



28th Street/Little Portugal Community Working Group Meeting

Date of Meeting: September 16, 2020 (4:00 p.m. to 5:10 p.m.)

Location: Zoom

Attendees:

Members in Attendance: Terry Christensen, Carlos Diaz, Danny Garza, Mimi Fernandez (on behalf of Connie Alvarez), Helen Masamori, Chris Patterson-Simmons, Bill Rankin, and Davide Vieira

Members not in Attendance: Elma Arredondo, Bela Ferreira, Matt Gustafson, Jeff Levine, Cobán López, Eric Thacker, and Justin Triano

Other Speaking Attendees: Bernice Alaniz (VTA) and Gretchen Baisa (VTA)

Project Team in Attendance: Kate Christopherson (VTA) and Joseph Clayton (VTA)

Project Team not in Attendance: Jill Gibson (VTA)

Meeting Agenda:

- Welcome and Introductions
- Follow-up Items
- CWG Member Report Out
- Phase II Update
- Community Outreach
- Review Action Items and Next Meeting Dates

Follow-Up Items:

- Respond to question on VTA and BART's financial future

| Comment, Issues, and Questions | Response |
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| Follow-Up Items | |
| <p>Is the creation of approximately 48,000 jobs for Contract 2 construction jobs? Based on 8-hour days?</p> | <p>This estimate is in job years. This means we divide the estimate by the number of years VTA is working on the Phase II Project. For example, Phase I created approximately 18,000 jobs, which turned out to be 3,000 direct and indirect jobs per year. Direct jobs would be construction workers, transportation engineers and planners, project managers. Indirect jobs would be material manufacturers, safety equipment suppliers, and uniform suppliers.</p> |
| CWG Member Report Out | |
| <p>There are a couple more development projects in the station area. We estimate approximately eight projects in the development pipeline. Many are claiming proximity to transit as a reason they're not providing more parking.</p> | <p>Comment noted.</p> |
| <p>The Alum Rock Business Network is doing corridor footwork. Common theme we've heard is apprehension about future economic conditions and business longevity. Parking still a concern. Many are interested in parking permits.</p> | <p>Comment noted.</p> |
| <p>One of the developments in the pipeline is on North 27th Street, just north of the McDonalds. We met with the developers, who are planning to accommodate the BART tunnel. VTA needs to meet with the developer so the development designers can maximize development. The developer estimated their current design at 70 feet tall.</p> | <p>That height would trigger concern for the BART tunnel. VTA is connected to other developers along the corridor, but we're unsure if we're connected with this one. Please connect VTA's Real Estate team and this developer.</p> |
| <p>The East Santa Clara Street Business Association is communicating with a developer on E. Santa Clara St & 11th Street. The San Diego developer is building a 64-unit veteran housing project. We asked if he connected with VTA. He said no, so we told him to do his homework. We also encouraged him to</p> | <p>Comment noted.</p> |

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| hold public workshop so they community can have a say. | |
| Second the parking issue mentioned earlier. | Comment noted. |
| The Alum Rock Santa Clara Business Association finds all the collaboration going on between the different groups to support each other during COVID is uplifting. Thank you! | Comment noted. |
| The Alum Rock Santa Clara Business Association was conducting a displacement survey before COVID. We had to pause, but the survey has now resumed, and results are coming out soon. During the survey pause, we joined partners to help with COVID small business assistance. We helped with PPE applications, distance-based learning, spreading COVID compliance information, and opened a hotline. We also partnered with Sacred Heart on processing small business support applications and award \$50,000. Many businesses were owned by undocumented residents who were unable to get help elsewhere. There are also 77 business-related workshops scheduled over the next seven months. | Comment noted. |
| Phase II Update | |
| Any idea on how much extra time for passengers using the overhead and underground crossing versus at-street level crossing? | Looking at slide 20, the at-grade crossing (Option 1) got yellow for waiting at traffic signals. The overcrossing (Option 2) got red for additional time to going above grade and then returning to street-level. The undercrossing (Option 3) got yellow because we would be adding another stop on the elevator. |
| Has there been any follow-up on tunneling from both ends or using two contractors? | Today, VTA released a Request for Industry Feedback to hear from the contracting community. Peer review will also provide feedback on our contracting strategy. |
| Is Santa Clara Street going to be closed to build the Downtown San José Station? | No. The station will be built off-street like any other development project. This was |

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| | the major reason why VTA chose a single-bore tunnel. |
| Will Diridon and 28th Street/Little Portugal stations also be like the Downtown Station? | Station design will be different for all three stations. Both Diridon and 28th Street/Little Portugal stations will have a single headhouse. Diridon will be built off-street like Downtown. 28th Street/Little Portugal will be built with cut-and-cover methods. |
| Reducing street impacts during construction is important. General contractor should keep materials and vehicles off-street. VTA also needs to ensure construction contract compliance. Hiring competent flagman is also important. | VTA is gathering data from businesses and institutions on delivery hours, access, etc. so we can create a construction transportation plan that will be included in construction contracts. |
| Where is parking located at these stations? | At the 28th Street/Little Portugal Station there will be a 1,500-spot public parking structure. No BART parking will be provided at Diridon or Downtown, but the transit-oriented development at the Downtown San José Station will likely include underground parking. |
| [City of San José] The City feels it's important to have a southern entrance. Does VTA have estimated peak period ridership? | VTA is looking at passenger access as part of this. We don't have exact numbers right now, but we can get that to you. |
| [Public] It's false that staff received approval to make the southern entrance a separate project. The CPC meeting was informational only. | Earlier, we said CPC recommended making the southern entrance a separate project. We never said they voted. |
| [Public] The Downtown San José Station's ridership will be driven by SJSU. | Comment noted. |
| Community Engagement | |
| [Public] VTA never intended to integrate BART into the existing Diridon Station. Light rail will also not be integrated into Diridon or BART. We need to pull plug on DISC and find new consultants. | Comment noted. |

Next CWG Meeting:
November 18, 4:00 PM, Zoom

Prepared by: Kate Christopherson (VTA)
Concurred by: Joe Clayton (VTA)

Distribution: CWG
Project Team
City Staff
Distribution list