizing ADUs must be a part of our housing strategy to increase both local supply and production.

### **General Plan and Zoning Alignment (Councilmember Diep)**

When the Envision San José 2040 General Plan and zoning designations are out of alignment, it forces developers to apply for conforming zonings to build projects that are already permissible under the general plan. This additional, duplicative process can add significant time delays, causes developers to miss market timing for project financing, and adds significant impediments to housing production. If we are to address our housing crisis, we must do everything we can to facilitate development and avoid unnecessary bureaucratic processes.

### **Downtown Wayfinding (Councilmember Davis)**

In order to promote Downtown San José as an attractive "destination hotspot", we must identify interactive signage and markers to encourage tourists and residents to visit the downtown core. This must be a key economic development strategy in order to improve the vibrancy of our downtown by assisting tourists, residents, and service seekers to their desired location. We believe a more accessible downtown core through the use of technology will not only help increase tourism and get more customers to San José businesses, but it will also be relatively cost effective. If this policy is considered and implemented, we strongly encourage the city to establish a public RFP that allows for a competitive bidding process and for businesses to compete for the opportunity to guide tourists to attractive hotspots in downtown San José.



In closing, we support these policies because we believe it will improve our community by supporting economic growth in the city. For the above reasons, we urge you to prioritize the policy proposals in order to help businesses succeed and for our community to thrive.

Thank you for your consideration and should any of you have any questions on our policy recommendations, please contact Eddie Truong, Director of Government & Community Relations, at

[REDACTED]

Sincerely,

[REDACTED]

Matthew R. Mahood  
President & CEO  
The Silicon Valley Organization



**TRANSMITTED VIA EMAIL**

March 5, 2019

Honorable Mayor Sam Liccardo and Members of the City Council  
 City of San Jose  
 200 East Santa Clara Street, 18th Floor  
 San Jose, CA 95113

Dear Mayor Liccardo, Vice Mayor Jones, and Councilmembers Arenas, Carrasco, Davis, Diep, Carrasco, Esparza, Foley, Khamis, and Peralez,

**Re: Item 3.3--Council Priority Setting**

On behalf of our members, we write today to provide our comments as the Council sets its priorities for the coming year.

The need for affordable housing in the City remains at crisis levels. It is therefore critically important that the 2019 priorities focus on tools and policies that increase housing opportunities and help the city meet its goal of creating 25,000 new homes, with 10,000 of them affordable to low- and moderate income households over a five-year period.

**Accessory Dwelling Units**-- We applaud the greenlighting of actions that simplify development of ADUs and decrease the administrative and financial burden on homeowners who seek to construct an ADU. Recent experience in cities such as San Francisco have shown that streamlining the process and lowering costs can result in hundreds of new ADUs moving from application to completion. Councilmember Foley's proposal to streamline the permit process and reduce fees for ADUs along with Councilmember Carrasco's proposal to develop ADU plan sets are worthy actions. In addition to these actions and the actions included in the 2018 priorities to launch an educational and promotional campaign for ADUs, we strongly support: (1) identifying an ADU Ombudsman who can help homeowners navigate through the complicated building approval and construction processes, (2) enabling homeowners to use modular units rather than stick-built construction, and (3) pursuing the prior Council priority to legalize illegal non-conforming ADUs, particularly garage conversions.

**Development Streamlining**-- We are also supportive of Councilmember Foley's proposals to explore reducing or eliminating parking requirements for new development within ¼ and ½ mile of transit, and to undertake a regional comparison of San Jose's CEQA process to look at ways of simplifying and speeding up the development process. We also support Councilmember Diep's proposal to align the city's zoning with the Envision San José 2040 General Plan. The current process requires developers to go through additional steps that result in additional cost and delay. Any actions the city can take to reduce the cost of development and remove hurdles will help move projects from permits to construction.

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**Staff**

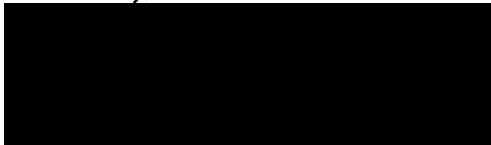
Leslye Corsiglia  
*Executive Director*

**Development Taxes and Fees**—We support Mayor Liccardo’s proposal to sunshine the fees and taxes the city charges for development and to consider consolidating them into a single fee. Certainty is extremely important to housing developers. Currently, there is no way to know precisely what all the fees are that will apply to a development, and the Council and public don’t know the total amount being charged. We have concerns, however, over conducting an annual feasibility study. If changes to the fees are made every year, then that certainty goes away. We are supportive of all ways to reduce development costs and looking at fees is an important step. However, to truly consider how the city can reduce the cost of development, it should look at other policies that it has in place that impact cost—this includes requirements for retail, the city’s Employment Lands Framework, and how the city zones its residential land. Much of the city’s land mass is zoned single family. There are significant housing opportunity and environmental benefits of up-zoning single-family neighborhoods, an action that several major cities have taken in recent months.

**2018 Priorities**—We remain supportive of the carry over housing actions and are hopeful to see more progress this year. In addition to the ADU work already mentioned, this includes: (a) finalizing a Mobile Home Conversion ordinance that acknowledges the value of these naturally occurring affordable homes and protects mobile home owners from the disruption of displacement, (b) developing of a soft-story retrofit program, and (c) reviewing the current development framework for North San Jose, which will begin to backfill the required affordable units not built during the first round.

Over the past year the city has made significant progress on a number of priorities that respond to the affordable housing crisis. We appreciate the opportunity to share our perspective on the council’s priorities and look forward to future opportunities to help inform both policy development and implementation.

Sincerely,



Leslye Corsiglia  
Executive Director



DATE March 1, 2019

TO Mayor Sam Liccardo  
City Councilmembers

FROM Rotary Club of San Jose (Gary Shara, President)  
Local Impact Committee (Steve Borkenhagen, Chair)  
Downtown Development Committee (John Kovaleski & Teresa Alvarado, Co-Chairs)

**SUBJECT: SUPPORT PRIORITIZATION OF HOMELESS STORAGE CONCEPT**

**BACKGROUND**

The Rotary Club of San Jose (“RCSJ”), under the leadership of current President Gary Shara (2018-19) has focused on the theme “Raising the Roof: Restoring Dignity, Safety, Happiness”, to both address and serve the needs of the homeless in our community. The RCSJ has committed our resources to provide education and advocacy to support transitional and permanent housing, tiny homes, and storage.

The Local Impact Committee (Steve Borkenhagen, Chair) and the Downtown Development Committee (John Kovaleski & Teresa Alvarado, Co-Chairs) have combined forces to address and lead the way with efforts towards development of a secure storage program for those in need. Committee members have actively participated in exploring operations and services at storage facilities operating in other California cities.

**STORAGE FACILITIES**

Longtime advocate and proponent of storage facilities for the homeless, Rotarian and Past President Julie Matsushima continues to champion this concept with City, County and service organizations.

Homelessness is complex and requires the attention of the City of San Jose leaders and policy makers to implement solutions. Establishing efficiently organized and well-monitored storage facilities for homeless individual’s property and possessions would go a long way toward resolving health, safety and security issues resulting from homelessness and reduce the clutter that currently blights San Jose’s freeways and streets.

Storage facilities would provide a safe haven and dignity for “registered” homeless individuals and families, that are actively willing to accept assistance from qualified service providers in order to navigate their way off our streets and freeways and into transitional and permanent affordable housing. Given this security, storage facility registrants/participants could move about on public transportation, seek employment, apply for employment training programs, obtain a valid California ID card or driver’s license, seek mental health, substance abuse and medical services and use sanitation facilities---all while knowing their valued belongs are safe.

Additionally, off-site storage facilities would provide much needed supplemental storage for tiny home community developments while minimizing uncontrolled hoarding.

**RECOMMENDATION**

The Local Impact and Downtown Development Committees of the RCSJ strongly support and urge our Mayor and City Council to move forward and prioritize the conversation and concept regarding HOMELESS STORAGE at the Tuesday, March 5, 2019, Council meeting.



**SANTA CLARA COUNTY  
GOVERNMENT ATTORNEYS  
ASSOCIATION**



Maxmilian Zarzana, President  
Kipp Davis, Vice President  
Kevin Smith, Treasurer  
Michelle Vasquez, Secretary

Vicki Gemetti, Board Member  
Sandip Patel, Board Member  
Troy Benson, Board Member  
David Phillips, Board Member

March 4, 2019

Honorable Mayor and City Council  
City of San Jose  
200 East Santa Clara Street  
San Jose, CA 95113  
(Via email)

RE: **Wage Protections for Construction Workers is a Priority!**  
**March 5, 2019 City Council Priority Setting Session**

Dear Mayor and Council,

As local prosecutors and public defenders working in Santa Clara County, the members of the Government Attorneys Association go to court every day to ensure that equal protection under the law applies to everyone. San Jose's current civil wage protection ordinance does not comply with equal protection. It excludes a large swath of people that work in the construction industry, and there is no valid justification to exclude them.

