



# Memorandum

**TO:** Honorable Mayor &  
City Council

**FROM:** Toni J. Taber, CMC  
City Clerk

**SUBJECT:** The Public Record  
September 2, 2021 – September 9, 2021

**DATE:** September 15, 2021

---

## **ITEMS FILED FOR THE PUBLIC RECORD**

### **Letters from Boards, Commissions, and Committees**

#### **Letters from the Public**

1. Letter from Gerald Giles, dated September 2, 2021, regarding: My Thoughts on Parking Reform.
2. Letter from Brenda Dohmen, dated September 3, 2021, regarding: My Thoughts on Parking Reform.
3. Letter from Kathryn Hedges, dated September 8, 2021, regarding: Your Study Session -- My Thoughts on Parking.

---

Toni J. Taber, CMC  
City Clerk

## Fw: My Thoughts on Parking Reform

Agendadesk <Agendadesk@sanjoseca.gov>

Fri 9/3/2021 8:49 AM

To: Rules and Open Government Committee Agendas <rulescommitteeagenda@sanjoseca.gov>

---

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

**Sent:** Friday, September 3, 2021 8:15 AM

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

**Subject:** Fw: My Thoughts on Parking Reform

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

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

San Jose, CA 95113

Main: 408-535-1260

Fax: 408-292-6207

How is our service? [Please take our short survey.](#)

---

**From:** Gerald Giles [REDACTED] <[REDACTED]>

**Sent:** Thursday, September 2, 2021 8:11 PM

**To:** Hughey, Rosalynn <Rosalynn.Hughey@sanjoseca.gov>; Liccardo, Sam <sam.liccardo@sanjoseca.gov>; District1 <district1@sanjoseca.gov>; Jones, Chappie <Chappie.Jones@sanjoseca.gov>; District2 <District2@sanjoseca.gov>; Jimenez, Sergio <sergio.jimenez@sanjoseca.gov>; District3 <district3@sanjoseca.gov>; Tran, David <david.tran@sanjoseca.gov>; Peralez, Raul <Raul.Peralez@sanjoseca.gov>; District4 <District4@sanjoseca.gov>; Cohen, David <David.Cohen@sanjoseca.gov>; District5 <District5@sanjoseca.gov>; Carrasco, Magdalena <Magdalena.Carrasco@sanjoseca.gov>; District 6 <district6@sanjoseca.gov>; Groen, Mary Anne <maryanne.groen@sanjoseca.gov>; Davis, Dev <dev.davis@sanjoseca.gov>; District7 <District7@sanjoseca.gov>; Esparza, Maya <Maya.Esparza@sanjoseca.gov>; District8 <district8@sanjoseca.gov>; Arenas, Sylvia <sylvia.arenas@sanjoseca.gov>; District9 <district9@sanjoseca.gov>; Foley, Pam <Pam.Foley@sanjoseca.gov>; Lomio, Michael <Michael.Lomio@sanjoseca.gov>; District 10 <District10@sanjoseca.gov>; Mahan, Matt <Matt.Mahan@sanjoseca.gov>; Quevedo, Matthew <Matthew.Quevedo@sanjoseca.gov>; [REDACTED] <[REDACTED]>; Kline, Kelly <Kelly.Kline@sanjoseca.gov>; Klein, Nanci <Nanci.Klein@sanjoseca.gov>; Morales-Ferrand, Jacky <Jacky.Morales-Ferrand@sanjoseca.gov>; Ristow, John <John.Ristow@sanjoseca.gov>; [REDACTED] <[REDACTED]>; City Clerk <city.clerk@sanjoseca.gov>; Schreiner, Edward <Edward.Schreiner@sanjoseca.gov>; Breslin, Emily <Emily.Breslin@sanjoseca.gov>; Swierk, Robert <[REDACTED]>; Brilliot, Michael <Michael.Brilliot@sanjoseca.gov>; Zenk, Jessica <Jessica.Zenk@sanjoseca.gov>; Hart, Jared <Jared.Hart@sanjoseca.gov>; Madou, Ramses <ramses.madou@sanjoseca.gov>; Burton, Chris <Christopher.Burton@sanjoseca.gov>; Manford, Robert <Robert.Manford@sanjoseca.gov>; Mintz-Roth, Jesse <Jesse.Mintz-Roth@sanjoseca.gov>; [REDACTED] <[REDACTED]>; [REDACTED] <[REDACTED]>; [REDACTED] <[REDACTED]>

[REDACTED] > [REDACTED] < [REDACTED] >  
**Subject:** My Thoughts on Parking Reform

Some people who received this message don't often get email from [REDACTED]. [Learn why this is important](#)

[External Email]

Dear City Council,

I'm glad you're studying reforming how much parking San Jose requires to be built.

