

WEBVTT

1

00:00:14.100 --> 00:00:19.380

Carolyn Chung / SPUR: Hi, everyone welcome. We'll give it a minute for attendees to trickle in before we get started.

2

00:00:33.610 --> 00:00:43.270

Carolyn Chung / SPUR: Hi, everyone! Good afternoon. Thank you so much for joining us for this digital discourse today. My name is Carolyn Chung, and I am a senior public engagement associate here at Spur.

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00:00:43.480 --> 00:00:47.350

Carolyn Chung / SPUR: Many of you here are spur members. So thank you so much for your support.

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00:00:47.460 --> 00:01:00.570

Carolyn Chung / SPUR: If you are not a member, I encourage you to join spurs ongoing work with using education, policy, analysis, and advocacy to make our cities and regions more prosperous, sustainable, and equitable places to live.

5

00:01:00.850 --> 00:01:11.849

Carolyn Chung / SPUR: Your financial support enables us to continue our work, including the hosting of programs like today's. you'll find more information about membership online at spur, org slash join.

6

00:01:12.700 --> 00:01:17.880

Carolyn Chung / SPUR: We also have another digital discourse coming up next week on Thursday, September fourteenth.

7

00:01:18.130 --> 00:01:28.709

Carolyn Chung / SPUR: Join us virtually next week for digital discourse with Peninsula green energy about implementation strategies for clean electric appliances in every home across the bay.

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00:01:30.160 --> 00:01:31.980

Carolyn Chung / SPUR: We'll be dropping the link in the chat

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00:01:33.310 --> 00:01:39.150

Carolyn Chung / SPUR: for today's discourse. The discourse is titled. Taking Santa Clara Street from Bland to Grand

10

00:01:39.440 --> 00:01:47.330

Carolyn Chung / SPUR: Santa Clara Street is San Jose's main drag and the main spine through downtown. But what does that say about San Jose?

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00:01:47.800 --> 00:01:56.770

Carolyn Chung / SPUR: So much of its colorful history was erased by cars. In late 2023, the city will begin a process to re envision Santa Clara Street.

12

00:01:57.440 --> 00:02:03.729

Carolyn Chung / SPUR: What will it take for Santa Claire to take pride, or for San Jose to take pride in Santa Clara's street.

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00:02:03.980 --> 00:02:14.959

Carolyn Chung / SPUR: Together we will learn about the efforts. To re enchant and reimagine one of the world's best known boulevards, the Champs Elysees in Paris as a center of public life.

14

00:02:15.140 --> 00:02:19.979

Carolyn Chung / SPUR: and ponder what lessons we can apply to Santa Clara Street's own re enchantment.

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00:02:20.650 --> 00:02:23.759

Carolyn Chung / SPUR: Now let's introduce our panelists for today's discourse.

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00:02:24.610 --> 00:02:28.600

Carolyn Chung / SPUR: First, we have Eric Idlin from the city of San Jose.

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00:02:29.270 --> 00:02:43.599

Carolyn Chung / SPUR: Eric is a transportation planner and urban designer who plays a leading role in some of San Jose's most significant transportation projects, including San Jose, Jerry on station, and the reimagining of the city's main drag on Santa Clara Street.

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00:02:43.950 --> 00:02:46.549

Carolyn Chung / SPUR: Eric is also a practitioner or researcher.

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00:02:46.580 --> 00:02:52.889

Carolyn Chung / SPUR: teaches a class on intercity and high-speed rail planning and design at San Jose State University

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00:02:53.210 --> 00:02:57.309

Carolyn Chung / SPUR: as a city's Fellow of the German Marshall Fund of the USGM. F.

21

00:02:57.390 --> 00:03:09.210

Carolyn Chung / SPUR: Eric published a report called Making the most of High Street rail in California, lessons from France and Germany, with a particular reverence for San Jose Durian Station.

22

00:03:09.870 --> 00:03:23.109

Carolyn Chung / SPUR: Next, we have Etienne Clayotte from PCA. Stream. Matienne is a PC. Streams director for research and innovation. After earning his Ph. D. And working as a researcher in urban planning.

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00:03:23.130 --> 00:03:32.530

Carolyn Chung / SPUR: he developed his work first at Oliph, french Railways, Engineering and Architecture Company end up Pca Stream since 2,020

24

00:03:32.710 --> 00:03:40.590

Carolyn Chung / SPUR: is also an associate researcher at the Laboratory. City Mobility transportation of the University, Gustav Efe.

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00:03:41.360 --> 00:03:47.620

Carolyn Chung / SPUR: We also have Laura Tolkoff, the transportation policy director and interim chief of policy for spur

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00:03:48.170 --> 00:03:59.970

Carolyn Chung / SPUR: for today's Q. And A, we would like this to be an interactive conversation and plan on spending as much time with you. So we encourage you to use the chat box to share your thoughts with each other, and with the speakers

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00:04:00.130 --> 00:04:04.670

Carolyn Chung / SPUR: I encourage you to submit any questions that you

may have by using the QA. Panel.

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00:04:04.750 --> 00:04:16.990

Carolyn Chung / SPUR: It should appear at the bottom of your screen, or if you are using the mobile app at the top of your screen within the next few days we'll be sharing a copy of the recording transcript and chat with everyone who registered.

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00:04:17.380 --> 00:04:20.920

Carolyn Chung / SPUR: Now I'll turn it over to Eric Eidland to start the conversation.

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00:04:23.050 --> 00:04:28.480

Eric Eidlin | SJD0T | Santa Clara St. Team: Thank you. Carolyn, I'm gonna share my screen here.

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00:04:30.070 --> 00:04:31.320

Eric Eidlin | SJD0T | Santa Clara St. Team: Length.

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00:04:34.090 --> 00:04:34.900

Eric Eidlin | SJD0T | Santa Clara St. Team: Okay.

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00:04:35.720 --> 00:04:40.650

Eric Eidlin | SJD0T | Santa Clara St. Team: So yeah, thank you. Everyone for being here.

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00:04:40.860 --> 00:05:00.820

Eric Eidlin | SJD0T | Santa Clara St. Team: the the project that we're gonna hear about today. A little bit. We're gonna hear about the Paris project, too. But the Santa Clara Street project really came out of the downtown transportation plan which we concluded late last year. Sorry to interrupt Eric, but you might want to move to full screen.

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00:05:01.260 --> 00:05:05.070

Eric Eidlin | SJD0T | Santa Clara St. Team: Or are you seeing the speaker? I'm sorry.

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00:05:05.870 --> 00:05:14.269

Eric Eidlin | SJD0T | Santa Clara St. Team: all right. Is that better.