We urge you to expand wage protections to cover construction workers in San Jose. Failing to pay employees is wrong and it should not be tolerated. Wage loss negatively impacts our community. We urge you to make eradicating abuse of workers in the construction industry a priority. There is simply no reason to treat construction workers like second class citizens, and allow any developer or contractor to not pay their wages.

Sincerely,

Max Zarzana,  
President, GAA



March 1, 2019

Honorable Mayor and City Council  
200 E. Santa Clara Street  
San José, CA 95113

***RE: Item 3.3 / Support for City Council Priority Nomination #9 – Childcare and Early Education***

Dear Mayor and Members of the City Council:

As local community leaders in early childhood development, education, nonprofit services and philanthropy, we wholeheartedly support Council Policy Nomination #9 – Childcare and Early Education. The crisis of access to affordable, quality childcare and preschool in San Jose is crippling – both for thousands of families who struggle to afford care and for our children entering local schools unprepared to succeed.

The cost of childcare and preschool in San Jose represents the second highest family expense after housing. In families with more than one child under the age of five, childcare and preschool may be their highest expense. With an average cost of nearly \$20,000 per year, per child, most San Jose families are left with unacceptable choices such as enrolling their children in substandard care, leaving the workforce to care for their children or simply moving out of San Jose altogether as illustrated by the declining enrollment in local school districts and recently highlighted by the Silicon Valley Competiveness and Innovation Project.

Another recent research report by Applied Survey Research (attached) found that more than one out of every two children (56%) in San Jose, and eight out of ten Latino children (80%), are not fully prepared for kindergarten. This means a majority of our children begin their academic careers on an unstable foundation leading to poor reading and math outcomes. However, the same research found that children with quality early childhood experiences had significantly higher readiness than children without. This finding matches international research over several decades that find public investments in quality child care and preschool are the best investments our community can make.

By prioritizing policies that incentivize and promote new, child care facilities and preschools, the City of San Jose has an opportunity to propel the development of more quality child care and early education options that could ultimately help lower costs of care, maintain and increase quality standards and ensure San Jose's children are on a path for success from the first day they enter kindergarten. As such, we respectfully request for your vote to prioritize City Council Priority Nomination #9 – Childcare and Early Education.

Sincerely,

FIRST 5 Santa Clara County  
Santa Clara County Office of Education

Silicon Valley Council of Nonprofits  
Silicon Valley Community Foundation

cc: City Clerk

Attachment



# 2018 Santa Clara County School Readiness Assessment Data Summary: City of San Jose

Prepared by Applied Survey Research

February 28, 2019

## Introduction

Upon entering school in Fall 2018, 1,253 kindergartners across Santa Clara County were assessed by their teachers using the Kindergarten Observation Form (KOF), a valid and reliable tool that captures children’s social-emotional and cognitive readiness for kindergarten. The majority of children in the study attended schools in the city of San Jose. The table below summarizes the number of schools, classrooms, and children in San Jose who participated in the assessment.

Figure 1. Participation in 2018 Santa Clara County School Readiness Assessment

	Number
Number of participating schools	31
Number of participating classrooms	50
Number of assessments completed	804

Teachers participating in the assessment rated children on 20 readiness skills on a scale from 1 = Not Yet to 4 = Proficient. The graphic below depicts the skills measured within each domain or Building Block of readiness – Self-Regulation, Social Expression, and Kindergarten Academics – as well as two foundational motor skill items that are on the assessment.

Figure 2. Kindergarten Observation Form Skills, by Building Block



Average scores for each child were calculated in the three primary Building Blocks of Readiness. Children were then categorized into three groups depending on their scores on the three Building Blocks as follows:<sup>1</sup>

**Fully Ready:** Mean score of 3.25 or higher in all three domains: Self-Regulation, Social Expression and Kindergarten Academics.

**Partially Ready:** Mean score of 3.25 or higher in one or two domains.

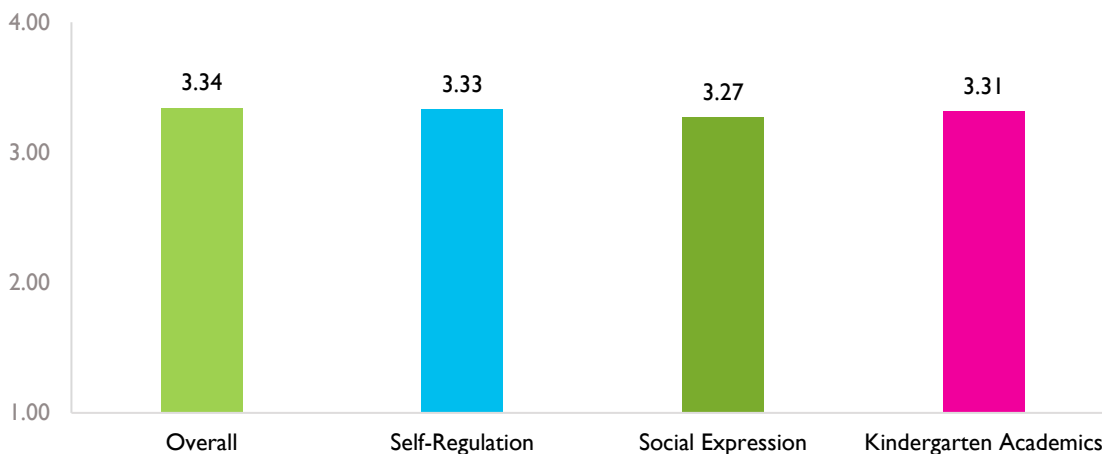
**Not Ready:** Mean score below 3.25 in all three domains.

The charts that follow summarize the readiness of children attending San Jose schools in the readiness assessment. For these analyses, the sample was weighted to be representative of the city's kindergarten population in terms of race/ethnicity, English Learner status, and socioeconomic status (maternal education and free/reduced lunch eligibility).

## Assessment Outcomes

The average overall readiness score on the KOF for children in San Jose was 3.34 (out of 4). Average scores within each domain of readiness ranged from 3.27 (Social Expression) to 3.33 (Self-Regulation).

Figure 3. Average Readiness Scores, by Domain

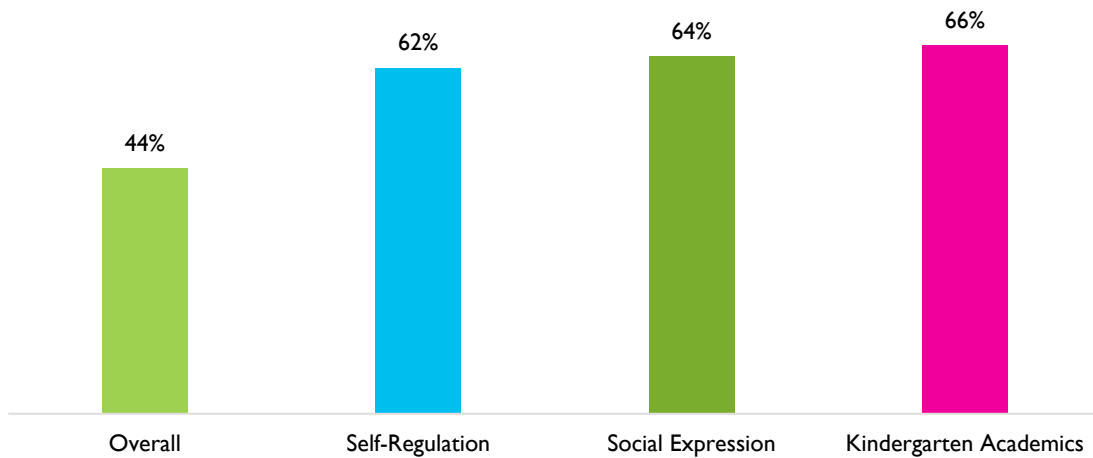


Source: KOF 2018. N=753-801.

Children who scored 3.25 or higher on the assessment in all of the three primary domains were considered Fully Ready, and made up 44% of the children in San Jose. Approximately 62-66% of children scored at least 3.25 on the three domains, when each domain was considered separately.

<sup>1</sup> Only children with valid data for each of the three domains of readiness were categorized into these groups.

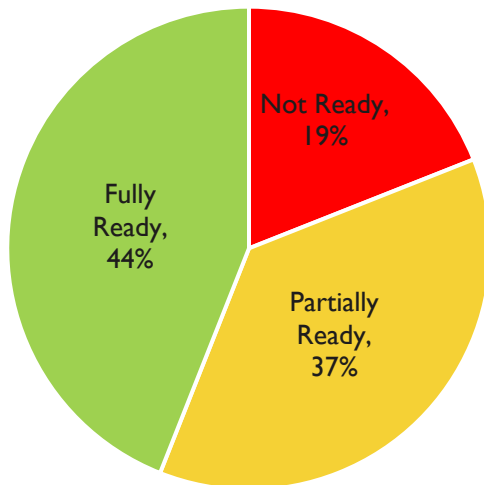
Figure 4. Percent Ready, by Domain



Source: KOF 2018. N=753-801.

