

# Fw: Sharks Sports & Entertainment - November 16th City Council Study Session on Diridon Station Area Plan & Downtown West Project

Gregory, Barbara

Thu 11/12/2020 10:53 AM

To: Agendadesk <Agendadesk@sanjoseca.gov>; Rodriguez, Joy <Joy.Rodriguez@sanjoseca.gov>;

Hi

The Council and Mayor's office were included in the original email I am not sure who else needs to know their concerns or where it should be posted.

Thank You,

*Barb Gregory*



**Analyst II**

**Office of the City Clerk**

**200 E Santa Clara St FL T-14**

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**e-mail: [barbara.gregory@sanjoseca.gov](mailto:barbara.gregory@sanjoseca.gov)**

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**From:** Jonathan Becher <jbecher@sjsharks.com>

**Sent:** Thursday, November 12, 2020 8:18 AM

**To:** The Office of Mayor Sam Liccardo <TheOfficeofMayorSamLiccardo@sanjoseca.gov>; Liccardo, Sam <sam.liccardo@sanjoseca.gov>; District1 <district1@sanjoseca.gov>; Jimenez, Sergio <sergio.jimenez@sanjoseca.gov>; Peralez, Raul <Raul.Peralez@sanjoseca.gov>; Davis, Dev <dev.davis@sanjoseca.gov>; District4 <District4@sanjoseca.gov>; District5 <District5@sanjoseca.gov>; District7 <District7@sanjoseca.gov>; District8 <district8@sanjoseca.gov>; District9 <district9@sanjoseca.gov>; District 10 <District10@sanjoseca.gov>; david.sykes@sanjoseca.gov <david.sykes@sanjoseca.gov>

**Cc:** City Clerk <city.clerk@sanjoseca.gov>

**Subject:** Sharks Sports & Entertainment - November 16th City Council Study Session on Diridon Station Area Plan & Downtown West Project

[External Email]

Dear Mayor Liccardo and Councilmembers,

I am forwarding an email Sharks Sports & Entertainment sent earlier this morning to thousands of our fans and patrons of SAP Center who previously expressed concern about the future of the arena amid the historic

changes being planned for the Diridon Station area.

For the past several years, we have been sharing our concerns regarding the proposed, massive development projects within the Diridon area which surrounds the SAP Center with city officials, Google, and other key stakeholders. Unfortunately, those discussions have yielded limited results and the planners of these projects appear intent on moving forward in a manner which could force the Sharks out of San Jose. We ask you to quickly resolve the looming street capacity issues, parking shortfalls, and construction impacts resulting from the planned Diridon neighborhood growth in a manner that does not jeopardize SAP Center.

We would be happy to meet with you before the study session to discuss these challenges and how the city can properly address them.

Sincerely,

Jonathan Becher  
President, Sharks Sports & Entertainment

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**From:** SAP Center at San Jose <events@sapcenter.com>  
**Sent:** Thursday, November 12, 2020 8:10 AM  
**To:** Jonathan Becher <jbecher@sjsharks.com>  
**Subject:** ATTN: Share Your Voice to Protect the Future of SAP Center



Dear Friends of SAP Center at San Jose:

It's hard to believe it has been eight months since the last live event was held at SAP Center at San Jose.

As we head towards the end of 2020, everyone at Sharks Sports & Entertainment (SSE) and SAP Center hopes each of you continues to stay safe and that we can all be together soon.

We realize this is a lengthy communication but due to the urgency of these topics and your request to be kept updated, we respectfully ask that you read it in its entirety.

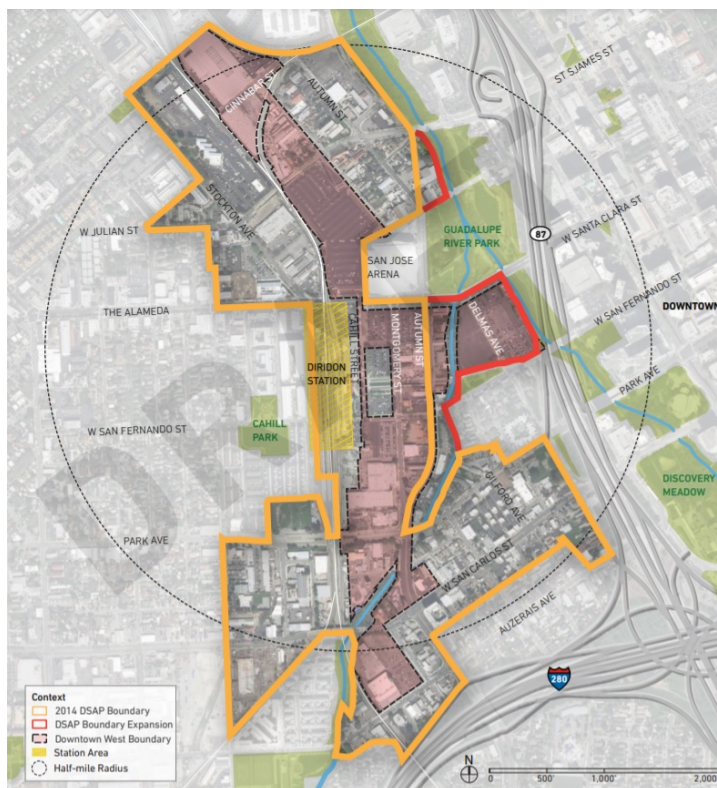
For more than a year, we have been sharing our concerns with you regarding the proposed, massive development projects within the Diridon area of downtown San Jose, which surrounds SAP Center.