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00:05:15.480 --> 00:05:28.520

Eric Eidlin | SJD0T | Santa Clara St. Team: Okay? Sorry about that. So this, the Santa Clara Street probably came out of the downtown transportation plan, which we concluded in November of of last year. The downtown transportation plan is a a 20 year effort

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00:05:28.810 --> 00:05:38.919

Eric Eidlin | SJD0T | Santa Clara St. Team: a, a, a guide for the next 20 years on how we should invest in transportation rooms for for downtime. And and it's it's wide ranging. It includes

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00:05:39.000 --> 00:05:49.809

Eric Eidlin | SJD0T | Santa Clara St. Team: a a range of recommendations for street sidewalks, and so on. It also put forward for big moves, and these are sort of big ideas.

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00:05:49.970 --> 00:05:59.490

Eric Eidlin | SJD0T | Santa Clara St. Team: That we think should be considered to address some of the the bigger feedback we received in our public engagement for the plan.

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00:05:59.670 --> 00:06:13.659

Eric Eidlin | SJD0T | Santa Clara St. Team: And we are here to talk about one of them, and that's Santa Clara Street, which, I should add, is also one of the 4 that got the the most public support, as something people wanted us to pursue most immediately.

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00:06:14.170 --> 00:06:18.399

Eric Eidlin | SJD0T | Santa Clara St. Team: so the project that we are are looking at.

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00:06:18.700 --> 00:06:32.819

Eric Eidlin | SJD0T | Santa Clara St. Team: It extends from more or less Deirdreon Station, or, to be precise, Stockton Avenue in the West, and goes all the way to Coyote Creek or Seventeenth Street, in the East

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00:06:33.370 --> 00:06:37.029

Eric Eidlin | SJD0T | Santa Clara St. Team: It also looks a little bit at some of these intersecting streets

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00:06:37.210 --> 00:06:50.080

Eric Eidlin | SJD0T | Santa Clara St. Team: to the extent that we need to accommodate things as a result of our thinking that that that won't fit, perhaps on Santa Clara Street anymore. So that's the reason for this broader swath in this map.

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00:06:50.710 --> 00:06:55.210

Eric Eidlin | SJD0T | Santa Clara St. Team: And just some of the key destinations along this corridor here.

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00:06:56.350 --> 00:07:07.119

Eric Eidlin | SJD0T | Santa Clara St. Team: So we know both from our engagement, and also, you know as as professionals who have thought about this quite a bit.

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00:07:07.260 --> 00:07:17.979

Eric Eidlin | SJD0T | Santa Clara St. Team: these are some of the main issues that we hear about that we heard about in the downtown transportation plan that people think are are major concerns for the street.

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00:07:18.010 --> 00:07:23.599

Eric Eidlin | SJD0T | Santa Clara St. Team: As you can see, it's it's a wide range of issues. Some are physical, some are social.

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00:07:24.060 --> 00:07:32.309

Eric Eidlin | SJD0T | Santa Clara St. Team: And we will hear from one of the reasons we're so interested in in the approach they they they took in Paris

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00:07:32.440 --> 00:07:49.059

Eric Eidlin | SJD0T | Santa Clara St. Team: is the very multidisciplinary approach to addressing these many varied issues. Just to make it a little more concrete. So you know the street is is classified as a grand boulevard in our our street classification. So that means it must

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00:07:49.180 --> 00:07:52.710

Eric Eidlin | SJD0T | Santa Clara St. Team: provide first-rate public transportation

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00:07:53.000 --> 00:08:06.019

Eric Eidlin | SJD0T | Santa Clara St. Team: we are all concerned about some of the the the vacancies downtown, as shown in this image. There are many parts of the street that really don't have

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00:08:06.100 --> 00:08:16.190

Eric Eidlin | SJD0T | Santa Clara St. Team: active street frontages, including these. These office buildings, for example, here at Almaden. There are sort of bigger

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00:08:16.440 --> 00:08:21.830

Eric Eidlin | SJD0T | Santa Clara St. Team: infrastructure elements like Highway 87 that cast a shadow over the street.

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00:08:22.300 --> 00:08:36.219

Eric Eidlin | SJD0T | Santa Clara St. Team: You know again, Alma. Den here some of the streets are just really not really designed for for people so much. They're more designed for the the passage of of cars, and you know, famously.

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00:08:36.320 --> 00:08:39.299

Eric Eidlin | SJD0T | Santa Clara St. Team: our city, San Jose, hosted the Grand Prix

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00:08:39.370 --> 00:08:50.769

Eric Eidlin | SJD0T | Santa Clara St. Team: in 2,005 to 2,007, and there was a hairpin turn right here. You know, and a lot of these different

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00:08:50.860 --> 00:08:59.069

Eric Eidlin | SJD0T | Santa Clara St. Team: elements that I just described can contribute to a weak sense of place, and I think that's referenced in the title of today's talk.

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00:08:59.990 --> 00:09:11.520

Eric Eidlin | SJD0T | Santa Clara St. Team: So it's not just the business vacancies, but going farther east, along the street. There are, you know, just some undeveloped plots, or or just poorly configured

61

00:09:11.570 --> 00:09:19.420

Eric Eidlin | SJD0T | Santa Clara St. Team: open spaces or or vacant lots. and to sum it up. I think there's just a general sense that the

the right of way.

62

00:09:19.710 --> 00:09:34.239

Eric Eidlin | SJDOT | Santa Clara St. Team: The the street is just the the allocation of space is not optimal. And so this this image, I think. We, we think, speaks volumes. So it's got. It's a place on the street where the street is relatively narrow.

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00:09:34.260 --> 00:09:47.730

Eric Eidlin | SJDOT | Santa Clara St. Team: But you know, even in this place, with a relatively narrow street and sidewalk, you know, we're trying to accommodate buses, the bus shelter design sort of already. It. It. It cramps an already pretty narrow sidewalk.

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00:09:47.840 --> 00:09:57.769

Eric Eidlin | SJDOT | Santa Clara St. Team: So again, we think that it's really important to consider all of these various issues together to come up with comprehensive solutions that will

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00:09:57.860 --> 00:10:00.149

Eric Eidlin | SJDOT | Santa Clara St. Team: have the greatest chance of

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00:10:00.230 --> 00:10:05.680

Eric Eidlin | SJDOT | Santa Clara St. Team: of of meeting most, the greatest, the desire of the greatest number of people.

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00:10:06.390 --> 00:10:10.719

Eric Eidlin | SJDOT | Santa Clara St. Team: So there are, of course, some hopeful signs on individual property owners

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00:10:10.870 --> 00:10:32.670

Eric Eidlin | SJDOT | Santa Clara St. Team: making some improvements. And you know we have some public art installations. But I think the census, we need to do something more. So that's really the genesis of this project. And why, we we, we think it's worthwhile. And we also, like like Laura said, we wanna start this effort off on a

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00:10:32.950 --> 00:10:51.540

Eric Eidlin | SJDOT | Santa Clara St. Team: inspired note, and we think we want to benefit as much as possible from the experience of of people who have had you know, who've put a lot of thought and energy

into this so I'm gonna turn it over to Aten now, but concretely. These are the things that we

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00:10:51.610 --> 00:10:55.610

Eric Eidlin | SJD0T | Santa Clara St. Team: think we have to learn. You know there are some clear differences between

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00:10:55.760 --> 00:11:04.190

Eric Eidlin | SJD0T | Santa Clara St. Team: us in Paris and the Champs Elysees. But you know we think we we can ex benefit from their experience. The multidisciplinary approach

72

00:11:04.260 --> 00:11:23.849

Eric Eidlin | SJD0T | Santa Clara St. Team: the looking backwards at this at at history in order to find some threads that we wanna pull forward. There's a very strong focus in their work on, you know, the warming the warming planet and and warming city. So how do we make the city more comfortable in in with that backdrop?

