



## **Santa Clara Community Working Group Meeting**

**Date of Meeting:** June 14, 2018 (4:00 p.m. to 6:00 p.m.)

### **Attendees:**

Members in Attendance: John Urban, Jack Morash, Nick Kasper, Sudhanshu Jain, Ron Miller and Chris Shay

Members not in Attendance: Luke De Vogelaere

Other Speaker Attendees: Jill Gibson (VTA), Gretchen Baisa (VTA), Dennis Kearney (VTA), Dennis Dornan (Perkins +Will), Alison Nemirow (Strategic Economics), and Adam Dankberg (Kimley-Horn)

Additional Project Team in Attendance: Erica Roecks (VTA), Karen Gauss (VTA), Adriano Rothschild (VTA), Ahmad Qayoumi (CSJ), and Eileen Goodwin (Apex Strategies)

Project Team not in Attendance: John Davidson (City of Santa Clara)

**Location:** Noticed as Police Department Community Room A, 601 East El Camino Real, CA but moved to the Historic Santa Clara Depot, at the Santa Clara Caltrain Station

### **Summary:**

#### **The Meeting agenda included:**

- Welcome and Introductions
- Follow-up Items
- Phase II Update
- VTA's process for Station Naming
- Construction Education and Outreach Plan
- San Jose Diridon Integrated Station Concept Plan Update
- Transit Oriented Development Strategy and Access Planning Studies Update
- Review Action Items and Next Meeting Dates

Next CWG Meetings:

Tour of Concord Maintenance Facility June 15, 2018 8:00 a.m. to 3:00 p.m.

**Key Issues/Comments/Questions:**

<b>Comment/Question</b>	<b>Response</b>
<b>Follow Up items</b>	
No comments noted.	
<b>Phase II</b>	
EPD, how much money is left on the table?	The exact amount is a complicated answer. The amount from the EPD program is capped at 25% of the cost estimate at time of submission of the FFGA materials.
Why 2019 for submission date to EPD?	We need to update the cost and schedule information.
Was VTA pleased with the team they used for general engineering in Phase I?	We don't have an answer for that.
Will the new plans at Diridon impact the cost estimate in the application?	The ROD cleared the Diridon north option. We will be looking to update all costs as part of the application process.
There have been delays in Phase I, can we really trust this schedule?	There have been lessons learned along the way. VTA will be under FTA oversight so every assumption will be scrutinized by people with a lot of experience delivering transit projects.
<b>VTA's Process for Station Naming</b>	Comments below are noted.
<b>Santa Clara</b>	
I think it should be "Santa Clara University"	
I agree, its historic	
I am against using University, there are more destinations at this stop than the University. It is one of numerous spots.	
The University and the railroad came together to create the station, the connection is historic. It can be Santa Clara on its own or with the University. Either way, there should be wayfinding signage about the University.	
Santa Clara/Santa Clara University might be a good option.	
Ditto	
Nice to acknowledge University but good with either.	
We should call it Santa Clara station and leave room to add San Jose Airport once that connection is made	
If the name goes away from Santa Clara as	Yes

