



Alum Rock Community Working Group Meeting

Date of Meeting: August 12, 2015 (4:00 p.m. to 6:00 p.m.) Special Optional Meeting
6:00 p.m. to 7:00 p.m.)

Attendees:

Members in Attendance: Terry Christensen, Bob Van Cleef, Davide Vieira, David Dickey, Craig Chivatero, Justin Triano, Geoff Hatchard, Kathy Ericksen, RJ Castro, Charisse Lebron, Matt Bell

Members not in Attendance: Kelly Daugherty

Other Speaking Attendees: Bernice Alaniz (VTA), Brent Pearse (VTA), Krishna Davey (VTA), Mike Smith (VTA), Margaret Rhee (Ernst & Young) John Sighamony (VTA)

Project Team in Attendance: Rosalynn Hughey (CSJ), Michael Brilliot (CSJ), Ray Salvano (CSJ), Leyla Hedayat (VTA) Angela Sipp (VTA), Erica Roecks (VTA), Jessica Zenk (CSJ), Eileen Goodwin (Apex)

Project Team not in Attendance: None

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

Summary:

The Meeting agenda included:

- Welcome and Introductions
- Follow up items - (Presentations on Ridership Demographics, Berryessa end of line Traffic information) – Facilitator and VTA Staff
- Project Status Update Evolution of Design Decisions – VTA Staff
- Update on City projects in Station Area (Access Study, Economic Study, Mabury Road/US 101 Interchange) – City Staff
- Financial Update BART Phase II—VTA Staff and Ernst & Young
- Envision Project Update—VTA staff
- Review Action Items and Next Meeting Date (October 14th, 2015 4 p.m.-6 p.m.) – Facilitator

Key Issues/Comments/Questions:

Comment/Question	Response
Follow up items – Ridership	

Demographics	
Is the population data using 2015 census?	Yes, it has been correlated to the most current data.
For the demographic information, can we get a factsheet that helps make sense of this data? Perhaps a single page.	Yes.
Can this ridership information be presented in a CSV for format so it can be manipulated by the public?	We will discuss it internally and an update will be given to the CWG members.
Follow up items – Berryessa end of line Traffic information	
There is a lot of real traffic already on our local roads now before BART is even open. Cannot get onto Route 101 during rush hour sometimes. BART is additive. When will we have traffic counts?	There will be traffic counts done as part of the EIR process. There will be current traffic information disclosed as well as the future conditions with BART open. The document will also suggest traffic mitigations that could be put into place.
Is there a distinction on this presented information whether a car comes in to park or is just a kiss and ride drop off as part of the 300 cars.	There is no distinction in this statistic, therefore it is most conservative and assumes all are staying and parking.
Evolution of Design Decisions	
	No questions or comments on this item
City Projects—Access Study	
Explain why the parking is not in the northern most corner anymore?	VTA response: The model shows less demand for parking. VTA hopes to work with the development community on shared use parking. As a result the parking footprint has been reduced and that parcel you are referring to is no longer needed for parking.
What is meant by City’s consultant’s recommendation to focus business on Santa Clara Street?	The consultants are reminding the team to keep the community and BART riders able to easily see Santa Clara Street which is not far away as we design the station and the plaza areas. The desire is to keep the businesses there thriving and create even more demand.
Will there be a program in place to keep businesses operating during construction.	The City has not developed a plan for that type of program.
Could the parking lot be built on the Caltrans right-of-way in the ramp area?	No, VTA is not pursuing that.
This presentation does a great job capturing what was discussed on the tour. The plaza should be highlighted in the	City response: Often plazas become dead space so we will be looking carefully as to the placement.

front.	
Can the neighbors get permit parking?	City response: Residential Permit Parking zones have been established in various neighborhoods. . Due to prior program reductions, the City only has resources to support existing zones with the issuance and renewal of permits. At this time, the City does not have resources to create new, or expand existing permit zones.
The zoning will be changed prior to or right around the station opening so the types of development out here will be different than today.	Good point to keep in mind.
That loop road by the station might go away.	Yes this area is not finalized.
City Projects—Economic Study	
Different neighborhoods have different demographics such as East West Court and the neighborhood on the south of Santa Clara Street.	The City will gather that data and make it available to the Economic consultant team to look at.
City Projects—Mabury Interchange	
What is the tail on this graphic?	It is road access to Watson Park.
Has a half interchange been looked at Berryessa?	City Response: Yes. There have been many design options considered. The team tries to minimize right-of-way impacts and needs. We try to make the footprint of this interchange smaller.
Will the interchange design accommodate the creek trail?	Yes, that is something the City is working toward and partnering on.
Financial Update BART Phase II	
Extracting property value around stations can lead to gentrification. How will people afford to stay here? Will small business and residential property owners be priced out due to an additional tax? This seems counter to the affordable housing policy and needed work and it worries me.	The impacted property owners would be able to vote prior to any tax on the properties in the station area through a Mello Roos District. The vote threshold is 2/3rds for approval for a community facility district (CFD).
How would that be allocated among partners (city/county).	That has not been worked out.
How much will 2000 Measure A raise over the life of that tax?	Approximately \$7B. This tax has an expiration date.
Has the VTA looked at re-financing existing debt?	Yes, VTA refinances its debt and just did so to take advantage of the market rates and saved quite a bit of money.
Envision	

Can the public sponsor projects?	Yes, with a City co-sponsor.
VTA should post its Envision meetings on the main page of the VTA website's master calendar.	Good suggestion, we will add future meetings to the VTA main calendar.

Follow-Up Items:

- VTA to create a one page factsheet presenting the ridership demographic data.
- VTA to put on-line the BART schedule and the BART ridership estimates in accessible format. BART ridership estimates will be provided when updated data is available in the first quarter of 2016. The BART service schedule has not yet been established and will be provided when available.
- VTA/City to send City's developer forum information to the CWG members as soon as available so the CWG members can participate.
- Add results of the economic study work to CWG work plan and agenda for four months out.
- City to gather demographic data related to the various sub-area neighborhoods and make that available to the economic consultants for their use.
- VTA to send out information about the upcoming VTA Board funding workshop time and location.
- Envision meeting information should be placed on main VTA calendar.
- Additional CWG meetings in December to discuss construction methods – Alum Rock meeting will be Wednesday, December 2nd. Other meetings on December 1st and December 3rd so members can attend another group's meeting if the date doesn't work for you.

Requested Links:

- **Envision web page:** <http://www.vta.org/envision-silicon-valley/envision-silicon-valley>
 - link to the Envision Survey: <http://www.envisionsv.org/survey>

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Distribution:

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