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00:11:24.080 --> 00:11:33.500

Eric Eidlin | SJD0T | Santa Clara St. Team: And they're very deep methods and so sophisticated methods for analysis. So with that, I would like to turn it over to a Tian.

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00:11:39.150 --> 00:11:43.639

Etienne Riot: Good evening, everyone. I'm going to share you my presentation.

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00:11:44.130 --> 00:11:55.630

Etienne Riot: Thank you very much, Laura Eric, for the this kind invitation. It's always a pleasure to to talk about what we just achieved for the Champs Elysees.

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00:11:56.250 --> 00:12:00.420

Etienne Riot: And now it, the full screen MoD should work. Okay?

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00:12:00.920 --> 00:12:05.330

Etienne Riot: It's okay for the full screen mode. Eric. Okay?

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00:12:07.100 --> 00:12:08.660

Etienne Riot: So

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00:12:09.110 --> 00:12:24.849

Etienne Riot: reenchanted the Champs Elysees. Why should we reenchanted one of the most iconic iconic avenue in the world, because it's a very cherished and beloved avenue, but it is so cherished that people didn't really contemplate its future because

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00:12:25.110 --> 00:12:47.500

Etienne Riot: there are private owners. They are the State. There is the city of Paris, but nobody wanted to really put money in the imagination of its future. So in 2,019 we started a novel kind of partnership with a private association. The association of the owners of the buildings lining the avenue, and they asked us to provide

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00:12:47.870 --> 00:12:58.650

Etienne Riot: draft of a new vision. We called it reenchanted the Champs Elysees to make it an avenue that would be reconnected to the modernity. I will go further on that afterwards.

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00:12:58.840 --> 00:13:07.080

Etienne Riot: Then, after we just did a public meeting to express what should be this new vision. The city of Paris

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00:13:07.090 --> 00:13:09.829

Etienne Riot: asked us to to

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00:13:09.890 --> 00:13:19.929

Etienne Riot: to publish a book and to curate an exhibition in the Parisian center for urban planning and architecture, and so we developed that vision.

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00:13:20.000 --> 00:13:42.290

Etienne Riot: But it was still like a prototype, and at the end of the exhibition the Mayor of Paris and the new president of the association of the owners of the buildings lining the avenue asked us to develop a comprehensive urban study that would pave the way to further endeavours on the avenue.

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00:13:42.460 --> 00:13:56.450

Etienne Riot: So what I'm going to present to you today is the vision that we just established, and we just sent the last papers during this summer to the city of Paris and to the community. The Champs Elysees.

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00:13:57.360 --> 00:14:17.589

Etienne Riot: Champs Elysees Avenue started in 1,670, and it is the first part of what we name the history Axis of Paris. It is a 10 kilometer long axis, going from Place de la Concorde to the what we call today the Ladies business district.

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00:14:17.820 --> 00:14:31.720

Etienne Riot: and this is an axis that collects a lot of important neighborhoods and districts, and each of them between La Defense on the left side to the Champs Elysees are currently

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00:14:31.860 --> 00:14:35.789

developing new projects to refurbish or renew them.

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00:14:35.840 --> 00:14:52.340

Etienne Riot: including for the Champs Elysees Avenue. The city of Paris is doing a light refurbishment. For the next Olympic games that will take place next summer, 2024 in Paris, but is not enough to provide a vision for 2030.

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00:14:52.650 --> 00:15:20.869

Etienne Riot: Our main question was to understand what could become the Champs Elysees that once was a very beloved spot for Parisians! But that now is not really beloved anymore. It attracts more tourists than Parisians, and it's also it is also overshadowed by massive tourism, but also by but by a lot of car traffic, pollution, noise, pollution, and perhaps not fit for the future.

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00:15:21.360 --> 00:15:34.640

Etienne Riot: We started with a deep understanding of the history of the identity of the Champs Elysees Avenue, and we think that this is really important to understand what kind of epitome it has been for us. The history of Champs Elysees.

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00:15:34.790 --> 00:16:01.359

Etienne Riot: as shown that the Avenue has always been a place to show the modernity of what France was at every time of its creation mit Ctl. And from the creation of the Champs Elysees during the grandiac at the end of the seventeenth and beginning of eighteenth century, until today the avenue changed a lot, but there have always been innovation on this avenue, and also an expression of what mobility is 100.

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00:16:01.360 --> 00:16:17.330

Etienne Riot: So we have to understand how this avenue, who was neglect in the beginning of the 1990 S. It was a little bit anarchical on the on the avenue, many cars where

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00:16:17.330 --> 00:16:44.599

Etienne Riot: going over the sidewalk, so it was not very practical for the people in 1,995. It was the very first refurbishment process of the late twentieth century, and it helped to streamline. The dedicated lanes for each mode of transportation, and also to earmark the place for pedestrians. So it made the experience a little bit better.

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00:16:44.700 --> 00:16:55.429

Etienne Riot: But as times pass, we have seen that in the last 20 years the Champs Elysees were not the kind of avenue that was beloved before.

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00:16:55.490 --> 00:16:59.140

Etienne Riot: There are many issues regarding air pollution.

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00:16:59.160 --> 00:17:06.730

Etienne Riot: traffic, difficulty for pedestrian to move on, and also the attractiveness of the Champs Elysees.

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00:17:06.950 --> 00:17:12.169

Etienne Riot: So we had to find a method to provide vision.

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00:17:12.190 --> 00:17:40.089

Laura Tolkoff: Oh, Etienne, I'm quickly gonna jump in as our moderator to provide a little bit of commentary. And questions as we go? And I just wanna say, thank you so far for this great presentation. One of the things that I find so fascinating. Is that you really looked backwards to look forwards, which I think is a really important technique when we're trying to think about place making and then the other thing I just wanna mention here is

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00:17:40.090 --> 00:18:04.479

Laura Tolkoff: you know, a term that you mentioned thinking, thinking about the street and kind of the purpose that it serves. It's not only a place of mobility, but really it's a public stage that presents the

identity of a place Paris or France. More broadly as you've mentioned. And what that makes me think of when we think about the San Jose context is.

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00:18:04.480 --> 00:18:22.889

Laura Tolkoff: is, can we ask ourselves, as the city and local partners really work on on reimagining Santa Clara Street? Can we really kind of focus in on the question of what the street says about San Jose. And what do we want it to say?

103

00:18:23.970 --> 00:18:34.179

Laura Tolkoff: Just a provocation to the group? As we think about drawing some of the connections between between the Champs Elysees project and pre-imagining Santa Clara Street.

