

Appendix A

Notice of Preparation (NOP) and Responses to the NOP

**NOTICE OF PREPARATION OF A DRAFT PROGRAM
ENVIRONMENTAL IMPACT REPORT FOR THE DIRIDON STATION AREA PLAN**

As the Lead Agency, the City of San José will prepare a Subsequent Program Environmental Impact Report (SPEIR) for the Diridon Station Area Plan. The City welcomes your input regarding the scope and content of the environmental information that is relevant to your area of interest, or to your agency's statutory responsibilities in connection with the proposed project. If you are affiliated with a public agency, the SPEIR may be used by your agency when considering subsequent approvals related to the project.

The project description, location, and a brief summary of the probable environmental effects that will be analyzed in the SPEIR for the project are attached. According to State law, the deadline for your response is 30 days after receipt of this notice. However, we would appreciate an earlier response, if possible.

If you have any comments on this Notice of Preparation or general, non-EIR related questions or comments about the Diridon Station Area Plan, including anticipated scheduling of next steps in the review process, please identify a contact person and send your correspondence to:

- City of San Jose Department of Planning, Building, and Code Enforcement,
Attn: John Davidson, Senior Planner
200 East Santa Clara Street, 3rd Floor San Jose, CA 95113-1905
Phone: (408) 535-7895, e-mail: john.davidson@sanjoseca.gov

The Draft SPEIR for the Diridon Station Area Plan is currently being prepared. A separate EIR Notice of Availability will be circulated when the Draft EIR becomes available for public review and comments.

The Planning Division will hold two EIR scoping meetings to describe the proposed project and the environmental review process, and to obtain your input on the SPEIR analysis for the proposal. These meetings have been scheduled to allow an opportunity for public agencies and the general public to attend. The scoping meetings will be held in Room 332 (City Hall Tower) on ***Tuesday, September 27, 2011 from 2:00 -3:00 PM*** and on ***Thursday, September 29, 2011 from 6:30 -7:30 PM***. Parking is available under City Hall through the 6th Street entrance. Please refer to the attached notice for more detail.

Joe Horwedel, Director
City of San José Department of Building, Planning, and Code Enforcement

Deputy

Date: _____

**NOTICE OF PREPARATION OF A DRAFT SUBSEQUENT PROGRAM
ENVIRONMENTAL IMPACT REPORT FOR THE
DIRIDON STATION AREA PLAN**

August 2011

1.0 INTRODUCTION

The purpose of an Environmental Impact Report (EIR) is to inform decision-makers and the general public of the environmental effects of a proposed project that an agency may implement or approve. The EIR process is intended to provide information sufficient to evaluate a project and its potential for significant impacts on the environment; to examine methods of reducing adverse impacts; and to consider alternatives to the project.

The EIR for the Diridon Station Area Plan will be a Subsequent EIR to the previously certified *San José Downtown Strategy 2000 Project EIR (Strategy 2000 EIR)*. Most of the Diridon Station Area Plan area is within the boundaries of the approved Downtown Strategy 2000 Project, which serves as the action guide for development activities in the Greater Downtown. The proposed project includes substantial changes to the land uses contemplated in the Downtown Strategy and new, more specific information is available for the Diridon Station Area. Therefore, the Diridon Station Area Plan EIR will tier off the *Strategy 2000 EIR* to the extent possible.

A Program EIR is an EIR which may be prepared on a series of actions that can be characterized as one large project and are related: 1) geographically; 2) as a chain of contemplated actions; 3) in connection with the issuance of rules, regulations, plans or other general criteria to govern the conduct of a continuing program; or 4) as individual activities carried out under the same regulatory authority and having generally similar environmental effects. If the lead agency finds that pursuant to Section 15162 of the CEQA Guidelines, no new effects could occur and no new mitigation measures would be required, the agency can approve the activities as being within the scope of the project covered by the Program EIR and new environmental review would not be required. For the reasons described above, the EIR for the Diridon Station Area Plan is a Subsequent Program EIR (SPEIR).

The SPEIR for the proposed Diridon Station Area Plan will be prepared and processed in accordance with the California Environmental Quality Act (CEQA) of 1970, as amended. In accordance with the requirements of CEQA, the SPEIR will include the following:

- A summary of the project;
- A project description;
- A description of the existing environmental setting, probable environmental impacts, and mitigation measures;
- Alternatives to the project as proposed; and
- Environmental consequences, including (a) any significant environmental effects which cannot be avoided if the project is implemented; (b) any significant irreversible and irretrievable commitments of resources; (c) the growth-inducing impacts of the proposed project; and (d) cumulative impacts.

2.0 PROJECT BACKGROUND

In July 2008, the City of San José was awarded a Station Area Planning Grant by the Metropolitan Transportation Commission (MTC) for the Diridon Station Area. As a result, the City, in coordination with the San José Redevelopment Agency, Santa Clara Valley Transportation Authority (VTA), and other local and regional transportation agencies, embarked on developing the Diridon Station Area Plan to provide a vision and framework for higher intensity/transit-oriented development in the Diridon area. This EIR evaluates the impacts of such a project according to the requirements of the City of San José and CEQA. The Diridon Station Area Plan is available for review at http://www.sanjoseca.gov/planning/diridon/Diridon_Station_Area_Plan.asp.

Development of the Diridon Station Area Plan

The Diridon Station Area Plan (DSAP) planning effort began with the San José City Council's action to accept the grant from MTC and approve consultant contracts for the preparation of the Plan and EIR. The City has made extensive efforts to engage members of the business and development community in the planning process, as well as residents within the immediate area and surrounding long-established neighborhoods. The Diridon Station Good Neighbor Committee was formed to provide a forum to work collaboratively in addressing the opportunities and constraints that arise from developments in the Diridon Area.

The planning team prepared an Existing Conditions Report to establish the constraints, opportunities, emerging themes, and specific goals for the project. Three project alternatives were developed and presented to the public for comment and feedback at community workshops. Based on comments and feedback received, a preferred alternative was developed and integrated into a Draft Plan. This Draft Plan was accepted by the City Council on April, 28, 2011. The specific goals of the Council-accepted Draft Plan are to:

- Create a high-intensity urban district with a mix of uses including commercial, office, entertainment, and residential development next to Diridon Station with taller buildings at the core.
- Establish and strengthen connections to surrounding districts and within the planning area for pedestrians, bicyclists, and motorists with emphasis on east-west connectivity across SR-87 and the rail corridor.
- Prioritize pedestrian circulation and transit and improve pedestrian and bicycle connection to the Guadalupe River.
- Ensure sensitive transitions in scale and design to surrounding residential neighborhoods.
- Provide a range of commercial and residential uses. Commercial uses would include entertainment venues, restaurants, hotels, and offices, as well as retail shops and services that would serve the surrounding residential neighborhoods.
- Enhance and expand recreational opportunities in the Plan area and establish an open space system integrated with Los Gatos Creek and the Guadalupe River Park.
- Activate the streets, parks, and Station with art that engages visitors and residents alike. Integrate art into infrastructure to humanize and enliven standard features.
- Disperse parking in different locations in the planning area and beyond and ensure easy walking access to destinations.

The proposed project assumes that a 32,000 seat baseball stadium will be constructed on a 15-acre parcel located within the DSAP boundary. An EIR has already been certified for the baseball stadium and the project has been approved. In addition, the California High Speed Rail Authority's

currently preferred alignment through the Diridon Station Area is along an elevated structure east of the existing surface Amtrak/Caltrain/ACE tracks north of the station, and above the surface tracks at the station itself. South of the station, the tracks would rise above the Interstate 280/State Route 87 alignments. Separate programmatic environmental review has been completed for this option. An underground option has also been considered and may be evaluated during the project-level environmental review process. Therefore, high speed rail (HSR) will only be evaluated in the SPEIR in relation to the proposed project.

3.0 PROJECT LOCATION

The Diridon Station Area Plan area encompasses approximately 250 acres in downtown San José, west of State Route 87. The boundaries of the area are shown on Figure 2 and are generally Lenzen Avenue and the UPRR tracks in the north, Interstate 280 in the south, the Guadalupe River and Delmas Avenue in the east, and Sunol Avenue and the Diridon Station tracks in the west.

4.0. DESCRIPTION OF THE PREFERRED DIRIDON STATION AREA PLAN

The proposed Diridon Station Area Preferred Plan includes a mix of land uses placed in three Identity Zones, as shown on Figure 3. Generally, the Northern Zone is north of The Alameda, the Central Zone is the core area centered on the Diridon Station, and the Southern Zone is roughly between Park Avenue and Interstate 280. Employment, retail, and entertainment uses are focused in the Central Zone near Diridon Station to support transit activity and establish the area as a region-wide destination with connections to HP Pavilion and the future baseball stadium. Residential and supportive commercial uses are located in the urban neighborhoods of the northern and southern zones and are within easy walking distance of the Station “Core”. A high-intensity business district is planned north of HP Pavilion including innovative office, research and development, and incubator space for product and business development. Retail frontage is also proposed along main arterials in the Plan area including West San Carlos Street and The Alameda.

The maximum possible development proposed for the DSAP by zone is shown in the table below.

ZONE	MAXIMUM DEVELOPMENT			
	Commercial/R&D/ Light Industrial (sq. ft.)	Retail/ Restaurant (sq. ft.)	Residential (units)	Hotel (rooms)
Northern	3,012,400	81,100	223	0
Central	805,000	203,000	2,365	650
Southern	1,146,000	140,000	0	250
TOTAL	4,963,400	424,100	2,588	900

The land use designations (consistent with the pending Envision San José 2040 General Plan) proposed for the Plan area include *Urban Residential* (30-95 dwelling units per acre), *Transit Residential* (65-250 dwelling units per acre), *Downtown*, *Commercial Downtown*, *Transit Employment Center*, *Combined Industrial/Commercial*, *Open Space*, *Parklands*, and *Habitat*, and *Public/Quasi-Public*. Building heights within the Plan area are consistent with, and in most cases lower than, the height limits established by the Federal Aviation Administration Part 77 for the area. The Plan includes design guidelines to facilitate development in a reasonable fashion that is financially viable and achieves the goals of current City policies. The project phasing shall be implemented as appropriate and necessary.

The proposed project also includes a conceptual expansion plan for Diridon Station to accommodate the future convergence of high speed rail, BART, and significant growth of the current intercity rail, commuter rail, light rail, and bus transit. Specific architectural and design plans have not yet been prepared; however, the historic depot building would remain for passenger rail functions and a new station building would be located near the corner of Cahill Street and West Santa Clara Street. The preferred station alternative arranges the station linearly east of Cahill Street between West Santa Clara Street and the PG&E substation south of West San Fernando Street. The DSAP assumes an elevated high speed rail alignment, although the layout could be modified to accommodate an underground option.

Other components of the DSAP include landscaping and open spaces such as community and wide linear parks (“green fingers”), a civic plaza, and neighborhood squares. Proposed transportation and circulation concepts include walking and bicycling improvements and connections, easy access to transit facilities, and roadway improvements within the Plan area. The project also includes infrastructure improvements (stormwater, sanitary sewer, water, etc.), affordable housing, and public art.

The parking ratios determined in the Plan are considered to be appropriate for a multi-modal environment and are consistent with the City’s pending Envision 2040 General Plan goals and policies for Vehicle Miles Traveled (VMT) reductions and mode shift changes. Parking management and transportation demand management (TDM) are included in the project. Based on the proposed plan development, approximately 10,500 to 11,500 parking spaces would be provided within the planning area.

A first phase of development has been determined for the project. This Phase I includes development already approved in the Plan area including the baseball stadium, BART extension, and expansion of the Adobe Systems corporate campus onto the property south of Santa Clara Street between Los Gatos Creek and the Guadalupe River (formerly the San José Water Company property). Phase I also includes the proposed Diridon Station improvements and the development of approximately 1.2 million square feet of office uses and 140,000 square feet of retail uses in the Central Zone or “Core Area” of the Plan area. The SPEIR will include a discussion of Phase I.

5.0 ENVIRONMENTAL IMPACTS TO BE ANALYZED

The SPEIR will address the environmental impacts associated with the proposed Diridon Station Area Plan. The City anticipates that the SPEIR will focus on the following issues:

Land Use

The SPEIR will describe existing land uses in the Plan area and the project's consistency with plans and policies including the current General Plan Land Use/Transportation Diagram and San José Zoning Ordinance. The SPEIR will describe the changes in land uses proposed by the project and identify land use compatibility impacts, as necessary. Mitigation measures will be described for any significant land use impacts.