As shown in the chart below, 44% of the San Jose sample was Fully Ready, whereas 19% of children in San Jose were Not Ready, meaning they scored below 3.25 in all three domains. The remaining 37% of the sample in San Jose was Partially Ready, having scored at least 3.25 in one or two of the domains.

Figure 5. Readiness Profile



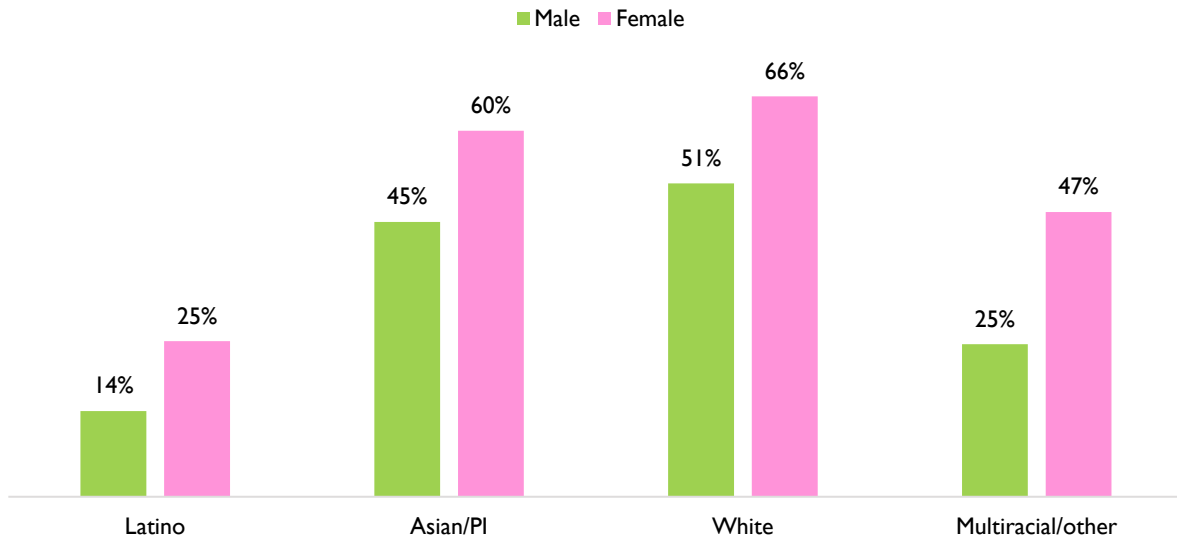
Source: KOF 2018. N=753.

## Assessment Outcomes, by Demographic Factors

There were significant racial/ethnic and gender disparities in readiness in San Jose, with readiness levels significantly higher among girls across racial/ethnic groups and among white children relative to children of color.



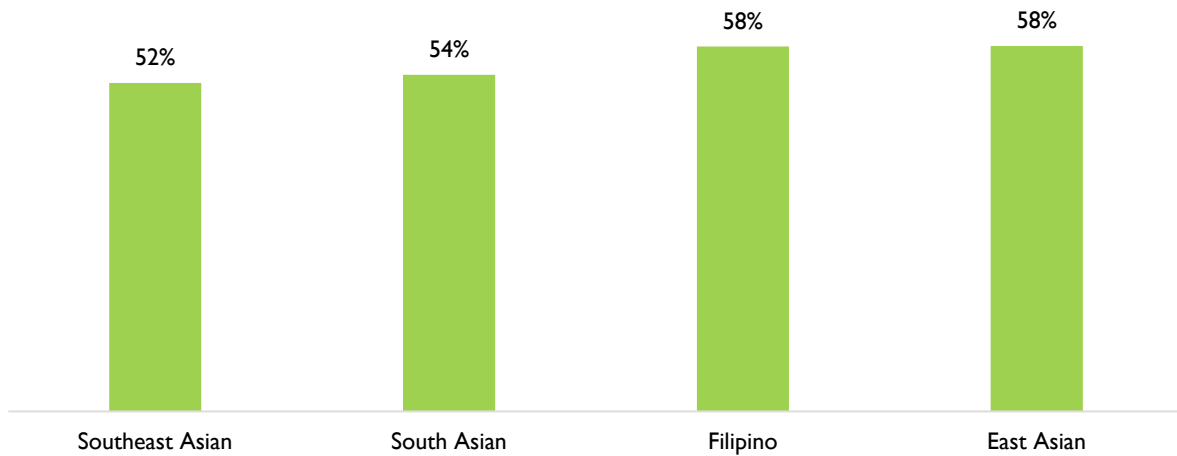
Figure 6. Percent Ready, by Race/Ethnicity and Gender



Source: KOF 2018. N=818. \*\*\*Differences statistically significant,  $p < .001$ .

Because there is significant diversity within the Asian and Pacific Islander (Asian/PI) population, we also analyzed differences in readiness within the Asian/PI sample of kindergartners in San Jose. Although East Asian and Filipino children tended to have the highest readiness levels relative to other Asian/PI children, none of the readiness differences within the Asian/PI sample were significant.

Figure 7. Percent Ready among Asian/Pacific Islander Children



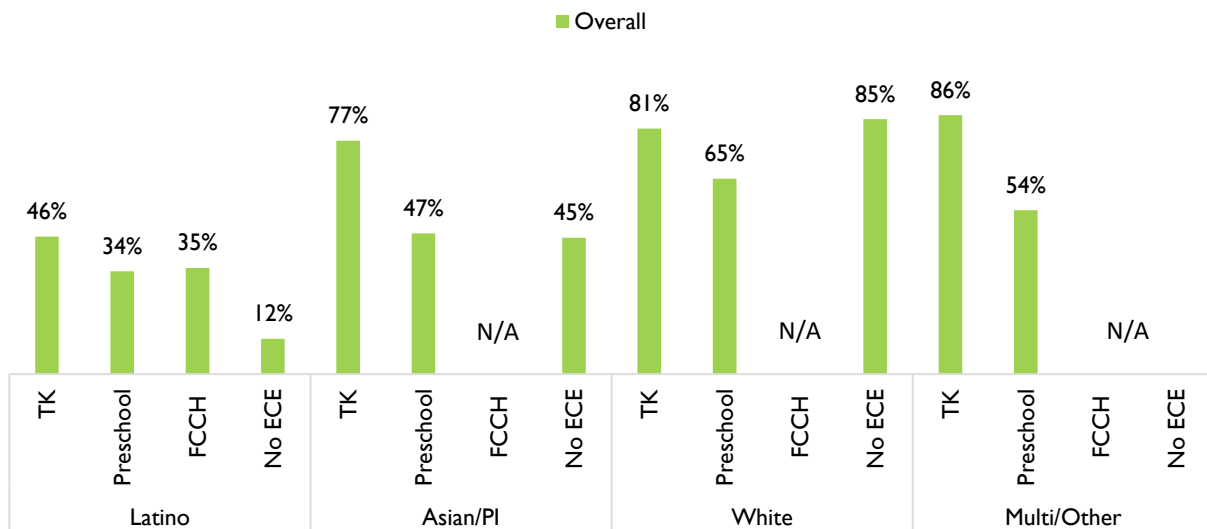
Source: KOF 2018. N=230. Differences not statistically significant.