For the past several years, we have been sharing those same concerns with city of San Jose officials and Google. Unfortunately, those discussions have yielded limited results and the planners of these projects appear intent on moving forward in a manner that could force the Sharks out of San Jose.

We need your help to ensure this does not happen. Please read the **WHAT YOU CAN DO** section at the end of this communication.

Last month, the city of San Jose released their revised [Diridon Station Area Plan \(DSAP\)](#), which focuses on the redevelopment of approximately 250-acres within the Diridon neighborhood (yellow outline on map) and overlays Google's Downtown West proposed project.

Google also released the [Downtown West Mixed-Use Plan Draft Environmental Impact Report \(DEIR\)](#), along with their full Downtown West project plans. This project (pink shaded area on map) proposes the construction of up to 65 new buildings over an 84-acre area within the Diridon Station area – the largest development project in the history of downtown San Jose.



The DSAP, as currently planned by the city of San Jose, would add additional development in an area two times as large as the footprint of Google's planned Downtown West project.

There are three key areas within these proposals that will have an impact on SAP Center operations; street network access, sufficient available parking and the construction impacts of these projects.

## **STREET NETWORK ACCESS**

The 2040 San Jose General Plan predicts that, in 20 years, 60% of all trips will still be made by automobile.

According to Google's DEIR, the developments within the Downtown West project alone are projected to increase the daily automobile trips to and from the Diridon area from the current 19,200 daily trips to 136,600 daily trips (a seven-times increase).

The remainder of the DSAP development, the extension of BART to Diridon Station, Caltrain Modernization and high-speed rail will each add thousands of additional daily automobile trips to the area.

However, the city of San Jose is planning on reducing the future street capacity for automobiles in and out of the Diridon area.

For example, [traffic on Santa Clara Street](#) – immediately in front of SAP Center – is proposed to be reduced from four lanes to two lanes (one in each direction) for automobiles.

Additionally, [the main routes connecting SAP Center to Highway 280 and Bird Avenue – Autumn and Montgomery Streets](#) between Santa Clara and Bird Avenue – are also scheduled to be reduced from four lanes to two lanes (one in each direction) for automobiles.

These changes will severely limit access for downtown employees, transit riders and SAP Center guests intending to reach the Diridon area by automobile. Most will have few, if any, other transportation options to reach the area for the foreseeable future.

## **PARKING**

The Downtown West and DSAP projects combined could potentially bring more than 60,000 new workers to the Diridon area – 30,000 in Google’s Downtown West development and an additional 30,000 for development planned within the DSAP.

Google’s Downtown West project is proposing to provide only 2,850 parking spaces for their 30,000 employees and there are minimal increases in parking planned within the remainder of the area. Without an adequate supply of parking for the tens of thousands of additional cars coming to the area, the streets surrounding SAP Center are likely to be hopelessly gridlocked.

Again, these shortfalls will be exacerbated by BART, Caltrain and high-speed rail – each of which has no additional parking resources planned in the Diridon area to support their expected massive ridership.

## **IMPACT OF CONSTRUCTION**

We are also deeply concerned about the cumulative impact the construction of each of these projects will have on the ability of our guests to reach the arena, particularly over the next 10-15 years when many of these projects will be under construction simultaneously. There does not appear to be a plan that ensures SAP Center patrons can continue to safely and conveniently access the arena, and that our neighbors can maintain their quality of life during this transformational period.

## **WHAT YOU CAN DO**

Many of you have asked us how you can make your voice heard so that decision makers know that you care about the future of SAP Center.

The city of San Jose is seeking feedback regarding their DSAP plan [here](#) (scroll to the bottom of that webpage). You will also find other opportunities to provide feedback on the City’s [Diridon Planning page](#), including a [Community Meeting](#) on December 3, 2020 at 6:30PM.