Please take the following into consideration:

1. People prefer to drive their cars because San Jose's public transport system (VTA buses and Light Rail) doesn't take people where they need to go. Furthermore, if a person has to go across town, it can take up to three times longer to get to his/her destination on public transit versus driving. Bottom line. San Jose's public transit system is woefully inadequate.
2. First, fix the transit system before you embark on projects designed to discourage driving. People need to get to their destinations in a timely fashion. Public transit doesn't do that.
3. If you densify neighborhoods without allowing for adequate off-street parking, you will make the parking situation much worse.
4. How do you plan to evacuate the city, if there is an emergency (earthquake or flooding)? Public transit can't handle that.
5. Air and noise pollution along with climate change concerns can be addressed through more electric vehicles. So, charge stations should be part of your research.
6. Many people in the trades (e.g., plumbing, electrical, construction, gardening, care givers, cleaning services) need their vehicles to move throughout the day. Would you limit them to public transit? I hope not.
7. Finally, fix the transit system by running smaller buses to more places and more frequently. Fix Light Rails very slow transit through downtown. It is a major bottleneck.

Please ensure that our transit system is robust before making it impossible to have an alternative means of transportation.

Thank you,

Gerald & Susan Giles  
Co-Presidents, Lynhaven Neighborhood Association  
Board Member District One Leadership Group

## Fw: My Thoughts on Parking Reform

Agendadesk <Agendadesk@sanjoseca.gov>

Fri 9/3/2021 8:50 AM

To: Rules and Open Government Committee Agendas <rulescommitteeagenda@sanjoseca.gov>

---

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

**Sent:** Friday, September 3, 2021 8:15 AM

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

**Subject:** Fw: My Thoughts on Parking Reform

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

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

San Jose, CA 95113

Main: 408-535-1260

Fax: 408-292-6207

How is our service? [Please take our short survey.](#)

---

**From:** Brenda Dohmen <[REDACTED]>

**Sent:** Friday, September 3, 2021 6:07 AM

**To:** Hughey, Rosalynn <Rosalynn.Hughey@sanjoseca.gov>; Liccardo, Sam <sam.liccardo@sanjoseca.gov>; District1 <district1@sanjoseca.gov>; Jones, Chappie <Chappie.Jones@sanjoseca.gov>; District2 <District2@sanjoseca.gov>; Jimenez, Sergio <sergio.jimenez@sanjoseca.gov>; District3 <district3@sanjoseca.gov>; Tran, David <david.tran@sanjoseca.gov>; Peralez, Raul <Raul.Peralez@sanjoseca.gov>; District4 <District4@sanjoseca.gov>; Cohen, David <David.Cohen@sanjoseca.gov>; District5 <District5@sanjoseca.gov>; Carrasco, Magdalena <Magdalena.Carrasco@sanjoseca.gov>; District 6 <district6@sanjoseca.gov>; Groen, Mary Anne <maryanne.groen@sanjoseca.gov>; Davis, Dev <dev.davis@sanjoseca.gov>; District7 <District7@sanjoseca.gov>; Esparza, Maya <Maya.Esparza@sanjoseca.gov>; District8 <district8@sanjoseca.gov>; Arenas, Sylvia <sylvia.arenas@sanjoseca.gov>; District9 <district9@sanjoseca.gov>; Foley, Pam <Pam.Foley@sanjoseca.gov>; Michael.Lomio@sanjosecagov <Michael.Lomio@sanjosecagov>; District 10 <District10@sanjoseca.gov>; Mahan, Matt <Matt.Mahan@sanjoseca.gov>; Quevedo, Matthew <Matthew.Quevedo@sanjoseca.gov>; [REDACTED] <[REDACTED]>; Kline, Kelly <Kelly.Kline@sanjoseca.gov>; Klein, Nanci <Nanci.Klein@sanjoseca.gov>; Morales-Ferrand, Jacky <Jacky.Morales-Ferrand@sanjoseca.gov>; Ristow, John <John.Ristow@sanjoseca.gov>; [REDACTED] <[REDACTED]>; City Clerk <city.clerk@sanjoseca.gov>; Schreiner, Edward <Edward.Schreiner@sanjoseca.gov>; Breslin, Emily <Emily.Breslin@sanjoseca.gov>; Swierk, Robert <[REDACTED]>; Brilliot, Michael <Michael.Brilliot@sanjoseca.gov>; Zenk, Jessica <Jessica.Zenk@sanjoseca.gov>; Hart, Jared <Jared.Hart@sanjoseca.gov>; Madou, Ramses <ramses.madou@sanjoseca.gov>; Burton, Chris <Christopher.Burton@sanjoseca.gov>; Ristow, John <John.Ristow@sanjoseca.gov>; Manford, Robert <Robert.Manford@sanjoseca.gov>; Mintz-Roth, Jesse <Jesse.Mintz-Roth@sanjoseca.gov>; Justin Wang <[REDACTED]>; [REDACTED] <[REDACTED]>; [REDACTED] <[REDACTED]>;

[REDACTED] >  
**Subject:** My Thoughts on Parking Reform

[You don't often get email from [REDACTED]. Learn why this is important at <http://aka.ms/LearnAboutSenderIdentification>.]