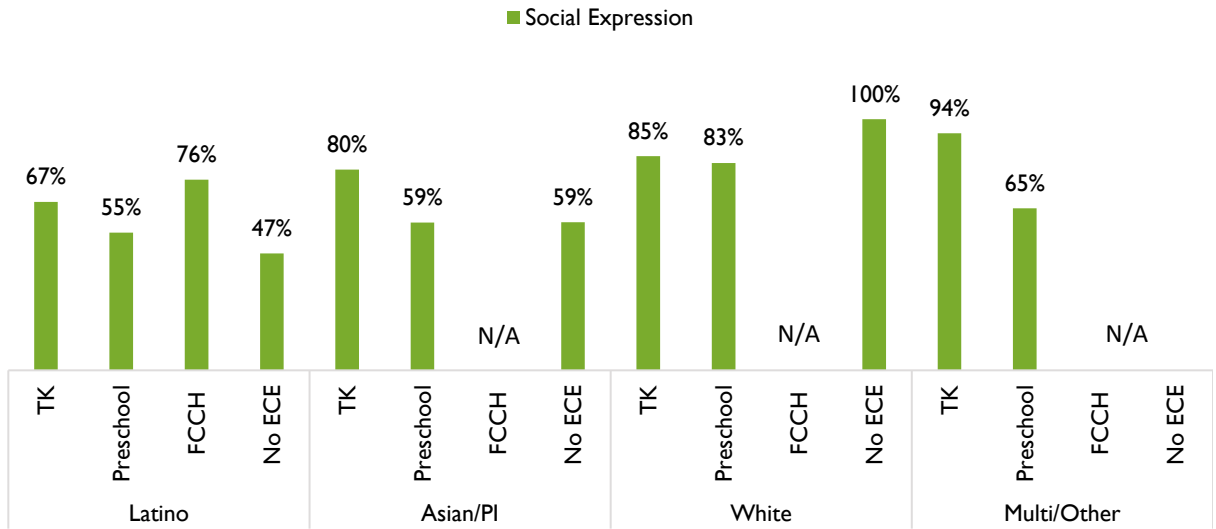
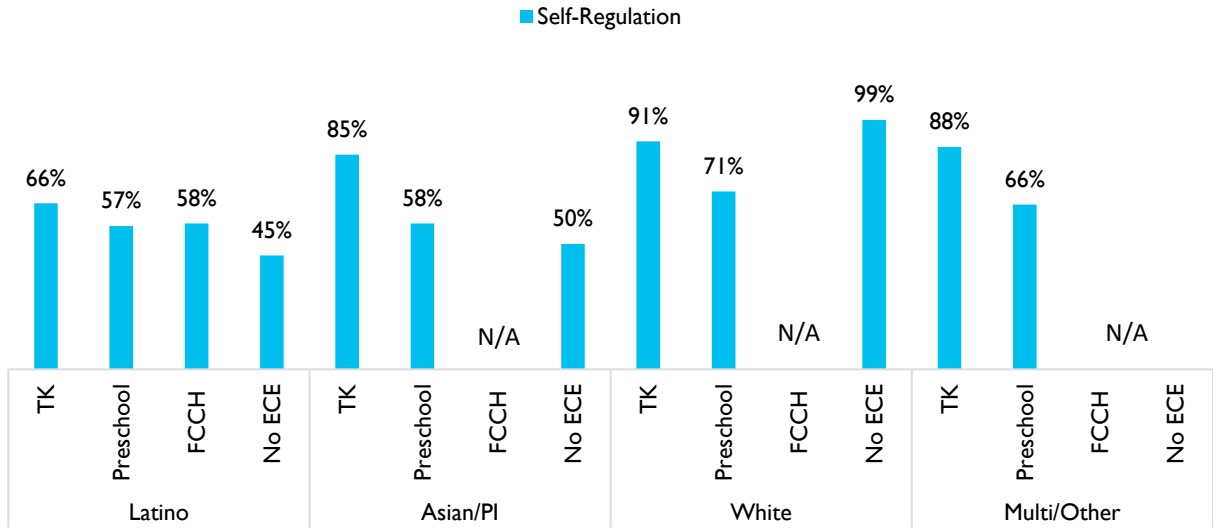
## Assessment Outcomes, by Demographic Factors and ECE Experience

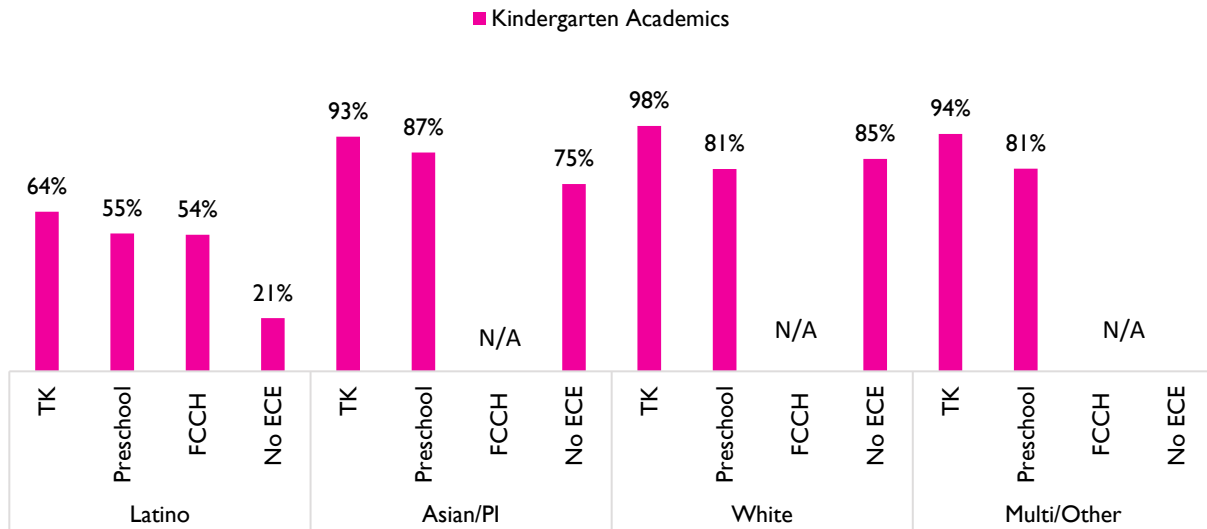
The charts below illustrate the relationship between Early Childhood Education (ECE) experience and readiness for children of various racial/ethnic backgrounds. In general, readiness levels were highest among children who attended Transitional Kindergarten (TK), followed by children who attended licensed center-based care or family child care, and lowest among children without any ECE experience. The differences in readiness based on ECE experience were greatest for the Kindergarten Academics domain.

However, within the Asian/Pacific Islander sample, readiness was similar for children who attended preschool and those who had no ECE experience, and among white children, readiness was actually higher among those who did not have ECE experience than those who attended preschool (it was similar to those who attended TK). This suggests that the positive effects of ECE were stronger for Latino children and multiracial children or children of other races/ethnicities than they were for Asian/Pacific Islander and white children in the sample.

Figure 8. Percent Ready Overall and by Domain, by Ethnicity and ECE Experience







Source: KOF 2018. N=784-838. N/A = Fewer than 5 children were assessed in the subgroup. \*\*\*Differences statistically significant, p<.001.



March 4, 2019

Chuck Reed



Mayor Liccardo and City Councilmembers  
200 E. Santa Clara Street, Tower 18<sup>th</sup> Floor  
San Jose, CA 95113

Re: Council Meeting March 5, 2019, Agenda Item 3.3, Priority Setting  
Interactive Wayfinding Signage Downtown  
Council Nominations List, Item 11

Dear Mayor Liccardo and City Councilmembers:

Item 11, Interactive Wayfinding Signage Downtown, has been categorized by the staff as one of high complexity, taking more than 18 months to implement, and requiring over 5 staff members.

There is an alternative approach, which would allow the project to be completed this year, with minimal staff effort, and at no cost to the city.

Based on a model that has been used in over 20 cities around the country, including Berkeley, San Diego and Baltimore, the best way forward is to begin a pilot program of limited scope and have a third party, such as the San Jose Downtown Association (SJDA), implement the project, as they have done successfully on multiple occasions in the past.

Authorizing SJDA to implement the pilot project would put the procurement, permitting installation, and operating burdens on the SJDA and allow the pilot project to start quickly.

Below are the elements of a limited scope pilot project:

1. Changing the municipal code to authorize SJDA to implement a pilot project to determine the feasibility and desirability of interactive kiosks would be a minor revision to the code.

Information kiosks in the public right of way downtown are already permitted by the municipal code in section 23.04.810 B, which could be amended to read:

**B. ~~The redevelopment agency~~ A property-based or business improvement district or an affiliated no-profit entity may post signs in public rights-of-way that function as public wayfinding and public information kiosks in the downtown sign zone, but only after the review required by Section 23.04.820.A.**

Mayor Liccardo and City Councilmembers

March 4, 2019

Page 2

2. Clearance under California Environmental Quality Act (CEQA) for the pilot project would be necessary when the SJDA files applications for permits for the selected sites. Limiting the number of potential locations for kiosks to small number, perhaps 20 - 25, could bring the project within the small project exemption (CEQA Guidelines 15303). In any event, the burden for preparing the environmental clearance application for staff review would be on the SJDA.

3. Requiring all kiosks installed during the pilot project to be capable of incorporating any wayfinding maps or other information developed in the MTC regional project would ensure that the results of the regional work would be integrated into the interactive kiosks.

4. Changing the municipal code to permit a limited amount of advertising on these kiosks (no more than 1/3 of the content) would allow the kiosks to be installed at no cost to the city. Whether or not to allow advertising on a broader geographic scope would be decided after the results of the pilot project are evaluated.

5. Including two kiosks in the Valley Fair/Santana Row area in the pilot project could add an extra dimension to the information to be gained from the pilot at no cost to the City. That could be done with another non-profit entity, with private property owners, or a collaboration.

The City of San Jose's goals to enhance the navigability, legibility, and experience of neighborhoods are laudable. The power of an interactive, digital, wayfinding program using best-of-class interactive digital wayfinding technology and proven implementation ability could be harnessed to compliment the City's existing efforts toward a regional wayfinding network.

The pilot project can be one part of the overall, multilayered wayfinding network the city is ambitiously planning for, and it is an opportunity to test digital wayfinding elements of the larger wayfinding plan.

Sincerely,

HOPKINS & CARLEY  
A Law Corporation



Chuck Reed

CRR/lc

# TOCKNA

TULLY OCALA CAPITOL KING  
NEIGHBORHOOD ASSOCIATION

February 27, 2019

Mayor and Councilmembers  
San Jose City Hall  
200 E. Santa Clara Street  
San José, CA 95113  
Re: Support for Age and Family Friendly City Initiative

Dear Mayor and Councilmembers,

I am writing in strong support of the February 27, 2019, memorandum from Councilmember Sylvia Arenas to the San José City Council Rules and Open Government Committee that would unify existing and new efforts into an "Age and Family Friendly Initiative" and seek to address the crisis that San Jose families of all ages face.