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00:18:34.640 --> 00:18:42.060

Etienne Riot: because they are always history everywhere. So there is always something to understand about the origin of

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00:18:42.080 --> 00:19:11.829

Etienne Riot: of town of a city, we, we developed the theory of the urban stocks to to develop our vision. It is a way to divide the public realm in different specific issues regarding transportation and logistics, safety and security, biodiversity and landscape, climate and environment, land use and real estate underground systems and utilities and historic resources. So we consider that each of these parts

106

00:19:11.830 --> 00:19:28.349

Etienne Riot: mit Ctl, and is important to provide a good vision and a good project, and how to define those different areas of expertise that were collected together to define the new public creation of the Champs Elysees. We talked with scientists and consultants.

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00:19:28.350 --> 00:19:56.769

Etienne Riot: We make a difference between them, and the way we we collected news and knowledge and expertise from them was a way for us to connect our main objectives that you can see on the left side here to make a sustainable, attractive, inclusive chandelier, to transform these objectives into real and defined objectives and challenges, and then to transform them in the reality

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00:19:56.950 --> 00:20:13.589

Etienne Riot: a way to measure and to form a common language is not just about words. It's about measurement, science and kpis. It means that we have analyzed more than 73

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00:20:13.720 --> 00:20:26.320

Etienne Riot: conventional keypis that are used by engineers and scientists when it is about measuring and defining designing cities, and then we have chosen 8 of them

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00:20:26.550 --> 00:20:37.819

Etienne Riot: to measure our own design process, and to see if it would make the avenue cooler, more sustainable, attractive, inclusive, etc.

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00:20:38.150 --> 00:21:07.439

Etienne Riot: Why are we doing this is because we are playing with a symphony of decision makers. We are in France, we love administration and the State, but also we are in a very iconic avenue. So we have very high brand companies. So we had to to deal with our project partners. You can read the list here. Some of them are very famous, like Lvmh or Cartier, Ishmont, and we have a lot of investors insurance companies.

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00:21:07.440 --> 00:21:22.529

Etienne Riot: Then the Chandelizes should also be perceived as your Pennsylvania Avenue in Washington, DC. Because close to the Champs Elysees, you have the presidency of the Republic, so we have to to talk with the President. We have to talk with the State and the State administration.

113

00:21:22.770 --> 00:21:25.300

Etienne Riot: and of course the city of Paris.

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00:21:25.460 --> 00:21:55.160

Etienne Riot: the technical departments that the third category is very important, because they all are developing their own public policies. They are all plans for urban design and urban development. So we wanted to be sure that every single idea that we would like to put into practice that would be fit with the different plans and public policies they have. So it's a lot of meetings and a lot of explanations. That's why we also are very focused on measuring what we do, and to be sure that it is objectifying.

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00:21:55.410 --> 00:22:19.819

Etienne Riot: And then local stakeholders. Of course, that's a list of major leisure venues, museums, theaters, restaurants, and fancy hotels, and so on, that we were always talking with, to be sure that the different design processes that we want to develop will fit with their expectations and their knowledge of their customers.

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00:22:20.200 --> 00:22:47.259

Etienne Riot: So how does it could it be translated into practice. Here are the very last development we had. First, we have different sectors in our global parameter of study. You can see from the right to the left. The first part is the Place de la Concorde. The second part is the what we call the lower strength of the avenue, which is the gardens. Then you have the third part, which is the upper stretch and the Plaze Dewal. We had also

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00:22:47.520 --> 00:22:59.579

Etienne Riot: additional parameters with the Avenue Western Churchill Avenue Montaigne and the Avenue Lagond Army, which are avenues connected to the chandelier and dependent of its development.

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00:23:00.120 --> 00:23:23.420

Etienne Riot: First, the first sub sector is the Plaza conquer. Today it's a very mineral. It's one of the warmest Heat Island effect in Paris. So today it's very warm in Paris, and it was unpractical to go on the plaza conquer, and so we had to refine it to make it less mineral, more open to pedestrian, because it is like locking

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00:23:23.420 --> 00:23:38.179

Etienne Riot: mit Ctl and the Jardin de Triree and the entrance of the Champs Elysees. There are 4 million visitors each year, and just a tiny part of them are crossing the Plaza Concord to go to the Champs Elysees. That's why we have 250.

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00:23:38.180 --> 00:24:02.420

Etienne Riot: Reduce the Place de gated for cars and bus. We have secured bus stop. And we also have developed a low stress and protected bike way. You know that we are the new makeup for bikes. It is saved in in the press. It's not that true, but we are trying to make the crossing of those places that are very wide, safer for people.

121

00:24:03.130 --> 00:24:29.830

Etienne Riot: Then on the central lanes. As you can see, we have

dedicated the all the white public space to pedestrian. You can see here the modeling, the modelization of pedestrian flows today, and regarding the forecast for the vision, 2,030, it should help also to redefine the material aspect of the plasma Concord

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00:24:29.830 --> 00:24:51.350

Etienne Riot: mit Ctl, and if we want to lower the Heat Island effect, we have to implement new green spaces. These green spaces are not just to make it more comfortable for for pedestrian and visitors. It is also to collect rainwater because it is a major issue for us if we want to refresh the entire environment.

123

00:24:51.640 --> 00:25:09.719

Etienne Riot: regaining the use of the center of the plasma Concord make also possible for people to have other experience on it, and to appreciate the perspective, the heritage. Everything you can see that today is obstructed by traffic.

124

00:25:10.260 --> 00:25:31.319

Etienne Riot: And here is the final map. We've decided with the Mayor of Paris and with commutations, Elysees, and here you can see the comparison between the two-day situation and the vision. 2030. Situation respecting the heritage, providing solutions that will be fit for the future regarding climate change.

125

00:25:31.650 --> 00:25:56.060

Etienne Riot: Second subsector, which is the gardens and the Avenue bus, which is the lower stretch of the avenue. It is a very neglected garden today not really really good to to walk in, and people are expecting to to make it better. So first, we want to calm the traffic on the avenue we reduce from 6 to 2 2 times. Car lanes

126

00:25:56.060 --> 00:26:19.109

Etienne Riot: mit ctl. And which help us then, to make the crossing of the avenue better for the pedestrian. This is always a major issue. When you cannot cross the avenue, it make it less attractive and very dangerous for the people. So we have a good discussion with Police Department of Paris to be sure that it would be easier for people to cross 2.

127

00:26:19.120 --> 00:26:22.889

Then you cannot see it on that map, but we want to to

128

00:26:22.900 --> 00:26:35.800

Etienne Riot: to recreate a bioclimatic park in the middle of Paris, with the gardens of the Champs Elysees adapting the different trees and veg and green essences that are developed in the garden.

129

00:26:36.130 --> 00:27:05.329

Etienne Riot: Also, we want to develop new use of public space, because today the public space is completely divided between what you have in exterior and what you have in interior. When you're going to the museums, and we want to make them connected to the avenue. Just one example here you can see on the right side, and history kiosk we ask. We name it Vash impossible to translate, and it's just a former kiosk. It's empty.