Transportation

The SPEIR will describe the existing traffic conditions in the Plan area and compare them to project traffic conditions, based on a Traffic Impact Analysis (TIA) to be completed according to the requirements of the City and VTA. The TIA will build on the analysis completed for the *Strategy 2000 EIR*. Traffic impacts resulting from the proposed project and feasible mitigation measures for significant impacts will be identified.

Noise and Vibration

The SPEIR will describe the existing noise environment and noise impacts to and from the proposed project, using the *Strategy 2000 EIR* to the extent possible. Noise impacts will be identified for: (1) proposed land use changes that will expose new sensitive receptors to noise or vibration levels exceeding those considered normally acceptable based on the City's policies; and (2) changes in the noise environment resulting from the DSAP project. Mitigation measures will be identified, as appropriate.

Air Quality

The SPEIR will describe existing local and regional air quality and the air quality impacts of the proposed project in accordance with the Bay Area Air Quality Management District (BAAQMD) CEQA Guidelines. The impact of the DSAP on local emissions and regional air quality plans will be analyzed. Impacts on the proposed land use scenarios from toxic air contaminants and diesel particulate matter will also be analyzed. Mitigation measures will be identified, as appropriate.

Biological Resources

The SPEIR will include a description of the existing biological setting and an analysis of impacts to biological resources such as habitats, special-status species, and biologically sensitive areas, based on the analysis included in the *Strategy 2000 EIR*. Impacts from the proposed project will be described and mitigation measures will be identified, as appropriate.

Geology, Soils and Seismicity

The SPEIR will identify geologic and seismic hazards based on the *Strategy 2000 EIR* to the extent possible. The SPEIR will describe any geologic constraints or risks resulting in impacts to development proposed and identify mitigation measures, as appropriate.

Hydrology and Water Quality

The SPEIR will describe existing hydrology and water quality and will evaluate flooding, drainage, and water quality impacts that would result from or impact development in the Plan area. Information from the *Strategy 2000 EIR* will be utilized to the extent possible. The SPEIR will identify mitigation measures, as appropriate.

Hazardous Materials and Hazards

The SPEIR will describe existing conditions and impacts resulting from hazardous materials contamination from current or former uses in the Plan area using information in the *Strategy 2000 EIR* to the extent possible. Hazards associated with aircraft operations of the Norman Y. Mineta San José International Airport will also be described. Mitigation measures will be identified for impacts resulting from or to development included in the project, as appropriate.

Public Services

Increases in demand for public services resulting from the project will be estimated in the SPEIR based upon a qualitative estimate of demand for school, police, fire, and medical services and estimates of per capita demand for parks and libraries. Likely impacts to the physical environment that could result from these increased demands will be identified. Mitigation measures, such as in-lieu fees, parkland or school site dedication, and other programs and funding mechanisms for new facilities will be identified, as appropriate.

Utilities and Service Systems

The SPEIR will describe the anticipated demand for utilities and services, including water, sanitary sewer, storm sewer, and solid waste resulting from the proposed project. Exceedance of the existing capacity of existing infrastructure, such as water, stormwater, and sanitary sewer pipelines will be identified. Mitigation measures for utility and service impacts will be identified, as appropriate.

Cultural Resources

The SPEIR will describe existing cultural resources in the City based upon available inventories of historic resources in the Plan area, including the *Strategy 2000 EIR*. The potential for cultural or historic resources to be affected by development will be assessed. Mitigation measures will be identified for significant cultural resource impacts, as appropriate.

Aesthetics and Visual Resources

The SPEIR will describe the existing visual character of the Diridon Station Area. The SPEIR will evaluate the aesthetic changes that will result from implementation of the proposed project. Mitigation measures for aesthetic and visual resource impacts will be identified, as appropriate.

Energy

In conformance with Appendix F of the CEQA Guidelines, the SPEIR will identify the potential for the project to result in significant energy impacts. Mitigation measures for energy impacts will be identified, as appropriate.

Population and Housing

The SPEIR will describe anticipated changes in projected population, jobs, and housing as a result of the proposed project. Population and housing impacts will be addressed and mitigation measures identified, as appropriate.

Global Climate Change

The SPEIR will describe the regulatory context surrounding the issue of global climate change and will evaluate the greenhouse gas emissions and contribution to global climate change resulting from the project. The SPEIR will also discuss impacts to the project area resulting from the effects of global climate change. Mitigation measures will be identified, as appropriate.

Cumulative Impacts

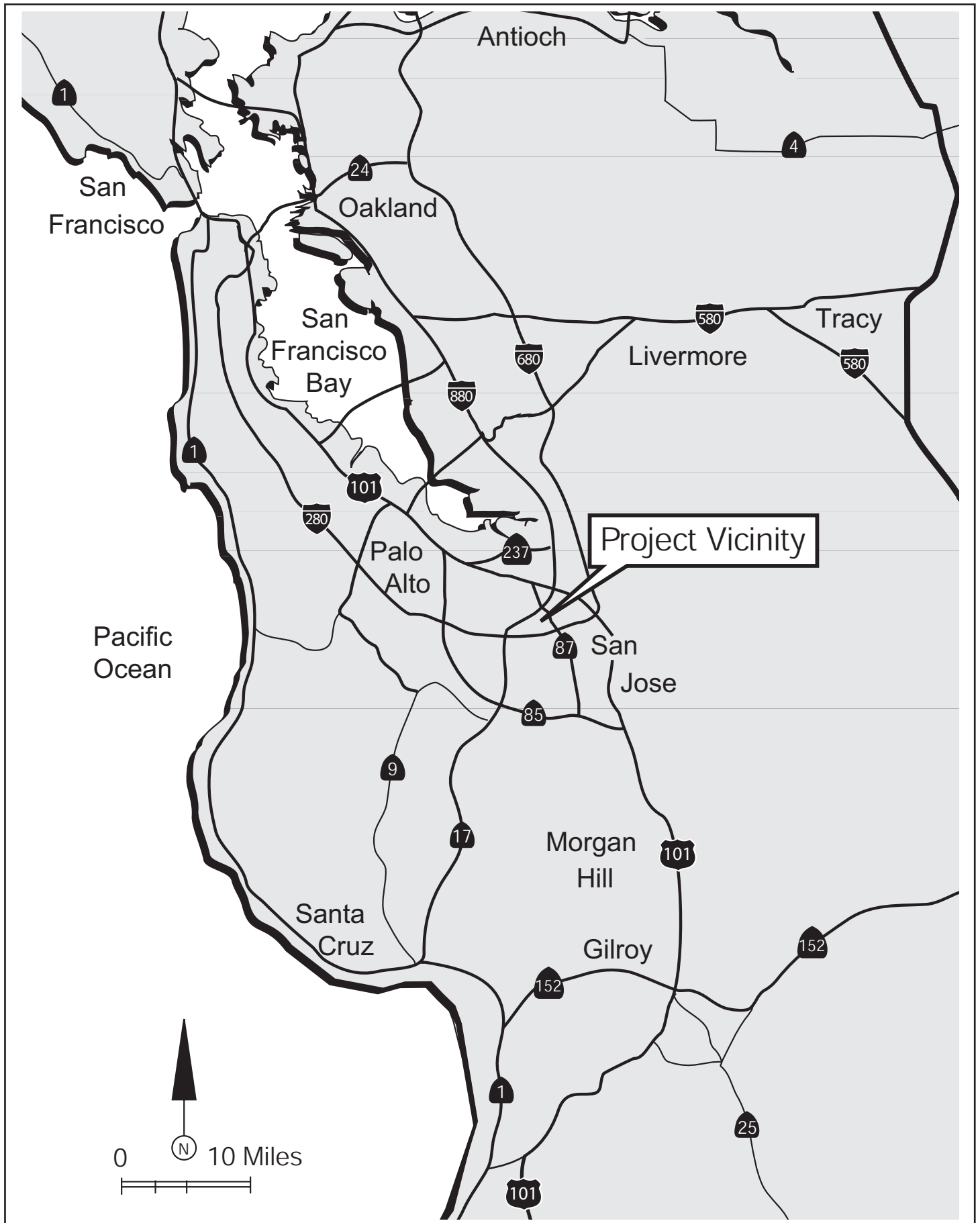
The SPEIR will discuss the cumulative impacts of the project in combination with other past, present or reasonably foreseeable programmatic projects. Mitigation measures will be identified to reduce and/or avoid significant impacts, as appropriate.

Alternatives

The SPEIR will evaluate possible alternatives to the project, based on the results of the environmental analysis. The alternatives discussion will focus on those alternatives that could feasibly accomplish most of the basic purposes of the Diridon Station Area Plan and could avoid or substantially lessen one or more of the significant environmental effects (CEQA Guidelines Section 15126.6). The environmentally superior alternative(s) will be identified based on the number and degree of associated environmental impacts.

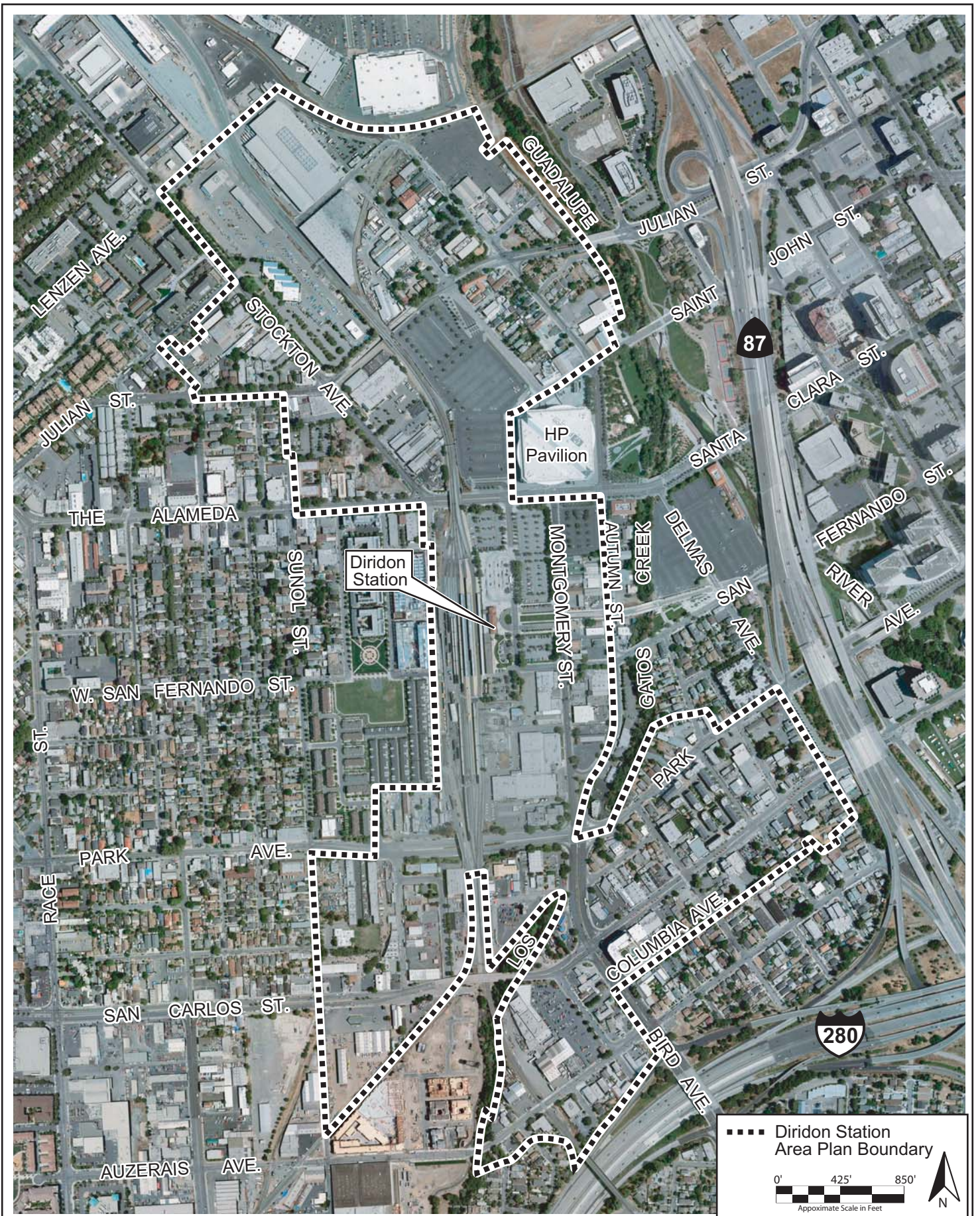
Other Sections

The SPEIR will also include all other sections required under the CEQA Guidelines, including: 1) Growth Inducing Impacts; 2) Significant Unavoidable Impacts; 3) Significant Irreversible Environmental Changes; 4) Consistency with Plans and Policies; 5) References; and 6) EIR Authors. Relevant technical reports will be provided as appendices.