As President of the Tully Ocala Capitol King Neighborhood Association, our mission is to activate residents and empower them to create a safe, strong, and thriving neighborhood that everyone can benefit from. Being a community expert in serving families and our community of all ages, I know the challenges faced by our San José families all too well.

In addition, I am also in strong support of Councilmember Arenas' Council Policy Priority Setting proposal for a city-wide and cross-department response to the San José families in crisis to be heard on March 5, 2019 during the 2019 City Council Priority Setting Session.

I thank Councilmember Arenas for her memorandum on an Age and Family Friendly Initiative and Council Policy Priority Setting proposal. I also thank the Mayor and City Councilmembers for your attention and leadership on this issue.

Thank you,



Laura Arechiga, TOCKNA President

February 27, 2019

Mayor and Councilmembers  
San Jose City Hall  
200 E. Santa Clara Street  
San José, CA 95113

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As a mother and active community member, I believe in helping to bring and foster safe and friendly environments for our children to grow up in. I am a PTA President of a local Evergreen elementary school and regularly work voluntarily with several local community organizations. As a community expert in serving families and our community of all ages as well as a mother of 3 young children, I know the challenges faced by our San José families all too well.


I am also in strong support of Councilmember Arenas’ Council Policy Priority Setting proposal for a city-wide and cross-department response to the San José families in crisis to be heard on March 5, 2019 during the 2019 City Council Priority Setting Session.

I thank Councilmember Arenas for her memorandum on an Age and Family Friendly Initiative and Council Policy Priority Setting proposal. I also thank the Mayor and City Councilmembers for your attention and leadership on this issue.

Thank you,

Sincerely,

  
MyLinh Chan (Feb 27, 2019)

MyLinh Chan  




February 27, 2019

Mayor and Councilmembers  
San Jose City Hall  
200 E. Santa Clara Street  
San José, CA 95113

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Dear Mayor and Councilmembers,

I am writing in strong support of the February 27, 2019, memorandum from Councilmember Sylvia Arenas to the San José City Council Rules and Open Government Committee that would unify existing and new efforts into an “Age and Family Friendly Initiative” and seek to address the crisis that San Jose families of all ages face.

As an active parent who has been involved in various PTA positions, the mission has always been to advocate for our students and families. Being a community expert in serving families and our community of all ages, I know the challenges faced by our San José families all too well.

In addition, I am also in strong support of Councilmember Arenas’ Council Policy Priority Setting proposal for a city-wide and cross-department response to the San José families in crisis to be heard on March 5, 2019 during the 2019 City Council Priority Setting Session.

I thank Councilmember Arenas for her memorandum on an Age and Family Friendly Initiative and Council Policy Priority Setting proposal. I also thank the Mayor and City Councilmembers for your attention and leadership on this issue.

Thank you,

A solid black rectangular box redacting the signature of the sender.

tessa woodmansee < >

Today, 4:51 PM

Agendadesk

The city of San Jose should ban gas leaf blowers now. Highly polluting, health destroying and noisy gas leaf blowers should be banned now as an import muscle to exercise to help reduce our fossil fuel use by 80 percent in the next ten years!

EIGHTY percent reduction in fossil fuel use in the next ten years is enough to keep global warming below 1.5C,” [what scientists regard as the preferable upper limit](#) if the planet is to avoid extreme droughts, floods and the bleaching of corals

Banning highly polluting gas leaf blowers would send the signal that we are truly the CLIMATE SMART CITY that we purport to be. Climate Smart San José as quoted from San Jose city’s website: ”A plan to reduce air pollution, save water, and create a stronger and healthier community. Together, we can make San José a better place for our families, children and future generations. Every action, big or small, makes a difference.” To fulfill this CLIMATE SMART CITY plan our San Jose leaders have created then banning GAS LEAF BLOWERS NOW is a no brainer! Just Do it..San Jose council members make it your number one priority for March 5ths city council meeting for our city’s priority ordinance setting.

Tessa Woodmansee  
Stockton ave



March 5, 2019

Mayor Liccardo and Members of City Council  
City of San Jose  
200 East Santa Clara St  
San Jose, CA 95113  
[Sent via email]

**Re:** March 5, 2019 Council Agenda Item 3.3: 2019 City Council Priority Setting

Dear Honorable Mayor Liccardo and Honored Members of City Council,

On behalf of the Shasta / Hanchett Park Neighborhood Association, I would like to thank you for the opportunity to comment on the City Council Priority Setting session.

The Shasta / Hanchett Park Neighborhood Association represents 4,500 households in neighborhoods immediately West of Diridon Station, an area of the City that is severely underserved in parks. As additional residents move into the area, as part of The Alameda Urban Village and surrounding developments, the residents-to-parks ration will continue to worsen. While this widening disconnect is not unique to our neighborhood parks, it has been exacerbated by previous Council policies, including, but not limited to, the inclusion of school lands in parkland calculations. As a result, the partial pave-over of the greenspace at the former Hester School campus has made a bad situation far worse and puts more pressure on our undersized and underfunded parks.

We therefore ask that you support item #18, 'Privately-Owned Public Open Space'. Time is of the essence, given the number of high-density developments underway in and around the neighborhood, both within the Urban Villages and along adjacent transit corridors. Codification of the means by which developers can contribute to park lands through the use of POPOS is vital; the development of these guidelines could give future dense projects the ability to receive private recreation credits for creating tangible public spaces and would potentially simplify the means by which developers can acquire parcels for small-scale, pocket parks. POPOS are a means by which to create plazas and open spaces, while accepting the fiscal realities of often-stretched city budgets. One need only examine the more successful of San Francisco's approximately 70 POPOS to see that the process, when properly executed, does work in a dense urban environment. As the Capital of Silicon Valley, San Jose should not be lacking this development tool, which has been put to good use by many other cities across the country. Therefore, we ask that the Council direct City Staff to study the means by which POPOS and private recreation credits can be incorporated into the development standards.

In November 2017, memoranda related to the City's Greenprint called for the adoption of a crowdsourcing tool for the identification and analysis of future park and trail sites. Potential sites included vacant neighborhood lots, long-abandoned buildings or railroad segments, desirable land held by another public agency (such as the Water District of CalTrans), and underutilized streets or cul-du-sacs. S/HPNA has consistently advocated on behalf of small community parks, as they are both more easily adopted, and can serve as focal points for neighborhoods. However, this effort is hamstrung by the fact that current ordinances restrict the size of land that can be dedicated by developers to parcels over ½ acre. Areas such as The Alameda and West San Carlos Urban Villages have few, if any, lots of this size. The theoretical park lands within the Urban Villages are unlikely to bear substantial fruit, given the emphasis on density within the Urban Villages.

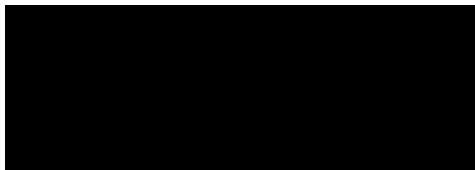
One noteworthy exception, for which we are immensely grateful to Council, and especially Councilmember Davis, is Hanchett Park., at the corner of Hanchett Avenue and The Alameda. That being said, the process by which Hanchett Park was acquired can hardly be held up as a model of efficiency. The property was sold to a developer by the Successor Agency, and then purchased from the developer by the City, at a not-insubstantial profit for the developer. There has to be a better way; the use of POPOS is one such tool. The Urban Village plans call for POPOS and pocket parks as solutions in park-deficient areas, but there has not been guidance to make those happen. This has led to an inefficient case-by-case evaluation, precisely the kind of lot-specific analysis that violates the basic concept of an Urban Village Plan as a simplified, overall guide to coherent, streamlined development. The lack of codification for POPOS leaves a hole in the proper execution of the Urban Villages where it is most desperately needed.

Under current guidelines, the parks that will be required to serve the planned uptick in residential density would therefore have to be acquired piecemeal, lot by lot. While the City has successfully done so at Del Monte Park and Buena Vista Park, the current ordinances do not allow developers to do the same, and park fees rarely, if ever, keep pace with market conditions. In the last few years, we have met with developers regarding projects in and around the neighborhood. Those most interested in engaging with the current residents have, time and again, emphasized their desire to have the proposed developments supported by vibrant, activated community amenities. Our concern is that, without further codification, clarification, and encouragement of POPOS, the Urban Villages will be built with little to no additional park land or public space, since there are no larger lots adjacent to the properties already slated for redevelopment. To proceed with the current guidelines would exacerbate the current parklands deficiencies and reduce the quality of life for both current and new residents. Therefore, we ask that the Council direct City Staff to revisit the current parkland dedication restrictions.

When discussing the means by which to fund the revitalization of Saint James Park, Mayor Liccardo correctly stated that “we need to think creatively” in regard to our parks. We couldn’t agree more. Adoption of parkland POPOS guidelines, private recreation credits, and updated dedication restrictions are vital to creating parks and public spaces for the increasing population of San Jose. Please take this opportunity to make a strong statement in support of the social, economic, and health benefits of a diverse Parks system. The embrace of smaller public parks was an admirable first step; codifying the standards for POPOS is the next logical step. Doing so will make clear that the Mayor and Council’s vision for a vibrant, growing San Jose include parks and recreation facilities worthy of the Capital of Silicon Valley.