130

00:27:05.510 --> 00:27:33.310

Etienne Riot: Today. We want to reuse those kiosks and to connect the program of these kiosks to the museums. It means that it could be little exhibition of one of the museums that is, in the ghana of the Champs Ely that could be displayed under this kiosk, or it could be used also with one of the restaurants that could have a street food offer. That will be very fancy, because that's very five-star restaurants all along the avenue.

131

00:27:33.760 --> 00:27:34.700

Etienne Riot: So

132

00:27:35.180 --> 00:27:55.780

Etienne Riot: from the lower stretch we are going now to the upper stretch. This is one of the most sensitive issue, because this is where all the buildings are very expensive, and where our client wanted us to provide a good vision to make it more sustainable, but also to make it more attractive. Today there is too many cars it's really difficult to cross.

133

00:27:55.810 --> 00:28:05.030

Etienne Riot: and the quality of the print is not that good? So we wanted to make it more Parisian first. It's all about the traffic you have here.

134

00:28:05.050 --> 00:28:14.309

Etienne Riot: What is today? The way we divide the road between cars, public traffic bikes, and pedestrians. You will see the change we propose.

135

00:28:14.410 --> 00:28:27.950

Etienne Riot: We reduce the share of the car from 6 to 2 times 2 lanes. It will be shared with public transportation, and we give bikes far more place than before

136

00:28:28.090 --> 00:28:54.440

Etienne Riot: for the pedestrian. We also want to make it easier for them to cross the avenue, but also to have a real good promenade with continuous, unobstructed public realm. Today it is obstructed by different ways of organizing terrorized terraces or some elements from the shops. It's not really clear to walk in. It's not that convenient and not that comfortable.

137

00:28:55.360 --> 00:29:09.959

Etienne Riot: The extra wide one way bike way, form on each side. We make it faster for people to bike on the chandelier day, and we know that it is really well expected, because today it's also not comfortable and not sometimes very safe.

138

00:29:10.270 --> 00:29:30.070

Etienne Riot: And of course we take care about the taxi, the bus, and the delivery. They will share them with part of the line dedicated to bike, transport, and to and to bikes, and they will be on different milestones. They will have different milestones on the avenue to make the delivery and the taxi easier

139

00:29:30.580 --> 00:29:50.420

Etienne Riot: regarding veget trees and veget and vegetation. What what we have to keep in mind is that tree canopy will be essential to refresh the promenade, and if we do not work enough on that. We could have very high problems regarding temperature. It would be not

140

00:29:50.480 --> 00:29:59.670

Etienne Riot: attractive for people to walk, so we know that we have to connect the walkability of the avenue and the tree canopy strategy.

141

00:30:00.670 --> 00:30:13.110

Etienne Riot: And for the new users it will be the same, as I show you previously, which means using new kiosks and connecting kiosks to the needs of our users of Parisians.

142

00:30:13.640 --> 00:30:22.760

Etienne Riot: will end with the plus the little design proposal today, plus the little is very famous. It's one of the first

143

00:30:22.820 --> 00:30:39.719

Etienne Riot: heritage visited by international and local tourists. But, as you see on the picture, people are taking pictures in the middle of the road. It's really not safe, and tourist bus are blocking and locking the movement and the mobility all around the place

144

00:30:39.860 --> 00:31:09.809

Etienne Riot: today cars are taking a lot of place on the Place de Litoir. It's a nightmare. It's hell to drive on for Plaza Lito. I will never do it. And even with my bike. I can't do it because there is no dedicated bike way. Tomorrow. Here the evolution there will be more place and a safe place for bikers, there will be far more place for pedestrian to enjoy the view of the Arc de Triomphe, and to be sure that the monument is well contemplated.

145

00:31:10.210 --> 00:31:33.960

Etienne Riot: Here is also the modalization we had between the actual situation today, with a concentration of pedestrian just on the upper west, upper east side of the Place de little, and tomorrow, with a better distribution of the mobility of pedestrian, we think that it should really make the experience better

146

00:31:34.890 --> 00:31:47.150

Etienne Riot: regarding the trees. The plazaita is already planted with trees, but they are not very fit. They are not in a good health situation, and the today situation make it

147

00:31:47.150 --> 00:32:10.380

Etienne Riot: mit Ctl and look very minimal, you know, with pavement, with soil, but soil without grass, etc. We've worked a lot with botanists and specialists, and we would like to provide that kind of public space where you can go with your bike when you can sit easily for pedestrians, and also with very detailed work on the soil, to be sure that it can

148

00:32:10.380 --> 00:32:24.289

Etienne Riot: capture rainwater and retrieve a sense of freshness, and with a work on the tree canopy that will provide shadow to people during hot and summer season.

149

00:32:24.840 --> 00:32:38.270

Etienne Riot: Here is the vision for the Plaza. 12 Charles ago. Vision for 2030 problem is that it is a very hard listed Heritage place. So we have to talk closely with the State about the evolution.

150

00:32:38.620 --> 00:32:49.240

Etienne Riot: I will just end my presentation with one of our additional district of study, which is what is beyond the Champs Elysees. I talked, I

151

00:32:49.590 --> 00:33:09.009

Etienne Riot: mit Ctl. And say to you that Champs Elysees is just the first part of the history axis of Paris after the Champs Elysees you have the avenue of a great army, so I would date in French Avenue like Grand Army, referring to Napoleon Bonaparte, a French army, and we will show you a little clip

152

00:33:09.010 --> 00:33:20.740

Etienne Riot: mit Ctl. And showing, how do we extend our design strategy? Second Arme Avenue, and it will show you more clearly. How does it look so, please? Can you start the clip?

153

00:35:25.820 --> 00:35:31.229

Etienne Riot: Thank you, and you're warmly welcome to visit Paris when you want.

154

00:35:33.040 --> 00:35:57.790

Laura Tolkoff: Thank you. Etienne. Where's my plane ticket? That's all I want. All I want to know. That looks amazing. Just a couple of comments I wanna offer before we move into the question and answer portion. I'll ask the people use the QA. To submit their questions and answers. We have city staff here from the city of San Jose also, who

155

00:35:57.790 --> 00:36:14.189

who can answer questions about what's next for the project in San Jose as well as, of course, Atien, to answer questions about this particular project. Before we get to that there's 2 things I kind of just want to know about what you talked about.

156

00:36:14.390 --> 00:36:33.369

Laura Tolkoff: The first is that you know II always find sort of a tendency when we look at other places around the world to say, Oh, you know, that's not here. Our context is very different. How could that

be applicable here? But what strikes me about what you did is that there.

157

00:36:33.470 --> 00:36:57.939

Laura Tolkoff: you know, even though Paris is a very different city. There were 3 things that were very central to your efforts to reimagine the Champs Elysee that are central for us, too. And so we have that commonality. And those 3 things were really one, I think, focusing on the traffic. You said it was all about the traffic.