[External Email]

Dear City Council,

We're all glad you're using staff time and funds studying the parking situation in San Jose.

Please think carefully about the following when making any decisions:

1. San Jose is a sprawling city and its public transport is woefully inadequate at this time, which is one of the main reasons why cars are currently essential.
2. As you densify all neighborhoods, the parking situation and traffic congestion worsens city-wide limiting customer access to retail and commercial businesses and residential living.
3. There is no way to evacuate the city if there is an emergency like the Coffey Park fire. Without access to cars, if such a disaster were to occur tomorrow, thousands would perish.
4. Affordable housing is a big issue in San Jose right now. Please keep in mind that a significant number of people needing affordable housing also need their cars for work--tradesmen, housekeepers, gardeners, and others who commute to non-transit serviced parts of the city and county.

Thank you for ensuring our transit system is robust before making it impossible to have an alternative means of transportation.

Brenda Dohmen  
San Jose Resident

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

## Fw: Your Study Session -- My Thoughts on Parking

Agendadesk <Agendadesk@sanjoseca.gov>

Thu 9/9/2021 10:52 AM

To: Rules and Open Government Committee Agendas <rulescommitteeagenda@sanjoseca.gov>

---

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

**Sent:** Thursday, September 9, 2021 10:51 AM

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

**Subject:** Fw: Your Study Session -- My Thoughts on Parking

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

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

San Jose, CA 95113

Main: 408-535-1260

Fax: 408-292-6207

How is our service? [Please take our short survey.](#)

---

**From:** Kathryn Hedges [REDACTED] >

**Sent:** Wednesday, September 8, 2021 7:59 PM

**To:** Hughey, Rosalynn <Rosalynn.Hughey@sanjoseca.gov>; Liccardo, Sam <sam.liccardo@sanjoseca.gov>; District1 <district1@sanjoseca.gov>; Jones, Chappie <Chappie.Jones@sanjoseca.gov>; District2 <District2@sanjoseca.gov>; Jimenez, Sergio <sergio.jimenez@sanjoseca.gov>; District3 <district3@sanjoseca.gov>; Tran, David <david.tran@sanjoseca.gov>; Peralez, Raul <Raul.Peralez@sanjoseca.gov>; District4 <District4@sanjoseca.gov>; Cohen, David <David.Cohen@sanjoseca.gov>; District5 <District5@sanjoseca.gov>; Carrasco, Magdalena <Magdalena.Carrasco@sanjoseca.gov>; District 6 <district6@sanjoseca.gov>; Groen, Mary Anne <maryanne.groen@sanjoseca.gov>; Davis, Dev <dev.davis@sanjoseca.gov>; District7 <District7@sanjoseca.gov>; Esparza, Maya <Maya.Esparza@sanjoseca.gov>; District8 <district8@sanjoseca.gov>; Arenas, Sylvia <sylvia.arenas@sanjoseca.gov>; District9 <district9@sanjoseca.gov>; Foley, Pam <Pam.Foley@sanjoseca.gov>; Lomio, Michael <Michael.Lomio@sanjoseca.gov>; District 10 <District10@sanjoseca.gov>; Mahan, Matt <Matt.Mahan@sanjoseca.gov>; Quevedo, Matthew <Matthew.Quevedo@sanjoseca.gov>; [REDACTED] <[REDACTED]>; Kline, Kelly <Kelly.Kline@sanjoseca.gov>; Klein, Nanci <Nanci.Klein@sanjoseca.gov>; Morales-Ferrand, Jacky <Jacky.Morales-Ferrand@sanjoseca.gov>; Ristow, John <John.Ristow@sanjoseca.gov>; [REDACTED] <[REDACTED]>; plan.review <[REDACTED]>; City Clerk <city.clerk@sanjoseca.gov>; Schreiner, Edward <Edward.Schreiner@sanjoseca.gov>; Breslin, Emily <Emily.Breslin@sanjoseca.gov>; Swierk, Robert <[REDACTED]>; Brilliot, Michael <Michael.Brilliot@sanjoseca.gov>; Zenk, Jessica <Jessica.Zenk@sanjoseca.gov>; Hart, Jared <Jared.Hart@sanjoseca.gov>; Madou, Ramses <ramses.madou@sanjoseca.gov>; Burton, Chris <Christopher.Burton@sanjoseca.gov>; Manford, Robert <Robert.Manford@sanjoseca.gov>; Mintz-Roth, Jesse <Jesse.Mintz-Roth@sanjoseca.gov>; Justin Wang <[REDACTED]>; [REDACTED] <[REDACTED]>; [REDACTED] <[REDACTED]>;

[REDACTED] <[REDACTED]>  
**Subject:** Your Study Session -- My Thoughts on Parking

[External Email]

Dear City Council,

I'm glad you're studying reforming how much parking San Jose requires to be built.