We take pride in our neighborhood; S/HPNA Board members and volunteers have been diligent advocates and volunteers in our parks for many years and will continue to do so. Therefore, we ask you to match this dedication. Our community can only benefit from your support today. We look forward to being a part of the process to address quality urban planning, public safety, and truly livable amenities for our diverse community.

Respectfully submitted,



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



# MOTHERS OUT FRONT

MOBILIZING FOR A LIVABLE CLIMATE

March 5, 2019

Honorable Mayor Sam Liccardo and Members of the San José City Council  
200 East Santa Clara Street  
San José, CA 95113  
via email

RE: Council Agenda: 3/5/19, Item: 3.3: “2019 City Council Priority Setting”

Dear Mayor Liccardo and Councilmembers Jones, Jimenez, Peralez, Diep, Carrasco, Davis, Esparza, Arenas, Foley and Khamis,

As advocates for a livable climate for all children, we’re writing to urge you to **prioritize climate-smart policies and programs** at today’s Priority Setting Session. From the long list of worthy options, you will need to make some tough decisions, as there are more good priority options than you have votes.

If we are to achieve the ambitious goals of the Climate Smart San José plan, then it’s urgent to take bolder action to reduce greenhouse gas emissions. The recent IPCC report and National Climate Assessment show that humanity only has eleven more years to dramatically reduce GHG emissions or face irreversible climate destabilization, with enormous loss and disruption of lives and livelihoods. As the nation’s tenth largest city and Capitol of Silicon Valley, San Jose has a vital role to play in demonstrating how cities can help preserve a livable climate.

With this in mind, we ask that you please support the following climate-smart priorities, in order of their climate benefit:

**1) Attachment A #23 (Current List)-- Spurring High Density Development Along Transit Corridors**

This is extremely climate smart, primarily because building housing along transit corridors reduces vehicle miles travelled. High-density urban development along transit corridors is a best climate-smart practice, given that the transportation sector is the number one producer of GHGs.

**2) Attachment B, Green light Item #3 (District 9) Reduce or Eliminate Parking Minimums Near Transit**

This is extremely climate smart because enabling no- and low-parking development will help reduce the number of privately-owned vehicles and incentivize the use of public transportation or ride sharing instead. (In the future, we urge you to incentivize ZEV (zero emission vehicle) ride sharing.)

- 3) **Attachment B, Green light Item #5 (District 9) ADU's: Reduce Permit Costs & Streamline the Process**  
and
- 4) **Attachment B, Greenlight Item #4 (District 5) ADU Manual and Plan Sets Book**  
Both of these proposals are very climate smart because they would boost the number of Alternative Dwelling Units, thus densifying development.
- 5) **Attachment A #13 (Districts 6, 10) Gas Powered Landscape Equipment (Combined)**  
This is very climate smart because the single-stroke motors in gas-powered lawn equipment are highly polluting. They emit significant amounts of GHGs and releasing noxious pollutants into the air, threatening the health of garden workers and residents. This proposal would provide a cost-effective way for garden workers and residents to exchange their gas-powered lawn equipment for electric-powered equipment. This is also a climate justice issue.
- 6) **Attachment A #4: (District 4) Sidewalk Gaps**  
This is very climate smart because it promotes walking rather than driving, while also contributing to the safety of children and the elderly.
- 7) **Attachment A #15 (District 4) Privately-Owned Public Open Space**  
This is very climate smart because, as the strong letter from San Jose Parks Advocates explains, it would promote the creation of more parks in San Jose as the city densifies. These mini-open spaces, with trees and vegetation, help to draw down carbon from the atmosphere and improve our air quality as well.
- 8) **Attachment A #24 (current list): Riparian Corridors and Bird Safe Design**  
This is climate smart because, as the city densifies, it's important to protect riparian corridors and implement best practices for bird-safe design.

In addition, there is one priority option that we ask you **NOT to support**, and that is **# 25 (District 4) Study of Industrial Lands, Create Protections.**

This is NOT climate smart because it might prioritize the develop of current open-space land (like in Coyote Valley) that it is critical to protect as natural and working lands. We need to preserve and enhance our green infrastructure, not green-light industrial development.

How you set priorities today will show how much you prioritize protecting a livable climate. Please be climate smart and vote for the most climate-smart options, the eight priorities outlined above.

**Thank you!**

Linda Hutchins-Knowles for the Mothers Out Front South Bay team

March 4, 2019

CARL GUARDINO  
President & CEO

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San Jose State University  
JES PEDERSEN  
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ANDY PIERCE  
Stryker Endoscopy  
KIM POLESE  
ClearStreet  
RYAN POPPLE  
Proterra  
RUDY REYES  
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BILL RUH  
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SHARON RYAN  
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TOMI RYBA  
Regional Medical Center San Jose  
RON SEGE  
Echelon  
JON SLAVET  
WolWork  
DARREN SNELL GROVE  
Johnson & Johnson  
JEFF THOMAS  
Nasdaq  
JED YORK  
San Francisco 49ers  
Established in 1978 by  
David Packard

Mayor Sam Liccardo and Honorable Members of the City Council  
City of San Jose  
200 East Santa Clara St, 18th Floor  
San Jose, CA 95113

**RE: March 5, 2019 City Council Meeting, Agenda Item 3.3  
Council Priority Setting**

Dear Mayor Liccardo, Vice Mayor Jones, and Honorable Councilmembers,

We deeply appreciate your public service and leadership, and I write to highlight a number of council priority nominations that we believe would be steps in the right direction in addressing our city's and region's housing needs.

The Silicon Valley Leadership Group was founded in 1978 by David Packard, Co-Founder of Hewlett Packard. Today, the Leadership Group is driven by more than 330 CEOs/Senior Executives to proactively tackle issues to improve our communities and strengthen our economy, with a focus on education, energy, the environment, health care, housing, tax policy, tech & innovation policy, and transportation.

### **Ease and Cost of Housing Development**

We are supportive of the following priority nominations that will streamline the development process and eliminate barriers that are keeping housing from being proposed, approved, and built quickly and cost-effectively.

- Universal Development Fee (Mayor Liccardo)
- Reduce/Eliminate Parking Minimums near Transit (Councilmember Foley)
- General Plan and Zoning Alignment (Councilmember Diep): We are supportive of greenlighting Phase I and funding Phase II through the budget.
- Compare CEQA Policies Across Municipalities (Councilmember Foley)

### **Accessory Dwelling Units (ADUs)**

We applaud and are supportive of the City's efforts to move forward accessory dwelling units as one the many tools necessary to address our housing shortage. We are supportive of the nominations for facilitating and spurring development of ADUs.

- Encouraging Accessory Dwelling Units (Councilmembers Carrasco & Foley): We are supportive of greenlighting the ADU efforts.

We appreciate the good work of the Council and City staff to build housing in the City of San Jose and provide the desperately-needed homes for our workforce, families, and communities.

Sincerely,

Nathan Ho  
Senior Director,  
Housing and Community Development

**From:** Evergreen Council PTA  
**Sent:** Tuesday, March 5, 2019 10:26 AM  
**To:** Arenas, Sylvia  
**Subject:** Evergreen Council PTA - Public Comment

Good Morning Sylvia,

Thank you for everything you do for our students and community. I am unable to make it personally to offer public comment, but am happy to electronically provide the same. Kindly do the needful to enable the Evergreen Council of PTAs voice our opinion on this proposal:

I am here to amplify the voices of the families you serve by advocating on behalf of Councilwoman Arenas' proposal for:

1. Holistic Parental Family Leave for City employees through the clarification and expansion of Long-term Disability (LTD) insurance to provide at least six weeks of Paid Family Leave at 100% of salary, for the birth, adoption, foster placement of a child, or child-parent bonding.
2. Family friendly facilities through the review of city owned facilities to 1) Provide at least one diaper-changing table in all restrooms to encourage civic engagement and participation of San Jose families of all ages and 2) Ensure a safe space in City Hall and City owned facilities for newborn mothers who require private breastfeeding and lactation areas.
3. Childcare facilities and the pilot of existing child care programs offered through the City's PRNS and Library Departments at or near City Hall for City employees for regular cost or a sliding fee scale.

Thanking you,  
Yours in Service,  
**Madhavi Gupta**

(maa / the / we)  
President, Evergreen Council PTA



**PTA's mission is to positively impact the lives of all children and families.**



**From:** mark larsen >

**Reply-To:** mark larsen <s>

**Date:** Wednesday, February 27, 2019 at 6:46 PM

**To:** The Office of Mayor Sam Liccardo <[TheOfficeofMayorSamLiccardo@sanjoseca.gov](mailto:TheOfficeofMayorSamLiccardo@sanjoseca.gov)>

**Subject:** Stop Wage Theft in the Construction Industry

Re: Stop Wage Theft in the Construction Industry

Dear Sam Liccardo,

Stopping wage theft in the construction industry is a priority. Why it is taking even another day to enact a strong anti wage theft ordinance to cover construction workers is incomprehensible. It's shameful. The time is now to eradicate this stain on our city. City taxpayer dollars were used to subsidize a project engaged in wage theft and modern day slavery in downtown San Jose. Slavery Towers and any other project ripping off workers must be held accountable for their deplorable actions. Stopping the harm wage theft causes to workers and their families should be an easy decision, it should be a priority. Do the right thing and stand up for workers and stand against their exploitation. Make eradication of wage theft in the construction industry a priority!