158

00:36:57.940 --> 00:37:09.770

Laura Tolkoff: That is really consistent with, I think my experience and the general experience of Santa Clara Street is that there's a lot of cars. It's a place to go fast and pass through.

159

00:37:09.770 --> 00:37:14.469

And so how do we kind of scale that so that this is really a place for people

160

00:37:14.670 --> 00:37:26.490

Laura Tolkoff: make it easier to cross. All of that, I think, is really something that is shared, so it was great to see how you address that. And then, second, I think

161

00:37:27.240 --> 00:37:33.019

Laura Tolkoff: the second thing you centered around was around climate resiliency. Both

162

00:37:33.060 --> 00:38:00.020

Laura Tolkoff: urban Heat Island and rising temperatures as well as flooding issues. I think it was really amazing how really there was no place that was overlooked. It feels like, at least in your in your renderings. Every corner is very deliberately part of the equation of making it much more future proof in terms of climate resilience. And I think that's something that, of course.

163

00:38:00.030 --> 00:38:11.339

Laura Tolkoff: we also have to be thinking about as we plan for the future in San Jose, and then I think, of course, the third which is something that that we all strive for is

164

00:38:11.380 --> 00:38:23.910

Laura Tolkoff: You're focused on people you're focused on making it. I think you said where people that this is a place that is beloved by by Parisians?

165

00:38:24.000 --> 00:38:48.319

Laura Tolkoff: And so I think for us what we're starting to, what we're thinking about, you know we don't have, of course, all of the tourists. That that are pounding the pavement every day on the chances. But what we are trying to do is make it someplace, that is, that people can be and belong, and really take a lot of pride in in San Jose. And so I just wanna

166

00:38:48.320 --> 00:39:02.530

Laura Tolkoff: highlight this that, you know, although these things seem so far, these places seem far apart. What we're trying to do. Is really quite similar. And so it's great just to see how you approach those those issues.

167

00:39:02.890 --> 00:39:06.899

Laura Tolkoff: With that I think I am going to

168

00:39:07.010 --> 00:39:29.939

Laura Tolkoff: start turning it over to the Q. And a. I see a question here about the use of bus only lanes. So Jordan is asking if there are bus only lanes in Paris, and if they're being introduced into this vision and kind of how you think about mixed flow

169

00:39:30.350 --> 00:39:32.120

transit vehicles.

170

00:39:32.590 --> 00:39:34.520

Laura Tolkoff: In this vision.

171

00:39:35.670 --> 00:39:42.529

Etienne Riot: Yes, for on the very first phase they used to be bus only lanes

172

00:39:42.870 --> 00:40:03.320

Etienne Riot: mit ctl. And with the comprehensive urban study right now. There are no personally lanes anymore. The reason why is that when you have, you cannot have bus only Lane with the width of this Avenue. If you want to give more space for bike lanes, bikeways, for

instance, and then 3.

173

00:40:03.470 --> 00:40:08.459

Etienne Riot: If you mix bus with cars, bus have the priority

174

00:40:08.640 --> 00:40:27.059

Etienne Riot: which discourage people in cars, and if you have partial bus only lanes on the avenue when they want to be reintroduced in the normal lanes, it's really difficult to maintain a good service for public transportation. That's why we have decided

175

00:40:27.060 --> 00:40:39.050

Etienne Riot: mit Ctl. And that they are on the same lanes as cars. They have priority, and people expect them on very safe places alongside their view are on the sidewalk.

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00:40:39.250 --> 00:40:51.480

Etienne Riot: So we we've closely looked at that because it's like, you know, very precision. Medicine, you know, and that's a decision with them.

177

00:40:57.590 --> 00:41:01.599

Laura Tolkoff: Thanks. I think one of the things that

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00:41:02.670 --> 00:41:07.610

Laura Tolkoff: sometimes also is a challenge is that you know.

179

00:41:07.880 --> 00:41:34.830

Laura Tolkoff: when, when we're kind of at the beginning of a project that has this type of ambition, it sometimes is really hard to imagine that we can do big things, and to believe in something we've never seen before, when it's actually often very hard to just do the small things and get those right? So making sure that the streets are clean. And

180

00:41:34.980 --> 00:41:57.319

Laura Tolkoff: you know, I think that that leads me into 2 different places. I think, from a personal perspective. The first is that we do actually have to get the small things right. We have to kind of have the organizational capacity to make sure. You know the streets are swept and garbage is picked up right and put in the trash receptacles and and

181

00:41:57.470 --> 00:42:00.730

Laura Tolkoff: picked up right and

182

00:42:01.100 --> 00:42:28.469

Laura Tolkoff: just how important it is to kind of believe that things can that we can, that we deserve more and that we can have more. I'm wondering if you kind of encounter that dynamic as part of your stakeholder process. And how you worked with you know the officials who are charged with who you know, who? Who you'd like to adopt this vision and ultimately implement this vision?

183

00:42:28.470 --> 00:42:34.530

Laura Tolkoff: Did you encounter that dynamic and how did you work through it.

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00:42:35.980 --> 00:42:48.719

Etienne Riot: I will give you some unofficial insights. Eventually, people from the city of Paris asked us sometimes to be more innovative, that they could be

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00:42:48.820 --> 00:42:52.910

Etienne Riot: because of some rules and of some public policies.

186

00:42:52.940 --> 00:43:02.049

Etienne Riot: So it was really helpful for us, because we could push forward a little bit of ideas that would not have been accepted in a traditional process

187

00:43:02.220 --> 00:43:28.679

Etienne Riot: then, for the attention paid to the details and also to, you know, the very first thing we have to do to clean the Avenue, and so on. I think that the city of Paris is really welcoming, though our ideas also because of the Olympic games. The fact that you have to organize a national international event plays a role to anchorage local authorities to

188

00:43:28.770 --> 00:43:55.120

Etienne Riot: Mit Ctl and to give more energy in some areas and are some elements of your city. That's obvious. We already all know that but for the Chandthes they also it played a role, because, as I mentioned at the beginning. They are already refreshing the gardens,

repairing some pavements, and so on, because it's it's sometimes so. We know that events are playing a role to catalyze the energy of various stakeholders.

189

00:43:55.150 --> 00:44:17.910

Etienne Riot: Then we also talked a lot with the local stakeholders, because they are very attached to their races or to the look of their showcase or their shops, etc. So we wanted to be sure that the experience of users would be the most convenient possible for the people and for the tenants of the shops, and it's

190

00:44:17.910 --> 00:44:28.380

Etienne Riot: mit Ctrl, and it's not a usual process when you are talking about public realm or about just an avenue, but we thought that from the very first, from the very beginning, that it was really

191

00:44:28.380 --> 00:44:50.389

Etienne Riot: an obligation to us. You know that picture of people taking pictures of the Arc de Triomphe in the middle of the street. That's kind of the starting part of the project. It's a we cannot offer that kind of experience to the people that we welcome to Paris. So we start from them, and then we extend to car traffic, walkability and so on. But it started from the point of view of what could the users feel

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00:44:54.220 --> 00:44:57.249

Laura Tolkoff: that makes a lot of sense? So I

193

00:44:57.690 --> 00:45:09.460

Laura Tolkoff: every time I think our own planning process. These are very complicated. I then see a chart of what it looks like in in France, and realize that. It's

194

00:45:09.580 --> 00:45:24.030

Laura Tolkoff: complicated everywhere. And so I'm curious. You know where there are times when stakeholders seem split in their views about what what should happen? And how did you? Kind of.