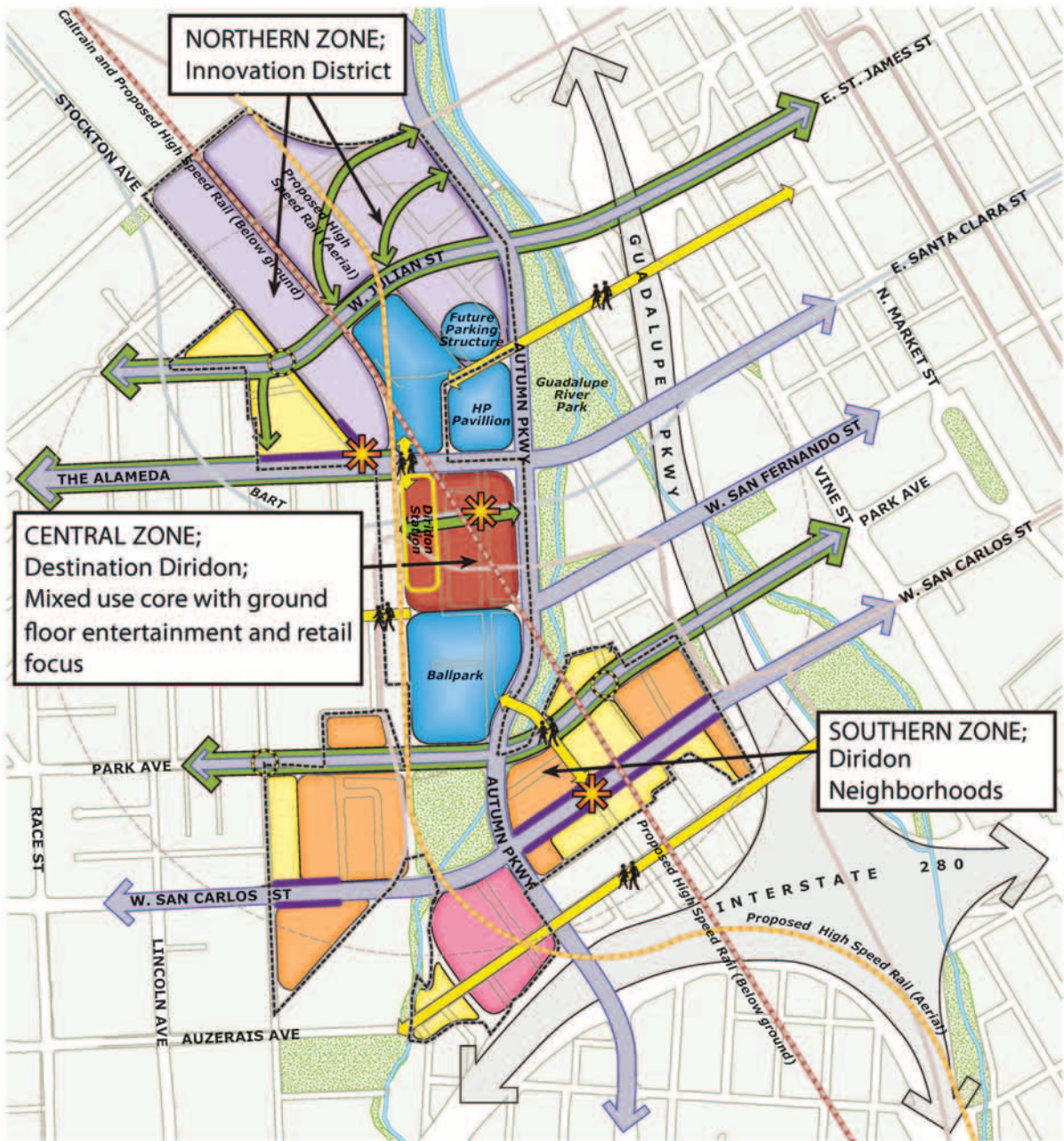
REGIONAL MAP

FIGURE 1



VICINITY MAP

FIGURE 2



* Up to 250 du/ac is permitted under this classification.

1218 Willow St.
San José, CA 95125
October 10, 2011

John Davison, Project Manager
City of San José, Diridon Station Area Plan
via email: John.Davidson@sanjoseca.gov

cc: Joe Horwedel, SJ Planning Director
Michael Brilliot, SJ Planning Dept.
Pierluigi Oliverio, SJ Councilmember, Dist. 6

re: Draft Program EIR for the Diridon Station Area Plan

Dear Mr. Davison,

I would like to make a number of comments and pose a number of questions related to the Draft Program EIR for the Diridon Station Area Plan.

First, I believe the scoping process needs to be extended. There were only two meetings: one was during the day when most of the public is busy with their day jobs; the second was in the evening, but in a meeting room (T-332) that was inaccessible unless one arrived early. (I know of at least one individual who came to City Hall for the meeting but who was unable to get any of the elevators to take her to the floor of the meeting.) Additionally, I don't believe that the meeting was extensively promoted. As a result, there were only two members of the public present at the Sept 29 meeting. By happenstance, both of us public members are Ph.D. physicists, illustrating how a statistically small sampling of the public comment is likely to be skewed.

Second comment: we in the public verbally gave a number of suggestions and comments for the DEIR at that meeting, but we were then told that verbal comments would not be counted and that only those submitted in writing (by letter, fax, or email) would be accepted. This makes us feel that we had wasted our time by attending the meeting, and also that the project stands to lose out because it might not get an as-thorough and thoughtful of a review if we can't recall all of our comments.

Third comment: I do not want you to say that the EIR scoping process was followed to the letter and that there were no comments submitted. Therefore, in writing and for the record, I would like to ask that the following questions be part of the scoping of the Draft Program EIR for the Diridon Station Area Plan:

Transportation:

- How will the Light Rail system contribute to the area?

- Will there be late-night trains to accommodate the public attending events at the stadium, if is built?
- Will the Light Rail schedule be coordinated with the High Speed Rail (HSR) and BART schedules?
- The transportation diagram did not appear to include the Los Gatos Creek or Guadalupe River Trail
 - What percentage of stadium event patrons are likely to arrive and depart via the trail for daytime events? For evening events?
 - How does the percentage depend on distance traveled?
 - How will pedestrians and bicyclists impact the vehicular traffic?
 - Will there be safe and secure parking for bicycles?
- What does the plan propose to do to encourage a walkable experience?
 - What are the on-site pedestrian amenities? Pavement styles, street-level activities, shade and landscaping, benches and chairs, shops and displays?
 - What are the adjacent pedestrian amenities? What “entices” visitors to walk to downtown or the SJ State Campus? The Diridon Station has a nice pedestrian boulevard by the entrance, but it stops after a block and a half: San Fernando should be extended as a pedestrian walkway along the Light Rail corridor, with crosswalks at Montgomery and with broad and inviting sidewalks.

Riparian Habitat

- There are plans to reconfigure Autumn/Montgomery St. and Park Ave. The Los Gatos Creek has been confined to a culvert under that intersection for years. When the streets are redone, will the plan recommend seizing this great opportunity to “daylight” the creek and restore the riparian habitat?
 - The Los Gatos Creek supports steelhead trout and coho salmon. (Besides the official reports, I personally have seen steelhead spawn in the Los Gatos upstream from here, and several friends have reported seeing meter-long salmon upstream of here.) An improved riparian habitat would benefit these important species.
- What are the impacts of Light Pollution from the planned development on the fish and wildlife in the Los Gatos Creek and Guadalupe River riparian corridors?
- What are the impacts to the Los Gatos Creek from contaminated water run-off from structures and pavement? What measures are proposed to mitigate this?
- What is the impact of noise (e.g., from stadium events and associated traffic) on the wildlife in the Los Gatos Creek riparian corridor?

Trail Usage

A significant fraction of folks attending stadium events or traveling via HSR or BART who live within a couple miles of the Diridon Station are likely to arrive via the trails, in part to avoid the traffic congestion and in part to avoid the hassles and high cost of parking.

- Would a “day-lighted” Los Gatos Creek enable a grade-separation of the Los Gatos Creek Trail at Autumn/Montgomery and at Park? If trail users don’t have to cross that busy intersection at-grade, they are more likely to utilize the trail, and also there would be less pedestrian/vehicle conflict at the signalized intersections, thereby enhancing vehicle motion.

- What would be the impacts on Auzerais at its at-grade crossing of the Los Gatos Creek Trail due to the increased trail usage? Can the trail be grade-separated by means of an undercrossing?
- What would be the impacts on Woz Way at its informal (but still well-utilized) at-grade crossing of the Guadalupe River Trail due to the increased trail usage? Can the trail be grade-separated by means of an undercrossing? (There actually is already an undercrossing in place, but it dead-ends: a ramp up to grade would alleviate this concern.)
- If a significant number of event attendees arrive via the creek trails, they will generate their own traffic impacts. What improvements to the Guadalupe River Trail would be proposed? There are a couple hairpin turns (at Park and at Woz Way), several places where the through-route follows a sidewalk (e.g., the Park Ave. bridge), and other hazards (a blind curve at Park, and also a path that directly runs off the embankment and into the water, also at Park) – a few ramp-trails and/or some in-channel crossings would connect existing trail segments and greatly improve the flow of bicycle and pedestrian traffic with minimal impact to the environment. (For example, now that there is a flood-control bypass channel, the water level will be limited: a trail bridge could be constructed under several street bridges so as to connect trail segments with no impact to the riparian habitat.)

Airport Impacts

- Are proposed buildings compatible with the FAA “One Engine Inoperative” constraints? I understand that the OEI is not yet adopted policy, but also that each airline has to figure out on their own whether to fly certain routes, given the needed fuel load and whether an OEI event would be hazardous. If the buildings infringe on the OEI flight-path, the airlines may discontinue long-haul routes and not institute others, and so the city’s billion-dollar investment in SJC could be jeopardized.
- Will there be a “people mover” between Diridon and SJC? If the airport connection is not convenient, then air travelers from Fresno, for example, would be more likely to go to LAX than SJC.
- Would the Diridon Station users be able to utilize the rental car facility at SJC, or would there have to be parking structures for rental cars in the Diridon Station area?

Parks

- Will visitors be able to appreciate the architecture of the Diridon Station? Will there be a plaza that allows sight-lines to the HSR station, or will it be “buried” in a dense urban grid?
- I am pleased to see that the current Fire Training Site on Bird at Park is designated to be parkland. This will be needed for the residents in the nearby developments. Note that this park, with neighborhood-serving facilities (swings, picnic areas, playgrounds, and possibly trailhead amenities) is different from the very open and public plaza at the entrance to the Diridon Station.

Noise

- The stadium is likely to generate significant noise during events: its impact has been analyzed as part of the Stadium EIR. Will structures within the Diridon Station Area Plan be analyzed for their effects on that noise? For example, a poorly designed and positioned structure could act like a mirror and reflect stadium noise into adjacent residential areas.

I recall the other public participant and I had other comments as well, and I'm sure the other members of the public who wished to attend would have additional questions and comments as well. I urge you to extend the comment period and to solicit additional public input.

The Diridon Station Area Plan will have a profound impact on a vibrant and vital region of San José for years to come: it is critical that it be done well.

Thank you,

Dr. Lawrence Ames

1218 Willow St.
San José, CA 95125
November 7, 2011

John Davidson, Project Manager
City of San José, Diridon Station Area Plan
via email: John.Davidson@sanjoseca.gov

cc: Joe Horwedel, SJ Planning Director
Michael Brilliot, SJ Planning Dept.
Pierluigi Oliverio, SJ Councilmember, Dist. 6

re: Draft Program EIR for the Diridon Station Area Plan -- File No. PP09-163

Dear Mr. Davidson,

I want to thank you and the City for extending the comment period for the Diridon Station Area Plan EIR Scoping comments, and for staff's participation in an additional public meeting. Whereas the original two meetings had poor public participation, this third meeting was very well attended: I hope that they all will provide worthwhile comments.