Next Monday, November 16, the San Jose City Council is scheduled to host a [study session regarding Google and the DSAP](#) from 1:00PM - 4:00PM.

We hope that you will share your concerns with your local elected officials and ask them to ensure that City planners address the street capacity issues, parking shortfalls and construction impacts in a manner that does not jeopardize SAP Center.

For nearly 30 years, SAP Center has served as the city of San Jose’s community arena, hosting a wide-ranging line-up of diverse sporting and entertainment events. It is imperative that the city of San Jose protect the arena and that these massive development projects are planned and implemented so that the City-owned arena can continue to operate *as one of the largest contributors to the economy of downtown San Jose*. Without this support, the arena simply cannot survive.

We thank you for your support in helping us preserve the viability of SAP Center for future generations to come.

**SHARE FEEDBACK WITH DSAP PLANNERS**

SAP Center | 525 W Santa Clara St, San Jose, CA 95113

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## Fw: Comments regarding the November 16 study session for the City Council

City Clerk <city.clerk@sanjoseca.gov>

Fri 11/13/2020 12:55 PM

To: Agendadesk <Agendadesk@sanjoseca.gov>

### Office of the City Clerk | City of San José

200 E. Santa Clara St., Tower 14<sup>th</sup> Floor

San Jose, CA 95113

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Fax: 408-292-6207

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**From:** Jerry Streb [REDACTED]

**Sent:** Friday, November 13, 2020 12:04 PM

**To:** City Clerk <city.clerk@sanjoseca.gov>

**Cc:** District1 <district1@sanjoseca.gov>; Gomez, David <David.Gomez@sanjoseca.gov>

**Subject:** Comments regarding the November 16 study session for the City Council

[External Email]

I am sending this email to strongly suggest that the City Council take into consideration and address the major concerns voiced by the San Jose Sharks and San Jose Sports and Entertainment regarding the development proposed around the SAP Center.

I am not going to regurgitate all the concerns that have already been voiced by the San Jose Sharks but I particularly request that you take into consideration the need for parking and vehicle lanes in that area .

I have attended hundreds of games and events at the SAP center. Driving is the only convenient way I have to get there. Now, the availability of parking is limited. I am concerned with the proposals for development in that area. They seem to be adding thousands of additional residents with nowhere near an adequate amount of offstreet parking. Furthermore, reducing vehicle lanes well further exacerbate the problem.

Now is the time to do you the proper planning so that the city owned SAP center does not become a location at which people would dread attending an event.

Regards,

Jerry Streb



November 12, 2020

San José City Council  
City of San José  
200 E. Santa Clara Street  
San José CA 95113

### **Comments for November 16, 2020 Study Session - Diridon Station Area Plan/Downtown West Mixed-Use Development**

Dear Mayor Liccardo, Vice Mayor Jones and Councilmembers:

SPUR believes strongly in San José and embraces a dynamic, forward-looking vision for the city that reinforces downtown as its economic and social hub. Downtown development is not only an opportunity to grow San José's jobs base and housing supply, but also to build a great city that provides economic opportunity, cultural amenities and open spaces and recreational areas that directly benefit all residents and improve our quality of life.

We thank the Council for holding this timely study session to receive updates and public comment as staff continues to work on the final Development Agreement and Community Benefits Plan as the project moves forward for consideration by the Planning Commission and Council in Spring of 2021.

Over the past decade, SPUR has published key policy reports that have urged San José to develop a more dense, walkable, transit-connected, dynamic urban community (Getting to Great Places, 2013); build a downtown reflective of the largest city in the Bay Area and create a world-class transit hub at Diridon Station (The Future of Downtown San Jose, 2014); and, bolster the city's fiscal condition to deliver high-quality public services to its residents (Back in the Black, 2016). In SPUR's report, "Rethinking the Corporate Campus" (2014), we outline principles for how to better locate and design large corporate campuses to decrease sprawl, prioritize public space, and provide opportunities for increased social connections.

We supported the partnership between the City of San José and Google from its inception - including the sale of City-owned land at fair market value – as a critical step in bringing to fruition the City's vision of a large, world-class, fully integrated and transit-oriented mixed-use development in our city center.

The Downtown West Mixed-Use Plan and accompanying Design Standards and Guidelines include many of the policy recommendations SPUR has made and embody the dreams and aspirations expressed by the community over the past nearly three years and we support them.

