



Alum Rock Community Working Group Meeting

Date of Meeting: June 15, 2016 (4:00 p.m. to 6:00 p.m.)

Attendees:

Members in Attendance: Terry Christensen, Bob Van Cleef, Davide Vieira, David Dickey, Geoff Hatchard, Kelly Daugherty, Carlos Diaz, RJ Castro, Justin Triano, Charisse Lebron

Members not in Attendance: Matt Bell, Craig Chivatero, Kathy Ericksen

Other Speaking Attendees: Leyla Hedayat (VTA), Tom Fitzwater (VTA), Ron Golem (VTA), Krishna Davey VTA, Ron Drake, EPC, Brent Pearse (VTA), Angela Sipp (VTA), Nanci Klein (CSJ),

Project Team in Attendance: Kevin Kurimoto (VTA), Jessica Zenk (CSJ), Eileen Goodwin (Apex)

Project Team not in Attendance: Michael Brilliot (CSJ), Rosalynn Hughey (CSJ), Janice Soriano (VTA)

Location: Mexican Heritage Plaza, 1700 Alum Rock Avenue, San Jose CA

Summary:

The Meeting agenda included:

- Welcome and Introductions
- Follow up items – Facilitator
- Project Update—VTA Staff
- Schedule Update – VTA Staff
- Developer Forum Debrief-City Staff
- Joint Development-VTA Staff
- Construction Methodology-VTA Staff
- Construction Outreach Best Practices Research Summary Update-VTA Staff
- Next Steps –Facilitator
- Review Action Items and Next Meeting Date (In Pavilion Building--September 14, 2016 4 p.m.-6 p.m.) – Facilitator

Key Issues/Comments/Questions:

Comment/Question	Response
Follow up items – Work Plan Updates	
No comments	
Project and Schedule Update	
Does moving out the environmental document impact the opening day schedule?	No it does not. The VTA plans to have service in 2026.
Explain the 2017 and 2018 dates.	The VTA plans to get the record of decision on the document in Fall 2017. The drop dead date is Spring 2018. There is some float in the schedule.
In the Diridon North option are the turns tighter?	No they are the same and they meet BART standards.
Explain why this new Diridon option is available now.	There has been additional engineering done and the station can be fit in without impacting Caltrain operations which has been a constraint in the past. The design has evolved.
What are the purple spots on the graphics.	Those areas are the potential plaza sites but they can be adjusted.
Developer Forum Debrief	
This feedback from the developers sounds good but what is the City doing to make sure locals are not displaced by all these new developments and people? We need to protect and improve the lives of the people who are already here.	The City will be working to increase job opportunities and affordable housing opportunities for those already in the area as well as those who might move in.
Concerned about capturing all the assumptions that the community and City staff might have about what is assumed to happen with such items as the 5 Wounds Trail. The current design stops on the west side of Route 101 but the community is assuming the trail will connect to the Berryessa BART station. How can these things be captured in a document?	VTA will be doing access planning and these access related issues will be captured and documented in that process.
What about the 7 acre triangle site that is across from the Eggo plant? It is privately owned?	Comment noted.
What is definition of under-utilized site?	A site that may have a smaller, older building or use that is not in keeping with current planning and zoning opportunities.

What about Route 101 access from Julian to Santa Clara?	Any development proposal would have to do traffic analysis. The City takes that requirement seriously.
What is schedule for the completion of the Mabury interchange? Is it dependent on the sales tax measure passing?	The current schedule is for completion in 2021. Yes, the project is on the list of sales tax projects and the City is assuming that would be part of the funding.
Joint Development	
We suggest VTA utilize all the planning that has been done and approved for this area rather than start over. That will speed up VTA's process.	There will be a VTA lead process anyway but VTA absolutely can use the existing plans as the starting point.
There have been multiple documents created and approved (2002, 2006, and 2010) now there is an Urban Village concept that is part of the General Plan.	Thank you that is helpful.
What is VTA assuming?	VTA assumes what is in the approved General Plan within a jurisdiction. That is also what is assumed in the environmental document. The VTA is assuming maximum development for the site, however, as the City staff just indicated in the previous item. The City may re-zone this area to allow for more development.
Does VTA consider just VTA land?	Yes.
Is there a way for this affordable housing that VTA would develop to be offered to the existing community first?	That issue came up at the VTA Board. VTA staff are looking into what can legally be done but as you know fair housing laws are strict about discrimination of any kind.
If people are being displaced you can give them preference.	Yes, but in this case we are talking about new housing stock.
Construction Methodology	
This sounds great. Is this single bore deeper?	Yes.
Does this impact what High Speed Rail can do at Diridon?	High Speed Rail is looking at below ground, at grade and above grade options. The City and VTA are coordinating on all of the issues related to the Diridon area through a Joint Powers Authority and process.
What are BART staff thinking about the single bore?	They see no fatal flaws but they have additional questions about the ventilation