I wish to reaffirm the questions from my written comments dated October 10th. In addition, I would like to expand somewhat on my comments related to the "day-lighting" of the Los Gatos Creek within the Project Area.

Figure 1 shows the current condition of the Los Gatos at the southern portion of the Project Area: the creek is routed through a culvert under the intersection of Montgomery/Autumn and Park. (I-280 is off the bottom of the graphic, Diridon Station and the proposed stadium are off the top, downtown is to the right.)

Figure 2 shows the proposed baseball stadium. (Graphic taken from the Stadium EIR.)

Figure 3 shows a possible alignment of a day-lighted Los Gatos Creek: the green represents the restored creek channel, the blue the stream itself, and the yellow lines show possible trail alignments. The channel utilizes land that is to be acquired for the planned street realignment (the blue areas surrounded by red/white dashed lines), and it presumes that this intersection will be reconfigured according to the new City policy to remove the non-stop right-turn ramps.

Figure 4 is a photo of the northern end of the creek culvert. (The culvert dimensions are from a study for the Diridon area.)

Figure 5 shows an approximate vertical cross-section of the current street and culvert (top half), and of a restored creek channel (bottom). There appears to be adequate vertical clearance for trail well above normal creek-flow level and beneath an at-grade bridge.

Figure 6 is a photo of the current habitat just downstream (north) of the culvert exit (near Park and Autumn).



Fig. 1 –Park at Montgomery/Autumn

The point of these charts is to show that it appears quite feasible to recreate a natural stream channel for the Los Gatos Creek. It will cost money: I would recommend that it be a part of the stadium construction, part of the supporting infrastructure – to be done when the intersection is reconfigured for the street realignments. If the stadium is not built, this could be part of whatever major project does get constructed on the stadium site.

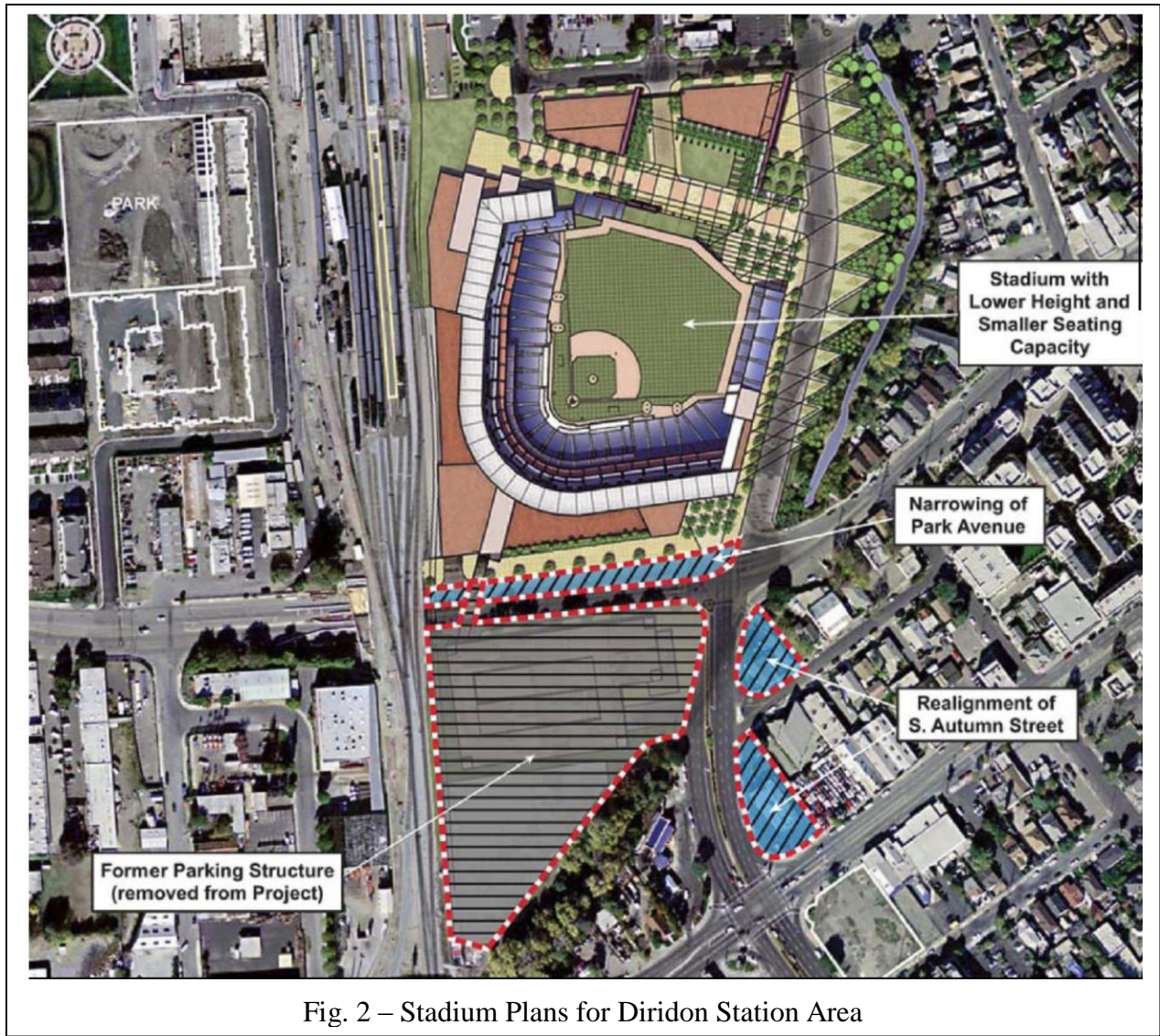


Fig. 2 – Stadium Plans for Diridon Station Area

The reason for writing this letter is that I want to see the environmental impacts of such a stream day-lighting be analyzed as part of the Diridon Station Area Plan EIR. There are sure to be positive and negative impacts:

Negative:

- the disturbance to the stream habitat during construction.
- the impacts on the stream habitat by the adjacent trail-using public – this could be mitigated by appropriate trail design.

Positive:

- restored riparian (“streamside”) habitat along that section
- improved non-motorized access to the Station Area, resulting in more people arriving by foot or bike rather than by car, which in turn results in less traffic and parking congestion

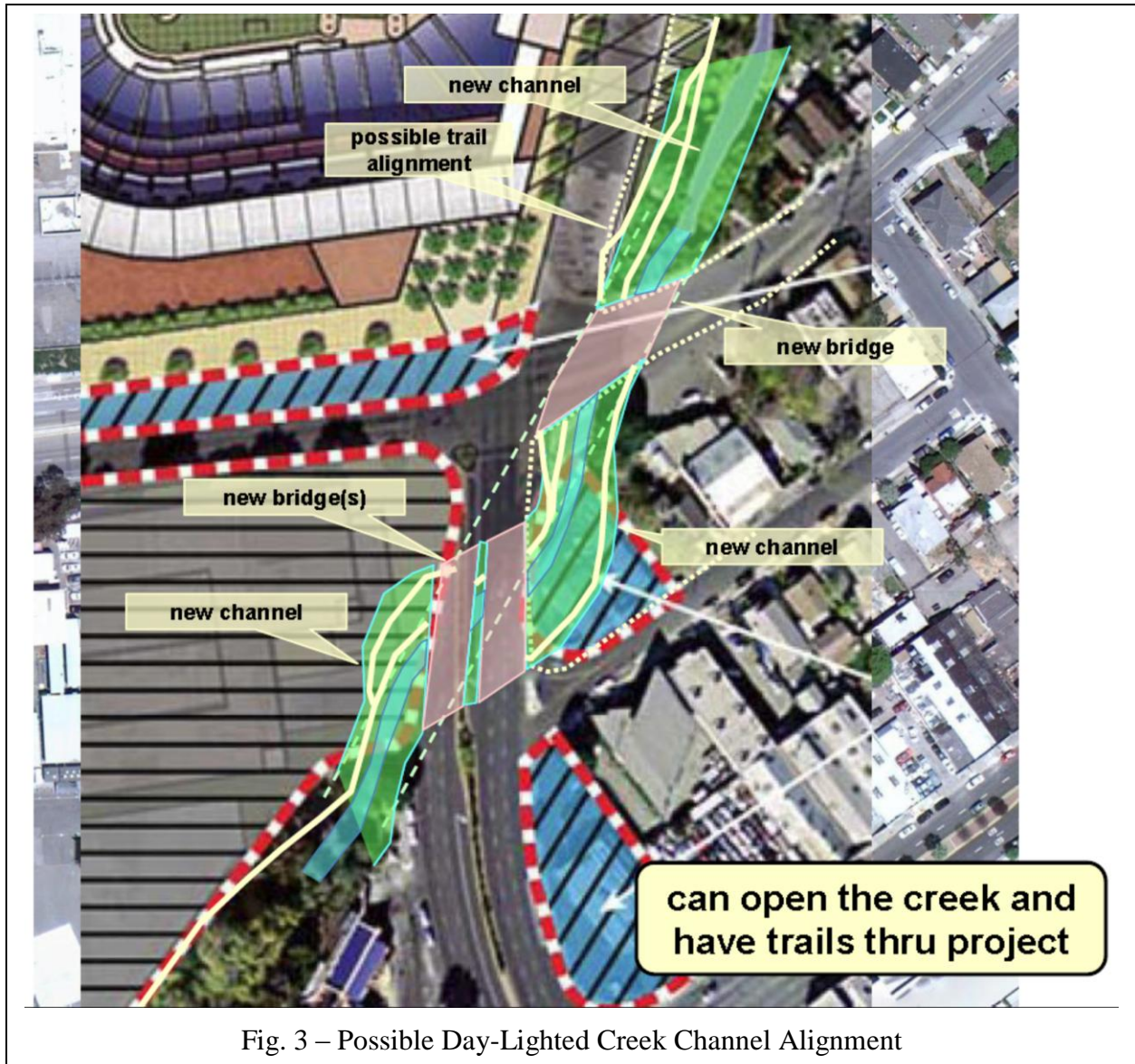


Fig. 3 – Possible Day-Lighted Creek Channel Alignment

- by providing grade-separated crossing of Montgomery/Autumn and of Park, there will be less pedestrian/cyclist impacts on the vehicular traffic flow, resulting in improved traffic flow, less congestion, and less resultant air and noise pollution.

As this is within the defined area of the Project and it will have an impact on the environment, I request that it be included in the scope of the EIR and be studied as part of the Project.

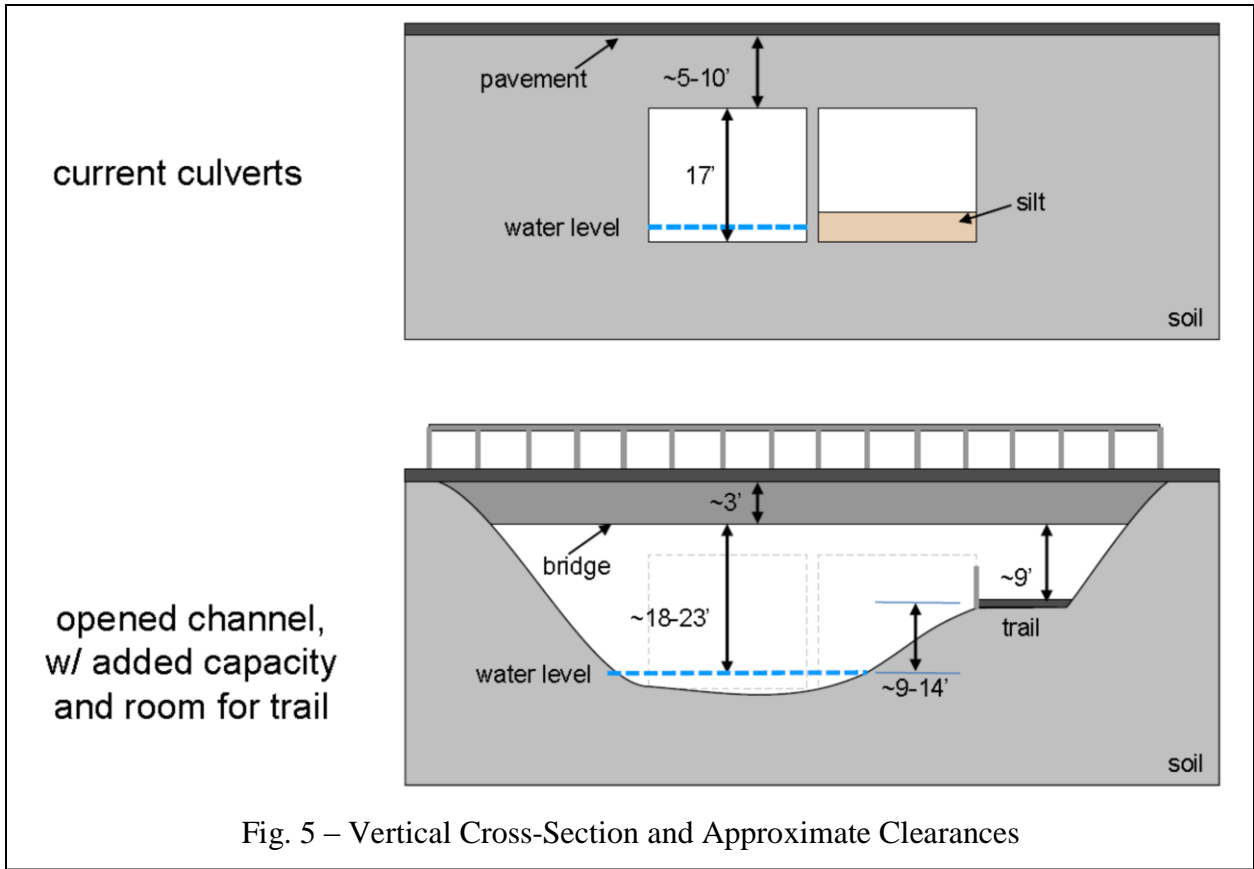
Thank you,

A handwritten signature in black ink that reads 'Lawrence Lowell Ames'. The signature is fluid and cursive, with a long horizontal flourish extending to the right.