With billions of public dollars already invested and billions more to be spent on major public transit projects and infrastructure in the downtown and at Diridon Station, we must maximize the buildable area and building heights for both commercial and residential development in the station area and take full advantage of the uniquely large amount of vacant and underutilized parcels in the urban core. **To that end, we strongly support the staff's proposed DSAP amendments to increase building height limits and building capacity that also include a thoughtful "transitional" building height (65-90 feet maximum) for compatible mid-rise**

**buildings near existing low-rise and single-story residential neighborhoods in order to address neighborhood concerns.**

### **Environmental Sustainability**

The City of San José has won national accolades for its climate and resiliency programs. The adoption by the Council of Climate Smart San José in 2018 demonstrates the recognition that climate change is a critical threat which must be addressed with substantive policy change. In our view, the proposed development reflects in its physical form, layout and design, a real commitment to environmental sustainability. These sustainable design standards and features should be extended throughout the station area and beyond.

We are excited that the State of California has approved this as an Environmental Leadership Development Project under the Jobs and Economic Improvement Through Environmental Leadership Act of 2011 (AB 900), which, among other criteria, requires that the project be on an infill site and achieve a 15-percent greater standard for transportation efficiency than comparable projects, be net carbon neutral, LEED Gold certified or better and create high-wage and highly-skilled jobs.

### **Parking**

While parking is often a point of contention, in our view, the Diridon Station Area must maximize access for people, not cars. We have repeatedly recommended that the City prohibit new surface parking lots, adopt strict parking maximums and ensure new development is designed to promote access and connectivity to public transit.

SPUR's vision includes the transformation of the SAP Center environs into a truly pedestrian-friendly Downtown Entertainment District. Taking a cue from models like LA Live, Sacramento's Golden 1 Center and Brooklyn's Barclays Center, the home of the Sharks should embrace its urban location and context as a value proposition and substantial benefit to hockey fans and other guests, emphasizing use of public transit and the arena's convenient location right next to Diridon Station. We also recommend the closure of N. Autumn Street between Santa Clara Street and W. St. John Street in order to create a real pedestrian mall seamlessly connecting the east side of the arena with Arena Green West.

While the arena provides significant economic and community benefits, the physical structure is closed off from the surrounding area and there is significant space allotted for parking that should be repurposed for other community uses and to increase walkability.

### **Community Benefits Plan**

Having a development partner that has committed to making direct investments in sustainable and resilient infrastructure, transit- and downtown-supporting jobs, thousands of housing units - 25% of which will be affordable -, complete streets, and inviting public spaces is too important to not put our full weight behind.

As noted in the staff memo, community engagement and outreach – including to under-represented populations and populations of color - have been extensive and unprecedented including dozens of Station Area Advisory Group (SAAG) meetings and discussions, community meetings and events, online surveys, and online access to project information, updates and timelines.

The work done by City staff and Google over the past three years has kept in view at all times the long-term



social and fiscal health of San José and its people. As we grapple with housing affordability problems and displacement of low-income households and the need for greater racial equity and inclusion in our city, the proposed development serves as a model for human-centered design and policies that elevate and reinforce San José's history, economy, culture and diversity and lead us toward a more equitable model of shared prosperity.

We fully support the Council's commitment to negotiating a Community Benefits Plan with Google that includes funding for affordable housing, displacement prevention and community stabilization programs, educational opportunities and job training. We also support the staff proposal to direct revenues generated from the newly-adopted Commercial Linkage Fee to affordable housing development in the downtown.

### **Equitable and Sustainable Urbanism**

While Silicon Valley is world-renowned for great innovation breakthroughs, such innovation has, unfortunately, yet to translate into the urban landscape and physical design of our buildings, surrounding public realm and associated public benefits. The Downtown West Mixed-Use Plan represents not only an opportunity to grow San José's jobs base and increase the supply of housing, but also to build a world-class city by delivering more equitable and sustainable development that includes ample green and open spaces, parks and plazas.

Great urbanism does not just fall into place but is created through policies that set a high bar and development partners who are willing to meet the challenge. We called on the Council to be diligent in holding Google as well as all future development within the Diridon Station Area to the most ambitious principles of equity, smart growth and great urban design.

The Downtown West Mixed-Use Plan and Design Standards and Guidelines meet and surpass our expectations and the community can be proud of the project that is being proposed. It is responsive to community input, needs, priorities and visions and represents exactly the kind of development proposal we had hoped to see.

Sincerely,

A large black rectangular redaction box covering the signature of Michael Lane.