	system and emergency response. VTA is seeking consultant support to answer these questions before the end of the year.
Has Caltrain looked at single bore.	They are interested in it but not currently proposing it anywhere.
There is another potential benefit for single bore which should be noted. The station could exist between 1 st and 2 nd in the downtown under the LRT system which it cannot in the twin bore scenario. The single bore is more flexible for station placement.	Yes, thank you.
At the Five Wounds area this single bore seems like it would allow for taller joint development above the station. That is another benefit.	Yes.
Is the Barcelona train the only transit system using this single bore?	Yes, at this time. Several other transit providers are considering this technology at this time. Highway and water projects have used single bore technology for a long time.
Will this single bore have environmental impacts? How does it relate to soil issues and seismic issues? Concerned about San Jose soils being too soft.	These issues will be studied further both in the environmental document and through engineering efforts. Initial analysis indicates the single bore may have lesser noise impacts. The Barcelona soils and water table issues are similar to San Jose's and that gives us optimism that this technology would work here. More study is necessary to confirm these issues.
Single bore sounds ideal will it cost more money to build?	The tunnel itself is more expensive due to its size. However, the overall budget for construction may be a wash because there would be fewer utility relocations and smaller cut and cover operations. This will be analyzed further.
How does this technology hold up in a terrorist attack? What is the budget for safety against terrorists. This needs to be considered.	There are guidelines that need to be met. The budget will be partially covered in construction and partly under operations. There will be ways to isolate areas because that is necessary for suppressing fire as well. These issues

	will be clarified later in project development.
Our community should thank Roland LeBron for his work to date following the tunneling issue. It is too bad he is not here.	He was at the meeting yesterday and heard and commented on the presentation.
Construction Outreach	
<p>Poll Results: CWG only results (total responses in parenthesis) –</p> <ol style="list-style-type: none"> 1. When sharing information with members of your community, what subject matter gets the most response? A: Local Project Updates 80%, Events 20% (A: Advocacy 8%, Events 23%, Neighborhood Info 15%, Local Project Updates 54%) <i>Total 13 Responses</i> 2. Which social media outlets would you prefer VTA to engage with you? A: Twitter 44%, Facebook 33%, Nextdoor 22%, Instagram 0% (A: Twitter 33%, Facebook 53%, Nextdoor 13%, Intagram 0%) <i>Total 15 Responses</i> 3. Of the marketing programs presented, which do you think are more effective in a local business marketing campaign? A: Access to business development training 10%, Loyalty program 20%, Branding (ex. Shop Alum Rock) 50%, Rewards program 20% (A: Access to business dev. Training 7%, Loyalty Program 13%, Branding 40 %, Rewards Program 40%) <i>Total 15 Responses</i> 4. Poll question not working 5. Which tools listed would serve the community best to better plan for construction impacts? A: VTA website 0%, Google 	

<p>Maps 40%, Waze 20%, Email Construction Notice 20%, Twitter/Facebook 20% (A: VTA website 0%, Google Maps 46%, Waze 8%, Email, 31%, Twitter/Facebook 15%) <i>Total 13 Responses</i></p> <p>6. What is the most important role the Community Advisory Group (CAG) has during construction? A: Advocating for the community 100% (A: Reporting issues 7%, Advocating for community 93%, Contractor incentives 0%) <i>Total 14 Responses</i></p> <p>7. How effective is the current Community Working Group (CWG) process? A: Very effective 13%, Somewhat effective 88% (A: Very effective 27%, Somewhat effective 73%, Not effective 0%) <i>Total 15 Responses</i></p> <p>8. What is the most valued function of community outreach to you? A: Regular updates on project progress 11%, Public meetings 0%, Direct contact with project reps 56%, Fast response on issues affecting community 33% (A: Regular updates on project 13%, Public meetings 0 %, Direct contact with project reps 53%, Fast response affecting community 33%) <i>Total 15 Responses</i></p> <p>9. Do you consider VTA project/public meeting mailers an effective outreach tool in creating project activity awareness? A: Yes 20%, No 80% (A: Yes 36%, No 64%) <i>Total 14 Responses</i></p>	
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Follow-Up Items:

None noted.

Prepared by: Eileen Goodwin, Apex Strategies

Distribution:

CWG
Project Team
City Staff
Distribution list