Dr. Lawrence Lowell Ames



Fig. 4 – Northern End of the Los Gatos Creek Culvert



John & Michael;

Find above, the Good Neighbor Committee's Framework for implementation. It includes recommendations that noise, traffic, and other impacts from future development be mitigated.

Noise and traffic, health issues, etc are addressed in this document and should be considered and addressed at a very high level.

I participated in many of the Good Neighbor Committee meetings. This GNC group were chosen from a vast spectrum of San Jose residents, and their document attached above, is a great reference of our vision.

Please see index: Land Use, Neighborhood Quality of Life, Parking and Traffic, Noise, Etc.

I ask that you include all the issues in this report that you can address in this EIR.

Thanks.

Terri Balandra
District 6
Sierra Ave.

Framework for Implementation

Diridon Station Area Good Neighbor Committee

Date Completed:
September 7, 2010

Prepared For:
San Jose City Council

Prepared By:
Diridon Station Area Good Neighbor Committee

Facilitated By:
Kip Harkness
Director of Strong Neighborhoods

Lee Wilcox
Downtown Coordinator

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Diridon Station Area: Framework for Implementation

As directed by the Mayor and City Council, the purpose of the Diridon Station Area Good Neighbor Committee (GNC) was to provide a forum for neighbors to work collaboratively in solving problems in the neighborhood that arise from development in the Diridon Station Area. The Good Neighbor Committee met 16 times and achieved their purpose through their creation of this *Diridon Station Area Good Neighbor Committee: Framework for Implementation*.

This document represents the final product of the GNC and their recommendations to the City Council and Redevelopment Agency Board. The *Framework* focuses on six (6) interest areas; land use, neighborhood quality of life, parking and traffic, parks and trails, pedestrian and bicycle connections and connectivity, and public transportation systems. For each of the interest areas the *Framework* identifies the top three priorities to guide future implementation.

DESTINATION DIRIDON, THE VISION:

- Diridon Station is **the way to San Jose**, you can get there from everywhere, you can get everywhere from there. – Quickly, easily.
- Diridon Station is the **hub of public transit and central place** of downtown San Jose, and a regional front door to Silicon Valley.
- **People of all kinds**, families, different generations, the cultural creatives, the professionals all **name Diridon as their favorite place**; to hang out, to play, to have fun, to meet, to work, to be.
- Diridon is a **great place surrounded by great neighborhoods**.
- **Trails and open space, parks and plazas**, the Guadalupe River and Los Gatos Creek, are amenities for an active Destination Diridon.
- The **great community events** of San Jose happen at Diridon Station – the concerts and the games, of course, but far more than that.
- The creation of a great place requires **excellent community engagement** and involvement throughout the process.

OVERALL RECOMMENDATIONS:

1. City Council and the Redevelopment Agency Board should direct the City Manager and the Redevelopment Agency Executive Director to consider including the Framework for Implementation Priorities in potential agreements, contracts and projects where appropriate as they become realized.
2. City Council and the Redevelopment Agency Board should re-appoint a smaller ongoing Good Neighbor Committee to meet periodically (quarterly) or as needed to be updated on progress and provide input as projects develop.
3. The new Good Neighbor Committee should form three smaller working groups on Parking and Traffic/Connectivity, High Speed Rail/Diridon Station, and the Major League Ballpark, to be able to work on these key issues that are likely to be first out of the gate. These working groups could include members and experts from outside of the Good Neighbor Committee.

Diridon Station Area: Framework for Implementation

LAND USE

MISSION: The Diridon Station Area is the most significant opportunity for placemaking in San Jose. Development should integrate and expand into the existing downtown core and surrounding business districts.

GOALS:

- Incorporate the priorities of the Framework for Implementation into the Diridon Station Area Master Plan.
- Incorporate the Diridon Station Area Master Plan into the Envision San Jose 2040 General Plan.
- Work with property owners in the core area, between, and including, the proposed Ballpark and the HP Pavilion, to develop a master implementation plan to ensure that new development and open spaces built in the core area are consistent with the Framework for Implementation.
- Prioritize development at Diridon to be mixed use, urban development that connects transit, jobs, housing, sports, entertainment, hotels, and the convention center.
- Acknowledge that OEI presents a constraint on the height of development in the Diridon Station Area.

IMPLEMENTATION PRIORITIES:

1. Account for pedestrian activity and auto use in the Diridon Station Area by way of downtown parking, satellite parking and shuttles.
2. Design and plan the Diridon Station Area to attract meaningful sustainable jobs accessible to local residents to produce a net benefit to the local economy.
3. Take advantage of the weather and plan for outside uses and venues and destination retail spaces in the core of the Diridon Station Area.

Diridon Station Area: Framework for Implementation

NEIGHBORHOOD QUALITY OF LIFE

MISSION: Development in the Diridon Station Area must provide protection for, and ongoing engagement with the surrounding community. In addition, the surrounding neighborhoods should benefit from the development. The Diridon Station Area investment should honor the past and embrace the future.

GOALS:

- Mitigate potential adverse impacts to Neighborhood Quality of Life.
- Enhance existing Neighborhood Quality of Life.
- Ensure development and operations in Diridon Station Area are non-intrusive for the existing neighborhoods.
- Design development to include amenities and projects that draw residents from the surrounding neighborhoods.
- Design development to support safe neighborhoods and enhance the safety of surrounding neighborhoods.

IMPLEMENTATION PRIORITIES:

1. Mitigate noise impacts to neighborhoods.
2. Reflect all incomes in new, incoming residential development.
3. Maintain a program for the Diridon Station Area and abutting neighborhoods with enhanced services including street cleaning, security, park maintenance, sidewalk cleaning, litter and graffiti removal, similar to the current Groundwerx program.

Diridon Station Area: Framework for Implementation

PARKING AND TRAFFIC

MISSION: The Diridon Station Area is a destination that invites people to stay. A balance will be struck among all modes of travel that will support viable local public transportation. This balance must be attractive to and safe for pedestrians, bicyclists, and transit riders, ensure an adequate parking supply, and support existing businesses.

GOALS:

- Provide and expand multimodal access to the Diridon Station Area.
- Provide equitable solutions to protect neighborhoods and business districts from the potential negative parking and traffic impacts of development in the Diridon Station Area.
- Ensure there is sufficient multimodal parking for the development in the Diridon Station Area.
- Reflect a significant reduction in Vehicle Miles Traveled (VMT) in traffic and parking management in the Diridon Station Area, consistent with San Jose General Plan 2040.

IMPLEMENTATION PRIORITIES:

1. Create an equitable and comprehensive Transportation and Parking Management Plan (TPMP) for the entire Diridon Station Area, similar to and building upon the Arena TPMP that evolves with public transportation as it comes on line and coordinated with the City's Downtown Parking Management Plan.
2. Create a Diridon Station experience that is attractive to pedestrians, bicyclists, and transit riders, ensures an adequate parking supply, supports existing businesses and does not negatively impact neighborhoods.
3. Encourage the use of transit and increase transit ridership to greater than 20% in the Diridon Station Area.

Diridon Station Area: Framework for Implementation

PARKS AND TRAILS

MISSION: Development of the Diridon Station Area must use an integrated approach that mixes the built environment with the natural environment to promote San Jose as one of the Great Green Sustainable Cities for the 21st Century.

GOALS:

- Consider trails as both recreation and transportation assets by maximizing the connectivity between businesses, residents, and entertainment and recreation areas.
- Return any movement or loss of existing or planned park space to the community it was supposed to serve.
- Use natural habitat as the focal point for driving economic benefits by providing restoration, flood control and bio-diverse wildlife corridors that connect the future generations of San Jose residents with their natural environment.

IMPLEMENTATION PRIORITIES:

1. Emphasizes the waterways; Restore the natural setting of the waterways in the urban areas, including specifically that of the Los Gatos Creek as it passes under Montgomery Street and Park Avenue, and enhance the relationship of commercial uses (like restaurants) to waterways and trails to balance nature and commercial vibrancy.
2. Recognize parks, trails and open space as an economic driver and an opportunity for investment, therefore prioritizing parks and trails in the implementation process for the Diridon Station Area.
3. Create public-private partnerships for parks, trails, and open space for the Diridon Station Area.

Diridon Station Area: Framework for Implementation

PEDESTRIAN AND BICYCLE CONNECTIONS AND CONNECTIVITY

MISSION: The Diridon Station Area should be designed for people, using greener forms of mobility and transitioning away from cars, allowing vibrancy, safety and attractive connections.

GOALS:

- Develop attractive and safe connections in all directions between and through the Diridon Station Area and the adjacent neighborhoods to enhance neighborhood and visitor quality of life.
- Enhance connectivity to support businesses and the business districts, such as the Downtown, the Alameda, West San Carlos and Willow Glen.

IMPLEMENTATION PRIORITIES:

1. Ensure the Diridon Station Area, including any new construction, has secure bicycle parking/storage for bike commuters, casual riders and visitors.
2. Implement the existing bike and pedestrian master plans as adopted in the City's current Greenprint.
3. Improve all undercrossings in the Diridon Station Area and turn them into attractive visual assets to achieve safety and better pedestrian and bicycle experiences.

Diridon Station Area: Framework for Implementation

PUBLIC TRANSPORTATION SYSTEMS

MISSION: The Diridon Station will be the hub of all public transportation (including High Speed Rail, BART, Bus Rapid Transit, etc.) in the South Bay. While new public transportation systems will come online the City should not lose sight of existing transit options.

GOAL:

- Design public transportation (including High Speed Rail, BART, CalTrain, Bus Rapid Transit, etc.), with durable, graffiti resistant world-class structures and art.
- Ensure the public transportation decision making process is guided by environmental impact, social equity impact and economic impact.
- That the High Speed Rail EIR should evaluate an above and below grade option.
- Minimize impacts to the surrounding neighborhoods by all aspects of public transportation operations.

IMPLEMENTATION PRIORITIES:

1. Ensure public transportation systems (including High Speed Rail, BART, CalTrain, Bus Rapid Transit, etc.) do not reduce the existing park land and trails or potential for more park lands and trails.
2. Mitigate vibration and noise effects.
3. Require that the High Speed Rail design use the Context Sensitive Solutions (CSS) process to design elements such as grade separations, overcrossings of waterways, tunnels and/or elevated structures (within the context of comprehensive CEQA and NEPA review).