Michael Lane, San José Director  
SPUR

# FW: San Jose Sharks and Google Village

City Clerk

Mon 11/16/2020 11:07 AM

To: Agendadesk <Agendadesk@sanjoseca.gov>;

-----Original Message-----

From: Rosemary Anderson [REDACTED]

Sent: Monday, November 16, 2020 10:59 AM

To: City Clerk <city.clerk@sanjoseca.gov>

Subject: San Jose Sharks and Google Village

[External Email]

Greetings!

I would like to express my concerns about the situation involving the proposed construction of Google Village and the possible affects it could have on SAP center.

I believe that there is home for Google and For the San Jose Sharks. There needs to be some conversations that would benefit both parties. The Sharks have been in San Jose for over 20 years. They should not be forced to leave because of Google's plans. Why would you want to create more traffic in an already congested area? Why would you take away parking when we already have minimal parking availability? Why would you want to add frustration and animosity with motorists, SAP employees/fans, Google employees, residents, and local businesses?

There are many other events that are also held at SAP that would be affected by the proposed changes.

As our city leaders I would hope that you would try to balance all the positives and negatives. You should be advocating for everyone. I think that it is your jobs to make sure that all the parties involved are heard and represented. And that the voices of citizens of San Jose are heard!

Thank you,

Rosemary Cousino  
[REDACTED]

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November 15<sup>th</sup>, 2020**Board of Directors**

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**Staff**

Leslye Corsiglia  
Executive Director

Honorable Mayor Liccardo and Members of the City Council  
City of San José  
200 E. Santa Clara St.  
San José, CA 95113

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

On behalf of Silicon Valley at Home we write today to provide comments on the draft amendments to the Diridon Station Area Plan and the Affordable Housing Implementation Plan. As a member of the Station Area Advisory Group, SV@Home has been deeply engaged on all phases of the Diridon Station planning process. We are encouraged by the work city staff have undertaken to fulfill the vision of a vibrant, mixed-use Diridon neighborhood that is connected to the largest transit hub in the region and accessible to people of all incomes, backgrounds, and abilities.

Achieving this vision requires the City of San José to plan for a bolder, more inclusive future. **That is why we urge the City Council to continue to support a housing-rich Station Area Plan that includes at least 13,000 new homes, which adds to the roughly 2,000 units recently constructed or entitled to reach the goal of 15,000 homes in the Station Area, at least 25% of them affordable.** City staff has done tremendous work in creating a framework that is responsive to the full range of community interests. To keep us on track, the City must ensure that it does not constrain this housing potential through further reduction in height limits, or additional design constraints.

Downtown San José and Diridon are primed to become even more significant jobs centers, with well over 50,000 new jobs anticipated for the Station Area alone. Importantly, both the City and Google have committed to making housing a priority as well. Not only will this enhance the quality of this new urban center, it will begin to address the housing needs generated by these new jobs and avoid shifting affordability pressures to other parts of the city. We know that many of these new jobs will not pay the kinds of wages needed to afford San José's high housing costs; as a result, we need to also ensure that we create affordable housing in the Area that gives people of all incomes and abilities access to this new, vibrant neighborhood.

SV@Home has conducted its own analysis of potential development capacity in the Station Area, concluding that San José should plan for at least 15,000 new homes in the Station Area. Our analysis has been cross-checked with the excellent work done by city staff on the Diridon Station Area amendments process, and we believe that our figures coincide. The latest versions of the plans for Downtown West and DSAP amendments envisions around 13,000 new homes which, when added to the 2,000 homes that have been recently built or entitled, would meet our 15,000 new home goal. As with all planning processes, it is critical that this housing potential remain a priority, and that further adjustments to the plans not constrain our ability to actually build this housing we so desperately need.

With Google committing to at least 4,000, and up to 5,900 new homes (at least 25% of them affordable), San José must focus on how the remaining housing capacity can be realized. The latest proposed amendments to the Diridon Station Area Plan concentrate opportunities for new housing construction around existing residential developments in the southern end of the Station Area. SV@Home's calculations of the remaining housing opportunity parcels support staff's findings that, in order to reach the housing targets, roughly 75% of new residential development will need to be high-rise construction.

The draft Affordable Housing Implementation Plan goes a long way towards responding to these challenges. There is more work to do, but with continued commitment from all parties we are confident we can get there, and we can do so while being creative and accountable to the preservation and protection pieces that are going to fulfill the broader goals of keeping communities whole even as we grow. Thank you to the City Council for your commitment to achieving at least 25% of new homes in the Station Area as affordable, and thank you to Housing Department staff for beginning to develop plans to make this possible.