Sincerely,  
mark larsen

Constituent

# Wage Theft in the City of San Jose Construction Industry

These data are a combination of the Department of Labor Wage and Hour Division cases (not all result in judgments), the Division of Labor Standards Enforcement judgments, and the San Jose Office of Enforcement cases. The WHD data were obtained from the DOL, the DLSE data were obtained through a Public Records Act request, and the SJOE data were provided by the City.

The dataset for all regions and sources contains 270,000 cases which represent 11.3M violations, 3.5M employees, and \$3.7B in backwages. This is approximately a two percent sample of an estimated actual \$22B annually in wage theft.

The WHD data goes back to 2000, and the DLSE data goes back to 2011, and the SJOE data goes back to 2011. These data are incomplete sets, and from the second half of 2015 to the first half of 2016 is the only near-complete timeframe. The DLSE data were Judgements filed with the Superior Court which were mostly unpaid Judgements. These data do not include private lawsuits, stop notices, and complaints to the awarding agency, contractor, employment department, licensing board, and district attorney.

Therefore, given the above data constraints and initial reluctance by populations to file wage and hour claims, the following is based on a conservative sample.

## Summary

Wage theft cases: 490

Total wage theft: \$2.9M (gaps estimated as \$2,920 in backwages per employee violated)

Total employees: 1,120

Total violations: 1,200 (gaps estimated as 1 violation per employee violated)

Cases involving the same company multiple times: *unavailable at this time*

Companies cited by multiple agencies: *unavailable at this time*

DRAFT

Top violators by number of employees violated

<b>Name</b>	<b>Address</b>	<b>Description</b>	<b>Violtn_Cnt</b>	<b>EE_Cnt</b>	<b>Backwages</b>
M & B Painting, Inc.	1220 E. San Antonio St.	Painting and Wall Covering Contractors	140	139	\$ 133,605
D. H. Smith Company	P.O. Box 730189	Foundation, Structure, and Building Exterior Contractors	123	122	\$ 96,163
ADM Painting Co.	656 Auzerias Ave.	Painting and Wall Covering Contractors	57	56	\$ 50,000
Royal Roofing Inc.	1345 Vander Way	Roofing Contractors	62	53	\$ 60,730
Aragon Commercial Landscaping	530 Stockton Ave	Landscape Architectural Services	47	46	\$ 7,247
Alliance Roofing Co.	1250 Campbell	Roofing Contractors	43	43	\$ 6,590
AF Gomes, Inc.	901 Commercial St.	Drywall and Insulation Contractors	44	42	\$ 20,095
Vieira Landscaping, Inc.	2180 Almaden Road	Landscaping Services	27	26	\$ 36,643
Saunders Construction	3710 Charter Park Dr.	Commercial and Institutional Building Construction	25	25	\$ 14,907
The Rooter Service	39 Cheltenham Way	Plumbing, Heating, and Air-Conditioning Contractors	25	19	\$ 5,889

Top violators by amount of backwages stolen

<b>Name</b>	<b>Address</b>	<b>Description</b>	<b>Violtn_Cnt</b>	<b>EE_Cnt</b>	<b>Backwages</b>
M & B Painting, Inc.	1220 E. San Antonio St.	Painting and Wall Covering Contractors	140	139	\$ 133,605
D. H. Smith Company	P.O. Box 730189	Foundation, Structure, and Building Exterior Contractors	123	122	\$ 96,163
Northern Underground Construction	6980 Santa Teresa Blvd.	Utility System Construction	16	15	\$ 75,000
Royal Roofing Inc.	1345 Vander Way	Roofing Contractors	62	53	\$ 60,730
ADM Painting Co.	656 Auzerias Ave.	Painting and Wall Covering Contractors	57	56	\$ 50,000
PMC Tree Service	1277 Minnesota Ave.		1	1	\$ 48,976
Jensen Corporation Landscape Contractors	1983 Concourse Dr.	Foundation, Structure, and Building Exterior Contractors	29	13	\$ 47,126
Draeger Construction	605 Commercial St.		1	1	\$ 38,275
Vieira Landscaping, Inc.	2180 Almaden Rd.	Landscaping Services	27	26	\$ 36,643

## Tessa Johnson's Estimator

A limitation with real data is that the sample size is constrained to just that city. Taken as a group, the data from similar cities combines to form a larger dataset. Tessa's Algorithm groups cities that have comparable demographics; there are three cities in California similar to San Jose. From this larger dataset then there is more confidence that averages are representative of reality. Due to limitations in combining datasets from multiple agencies, Tessa's Algorithm relies on Department of Labor Wage and Hour cases (<http://wagetheftincitieslikemine.site/>)

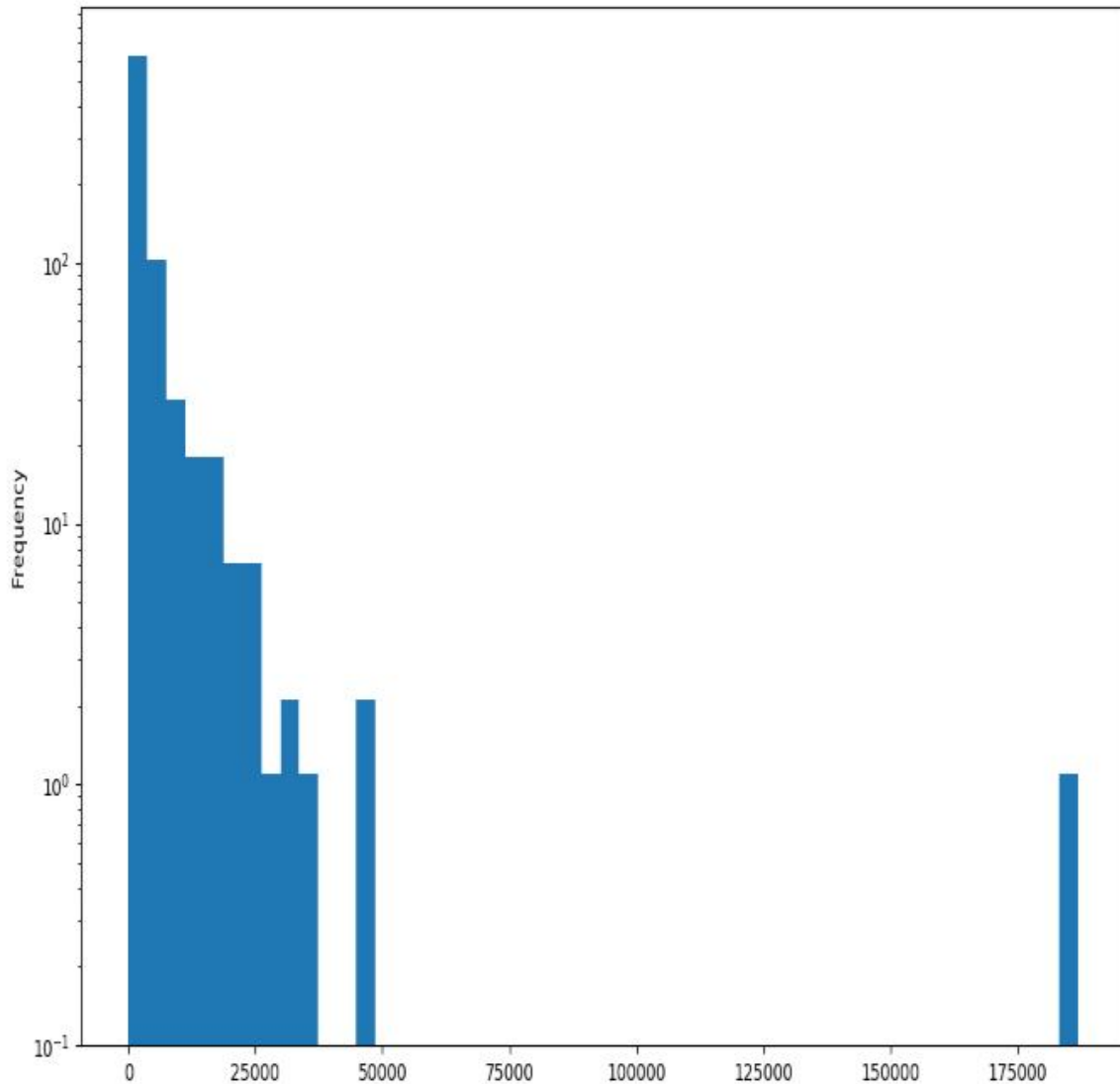


Figure 1: Tessa Johnson estimate: Backwages found per employee by investigations (when backwages were owed to employees); the median amount owed was \$1,186 and the mean owed was \$3,324.