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00:45:24.210 --> 00:45:29.929

Laura Tolkoff: yeah, resolve, resolve some of those differences that may have been intention

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00:45:30.040 --> 00:45:31.720

Laura Tolkoff: in creating this vision?

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00:45:32.570 --> 00:46:00.619

Etienne Riot: eventually, it's not that easy for us, because we are the urban design and architecture office in the middle of a lot of interests. We have been commissioned by that private association which is a wonderful initiative. During the process the head of the Association have been removed. It's the general security of the Lvmh group. So it's not common company, you know, and the

198

00:46:00.900 --> 00:46:17.179

Etienne Riot: the way you know the process of interest between the actors evolved during the the design process and the way to make sure that they are, understand each other is, first, there is something strange is to be very a good storyteller.

199

00:46:17.180 --> 00:46:35.620

Etienne Riot: Putting a lot of work on the visualization process, the 3D. Rendering the movie, etc. It's really, really important, because it make it happen for the people in their mind. And at the same time you have to be very scientific. That's why we have done that huge process of

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00:46:35.640 --> 00:46:43.889

Etienne Riot: choosing our Kpis and working with scientists. and at the end of the day I think that the balance between

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00:46:43.980 --> 00:46:54.949

Etienne Riot: the fairy tale and the book science is something that works quite well if you want to connect each key decision players on the process.

202

00:46:55.240 --> 00:46:57.490

Etienne Riot: But then I still

203

00:46:57.610 --> 00:47:18.930

Etienne Riot: precise that we are working on a sum of areas of the chandelier heritage listed, and they are very connected to the big history of France. So we have to to be very careful about that, and sometimes discussion with the with the Prefecture, which is the representative of the state in that area have been a little bit

204

00:47:19.240 --> 00:47:28.869

Etienne Riot: need needing some diplomatic discussion. you know. II show you saying it the way I'm saying it that it has been sometimes very complicated.

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00:47:30.050 --> 00:47:42.199

Laura Tolkoff: Yeah. I think sometimes the term that gets thrown around is contested space, and I can't think of one that's probably more contested, more made and remade

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00:47:42.520 --> 00:47:44.110

Laura Tolkoff: from a

207

00:47:44.350 --> 00:47:58.989

Laura Tolkoff: planning history perspective. So I'm gonna take this question from Stewart. And I think it feeds really nicely into some next steps from Eric about

208

00:47:58.990 --> 00:48:26.059

Laura Tolkoff: what San Jose is thinking about next steps for this project. So hopefully, you can speak to the timeline for the visioning process. And whether or not the city has enough resources to do it. Well. You know II was looking at the visuals, and really, truly, no stone was unturned. And something like that must be quite expensive. And so I'm I'm very curious to hear from the city on this.

209

00:48:27.420 --> 00:48:41.679

Eric Eidlin | SJDOT | Santa Clara St. Team: Yeah, thanks, Lauren, thanks, Stewart, for the question. So we are. In the process of reviewing. We've already drafted a a request for proposals for this project.

210

00:48:41.740 --> 00:48:45.210

Eric Eidlin | SJDOT | Santa Clara St. Team: and it's just going through some.

211

00:48:45.240 --> 00:49:04.340

Eric Eidlin | SJDOT | Santa Clara St. Team: you know, internal reviews. Now. we will release it as soon as we can. And in the coming months. hopefully, one or 2 months. We. We have a budget. It's it's a city funds of \$500,000 for this

212

00:49:04.440 --> 00:49:14.159

Eric Eidlin | SJDOT | Santa Clara St. Team: for this study. So we are really trying to carve out a a piece of work that will meaningfully,

213

00:49:14.240 --> 00:49:27.309

Eric Eidlin | SJDOT | Santa Clara St. Team: you know, set this project on on the right path. So you know, for for that kind of budget we envision, it's going and and given that we we do want to do as I said, we want to take this multidisciplinary approach right? We don't want to

214

00:49:27.430 --> 00:49:35.639

Eric Eidlin | SJDOT | Santa Clara St. Team: just do a a great transit street. We don't want to just have fast buses. We we fundamentally want a great street that's more important than

215

00:49:35.720 --> 00:49:48.549

Eric Eidlin | SJDOT | Santa Clara St. Team: you know, having fast buses. So we we think it's going to be, you know, conceptual design at at that with that kind of budget. And but it's it's certainly not going to be the end of the story. We're going to need more money

216

00:49:48.700 --> 00:49:51.840

Eric Eidlin | SJDOT | Santa Clara St. Team: to move it beyond that

217

00:49:51.850 --> 00:50:01.629

Eric Eidlin | SJDOT | Santa Clara St. Team: so hopefully, that's a good. And so in terms of the process. So rfp, soon, and then, you know, bring a consultant on board.

218

00:50:01.710 --> 00:50:14.230

Eric Eidlin | SJDOT | Santa Clara St. Team: We we hope, probably early early next year. and then there will be several touch points with the community. Then next year, including at the beginning. You know, we're gonna

219

00:50:14.670 --> 00:50:18.909

Eric Eidlin | SJDOT | Santa Clara St. Team: I do wanna emphasize. We're gonna build. There has been a lot of existing conditions work

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00:50:18.930 --> 00:50:26.329

Eric Eidlin | SJD0T | Santa Clara St. Team: already. Whether it's the downtown plan that I mentioned. But also, you know, this goes through the the Deardon Station area.

221

00:50:26.560 --> 00:50:33.510

Eric Eidlin | SJD0T | Santa Clara St. Team: So there was a ton, as as you all know, of work done for the Deardon stationery plan update for

222

00:50:33.540 --> 00:50:42.269

Eric Eidlin | SJD0T | Santa Clara St. Team: the downtown West project. So we we really wanna build off of all that. We do think this is a unique lens, though you know.

223

00:50:42.410 --> 00:51:06.779

Eric Eidlin | SJD0T | Santa Clara St. Team: This this idea of a a grand boulevard for the city of San Jose, that sort of the first address, we think it's a slightly diff different lens. So we do think, a a. A fresh take at existing conditions is important, and we'll have a a public meeting early next year, then probably 2 public meetings as we're developing alternatives, one earlier, one later, and then one when we have the

224

00:51:07.160 --> 00:51:10.310

Eric Eidlin | SJD0T | Santa Clara St. Team: release of the public draft of the plan.