**We ask that the Council support the Planning and Housing Department staff's efforts to realize the housing potential of the Station Area by:**

- **Maintaining the maximum heights for residential construction throughout the entire Station Area, as originally planned;**
- **Actively embracing new construction technologies such as cross-laminated timber and modular construction;**
- **Committing to the required affordable housing subsidies that will ensure we are able to meet our affordability targets;**
- **Committing to feasibility without sacrificing our ability to produce needed affordable units. This will require new, innovative approaches to building and financing affordable homes as part of high-rise construction.**

Additionally, the City should give serious consideration to maintaining flexibility in converting commercial parcels or shifting designations in ways that maintain the broader goals and capacity targets, but that are responsive to the market and the Station Area as it is built out. Similarly, both Caltrain and VTA-owned parcels should be prioritized for housing development. These steps would take additional pressure off of individual residential parcels and provide more flexibility in meeting the goals for both jobs and housing.

The Diridon Station Area is a tremendous opportunity for the City of San José to create a vibrant new neighborhood with new jobs, new housing, new retail space, new parks, and a fully interconnected transit system. Great downtowns around the world have all of these things, and we must ensure that we plan for the housing and affordable housing that will make Diridon accessible to all. That is why the Council must act to ensure that we do not constrain the opportunities for residential development so we can fulfill the promise of a more equitable, vibrant Downtown San José for all residents.

Sincerely,

  
Leslye Corsiglia  
Executive Director

# FW: Meeting Agenda #3 sharks sports and entertainment (SAP Center) city council study session diridon station Area and down town west project

City Clerk

Mon 11/16/2020 11:12 AM

To: Agendadesk <Agendadesk@sanjoseca.gov>;

---

**From:** Alissa Green [REDACTED]  
**Sent:** Monday, November 16, 2020 8:08 AM  
**To:** City Clerk <city.clerk@sanjoseca.gov>  
**Subject:** Meeting Agenda #3 sharks sports and entertainment (SAP Center) city council study session diridon station Area and down town west project

[External Email]

hello I am a San Jose Sharks fan from Canada, yes I am from Canada, you may be asking why I Canadian is writing to you, well see I'll get right to the point. I heard what is going on with the City of San Jose and the SAP Center and the San Jose Sharks, and I am here to say I am not happy, I am not happy with the situation and I am not happy with how the San Jose Sharks are being treated, not only are they tenants in a building that brings in tourism and revenue to the city of San Jose but they helped build the downtown core they helped put San Jose on a Map, if the Sharks leave so do their fans, so does the revenue and tourism that the sharks bring from their fans from other countries around the world, before I became a sharks fan I never knew where San Jose was, now it's one of my favorite places it means a lot to me the city is my home away from home because the Sharks are there, the sharks and SAP Center are special places in mine and in the hearts of every sharks fan everywhere, please the sharks are not asking for much, they are asking for enough parking for their fans during games, to ensure that during games the area gets busy, they want to ensure that fans can safely access the surrounding streets and local transit stations I don't think that is much to ask from a hockey team that gives a lot to the city with the Shark Foundation not to mention what the players do on their own, if you don't meet what the sharks are asking the sharks will be forced to leave the city and all that will go to me this seems like a lot to lose, and all for what Google?? Sharks bring joy and tourism and revenue what does Google bring. Right now the city of San Jose are boycotting Google not only is this going to cause riots during a pandemic its going to cause heartache for all involved if the Sharks have to leave, please I am asking....begging you to please rethink your plans and accommodate the sharks. Please please save the Sharks keep them in San Jose they belong there it's their home, the Arena is their home they are tenants there and you promised them parking don't take it away please rethink this your making a huge mistake one residents will not forgive.

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**DESTINATION: HOME**

November 16, 2020

Honorable Mayor & City Council  
San Jose City Hall  
200 E. Santa Clara St. 18th Floor  
San Jose, CA 95113

*RE: Affordable Housing Implementation Plan / Nov. 16 Diridon Area Study Session*

Dear Mayor Liccardo & Members of the City Council,

We appreciate City staff's extensive work to develop a Draft Diridon Affordable Housing Implementation Plan, which will play a critical role in helping the City achieve its goal to develop thousands of affordable housing units in the area.

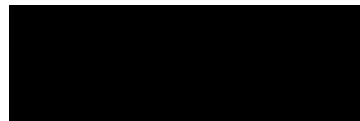
We are particularly pleased to see that the draft plan envisions achieving a mix of affordable housing units across income levels and responds to the City Council's direction to study the potential for 45% of the affordable units in the Diridon Area to be affordable to extremely low-income (ELI) households.