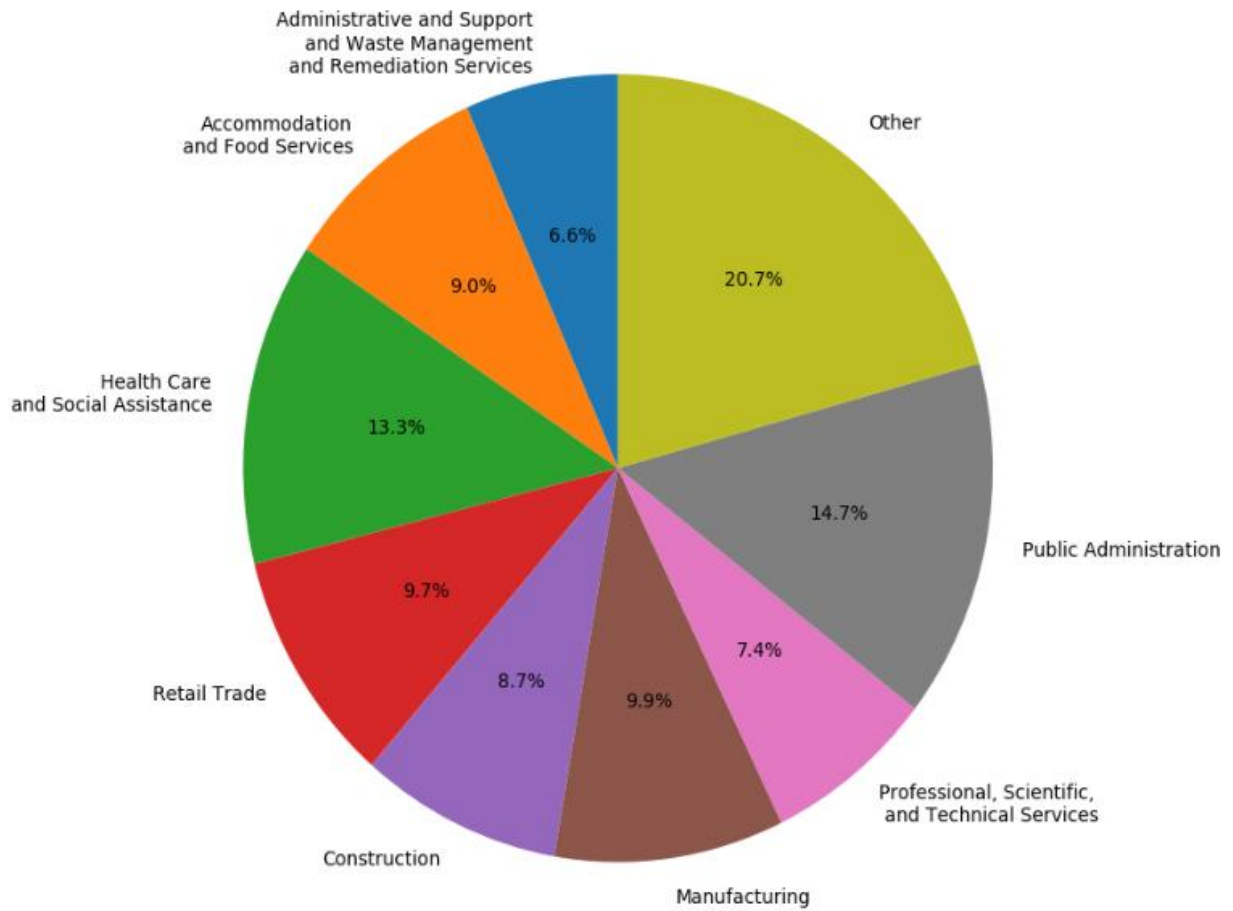


Figure 2: Tessa Johnson estimate: A breakdown of backwages owed per industry as found by investigations.

Prepared by the Stanford University Center for Integrated Facility Engineering (CIFE) in collaboration with the Santa Clara County Wage Theft Coalition. These data have not been audited—there are errors.

2019-03-03



March 5, 2019

Mayor Liccardo and Honorable Council Members  
City of San José  
200 East Santa Clara Street  
San Jose, CA 95113

Re: City Council item 3.3 19-022 Council Priority Setting

Dear Mayor Liccardo and Honorable Council Members,

Today the Council will vote on the content of the Council Priority Setting session. VTA notes the removal of Priority #23 Spurring High Density Development along Transit Corridors, and that Council Member Foley is proposing of prioritizing reduction or elimination of Parking Minimums near Transit Stations.

VTA strongly encourages maintaining priorities to develop and utilize additional planning tools to promote mixed-use Transit-Oriented Development (TOD) in the City. Incentivizing planning efforts within transit Station Areas would promote additional ridership and alleviate reliance on single-occupant vehicles, reducing congestion, benefiting the environment and increasing quality of life for citizens. It would also result in significant additional production of affordable housing.

VTA encourages the City to extend its TOD planning in transit Station Areas to encompass areas of up to a mile or more from the actual station to capture the full range of multi-modal usage patterns, including bicycle and pedestrian access. Specific ideas for the City to promote TOD in these broader Station Areas include:

- Develop a City-wide General Plan land use designation that allows for TOD development within Station Areas, beyond Urban Village boundaries (VTA recognizes that this would need to address the City's jobs-to-employed resident targets, or job creation minimums).
- Encourage revised parking standards in Station Areas - to reduce minimum parking requirements beyond the reductions currently allowed in the zoning ordinance; encourage shared parking (such as between TOD residents and transit patrons) and establish Station Area-wide parking districts.
- Provide TOD Bonuses in Station Areas, allowing for greater density, Floor-Area-Ratio (FAR) and building height; this concept can also be utilized to encourage LEED certification levels and other desired environmental standards or Complete Streets improvements.
- Fast track TOD development review; TOD is such a regionally significant solution that it may be useful to dedicate planning staff specifically to TOD review and implementation.

VTA encourages the City Council to prioritize adopting land use designations that facilitate the creation of Transit-Oriented Communities (TOCs) that can realize all of the above described benefits in Station Areas throughout the City. TOCs will increase the benefit from regional connectivity improvements to BART and other VTA services over the next several years. VTA is ready to engage in both a strategic partnership and provide planning resources to achieve our shared transit supportive land use goals.

Sincerely,



Chris J. Augenstein, AICP  
Director, Planning and Programming



Ron Golem  
Deputy Director, Real Estate & Joint Development

**From:** Mila Heally [mailto:]

**Sent:** Tuesday, March 05, 2019 12:42 AM

**To:** District1 <district1@sanjoseca.gov>; District2 <District2@sanjoseca.gov>; District3 <district3@sanjoseca.gov>; District4 <District4@sanjoseca.gov>; District5 <District5@sanjoseca.gov>; District 6 <district6@sanjoseca.gov>; District7 <District7@sanjoseca.gov>; District8 <district8@sanjoseca.gov>; District9 <district9@sanjoseca.gov>; District 10 <District10@sanjoseca.gov>; The Office of Mayor Sam Liccardo <TheOfficeofMayorSamLiccardo@sanjoseca.gov>

**Subject:** Priority Setting Nomination

Dear Mr. Mayor Liccardo City Leaders,

I am writing in regards to the proposal nominations and what I believe that might positive or not.

## **Support**

### **1. Storage Lockers for the Homeless**

I believe is important because people need to have a safe place to store their belongings and don't be robbed while living at the streets. Also it goes together with reducing the shopping carts that are abandoned. This way people are able to store their belongings in a safe location and shopping carts can be picked up.

Recommendation: having these lockers around downtown area where the services providers are.

### **2. Homeless Diversion**

The best way to reduce homelessness is preventing.

### **3. Abandoned Shopping Carts Program**

This program is is needed because of the nuisance created by shopping carts. It also aligns with the storage lockers for the homeless, **blight squad** and **illegal dumping education campaign & surveillance**, and **Quality of Life taskforce**.

### **4. Strengthening Code Enforcement on Empty Residential Properties with Blight**

Code enforcement needs to be revamped and go more aggressively in issues like empty properties with blight. These houses kill neighborhoods and reduce the quality of life.



## **5. Traffic Calming**

Some areas in San Jose need to be studied and changes need to be done to improve the safety in some hot spots.

### **Concerned about the outcome**

**1. About the Cannabis projects.** The possible revenues need to be reviewed to make sure profits will come. It should be included as an expense the increase of calls for service from the police around these locations, DUI and intoxicated drivers and the blight they create around them. If they were good neighbors we should not have projects requesting the businesses to be spread all over the city.

### **2. Reduce or Eliminate Parking Minimums Near Transit**

One of the biggest issues that lots complaints are heard around the city are related to parking. It is not a good idea to increase the density and do not request the builders to have some parking solution. It is utopia to believe that residents won't have a car if they live near transit. This one will create a chaotic environment in the city with parking issues. We are already having the ADU's and more parking will be required.

Kind regards,

Mila

D2 Resident