

June 15, 2010

Honorable Mayor and City Council
City of San Jose
200 East Santa Clara Street, 18th Floor
San Jose, Ca 95113

Dear Honorable Mayor and Members of City Council:

The neighborhood organizations and leadership signing this letter represent thousands of households in the areas adjacent to the Diridon Station Area and the proposed baseball stadium. We are not taking any position for or against the baseball stadium at this time, but feel strongly that the neighborhoods' interests must be formally represented and committed to as the stadium proposal moves forward. The recently negotiated agreement between the City and the Sharks organization show that the City is willing to formally negotiate favorable terms to protect a downtown asset from possible harm from the baseball stadium. The neighborhoods surrounding the proposed stadium area are at least equally a highly valuable asset to the City and to their residents. The neighborhoods deserve at least equal consideration and specific commitments from the City to protect them from harm.

The City has provided the Sharks with a benefit worth several million dollars a year through its deal with regard to the parking structure, and is willing to use its eminent domain power to grant that benefit. The Neighbors are not asking for a monetary concession, but considerations that will enhance the quality of life in and around the stadium that you are creating. The value is priceless and costs not a dime from the budget.

The Good Neighbor Committee has been a model for community involvement, collaboration and consensus building. We should not abandon the principles that they have worked hard and long to forge which will make San Jose better.

The commitment from the City to the neighborhoods should include the following topics:

General:

The Diridon Station project area should be designated as a Specific Plan area, and a detailed Specific Plan developed and incorporated into the City's General Plan. Planning in this area should be focused on people not cars.

As part of this Plan, The Good Neighbor Committee should transition into an oversight committee for the Diridon Planned Area.

Transit:

A target goal should be established for reducing the percentage of baseball fans arriving by car, and increasing alternate transportation modes (transit, walking, bicycle). For example, the target goal should be to reduce car usage from the projected 93% to 75%.

This goal should be supported by specific, tangible implementation steps, which include:

- A funding commitment to provide increased transit service for downtown events, including baseball;
- Commitment to construct/improve satellite parking lots at outlying transit stops;

Traffic Management and Parking Program (TPMP):

The surrounding neighborhoods should be given a formal role in devising, approving, and monitoring TPMP's for the Diridon Station Area. Part of this role should include neighborhood participation in a long-term forum for solving issues.

The City should work with and support the neighborhoods in devising and implementing a flexible no-cost permit-parking program to protect the neighborhoods. This permit-parking program

should be entirely paid for by the stadium operator. The City should provide assistance to neighborhoods in explaining the program to residents and in measuring support for implementation.

Trails:

The trail connections in and to the Diridon Station Area should be completed.

Street Infrastructure:

The Autumn Street Parkway Alignment as designed should be completed and in place prior to opening day of the baseball stadium.

Noise:

There should be 'mitigation by design', including:

- Real time sound feedback from noise monitors in the neighborhood, with automatic noise level controls.
- The second most environmentally superior alternative as outlined in the S-EIR (submerged stadium)

Safety:

The City should commit to maintain the current level of emergency service for service professionals to the Diridon Station area and to the nearby neighborhoods. For example, commit to maintain at least the current San Jose service level of 80% of calls serviced in 8 minutes or less.

Public Costs:

The City should not bear any of the costs (neither capital costs nor operational costs) for the required security, public safety needs, and traffic controls.

Your neighborhoods are here and we know you are listening and will do the right thing for those who reside in this City.

Sincerely,

Board of Directors
Shasta Hanchett Park Neighborhood Association

John Urban
Newhall Neighborhood Association

Steve Kline
Sherman Oaks Neighborhood Association
Burbank Del Monte NAC

Richard Zappelli
Willow Glen Neighborhood Association

Elizabeth Monley
College Park Resident

Robert Sippel
Rose Garden Neighborhood Preservation Association