**Integrating ELI housing in the Diridon Area will help facilitate a more equitable form of development in our downtown and address our most urgent affordable housing need.** As you know, ELI households are the most vulnerable members of our community, and compared to their very low income, low income and moderate income counterparts, ELI households are much more severely rent burdened and have far fewer affordable housing options available to them. In fact, the National Low Income Housing Coalition has found that there are only 30 affordable and available rental units for every 100 ELI households in the San Jose metro area. And this severe lack of housing option for ELI households is one of the greatest contributing factors to our community's growing homelessness crisis.

**In addition, a focus on ELI housing aligns with the key local funding sources available for new affordable housing development.** As City staff notes in the Draft Plan, the Measure A Housing Bond (which is designated for ELI households and permanent supportive housing) serves as a critical local funding source in Santa Clara County and will be critical to filling the local funding gap for new projects. That's why planning for significant ELI housing units will be critical to achieving our overall affordable housing production goals for the Diridon Area.

We urge you to remain focused on prioritizing the development of more ELI housing units in the Affordable Housing Implementation Plan and ensuring that the housing built in this area is affordable to residents across a variety of income levels.

Sincerely,



Jennifer Loving  
CEO

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**SIERRA CLUB**  
LOMA PRIETA CHAPTER



SANTA CLARA VALLEY  
AUDUBON SOCIETY

November 16, 2020

Via email: To Mayor Liccardo and San Jose City Council Members.

**Re: COMMENTS FOR STUDY SESSION for the Diridon Station Area Plan on Nov 16, 2020**

Dear Mayor Liccardo and San Jose City Council members,

The Sierra Club Loma Prieta Chapter and the Santa Clara Valley Audubon Society have been following the DSAP since 2014 and, in general, we have been supportive of the direction that the DSAP is headed and of the Google Downtown West project.

At this time, however, as more details are emerging, we are concerned about the impacts of the DSAP on residents and on nature.

We have three issues that we would like to present for your consideration. We have also reached out to Google independently and in general, we find, they have been responsive to our environmental concerns in their plan area.

**1. Height limits and step back plane for building volumes at Creeks:**

*Please include a stepped setback plane requirement for buildings along the creek.* The 50' minimum Creek setback should be combined with a requirement to STEP the tall buildings back in order to allow sunlight penetration into the canyons between the tall buildings for survival of the creeks, trees and creek habitat.

At the very least, the step back requirements should be the same as those required for buildings adjacent to existing neighborhoods (75 degrees setback plane).

**2. Open Space requirements:**

There is a serious shortage of open space for the projected residential population: 13,500 new residential units generate a need for at least 30 acres of new park space according to San Jose city standards of three acres per 1000 new population<sup>1</sup>.

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<sup>1</sup> The **Park** Impact Ordinance (SJMC 14.25 PIO) and the Parkland Dedication ... Provide at least three **acres** of parkland for each 1,000 new residents added



However, only 19 acres of park are currently in the plan. Of this, the Google plan provides 15 acres for its up to 5,900 units (which meets City standards). For the remainder of the 7,600 units, in the DSAP, outside Google, there are barely 4 acres of park instead of the required 15 acres.

- a. ***Therefore, park fees should not be reduced further for housing developments.<sup>2</sup> More park space is needed to serve the residential population.***
- b. *In order to ensure maximum usability of outdoor space, ensure that **the setback area along the creek is available for public access**- not fenced off allowing only a trail.*
- c. *Consider an increased creek setback, rather than the 50' minimum, to increase the open space of this linear park between tall buildings, for more free recreational opportunities for DSAP residents as well as for San Jose residents in general. San Jose has a 100' creek setback, with exceptions. in current downtown riparian setback guidelines.*
- d. **Metrics:** Consider requiring an annual report to the council of a metric showing the balance between the number of Jobs/ housing units/ acres of recreational open space, in the DSAP projects pipeline, in order to keep these three crucial elements in balance, for quality of life.

Park space is a vital ingredient for a sustainable and healthy urban environment. It reduces anxiety, improves health by removing air pollutants, improves air quality, reduces heat island effect, reduces energy load by shading, improves storm water retention, creates a healthier ecology, invites pollinators and creatures back into the web of urban life, and creates places where people can relax without spending money.

**3. Shared Parking:** This is a crucial element and has been part of the DSAP since 2014. The City should make no exceptions to using parking spaces most efficiently in this TOD area.

- a. **Public Parking garages:** Consider incentives for public satellite parking garages rather than parking associated with private buildings, because security considerations in private buildings could make the parking unavailable to the public.
- b. Consider requiring **shared and unbundled parking in residential buildings**, near retail and transit. Parking to be available to the public, for a demand-based fee, set by the Transportation Management Association, during the daytime hours when many spaces sit empty. This is working well in Mountain View condo buildings near the CalTrain station. Efficient use of expensive parking spaces lowers housing costs.