Diridon Station Area: Framework for Implementation

Attachment A: Map of Diridon Station Area



Diridon Station Area: Framework for Implementation

Attachment B: Roster of Diridon Station Area Good Neighbor Committee

1. Adobe Systems
2. Alameda Business Association
3. Burbank Del Monte NAC
4. California High Speed Rail Authority
5. Cahill Home Owners Association
6. College Park Neighborhood Association
7. Delmas Park NAC
8. District 3 Designee
9. District 6 Designee
10. Friends of the Guadalupe River and Gardens
11. Gardner Advisory Council
12. Georgetown Home Owners Association
13. Greater Gardner NAC
14. Greenbelt Alliance
15. HP Pavilion at San Jose
16. Market Almaden NAC
17. North Willow Glen Neighborhood Association
18. Parkside Home Owners Association
19. Reserved for possible Baseball Team Representative
20. San Jose Arena Authority
21. San Jose Downtown Association
22. San Jose Downtown Residents Association
23. Santa Clara Valley Transportation Authority
24. Shasta Hanchett Park Neighborhood Association
25. Silicon Valley Chamber of Commerce
26. South Bay Labor Council
27. St. Leo's Resident
28. The Alameda Business at-Large:
29. West San Carlos Business Association
30. Willow Glen Neighborhood Association (including Palm Haven Area)
31. Xactly Corporation

Diridon Station Area: Framework for Implementation

Attachment C: Meeting Schedule

Full Good Neighbor Committee

<i>Meeting</i>	<i>Date</i>	<i>Location</i>
1	Wednesday, June 10, 2009	Council Wing
2	Thursday, June 18, 2009	Walking Tour – Diridon Station Area
	Thursday, June 25, 2009	Walking Tour – Diridon Station Area
	Wednesday, August 19, 2009	Walking Tour – Diridon Station Area
3	Tuesday, July 21, 2009	Council Wing
4	Thursday, September 24, 2009	Council Wing
5	Thursday, October 29, 2009	Council Wing
6	Monday, December 7, 2009	Council Wing
7	Wednesday, January 27, 2010	Council Wing
8	Monday, February 1, 2010	Council Wing
9	Wednesday, February 17, 2010	Council Wing
10	Wednesday, March 17, 2010	Council Wing
11	Wednesday, April 21, 2010	Council Wing
12	Monday, May 3, 2010	Council Wing
13	Wednesday, May 26, 2010	Council Wing
14	Wednesday, June 23, 2010	Council Wing
15	Thursday, August 5, 2010	Council Wing
16	Tuesday, September 7, 2010	Council Wing

Small Groups Meetings of the Good Neighbor Committee

<i>Meeting</i>	<i>Date</i>	<i>Location</i>
1	Thursday, July 8, 2010	Tower – 17 th Fl
2	Friday, July 9, 2010	Tower – 13 th Fl
3	Monday, July 12, 2010	Tower – 13 th Fl
4	Tuesday, July 13, 2010	Tower – 17 th Fl
5	Wednesday, September 1, 2010	Tower – 17 th Fl
6	Thursday, September 2, 2010	Tower – 17 th Fl

Diridon Station Area: Framework for Implementation

Attachment D: Raw Voting Records

Note: After raw voting occurred Committee went through an editing process and validation process to ultimately be final recommendations. Final recommendation language might appear or be different from this document.

I. PARKING AND TRAFFIC

- 1.1. Create a comprehensive Parking and Traffic Management plan for the entire Diridon Station Area. 16
 - 1.1.1. The plan would include HP Pavilion, the potential Ballpark, Diridon Station and the space in between.
 - 1.1.1.1. Implementation Oversight Body
 - 1.1.1.1.1. Neighborhood Representation
- 1.2. The city should explore using an approach other than just Police Officers for traffic control and parking management of events. A Goundwerx like crew could provide both traffic control and serve as ambassadors to the Diridon area. 4
 - 1.2.1. Ensure plan looks at daytime events. – single and double
 - 1.2.2. Planning begins before development starts.
- 1.3. People choosing to go to the Diridon Station Area in cars need to be accommodated. 8
- 1.4. Strongly encourage and promote multimodal access to the Diridon Station Area.**
- 1.5. “CalTrain Access Plan”, which priorities transportation modes in the following order: Pedestrian, Bike, Transit, and Auto. 10
- 1.6. A range of access modes should be encouraged to access the Diridon Station Area. 0
- 1.7. Encourage the use of transit and increase transit ridership to over 20% in the Diridon Station Area. 9
- 1.8. Provide equitable solutions to protect neighborhoods and business districts from the potential negative parking and traffic impacts of development in the Diridon Station Area.**
- 1.9. Ensure there is sufficient parking for the development in the Diridon Station Area.**
 - 1.9.1. Short-term parking options, drop-off points.
 - 1.9.2. Long-term parking demands are addressed.
- 1.10. Utilize the existing dispersed parking downtown to serve the Diridon station area. 2
- 1.11. Do not fill the area between the HP Pavilion and a Ballpark with structured parking. 7
 - 1.11.1. Rely on existing connections to downtown, and create new connections to encourage people to park downtown and walk to Diridon
- 1.12. Create Satellite Parking for games and events. 1
- 1.13. People who do choose to drive should be able to park outside of Diridon and have convenient transportation into Diridon. 0
- 1.14. Permit parking should be expanded to protect neighborhoods. 7
 - 1.14.1. Permit parking should be paid for by the entity that creates the demand.
 - 1.14.2. Permit Parking to protect neighborhoods should be expanded

Diridon Station Area: Framework for Implementation

- 1.14.3. Permit Parking for affected neighborhoods should be affordable or no-cost for neighborhoods and easy for residents to use.
- 1.15. Ensure Public Transportation is tied into the development of Diridon. – WG 0
- 1.16. Encourage, support and collaborate with local transit agencies to support efforts in Diridon. 0
- 1.17. Locate future parking and manage traffic to not impact neighborhoods. 0
- 1.18. Parking Revenue District to fund improvements in the Diridon Station Area. 1
- 1.19. Permit Parking in residential neighborhoods. 0
- 1.20. Metered Parking in Business Districts. 0
- 1.21. **Consistent with San Jose General Plan 2040 traffic and parking management should reflect 40% reduction in Vehicle Miles Traveled (VMT).**

Diridon Station Area: Framework for Implementation

2. NEIGHBORHOOD QUALITY OF LIFE

- 2.1. The quality of life of surrounding neighborhoods will be enhanced by better connections to the Diridon Station Area.
- 2.2. ***Impacts to Neighborhood Quality of Life need to be mitigated.***
- 2.3. Noise Impacts to neighborhoods need to be mitigated 9
 - 2.3.1. There needs to be an ongoing process involving residents for addressing concerns about noise
 - 2.3.2. Noise monitoring station around Ballpark
 - 2.3.3. Setting Sound Levels
 - 2.3.4. Oversight person to adjust sound levels
 - 2.3.5. Adjust sounds levels in real time
- 2.4. Vibration Impacts to neighborhoods need to be mitigated 1
 - 2.4.1. Potential sources of vibration include both High Speed Rail and music concerts at the Ballpark.
- 2.5. ***Look for opportunities to enhance existing neighborhoods quality of life.***
- 2.6. ***The projects and new development in Diridon need to be non-intrusive for the existing neighborhoods.***
- 2.7. Equity – Incoming Residential development should reflect all incomes 8
- 2.8. Equity – Parks, public services, and amenities should be prioritized.
- 2.9. Encourage below grade “submerged” design of the ballpark. 4
- 2.10. ***Amenities and projects that draw residents from the surrounding neighborhoods.***
- 2.11. Proper way-finding signage. 4
- 2.12. There should be ongoing community participation in, and oversight of the creation and implementation of the plan. 13 *MOVE TO Introduction*
- 2.13. Diridon Station Area plan should encompass and respect the existing and approved planning documents. 4
- 2.14. Lighting impacts on neighborhoods needs to be mitigated.
 - 2.14.1. Potential sources of light – ballpark and high speed rail.
- 2.15. Permit parking should be paid for by the entity that creates the demand.
- 2.16. Overall Oversight body should include immediate surrounding neighborhoods and business districts.
- 2.17. Enhance security beyond the normal event detail in the west and south of Diridon Station. 4
- 2.18. Enhanced street cleaning, park maintenance, sidewalk cleaning, litter and graffiti removal, etc. in the surrounding areas. 6
- 2.19. ***New development should support safe neighborhoods and enhance safety of surrounding neighborhoods.*** 4
- 2.20. Enforce existing regulations to deter parking on lawns/creating parking lots on residential property.
- 2.21. Enforcement of parking by towing. 1
- 2.22. Existing parks should have restrictions against tail-gate parties and cleanup should be supported.
- 2.23. Increased police presence in transit areas before, during and after events. 2
- 2.24. Parking fines need to be high to be effective.

Diridon Station Area: Framework for Implementation

3. PEDESTRIAN AND BICYCLE CONNECTIONS AND CONNECTIVITY

- 3.1. Enhanced Connectivity in all directions between the Diridon Station Area and the adjacent neighborhoods enhances neighborhood quality of life. 14**
- 3.2. Major Pedestrian and Bicycle only paths/thoroughfares beyond the current trail system, such as San Fernando. 3
- 3.3. Bike Rental Stations.
- 3.4. Develop the existing bike lane on Bird Ave into full permanent bike lanes with connectivity into the Diridon Area and beyond. 2
- 3.5. Implement the Alameda, Beautiful Way Program. 2
- 3.6. Connectivity should be increased to support businesses and the business districts, such as the Downtown, the Alameda, West San Carlos and Willow Glen. 10**
- 3.7. The Diridon Area, including any new construction, should have safe secure bicycle parking/storage for bike commuters, casual riders and visitors. 7
- 3.8. The plan maximizes the ability to travel within the Diridon Station Area on foot or bike. 4
- 3.9. Bike lane on Lincoln Ave.
- 3.10. Implement the existing bike and pedestrian master plans. 6
- 3.11. Connectivity during construction must be maintained or replaced if impacted. 1
- 3.12. Use every opportunity to enhance the bike and pedestrian experience.
- 3.13. Bike lanes are important to increasing the connectivity of businesses and the business improvement districts.
- 3.14. Prioritize pedestrian and bike access in the Diridon Station Area. 3
- 3.15. Safe bike and pedestrian system within the existing transportation system.
- 3.16. Pedestrian walkway into Downtown on San Fernando.
- 3.17. Enough crosswalks
- 3.18. Accommodating skate borders and roller bladders.
- 3.19. Connect Bird Ave, San Fernando, Alameda, Park Ave, Lincoln, Guadalupe Trail North, Los Gatos Creek Trail and Auzerais bike lanes. 7
- 3.20. City and development community should pay particular attention to highway 280 and highway 87 and turn it into attractive visual assets to achieve safety and better pedestrian experience.

Diridon Station Area: Framework for Implementation

4. PARKS AND TRAILS

- 4.1. Any loss of parkland or potential parkland needs to be replaced for that affected area. 11
- 4.2. Create an exemption for the City's Living-Wage Policy for the Diridon Station Area. 7
- 4.3. Opportunity to re-create a San Antonio like river-walk into the natural setting of the creek/river in the urban areas. 6
- 4.4. Recognize parks, trails and open space as an economic driver and an opportunity for investment therefore prioritizing parks in the implementation process for Diridon Station Area. 6
- 4.5. Enhance Opportunities for new open space, parks and plazas 5
- 4.6. The Diridon Station area should cause the connection of trails 1
 - 4.6.1. All disconnected bike and pedestrian trails should be connected in a hub in Diridon 5
 - 4.6.1.1. Connecting Los Creek Trail and Guadalupe River Trail 3
 - 4.6.1.2. The Los Gatos Creek Trail should connect in Diridon
 - 4.6.1.3. The Guadalupe River Trail Should connect in Diridon
 - 4.6.1.4. The Guadalupe Bike Trail Should connect in Diridon
- 4.7. The Autumn Street Parkway should be a Park that connects the trail and creek systems 1
- 4.8. Investigate public-private partnerships for parks, trails and open space for the Diridon Station Area. 3
 - 4.8.1. Adding revenue generating events and activities to park master plans. 6
 - 4.8.2. Establish Community Facilities District to assist with funding for maintenance of parks, trails and open space.
 - 4.8.3. Business sponsorship, partnership for development and maintenance of parks, trails and open space.
- 4.9. Pedestrian and bike systems should be separate from street and rail network. 2
- 4.10. Green fingers concept integrated in the parks, trails and open space plans. 1
- 4.11. Existing or future parkland used for temporary construction purposes should be restored to its previous status before the construction took place at no cost to the city. 1
- 4.12. **Trails should be considered as both recreation and transportation benefits by maximizing the connectivity between businesses, residents, and entertainment and recreation areas.**
- 4.13. **Any movement or loss of existing planned park space should be returned to the community it was supposed to serve.**
- 4.14. **Natural habitat becomes the focal point for driving economic benefits by providing restoration, flood control and bio-diverse wildlife corridors that connect the future generations of San Jose residents with their natural environment.**

Diridon Station Area: Framework for Implementation

5. PUBLIC TRANSPORTATION SYSTEMS

5.1. The design of HSR, whether above and/or below grade, needs to be world-class structures, art and graffiti proof.

- 5.1.1. Design needs to reflect the surroundings.
- 5.1.2. Design around the eyes of a traveler coming to San Jose.
- 5.1.3. The Station should be a placemaking destination.

