



Solutions that move you

Alum Rock/28TH Street Community Working Group Meeting

Date of Meeting: February 7, 2018 (4:00 p.m. to 6:00 p.m.)

Attendees:

Members in Attendance: Davide Vieira, Justin Triano, Terry Christensen, Geoff Hatchard, Carlos Diaz, and Bob Van Cleef

Members not in Attendance: Craig Chivatero, Kathy Ericksen, Kelly Daugherty, RJ Castro, Emily Cunningham, and Asn Ndiaye

Other Speaking Attendees: Mike Smith (VTA), Jill Gibson (VTA), Brandi Childress (VTA), Gretchen Baisa (VTA), Bill Ekern (CSJ), Yves Zsutty (CSJ) and Doug Moody (CSJ)

Project Team in Attendance: Erica Roecks (VTA), Tyla Treasure (VTA), Karen Gauss (VTA), Ahmad Qayoumi (CSJ), Brian Stanke (CSJ), and Eileen Goodwin (Apex Strategies)

Project Team not in Attendance: Leyla Hedayat (VTA), Micheal Brilliot (CSJ)

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

Summary:

The Meeting Agenda included:

- Welcome and Introductions
- Follow-up Items
- Trails Overview
- Phase I Update
- Phase II Update
- Financial Update
- San Jose Diridon Integrated Station Concept Plan
- Transit Oriented Development Strategy and Access Planning Studies Update
- Project Updates
 - Status of Phase II Real Estate Acquisition
 - Status of Federal Involvement and Related Issues
 - Status of Construction Activities
- CWG Next Steps

- Review Action Items and Next Meeting Dates:

CWG Meeting April 25th, 2018 Mexican Heritage Plaza, 1700 Alum Rock Avenue, San Jose

Key Issues/Comments/Questions:

Comment/Question	Response
Follow Up	
None noted	
Trails Overview	
Some folks are saying that the trail will be moved away from the Coyote Creek is that correct?	No. The trail will be along the creek.
I am concerned the time it takes to build these trails and specifically about the railroad trestles. We have uneven judgement about what is a safe facility after a fire. Caltrans let theirs stand while another was taken down and lost to an option for a trail.	The City has hired engineers to do a study regarding the safety of the railroad trestle near Story Road. Your comments are noted.
When will that study be released?	It is in process. City staff is reviewing now.
Is this Coyote Trail map accurate on where the trails will be?	It is illustrative not a formal site plan. The engineering has not been done.
How will BART interface with the right-of-way for the Five Wounds Trail?	The City is working with VTA on a solution. We are confident there will be a good one.
Public Comment: The Bay Area Ridge Trail is through the station area. That would connect BART riders to 550 miles of regional trails. The Sierra Vista Open Space connection we hope to be the first of many connections. This type of access makes San Jose one of the most trail connected areas in the world. There is an opportunity here for world-wide eco-tourism.	Comment noted.
Phase I	
Thanks for the update. I want to thank VTA for lowering youth fares.	Thank you. We have also received good feedback for our new system regarding the 2-hour transfer option.
Phase II	
Are the feds making the decision on single- versus twin-bore?	No. That is a VTA and BART Board decision.
When these design refinements occur will that advance design? How far along is the design for each tunnel option?	The twin-bore design was on average 65% in 2008 when the project was phased and Phase II was put on hold. Due to code

	and other seismic requirement changes since 2008, we have to refine the design to update to meet current requirements, and we are in the process of doing that currently so the design level is not known. The single-bore design is at a preliminary engineering level.
Is the single-bore option within our means? Is it more expensive than twin-bore?	Based on the current level of design, which is conceptual, the cost for single-bore appears to be slightly higher, but this is expected to be reduced as design advances. The refinements have not been addressed and are currently under review (including an impact to cost and schedule).
Do the cost options being developed consider the extra cost of the downtown and other business disruption? It should be clearly called out.	We do not include those types of construction costs until we know what type of project we are constructing. Once we've selected the project, we will determine how to manage impacts during construction. We have included community outreach to downtown residents and businesses in our cost estimates.
Once business impact plan is developed please let us know.	Yes, absolutely.
Finance Update	
Where does heavy rail fall in President's Plan? I hear it is on the bad list.	We do not yet have the details of his plan, but it is looking likely that this administration is not as supportive of transit as the last administration.
San Jose Diridon Integrated Station Concept Plan	
What are the boundaries of the area shown in the presentation?	Boundaries were explained using map in the presentation.
We need to be careful that the Diridon station does not become "Google-ville"	Agree. The intent is to make Diridon and the area around it seamlessly part of the larger downtown and a 24/7 style part of the larger community. The area will be planned to be permeable to other parts of the community, so it is not a campus development.
Is there any sense of what Google will contribute? Can they help fund BART?	This is under discussion and part of the process. The City is looking to create funding out of this entire area.
The community has this asset of	Yes. The City will be asking the Station

transportation investment such as BART, LRT, etc. so Google and others are taking advantage of that and should give back to the City as a whole.	Area Advisory Group (SAAG) to help clarify what Google should be asked to give back.
Permeability is important. We do not want another Apple. The first floor must be activated. Has the City learned from Adobe, the fortress that it is? Will there be better requirements?	The Adobe complex is a lesson learned. The City does get to control the look and the function through the process. The City will be creating Design Guidelines and other documents to create better developments.
Public Comment: I am an engineer. What about other developments—will there be guidance for those as well. The Existing Master Plan does not contemplate this new development.	Yes, the City will be updating the Master Plan and creating Design Guidelines.
Public Comment: What will be the City's role in engaging small business to get work?	The City has programs already to help small businesses.
For this area around the 28 th Street Little Portugal Station will the City be conducting a similar process to help pre-clear through CEQA at a program level project development? There are 17 acres that should be looked at.	There is already a program level plan so project clearances should be easy.
Public Comment: This area near Diridon is critical for trails connections. It is the confluence of three trails. There is opportunity here. Employees use these trails to walk at lunch.	Comment noted.
The Google North San Jose purchases, is Google thinking about trains between that area and Diridon? Is the City? There is land next to the railroad tracks. The residents have talked about a train like the SMART train getting developed. Is VTA thinking about that?	The City is not. VTA is not pursuing the alignment you are referring to with a train system. Google may be thinking about how to connect these future Google offices.
Transit Oriented Development Strategy and Access Planning	
The map the City is showing continues to show Five Wounds Elementary School that school has been closed for five years it should show as the Church.	Good point. We will change it.
Will anti-displacement be considered?	Yes, strategies for preventing housing displacement will be part of the scope of work for the effort.

Is affordable housing a priority?	Yes.
Project Updates	
No comments or questions noted	
CWG Next Steps	
Will agendaize CWG Next Steps for April CWG.	

Follow-Up Items:

- City of San Jose to change base map for TOD graphic.

Prepared by: Eileen Goodwin, Apex Strategies

Distribution:

- CWG
- Project Team
- City Staff
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