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<sup>2</sup> **Affordable Housing Credit**

Deed restricted residential units that meet the [City's affordable housing guidelines](#) qualify for a 50% credit towards park impact fees.

We look forward to continuing to work with the City to develop the most environmentally healthy DSAP for this century.

Respectfully,

A solid black rectangular box redacting the signature of Gita Dev.

Gita Dev, Co-Chair  
Sustainable land Use Committee  
Sierra Club Loma Prieta

A solid black rectangular box redacting the signature of Shani Kleinhaus.

Shani Kleinhaus  
Environmental Advocate  
Santa Clara Valley Audubon Society

## FW: Study Session on Google and Downtown West

City Clerk <city.clerk@sanjoseca.gov>

Mon 11/16/2020 1:32 PM

To: Agendadesk <Agendadesk@sanjoseca.gov>

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**From:** kathryn hedges [REDACTED]

**Sent:** Monday, November 16, 2020 1:31 PM

**To:** CouncilMeeting <CouncilMeeting@sanjoseca.gov>

**Cc:** City Clerk <city.clerk@sanjoseca.gov>; Marci Gerston [REDACTED]; Ray [REDACTED]  
[REDACTED] alex [REDACTED]

**Subject:** Study Session on Google and Downtown West

[External Email]

Dear Mayor, City Council, and Staff:

I am a member of PACT and Catalyze SV. I'm also a resident of Downtown SJ and I'm Disabled, below Extremely Low Income, rent-burdened, and already can't afford to move to a better apartment in the area. In other meetings, I've heard of people being displaced in the Diridon area by rent increases even though Downtown West will be vacant lots and construction sites for a decade. Houses are also being bought by speculators and left vacant.

Because one of the goals of the project is to place jobs near a transit hub, this will make housing along the transit lines more valuable for workers who may otherwise have located in the suburbs. We need to manage displacement of lower income residents near transit lines, not just the Diridon Area and the immediate radius.

This is why we need to have all segments of the community represented on the Community Stabilization Fund Board, including the people served by organizations such as the Si Se Puede Collective (which is affected because of the major transit corridor). We've already seen a luxury development placed in Alum Rock. I don't know much about other areas but presume their communities need to be involved too.

Because a community's economic needs and stability are intertwined, it doesn't make sense to divide the Community Benefit funding into separate funds. The Board needs to have direct authority over the funds instead of merely advising Council and risking having their decisions overruled by people who were not involved in the process.

(And of course, this all depends on our occupation of unceded Ohlone lands. Will Google at least pay the Shuumi Land Tax? <https://sogoreate-landtrust.org/shuumi-land-tax-faqs/> #LandBack)

Thank you for your time.

Kind regards,  
Kathryn Hedges

[REDACTED]



## AFFORDABLE HOUSING NETWORK of Santa Clara County

P.O. Box 5313, San Jose, CA 95150 - Phone 408-691-6153 - Email [ahnsc@gmail.com](mailto:ahnsc@gmail.com)

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Dear Mayor and Councilmembers,

Since the timing will not allow me to make public comment at today's study session, I am submitting the following thoughts on behalf of the Affordable Housing Network of Santa Clara County.

The Networks supports the Diridon Affordable Housing Implementation Plan, including the production goals and goals for preservation and protection, especially the preservation pilot program for acquisition and rehab, and the enhanced renter protections, which can hopefully be enacted by our new City Council in 2021.

What we do NOT support is the overall DSAP and Downtown West plans. All the beautiful pictures presented today are nice but are not an accurate representation of what this area will look like when and if these projects are completed. None of them show the tents and RVs that our present and future homeless residents will be forced to live in. You can white out homeless people from your drawings, but you will not be able to make them disappear in real life.

This plan will allow creation of some 45,000 new jobs and (at best) some 15,000 housing units. 45,000 jobs will create demand for about 30,000 new housing units, which means that the plan as a whole will displace or make homeless some 15,000 families from San Jose. When combined with all the other commercial projects downtown and elsewhere in San Jose, we are on a path to displace tens of thousands more San Jose families. As has been shown in the city's Anti-Displacement Plan documents, these displaced people will be disproportionately Black and Brown.

The 2019 homelessness count showed an increase in San Jose's homeless population by some 42%, and revealed that every time we house one homeless person, two to three new people become homeless. The Mayor blamed this on the economy, as if it were a mystery, but in fact the impacts of the economy are influenced by City Council decisions that worsen our housing and homelessness crisis. This is one of them, and this whole plan and project need to be rejected.

Sincerely,

Sandy Perry, President