5.2. Vibration and noise effects should be mitigated. 7

5.3. Social Equity - The High Speed Rail decision making process should be informed by an understanding of Social Equity issues that arise for Diridon and the surrounding neighborhoods. 10

- 5.3.1. Social Equity Issues of an above grade alignment must be understood
- 5.3.2. Social Equity Issues of below grade alignment must be understood.

5.4. Economic Impact – The High Speed Rail decision making process should be informed by an understanding of the Economic Impact to Diridon and the surrounding neighborhoods. 11

- 5.4.1. The Economic Impact of an above grade alignment must be understood.
- 5.4.2. The Economic Impact of a below grade alignment must be understood.
- 5.4.3. Economic impact study should include impacts to the airport. OEI

5.5. THE HSR DECISION MAKING PROCESS MUST BE INFORMED BY ENVIRONMENTAL IMPACT, SOCIAL EQUITY IMPACT AND ECONOMIC IMPACT.

5.6. Environmental Impact – The High Speed Rail decision making process should be informed by an understanding of the Environmental Impact to Diridon and the surrounding neighborhoods. 6

- 5.6.1. The Environmental Impact of an above grade alignment must be understood.
- 5.6.2. The Environmental Impact of a below grade alignment must be understood.

5.7. High Speed Rail (All aspects of operations) should minimize impacts to the surrounding neighborhoods.

- 5.7.1. The design of HSR should not divide existing and future neighborhoods, business districts and downtown but seek to enhance the connectivity of the Diridon and surrounding areas.
- 5.7.2. If the station is below ground it should still have public art and contribute to place making in Diridon.

5.8. High Speed Rail should not reduce the existing Park land and trails or potential for more park lands and trails. 11

5.9. Look at small “footprint” transit that can adjust to demands – Alameda 2

5.10. Creating the Opportunity for Ultra Personal Pods or similar idea for San Carlos Ave. 1

5.11. Encourage Light Rail Station at San Carlos and Azerrais

5.12. Advocate for full funding of transit options that enhance Diridon Station (list to come from VTA).

5.13. Use existing monitoring system and plan at airport for the curfew and apply it to HSR operations. 4

Diridon Station Area: Framework for Implementation

- 5.14. HSR design shall combine CSS process within the context of comprehensive CEQA and NEPA review of design elements, such as grade separations, overcrossings of waterways, and elevated structures. 8
- 5.15. Advocate for full funding and demand of transit into Diridon Station, including BART and BRT.

Diridon Station Area: Framework for Implementation

6. LAND USE

- 6.1. The Diridon Station Area should be designed for People – not for cars. 11
- 6.2. Station needs to be welcoming and connected at all times. 0
- 6.3. The planning for the Diridon Station Area must understand the transit demands and the needs of the transit facilities and use that as the starting point for the planning. 7
- 6.4. The decision making process for both the Ballpark and High Speed Rail should be informed by an understanding of their respective Economic Impacts. 0
- 6.5. **The Diridon Area is one of the most significant opportunities for placemaking in San Jose.**
 - 6.5.1. **Do not set boundaries - flows to existing neighborhoods and resources**
 - 6.5.2. **Every project and development in the Diridon Station area should contribute to placemaking.**
- 6.6. The Diridon Station Area should be different than it is today.
- 6.7. Pedestrian and traffic encourages people to connect to downtown. 9
- 6.8. There should be a binding agreement between City, developers and community stakeholders that institutes a method for tracking exceptions, violations and impacts in which fines occur they go back into the affected neighborhood. 5
- 6.9. Take advantage of the weather and plan for outside and destination retail spaces in Diridon between ballpark and the Arena. 8
- 6.10. Creating places for leisure and pleasure. – Slower pace.
- 6.11. The plan should take into account and address potential negative equity impacts making sure in the Diridon Plan creates “meaningful” jobs that are accessible to residents from the surrounding neighborhoods.
 - 6.11.1. Focus on middle income and sustainable jobs that produce a net benefit to our local economy. Affordable to all ranges of income. 10
- 6.12. Policy that ties to fiscal benefits to City and Agency be re-invested into the surrounding neighborhoods and business districts that are affected via a community input process. 5
- 6.13. Creating branch library space. 1
- 6.14. No auto orientated uses i.e not freeway orientated (big box retail) 2
- 6.15. **Diridon Station Area should be considered its own Specific Plan**
- 6.16. Planning should not ignore the automobile 5
- 6.17. **Development at diridon should prioritize mixed use, urban development that connects transit, jobs, housing, sports and entertainment, hotels, convention center (ie destination diridon)**
- 6.18. consider park av, san carlos, and the alameda in the planning

Diridon Station Area: Framework for Implementation

7. Miscellaneous

- 7.1. The Diridon Station Area should be home to and encourage and support a wide range of diverse businesses.
- 7.2. The Diridon Station Area should be developed in a manner that supports existing businesses.
- 7.3. Destination Diridon – Diridon should be a destination whether a Ballpark is build there or not.
 - 7.3.1. The planning for the area needs to look at both Diridon with a Ballpark and Diridon without a Ballpark.
- 7.4. The Diridon Station Area must be an economic driver for downtown and the City of San Jose.
- 7.5. Corporations and private developers must play a significant role in financing and supporting the development of Diridon as a place.
 - 7.5.1. Should look for ways of attracting corporate and developer support.
 - 7.5.2. Diridon should serve as a community a gathering space that functions as the backyard for residents and gathering space for all, everyday of the year.
- 7.6. Baseball needs to adhere to the Airport curfew.
- 7.7. As Diridon evolves what is the mechanism to bring new issues back? Oversight body – Pete K.
- 7.8. Ballpark should have “community use” built into the agreement. I.E. – ccs PLAYOFFS
- 7.9. Emergency Preparedness Plan for Diridon Station
- 7.10. There should be ongoing community participation in, and oversight of the creation and implementation of the plans and projects in the Diridon Station Area.
- 7.11.

Dear Mr. Davidson,

I want to let you know of my strong support for the proposal to restore the Los Gatos Creek to a more natural environment in the region where it flows near the stadium -- specifically, to remove it from the long box culvert where it is now constrained to flow under the intersection of Montgomery St. and Park Avenue.

This would be in accord with a clearly stated priority of the Diridon Good Neighbor Committee, which reads as follows:

Restore the natural setting of the waterways in the urban areas, including specifically that of the Los Gatos Creek as it passes under Montgomery Street and Park Avenue, and, to the extent possible, implement a river walk modeled on the one in San Antonio that balances nature and commercial vibrancy.

("Framework for Implementation" for Parks and Trails, Implementation Priority #1.)

Restoring the creek to a more natural setting will not be without its costs. But the City of San Jose is subsidizing by more than \$18 million the acquisition of the land for the stadium (The land, purchased by the Redevelopment Agency for \$25.1 million, will be sold to a private company for \$6.9 million to bring a ballpark into the area.)

With that level of subsidy, it is not at all unreasonable to require that the developer of the stadium contribute to the rerouting of the Los Gatos Creek out of its culvert and into the open. The creek, once released from its confines, can serve as a route for a creek-side trail which will be enjoyed by people going to and from games, the enhanced Diridon Station, the HP Arena, and downtown.

Sincerely yours,

Martin Delson
633 Palm Haven Avenue
San Jose, CA 95125

From: Madalyn Frazzini Perrine [mailto:perrine@pacbell.net]
Sent: Tuesday, November 01, 2011 10:04 AM
To: Davidson, John
Subject: Free the Los Gatos Creek

Hello, I am a regular user - at least 3 times a week - of the Los Gatos Creek trail. The trail has been an integral part of my recovery from breast cancer in 2011. And, prior to that, the trail made a significant contribution to my 30-pound weight loss as a new retiree. I really can't put into words what the trail means to my life, but I think you might be able to imagine how important it is to me based on these few facts.

I understand from reading the Mercury News issue of November 1, that an opportunity exists to expand the trail near the Bird/Park intersection. Please do everything you can to preserve and expand this most valuable resource. I am sure such action by the city will provide life-changing improvements for our citizens similar to my experience and the money spent will produce valuable returns for generations.

Thank you very much for your consideration of my input. Please include this statement, if possible, in the EIR public comments.

Madalyn Perrine
891 Almarida Drive
Campbell, CA 95008

COMMENT CARD

Diridon Station Area Plan EIR Scoping Meeting

If there are any potential environmental impacts resulting from development that would be facilitated by the Diridon Plan that you would like analyzed in the environmental impact report, please comment below

Comments/Ideas:

Please analyze traffic impact, not just on local streets as was done (well) in the 2000 EIR, but also on San Jose and Santa Clara County freeways. Specifically, about how many cars will be added to San Jose freeways (280, 87, 880, 10) by the 10,000 or so cars that will be coming to the SF home games a year? And, an even tougher question to answer, can you estimate (just a ballpark estimate, so to speak) how many additional minutes a ballpark will add to each freeway

Please hand in your comment card at the end of the meeting or send to:

Michael Brilliot, Sr. Planner
200 E. Santa Clara Street
San Jose, CA 95113

For more information on the General Plan Update visit : www.sanjoseca.gov/planning/gp_update

Thank you for attending one of the community workshops for the Envision San José 2040 General Plan Update process. Your participation and input will help shape city policies that will guide development and the provision of city

To receive periodic updates and future workshop invitations for the Envision San José 2040 General Plan Update, please sign-up at: www.sanjoseca.gov/development/subscription/email_updates.asp

for commuters during the afternoon rush hour

- 1) after a day game ends, and
- 2) before a night game begins?

To me traffic is the single most important issue the EIR should address.

Thanks, Peter Ross

408-279-4266, PROSS@SCU.EDU

October 5, 2011

Michael Brilliot
Senior Planner
Planning, Building & Code Enforcement
Planning Services
200 East Santa Clara Street
3rd Floor Tower
San Jose, CA 95113-1905



Dear Michael:

The San Jose Arena Authority appreciates the opportunity to respond to the Draft Program Environmental Impact Report for the Diridon Station Area Plan (File Number PP09-163). The Arena Authority considers the Draft Program Environmental Impact Report as one of the essential foundation documents in the ongoing development of a comprehensive Diridon Station Area Plan.

For your reference, the Arena Authority has been actively engaged in the development of the Diridon Station Area for a number of years and served as a member of the Diridon Station Area Good Neighbor Committee. The Arena Authority respectfully requests that the following issues continue to be considered at the forefront of discussions with the City and other critical stakeholders in the development and implementation of this significant regional project. Please also note that the items listed below specifically address the Diridon Station Area Plan as the plan relates to operations at HP Pavilion at San Jose:

- The transportation elements successfully employed for HP Pavilion at San Jose continue to be considered in any future discussions relating to the Diridon Area Plan
- Aesthetics and visual resources being contemplated continue to enhance the Pavilion and the Diridon Station Area
- Critical Pavilion and Diridon Station Area neighborhood integrity issues are identified and evaluated
- Continued engagement of pertinent stakeholders in the development of strategies and standards identified in relation to the Area Plan

I appreciate your consideration on the items listed above and look forward to continuing to work cooperatively on this essential regional project. Please feel free to contact me with any comments or questions. I can be reached at 408-977-4783 or at morrisey@sjaa.com.

