



Downtown/Diridon Community Working Group Meeting

Date of Meeting: September 10, 2019 (4:00 p.m. to 6:00 p.m.)

Attendees:

Members in Attendance: Elizabeth Chien-Hale, Larry Clark, Charlie Faas, Mike McCarroll (on behalf of Jim Goddard), Michelle Huttenhoff (on behalf of Teresa Alvarado), Scott Knies (on behalf of Michelle Azevedo), Adina Levin, Chris Morrisey, Asn Ndiaye, Nikita Sinha, Bert Weaver, and Alan Williams

Members not in Attendance: Carol Austen, Dana Grover, and Eddie Truong

Other Speaker Attendees: Marcy Kamerath (VTA), Dennis Kearney (VTA), Emily Lipoma (City of San José), Jeremy Nelson (VTA), Erica Roecks (VTA), and Jaclyn Tidwell (Kimley-Horn)

Project Team in Attendance: Gretchen Baisa (VTA), Kate Christopherson (VTA), and Eileen Goodwin (Apex Strategies)

Project Team not in Attendance: Jill Gibson (VTA)

Location: San José City Hall Wing Rooms 118/119, San José, CA

Summary:

The meeting agenda included:

- Welcome, Introductions, and Announcements
- Follow-up Items
- CWG Member Report Out
- Diridon Integrated Station Concept Plan
- Phase II Update
- Downtown Development
- Design Development Framework
- Transit-Oriented Communities Strategy Study
- Review Action Items and Next Meeting Dates

Next CWG Meeting:

November 12, 2019 4:00-6:00 p.m.

City Hall Wing 118/119 Meeting Rooms, 200 E. Santa Clara Street, San José, CA

Key Issues/Comments/Questions:

Comment/Question	Response
Announcements	
Is VTA trying to save money by going from five meetings to four, if so, it might be ok if the Work Plan supports it. There is no benefit from combining the groups.	Comments noted.
I have noticed the work plan has been lighter in 2019, but tonight’s meeting looks meaty again. Four meetings are okay, provided we can go back up if the work plan needs us to. If I wanted to know about the other CWGs I can go visit them already. I do not support combining them. I can okay the reduction but only with the notion we can add more meetings when necessary.	Comments and caveat noted.
We have a lot of items to add back into our work now that we are getting closer to construction. I would hate to miss an opportunity to save money because we didn’t have a meeting and couldn’t suggest something or support something that would result in savings. If VTA is cutting community outreach to save money I think that is a mistake, and the dollar amount of the savings doesn’t even register on such a large project. If VTA really has an interest to keep communication channels open then this seems like a bad idea. We should ramp up not down.	Comments noted.
I don’t support the idea of a combined CWG meeting with the other two stations. We all have our separate, specific issues.	Comment noted.
I want to see a 2020 CWG work plan to see if four meetings are enough.	We will make this an action item and return in November with a 2020 CWG work plan.
CWG Member Report Out	
The Arena Authority meets monthly and will include DISC updates and would like to also include Phase II updates.	Please work with our outreach team to schedule these updates.
The CWG should be aware of the Plan Bay Area effort and understand the connection to BART Phase II funding and the whole Bay Area transit network.	Comment noted.
Diridon Integrated Station Concept Plan	
At the last Station Area Advisory Group (SAAG) meeting, Google shared some of	The DISC process is separate from Google’s development planning process. Google is not one of

their development plans. How does the DISC process fit with them?	the four partners. The four partners are coordinating with Google.
Slide 32 - what is the “airport connector?”	We’re not sure what the airport connector will be yet. This is a City of San José project, and currently they are requesting information on how to connect the airport to Diridon Station. The call-out on the slide is a placeholder.
When will Google and the DISC plan align?	The two plans are on different schedules, but through our coordination, our goal is the two will be compatible.
Slide 32 - what do you mean by “optimized?” What is “optimal” about it?	It means this concept incorporates stakeholder feedback and other elements. We included items from the “mix and match” activity that received positive feedback.
Some of the concepts show the station in a different location from today. What does this mean for the historic station building?	The partners have not decided what will happen to the historic station building, but it will likely move.
The California High-Speed Rail board will meet on 9/17 to vote on an alignment to Diridon. Which of the DISC concepts is most compatible with their staff recommended alignment?	The at-grade San Fernando concept is most compatible. Additionally, HSR is a partner for DISC. They are aware and supportive of the other DISC concepts being shown to the community as options. If the partners choose a concept other than the at-grade San Fernando concept, then HSR would need to pursue further steps with their Board.
Is the DISC process using cost in their evaluations of the different concepts?	The DISC process is using a vision-based approach, which doesn’t include costs. The costing of the project elements will be done in the next phase, which we hope to start by the end of the year.
I have requested transfer and travel times, for both horizontal and vertical travel, for all users at Diridon. Will this information be available at the 9/23 meeting? It should be in a publicly consumable format.	Yes. I’m not sure that information is included in the formal presentation, but we will have that information available at the meeting.
Phase II Update	
Will VTA need the ventilation facility at 13th and Santa Clara Streets?	VTA is determining if that parcel is still needed. More information will be provided at the 9/20 board workshop, which will be streamed.
What do you mean by “one station building?” Is it outside the tunnel?	This is the building where the ticketing hall and fare gates are. Yes, they are not part of the tunnel.
Newhall Yard and Santa Clara Station will all be on VTA property. Is this a change?	Yes, VTA got approval in the 2018 environmental document to acquire property north of Brokaw. This is no longer being considered as the Santa Clara Station will be a stub-in station, like BART’s San