a name, will Caltrain be involved in the conversation?	
<b>Diridon</b>	
The San Jose stations should rely on numbered streets	
<b>Downtown</b>	
1 <sup>st</sup> street makes sense	
<b>Alum Rock/28th</b>	
28 <sup>th</sup> makes sense	
<b>Construction Education and Outreach Plan</b>	
Is this link to YouTube accurate if I share it?	Yes
VTA should be involved with Aquatic Day on September 29 <sup>th</sup> . It is a good opportunity to be visible in Santa Clara.	Thank you for that suggestion.
I would really like to have my homeowners group take advantage of an update. I do not know why we cannot seem to make that happen. I am sorry they are not following up.	We stand ready to present when we are invited.
The issues are noise, vibration, dust etc. Our neighborhood association has a “good neighbor” agreement with Avaya Stadium. We meet together quarterly. There are formal feedback loops. Will VTA have something similar?	That is part of the role of the CWGs going forward is to create this two-way communication.
I want to make sure that if my neighborhood complains we won’t be told it is “too late: and we should have flagged it in the environmental process.”	Comment noted.
<b>San Jose Diridon Integrated Station Concept Plan Update</b>	
How does VTA coordinate with the City’s SAAG process related to Google planning?	The partnership effort with Caltrain, HSR, the City and VTA does include coordination with the Google design team as well as the people staffing the SAAG.
Is ACE represented?	Caltrain represents ACE and Capital Corridor at the table
<b>Transit Oriented Development Strategy and Access Planning</b>	
Will the planning process ultimately utilize VTA’s eminent domain power? I hear eminent domain was used on a few properties for Phase I.	VTA is only acquiring properties for Construction Stating Areas and facilities required for the BART Project. These properties may then be used for TOJD, as cleared by the environmental document. Please see <a href="#">VTA’s Real Estate Acquisition fact sheet</a> for more information about the Real Estate Acquisition process, including eminent domain

	<a href="http://vtaorgcontent.s3-us-west-1.amazonaws.com/Site_Content/Real%20Estate%20Acquisition%20for%20VTA%20Projects.pdf">http://vtaorgcontent.s3-us-west-1.amazonaws.com/Site_Content/Real%20Estate%20Acquisition%20for%20VTA%20Projects.pdf</a> ).
What about parking?	VTA does not control the land uses in the station area, the cities do. So the cities will set parking requirements.
Will Next Network style reconfigurations happen again as Phase II opens?	Yes, a similar program will take place.
Do decisions drive the footprint?	Yes.
What does “shed” really mean?	Most that will access this station will be within 10 minutes by foot or bike using on or off street paths
We need to keep in mind access is needed “under the bottom of the airport” to connect to Guadalupe River.	That is noted although not specifically part of this study. Connections to the greater bicycle network will be analyzed.
VTA should keep in mind the University is a good way for people to pass through (except at class change times) there are clear safe paths.	Comment noted.
It will be important to work with Avaya and Hunter Storm to make sure there are clear paths. We need to think about Campbell Avenue and the needs of the commuters north and south along El Camino Real.	Comments noted.
Did you (Kimley-Horn) do the traffic analysis in the EIR?	No, that was another group.
I am stunned and scratching my head about the projection of 50% bus transfer at this station in 2035. It seems we are a car addicted society.	Comments noted. Model used was VTA’s Travel Demand Model which was been developed based on Regional MTC model, and in close coordination with FTA.
How much did new technology factor in to this analysis?	We are using current and best practices.
We have heard from the City of Santa Clara staff that there will be a lot of density in other parts of Santa Clara not just the station area.	Yes, we are aware of that planned growth. This is not an either/or scenario.
Is the team aware of the new development plans by Republic for across from the station?	Thank you for sharing this information.
Housing for the University staff, police and fire, Bellarmine staff needs to be part of the discussion around housing in the Santa Clara Station area.	Comment noted.
As a San Jose resident, I am very interested in keeping what is zoned commercial or industrial just that and not converting it to housing. The City of San Jose already	Part of this study will be to conduct a fiscal impact analysis study to help inform this issue.

provides more than its share of housing compared to others further up along the Caltrain line. It is important for funding City staff and first responders that we keep a tax base.	
For VTA's 35% affordable goal how many were in place for Phase I?	VTA did not do a joint development program as part of Phase I.

**Follow-Up Items:**

- Provide link to the Background Conditions report when available.
- Keep CWG members informed of station naming item on future VTA Board agendas opportunities.
- CWG members to get comments to Eileen on draft factsheets by June 29.
- Distribute new funding plan once developed.

**Prepared by:** Eileen Goodwin, Apex Strategies

**Distribution:**

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