Sincerely,

Chris Morrisey
Executive Director

Michael Brilliot
October 5, 2011
Page 2

cc: Members of the Arena Authority Board of Directors
Members of the Arena Events Operations Committee
Jim Benshoof, Wenck Associates, Inc.
Jim Goddard, HP Pavilion Management
Hans Larsen, Department of Transportation



Shasta/Hanchett Park Neighborhood Association

P.O. Box 28634 • San José, CA 95159 • info@shpna.org • www.shpna.org

October 11, 2011

City of San José
Department of Planning, Building, and Code Enforcement
Attention: John Davidson, Sr. Planner
200 East Santa Clara Street 3rd floor
San José, CA 95113

cc: Joe Horwedel, SJ Planning Director
Michael Brilliot, SJ Planning Dept.
Pierluigi Oliverio, SJ Councilmember, District 6
Sam Liccardo, SJ Councilmember, District 3

Re: Scoping comments SPEIR DSAP -- File No. PP09-163

Dear Mr. Davidson:

I am writing in regards to the scope and content of the Subsequent Program Environmental Impact Report (SPEIR) for the Diridon Station Area Plan (DSAP). The City of San Jose failed to notify the Shasta/Hanchett Park Neighborhood Association (S/HPNA) of the public SPEIR scoping meetings of September 27 and 29. Members of our community would like the opportunity to ask questions in a community meeting setting about this proposed document and study, given the significant impacts of the Plan on our community and neighborhoods.

City of San José, City Council Policy 6-30: PUBLIC OUTREACH POLICY FOR PENDING LAND USE AND DEVELOPMENT PROPOSALS states:

At a minimum, for Large and/or Significant Community Interest Proposals, there should be at least one community meeting no less than 45 days following the filing of the application...

The first community meeting was held only 19 days after the first public notice of the City of San José's intent of preparing a Subsequent Program EIR. As a consequence, at the evening meeting that I was able to attend just one single other member of the public present.

Furthermore, the policy states:

*The intent of Early Notification is to ensure that property owners, tenants, **neighborhood groups**, community organizations, and other interested parties have as much advanced notification of proposed projects as possible.*

We request that you extend the deadline for written comments, as well as hold additional public meetings with proper notifications, so all members of the community have time to review and comment on the proposed scope and content of the SPEIR. A project of up to 5 million square feet of commercial, 400 thousand square feet of retail, over 2500 residential units, 900 hotel rooms, and 11 thousand parking spaces deserves significantly more outreach !

Even the members of the Diridon Station Area Good Neighborhood Committee did not receive notice.

As an organization with a mission of protecting and advancing the interests of San José's Shasta/Hanchett Park, St. Leo's, Garden Alameda, Georgetown, and Cahill Park neighborhoods, we formally request the following content be included or is addressed in the Subsequent Program Environmental Impact Report for the Diridon Station Area Plan:

1. The SPEIR should address **comprehensively** the **cumulative** impacts to the environment of **all** the proposals that are planned for the same station area. This includes the Diridon Station Area Plan, as well as the existing conditions of a multimodal train station and the HP Pavilion. A non-exhaustive list of these other proposals includes: (a) BART tunnel and station, (b) High Speed Rail – both Aerial and Underground alignments, as a decision has yet not been made, (c) 32,000 seat baseball stadium (2010), (d) Coleman Avenue/Autumn Street Improvement Project (2008), (e) Los Gatos Creek Trail Reach 5 Master Plan (2008), (f) The Alameda: A Plan for the Beautiful Way (2010), (g) approved Parking garage immediately North of the HP Pavilion (2010).
2. On page 2, as well as on page 4, of the Notice of Preparation is the proposed baseball stadium being referred to as “already approved”. We would like to remind Planning Staff that per City Municipal Code Section 4.95.010, as well as per several Council decisions, this proposed stadium will first have to be approved by a majority of voters in San Jose. Therefore it should not be referred to without the modifier: “proposed”. Furthermore, the Alternatives Analysis should include the case of not building the baseball stadium as its approval is uncertain at this point in time.
3. Given that a baseball stadium may not be compatible with all types of residential use, would the current Plan decrease housing development in the vicinity ?

4. How will the increase in traffic from the Developments laid out in the Plan be mitigated on Park Avenue ? On West San Carlos Street ?
5. Study the impact on traffic circulation in and around the Plan Area from the proposed “road diet” to one vehicle lane in each direction on the Alameda between UPRR tracks and Race Street, as described in the plan “The Alameda: A Plan for the Beautiful Way”.
6. Hazardous Materials and Hazards: the Plan area contains many sites of former industrial uses with associated chemical spills, currently contained under asphalt or concrete capped surface parking lots. How will construction activities contain these hazards, prevent them from becoming airborne, and/or polluting the two nearby rivers and watersheds (Los Gatos Creek and Guadalupe River).
7. The Plan Area and immediately neighboring areas are underserved in terms of public Parkland. The Fire Training Center site has therefore for the past 20 years been identified in several Plans as a future park and connection to the Los Gatos Creek Trail. Now, with the DSAP development proposal of up to 2,500 new units, how does the City propose meeting the standard of 3.5 acres of park per 1,000 people set by the General Plan ?
8. The Parking study should include a study of the effect of decrease to the proposed 10,500-11,500 parking spaces in the Plan Area on parking supply for, and intrusion into surrounding neighborhoods
9. The Traffic Study should publish the underlying assumptions used for traffic analysis including e.g. on what percentage of patrons of the baseball and hockey stadiums will use public transit, will carpool, etc.
10. The Traffic Study should include the effect on Levels of Service at key intersections of concentrating of the parking supply into garages (e.g. the one North of the HP Pavilion) as opposed to a supply more spread out over the entire area as currently is the case.
11. How would residential streets such as Shasta Ave, Sunol St, etc. be protected from cut through traffic for ballgames or events ?
12. The traffic and parking studies should include the accumulative effects of the proposed single story “big box retail” use surrounded by surface parking in the South corner of the DSAP development.
13. How will noise levels be measured and mitigated ? The SPEIR should study the cumulative noise impact of among others High Speed Rail train operations (idling at the station as well as passing through, and various uses of the Baseball Stadium.

14. Address safety impacts both to airplanes and people and structures on the ground from the lack of One Engine Inoperable height restrictions that still not have been approved by City Council.
15. In the Notice of Preparation it is stated that the SPEIR will tier off the Strategy 2000 EIR – but in the scoping meeting the Envision 2040 General Plan EIR was mentioned. Which one is it ?! The latter has not yet been approved by City Council.
16. Will the design for the developments in the proposed Plan be compatible with the varied architectural styles in the surrounding neighborhoods ?
17. How will the development of the Plan Area affect the view of the hills surrounding San Jose from the surrounding neighborhoods ? Will the downtown skyline still be visible from the Cahill Park neighborhood ?
18. How would the 7-8-9 story buildings in the Plan Area affect wind patterns in the surrounding neighborhoods ?
19. How would the proposed developments have an affect on emergency services travel times to the surrounding neighborhoods ?
20. The DSAP does not contain any provision for a new school. What are the impacts on neighboring school districts and schools in order to meet the educational needs for the children and young adults living in the up to 2,500 units ?
21. What are the cumulative impacts on parking and traffic of simultaneous events at the HP Pavilion, the proposed baseball stadium, the Arena Green, as well as an occupancy (residential and office dwellers) of a fully built out Diridon Station Area Plan, both for day time and night time events ?
22. What are the expected impacts on the Guadalupe River Park, including the burrowing owl population ?
23. How will drainage of the proposed development plan impact the water quantity, water flow (both continuous as well as instantaneous high water events from a downpour), and water quality in the Guadalupe River and Los Gatos Creek ?
24. Will water collected at the proposed development sites be recycled ?
25. What are the impacts of the proposed tunneling in the area (BART, CHSRA) on the downtown flood protection measures ? On the water quality of nearby wells ?

26. What are the impacts of providing the extra electric energy needed for this significantly sized development in the DSAP, in terms of power lines, substation locations ?
27. What are the impacts on the riparian setbacks of the Los Gatos Creek Trail and the Guadalupe River ? How will the effect of increased illumination on this critical habitat be mitigated ? How will the effect of increased shading by the developments on this critical habitat be mitigated ?
28. What are the potential impacts on the current businesses and cultural venues in downtown San Jose, and other surrounding neighborhoods? Experience in other cities (documented in San Jose's own analysis of potential neighborhood impacts) is that developments like those contemplated in the Diridon Station Area Plan transfer economic activity, especially entertainment related activity, from an existing part of a city to the new development area. Will this happen here, and to what extent is there a potential that this development plan will lead to blight in other areas of the city?

We look forward to your response regarding the extension as well as the opportunity to have these and other community concerns addressed as we participate in the evaluation of this proposed plan.

Sincerely,

THE SHASTA/HANCHETT PARK NEIGHBORHOOD ASSOCIATION

A handwritten signature in purple ink, appearing to read 'Eloy Wouters', with a horizontal line underneath.

Eloy Wouters
Vice-president



Shasta/Hanchett Park Neighborhood Association

P.O. Box 28634 • San José, CA 95159 • info@shpna.org • www.shpna.org

November 10, 2011

City of San José
Department of Planning, Building, and Code Enforcement
Attention: John Davidson, Sr. Planner
200 East Santa Clara Street 3rd floor
San José, CA 95113

cc: Joe Horwedel, SJ Planning Director
Michael Brilliot, SJ Planning Dept.
Pierluigi Oliverio, SJ Councilmember, District 6
Sam Liccardo, SJ Councilmember, District 3

Re: Additional Scoping comments SPEIR DSAP -- File No. PP09-163

Dear Mr. Davidson:

I am writing in regards to the scope and content of the Subsequent Program Environmental Impact Report (SPEIR) for the Diridon Station Area Plan (DSAP).

I would like to thank the City, as Lead Agency, for their response to our letter of October 11, 2011 both in holding an additional Scoping Meeting for our community, as well as extending the comment period by 30 days. As could be judged from the high level of attendance and the many questions and comments of over two hours, this meeting was both very welcome and very much necessary.

We already submitted 28 comments in our previous letter, incorporated here by reference, and would like to capture some of the comments and suggestions heard at the community scoping meeting.

As an organization with a mission of protecting and advancing the interests of San José's Shasta/Hanchett Park, St. Leo's, Garden Alameda, Georgetown, Plant 51, and Cahill Park neighborhoods, we formally request the following content be included or is addressed in the Subsequent Program Environmental Impact Report for the Diridon Station Area Plan:

- 1 through 28. see our letter dated October 11, 2011
29. The Supplemental EIR for a Baseball Stadium included a detailed noise analysis. Due to the orientation of the baseball diamond, most of the noise contours were showing an Eastward directed asymmetry. However, the DSAP has the area East of the proposed Stadium build up with 7-8-9 story buildings that will reflect the sound back Westward, presumably with a slight delay as well. We therefore request an updated noise analysis to incorporate the reflections caused by the additional buildings per the DSAP.
30. We were told at two scoping meetings that the SPEIR for the DSAP would branch off of the recently adopted Envision 2040 EIR. In the Envision 2040 are laid out (1) goals in the Healthy San Jose sections as well as (2) improvement in the jobs housing balance. In this context, we request a review of the impact of having a traffic obstruction during evening rush hour (as shown in the S-EIR of the Baseball Stadium before events at the proposed Stadium) at several freeway segments around the Hwy 87/I-280 interchange, which are heavily used already by commuters between the City's job centers in North San Jose and the City's housing stock in among other places in the Almaden Valley section of San Jose. These Citywide impacts of the developments proposed in the DSAP need to be studied.
31. Regarding the connectivity of the trail system, in context of the Healthy San Jose sections of the Envision 2040 General Plan EIR as well as the goal to reduce Vehicle Miles Traveled. One of the nexus of the trail system occurs in the Diridon Station Area: the connection between the Los Gatos Creek Trail and the Guadalupe River Trail. Also the Master Plan for Reach 5 of the Los Gatos Creek Trail, as well as the Autumn Street Extension EIR converge in the area just South of the proposed Baseball Stadium where the Los Gatos Creek Trail is contained in a culvert. To improve traffic safety for trail users it is critical that they will be able to stay along the creek and not be diverted to the street level and associated at grade crossings with the heavy traffic forecast in the Stadium S-EIR. We request a study of the impact on bicycle and pedestrian traffic safety of not removing the culvert and therefore having an on-street section of the Los Gatos Creek Trail.

We look forward to your response to these and previous comments on the scope of the SPEIR, and the opportunity to continue participating in the evaluation of this proposed plan. We would appreciate receiving timely notifications and Notices of Availability.

Sincerely,

THE SHASTA/HANCHETT PARK NEIGHBORHOOD ASSOCIATION

A handwritten signature in dark ink, appearing to read 'Eloy Wouters', with a long horizontal flourish extending to the right.

Eloy Wouters
Vice-president