	Francisco International Airport Station, south of Brokaw.
Is cut-and-cover tunnel construction being reconsidered?	No.
Does VTA have pictures of the new Santa Clara Station concept?	A concept will be shared at the 9/20 board workshop.
Two station entrances were planned for the downtown station. Is this still the case? The idea of a downtown station at Market and First Streets is ridiculous. It's so close to Diridon. VTA missed an opportunity to serve City Hall and SJSU.	This topic will be discussed at the 9/20 board workshop.
The new big difference in this project is the side-by-side tunnel configuration. It used to be a stacked configuration. This new configuration requires a larger and deeper tunnel, which will be more expensive. This project will be value engineered to save costs. You're already seeing it with talk of one station building and elevators instead of escalators. We should raise our concerns at the board workshop.	Comment noted.
We need to look at all value engineering options from a holistic point of view on what they add value-wise to ridership, not how they individually could save costs. Caltrain wants to add 15 minutes service for most of the day in their new business plan, which makes the Santa Clara BART Station redundant. We need to look at ridership with a cost benefit analysis related to that station.	Comment noted.
We want NEW riders into the system.	Comment noted.
Back in the day there were plans to have a station entrance on 9th and Santa Clara Streets. Now it's on Market and First. That's a missed TOD opportunity for my neighborhood.	Comment noted.
Moving the ventilation structures into the tunnel is a huge win.	Comment noted.
Downtown Development	
In the Key Economic Development Projects tool, the City should add SJSU projects.	Contact information was exchanged between SJSU representative and City representative.
Is there information about the estimated	Each project is different, and there are various ways

future number of employees and residents in these tools or do we need to request that information? It would be helpful to include those stats instead of making people do calculations.	to estimate those stats. Projects and building users change over time, too. Since these estimates are difficult to compare, the City does not provide them.
How realistic are the numbers listed for entitlement on slide 47? I know these numbers can change, as some of these projects won't happen.	The City updates these tools regularly to keep the public in the know, but you're right. Each project varies. We do our best to categorize each project at each stage of the development process for transparency and fairness.
Does the City benchmark the process to determine how long the development process takes? Are there internal benchmarks?	Yes, we're currently doing this work, so I don't have numbers to share. We are hoping to be able to chart trends.
For the Key Economic Development Project List, you only provide a PDF and you have to request an Excel spreadsheet. Can you put the CSV data online? Can you look into a common license or something similar for regular users?	We require people to ask for the spreadsheet because we want to ask how they are going to use the data. The City wants to prevent people manipulating the data for their purposes in a way that misleads.
The City can put up a disclaimer on the CSV data.	Comment noted.
Can we get links to these tools?	City of San José Office of Economic Development Blog: http://sjeconomy.com/category/blog/ City of San José Online GIS Map: http://csj.maps.arcgis.com/apps/webappviewer/index.html?id=3c5516412b594e79bd25c49f10fc672f Key Economic Projects Map: https://csj.maps.arcgis.com/apps/Shortlist/index.html?appid=b6ab6d3f16c34736914cb0b523ef1a93 Key Economic Projects Spreadsheet: http://sjeconomy.com/wp-content/uploads/Public-Partners_Tracked-Project-List-3.0-8.5.19.pdf
Design Development Framework	
No matter what happens on the VTA Block, the development will have to follow VTA affordable housing guidelines. Activate the ground floor. Go big and maximize as much of this site as possible.	Comment noted.
We need a supermarket, pharmacy, and other community serving businesses – not only residential and office. We need to make downtown a comfortable place to live.	Comment noted.

<p>Kudos to VTA for bringing vision to the entire block and with Foster and Partners. Let's go big and do something unlike anything else on Santa Clara Street. Is VTA forced to follow older policies that may restrain potential development? I'm concerned about the decision to put the headhouse in the midblock instead of the corner. Is that set-in stone?</p>	<p>The VTA affordable housing policy applies to all VTA owned parcels. Site design is on-going, so nothing is set-in stone.</p>
<p>Looking at the map of ownership it makes sense VTA would take the lead as you are the largest property owner on that block.</p>	<p>Yes.</p>
<p>[Public Comment] Is TOD only happening on VTA property or will there be takings? I own property two blocks away from this site, and VTA has not contacted me.</p>	<p>The Design Development Framework effort is to coordinate VTA and existing owners on Santa Clara Street between Market and First Streets. All acquired property was identified in the 2018 environmental document, and VTA reached out to all affected property owners. Please see our Community Outreach lead here this evening about your specific situation.</p>
<p>Transit Oriented Communities Strategy Study</p>	
<p>Is this video accessible? It looks like all the other VTA work. Do you always use the same firm?</p>	<p>It will be released on 9/18 with the draft Playbooks. This video does use some footage that has been used before.</p>
<p>This is a lot of good stuff to share with my neighbors.</p>	<p>Comment noted. Please do not share until you get updated playbook next week.</p>

Follow-Up Items:

- Present a 2020 work plan at the November meeting
- Add links for downtown development tools – links added above
- Share TOC Playbooks and video links – shared on 9/18

Prepared by: Kate Christopherson (VTA)

Concurred by: Eileen Goodwin (Apex Strategies)

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