225

00:51:10.590 --> 00:51:27.929

Eric Eidlin | SJD0T | Santa Clara St. Team: So that'll be, you know, late next year or early the following. And then also, you know, we're thinking really, really hard about what's the best sort of community advisory committee. So that's something we we look forward to solidifying. Probably once we bring

226

00:51:28.050 --> 00:51:32.610

Eric Eidlin | SJD0T | Santa Clara St. Team: a consultant on board, or shortly, you know, right around that timeframe.

227

00:51:36.360 --> 00:52:04.030

Laura Tolkoff: Etienne, I'm curious if you can put in the chat, and if people want to find more information. I know this has been this urban study has been really thorough, well documented, and exhibited in many places. If you could kind of share where we can find out more, since we're only getting just a very short window into the work that you've

that you've been doing. I think it would be helpful to leave us with that

228

00:52:04.030 --> 00:52:07.549

Laura Tolkoff: and then you know I would. I would

229

00:52:07.640 --> 00:52:11.069

Laura Tolkoff: love to kind of zoom out to the 30,000 foot

230

00:52:11.300 --> 00:52:28.420

Laura Tolkoff: view. I'm recognizing now that requires a conversion. That, you know, for for people who are really just embarking on this process, what are the, you know, 2 kind of pearls of wisdom that you would you would leave us with.

231

00:52:30.250 --> 00:52:30.970

Etienne Riot: Hmm

232

00:52:31.080 --> 00:52:51.180

Etienne Riot: ye yeah, I will give you some link for the study, which is a little bit more public for some of the views you've seen today for the it was really fresh. No, because it's from the last week we finished some of them, and they are still not very public. So but we have a link. I will provide you.

233

00:52:51.260 --> 00:53:03.509

Etienne Riot: That shows the phase 2, so that we give you all the information of the last milestone we had before doing that urban study. So I'm just putting it in the in the tab.

234

00:53:06.600 --> 00:53:18.089

Laura Tolkoff: Thank you. And when we when you're finished with that, I would yeah, be eager to hear your kind of big pearls of wisdom. Kind of what you learned, how your view of

235

00:53:19.150 --> 00:53:39.000

Eric Eidlin | SJD0T | Santa Clara St. Team: how you're, how like, what's the thing that's gonna stick with you? The most having gone through this process, and that you think would be helpful for for people here to here. We've walked Santa Clara Street together, so

236

00:53:45.090 --> 00:53:58.310

Laura Tolkoff: should I answer to a question, or I was just looking for the link. Okay, could could you just rephrase it? Yeah. I think. Yes. Having gone through this urban study and working towards implementation

237

00:53:58.410 --> 00:54:01.739

Laura Tolkoff: and knowing that we're just at the beginning

238

00:54:02.240 --> 00:54:07.529

Laura Tolkoff: of our own process, and knowing what Santa Clara street is like.

239

00:54:07.710 --> 00:54:19.670

Laura Tolkoff: What sort of parting words? What words of wisdom would you have to help us? As we think about this project? What needs to be different in our own mindsets?

240

00:54:20.190 --> 00:54:26.139

Laura Tolkoff: Or how did your mindset change that? We should keep an open mind, too?

241

00:54:26.720 --> 00:54:28.670

I think that

242

00:54:29.360 --> 00:54:43.530

Etienne Riot: you know I'm I have a very European, French Parisian point of view, so perhaps it's exotic to you. But I think that there is something related to the identity of San Jose. So what is the thing of history that could

243

00:54:43.660 --> 00:54:48.720

Etienne Riot: give you inspiration for Santa Clara Street? Then the second point should be.

244

00:54:49.160 --> 00:55:19.020

Etienne Riot: According to me. There is something about walkability, because there is like a potential in downtown San Jose. As I remember it, it looked like a bit exotic to me, too. It looked very American city, but I think that there is something that you have to use your sidewalk. You have to understand that, as you mentioned. It is not just a transportation project. It's far more than that. It's about

public realm. It's about the sense of civic place you want to have on it. And

245

00:55:19.040 --> 00:55:36.460

Etienne Riot: and there is something about the understanding of who are the people that will use this avenue, people that are already living on it, and people that should be attracted to it. And then the last point should be, I think, the equilibrium, the balance between

246

00:55:37.030 --> 00:55:43.619

Etienne Riot: the dynamic that are surrounding San Jose and the dynamic that would be in the centre of San Jose.

247

00:55:43.880 --> 00:55:48.440

Etienne Riot: with the Champs Elysees, with the Cond Avenue. The Conda May avenue.

248

00:55:48.450 --> 00:56:11.369

Etienne Riot: The chants we had is that it's an axis, and it's an already existing axis. It is in the mind of the people. They know that they can go on it, that the development. The energy is spread by this axis, and it has been 200 years that far more than that, that it has been so, so, what should be the energy that is connected to the Santa Clara Street.

249

00:56:11.410 --> 00:56:28.109

Etienne Riot: What is the energy already existing, and what should be the civic energy that it will be provided by the project. I don't know if it's clear it's a little bit metaphoristic, but I think there is something about that. What are the dynamic of Santa Clara that Santa Clara Street can

250

00:56:28.500 --> 00:56:33.699

Etienne Riot: renew. provide. and also inspire.

251

00:56:37.530 --> 00:56:42.600

Laura Tolkoff: I love that. Thank you so much for for sharing that I think

252

00:56:42.950 --> 00:56:53.919

Laura Tolkoff: when I think about this project, there's a piece that is really introspective. About who is San Jose and who do we want to

be?

253

00:56:53.970 --> 00:56:58.010

Laura Tolkoff: And so I feel like that really comes through

254

00:56:58.020 --> 00:57:18.700

Laura Tolkoff: in what you what you said and thinking about this as a civic, as a civic space and the civic energy, I think, was really a really compelling way to also think about about this. So I just wanna thank you. I know we're coming to the close of our session. At the end. II really just appreciate you providing

255

00:57:18.840 --> 00:57:32.780

Laura Tolkoff: you know, and a little glimpse of the amazing work that you've done in this urban study, and how you're thinking about reimagining and re enchanting sent the shops, at least say, and also giving us a language

256

00:57:32.780 --> 00:57:57.759

Laura Tolkoff: and an example of a process. That we can use to really examine our own street and start really thinking about it. I think what was so special is that you gave kind of a language to things that people feel right like urban fabric. Public realm. II mean, I I've been. I'm a professional, and I barely know what that means. Right? And so you can provide kind of a language

257

00:57:57.760 --> 00:58:19.369

Laura Tolkoff: specifics. And also this really grand vision. And II just so appreciate everything that you're bringing to help us really get inspired and think about. The future of of Santa Clara street in San Jose. So thank you to Etienne. Thank you to Eric. And thank you to everyone else for joining us and participating in today's session.

258

00:58:20.460 --> 00:58:21.720

Eric Eidlin | SJD0T | Santa Clara St. Team: Thank you, Nancy.

259

00:58:21.880 --> 00:58:24.150

Eric Eidlin | SJD0T | Santa Clara St. Team: Oh, well.