There are lots of really good reasons to support changing these requirements:

1. parking spaces take up a lot of land in our community
2. parking encourages driving, which causes more congestion, pollution & global warming
3. instead, we need to emphasize walking & biking to have a healthier community & planet
4. public transit is a taxpayer investment, so we should encourage its usage over private cars
5. excess parking takes away from the amount of crucial housing we need to build
6. excess parking takes away from community benefits like active ground floor space for restaurants or shops
7. parking garages in new housing are so expensive the costs are passed on to residents, which is unfair to those who don't have a car
8. paying for parking is a burden that hits lower-income folks hardest
9. parking requirements don't make sense because there are already San Jose buildings with unused parking spaces
10. parking lots & garages are often unattractive, so who wants to look at more of them?

However, I am concerned that trying to apply a one-size-fits-all policy across the city is a bad idea.

1. Disparate impact in different neighborhoods. Neighborhoods where only one family lives in each home will find it easier to accommodate parking overflow from tenants in reduced parking buildings who can't get on-site parking than neighborhoods with multiple families (or generations) in each home. Also, higher income people are more likely to have jobs suitable for telework or daytime commuting on transit. Lower income people are more likely to work service jobs with hours outside transit service, or to have their own businesses that require hauling goods or equipment (flea market vendors, landscapers, housekeepers, etc.)

I live at the Donner Lofts, which has a 0.5 parking ratio because it's transit-oriented affordable housing. Despite our ideal location for transit and our 50/50 mix of Permanent Supportive Housing and mainstream low-income tenants, all the parking spaces are allocated and there are tenants who have cars but park in the neighborhood. I know of two tenants who use vans for housecleaning businesses and suspect that another contractor's van on the street belongs to a tenant. Another tenant sells face masks out of his van. I have a station wagon to store and haul materials for my own business, and was not able to substitute transit during the year I didn't have a working car. Some cars seem to be out of the parking garage during "night shift" hours, such as a waitress who parks next to me. Her restaurant may close after VTA service to transfer to the late-night buses ends.

2. Accessibility concerns for Disabled people. Many Disabled people are unable to take transit or paratransit for various reasons, and need to have a vehicle and an accessible parking space on-site. If someone can't walk across the Safeway parking lot and qualifies for a DMV placard, they're not going to start walking to a bus stop just because they can't park at home. Paratransit is not safe or useful for

many people and expecting them to give up their \$55K modified vans or even just regular autos is yet another way environmentalists see Disabled people as an acceptable sacrifice.

We have at least one tenant at Donner Lofts with DMV disability plates who is chronically ill and can't walk from the bus stop. He needs to have his car and a space next to the lobby as reasonable accommodations. I know three Disabled women who gave up on paratransit during the pandemic and purchased \$50K+ mobility vans for their wheelchairs. They all have chronic pain and other issues that made the waits, long rides, and uncertain pickup times problematic--add exposure to COVID and it was time to give up on paratransit. Nobody living on disability benefits makes the decision to buy a mobility van lightly; all three of them are near major transit corridors, so proximity to transit wasn't a factor that would tip the balance to going car-free.

3. I believe our first priority should be making the downtown core unattractive for driving, and strongly disincentivizing driving to major employment sites. Driving is still the default, especially for medium-sized or small companies in "campuses" that can't individually justify a fleet of shuttles like Google or Genentech--but collectively they account for too many solo drivers. Sure, there are transit benefits and bike allowances as tax-free incentives. But \$20/mo to cover bike maintenance isn't going to push the typical person out of their car. Many companies and workers are going to telecommuting... for desk workers. Not warehouse workers, technicians, assembly line workers, etc. who need to be there physically to do the work. VTA isn't doing a good job serving those campuses or industrial neighborhoods; many lines only run at "commute times" suitable for office workers, not warehouse workers or night shift assembly lines (or janitorial). I don't know how to incentivize companies to collaborate on shuttles with their neighbors.

I'll be following this policy in the coming months as it makes its way to you for a vote. I urge you to take a strong stance in favor of forward-thinking reforms.

Sincerely,  
Kathryn Hedges



This message is from outside the City email system. Do not open links or attachments from untrusted sources.