



Santa Clara Community Working Group Meeting

Date of Meeting: September 12, 2019 (4:00 p.m. to 6:00 p.m.)

Attendees:

Members in Attendance: Luke De Vogelaere, Sudhanshu Jain, Nick Kasper, Curtis Leigh, Ron Miller, Jack Morash, Chris Shay, and John Urban

Members not in Attendance: Elizabeth Monley and Ana Vargas-Smith

Other Speaker Attendees: Debby Fernandez (City of Santa Clara), Jill Gibson (VTA), and Jaclyn Tidwell (Kimley-Horn)

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

Project Team not in Attendance: N/A

Location: Santa Clara Senior Center, 1303 Fremont Street in Santa Clara

Summary:

The meeting agenda included:

- Welcome, Introductions, and Announcements
- Follow-up Items
- CWG Member Report Out
- Diridon Integrated Station Concept Plan
- Phase II Update
- City of Santa Clara Planning Update – Gateway Crossings
- Transit Oriented Communities Strategy Study
- Review Action Items and Next Meeting Dates

Next CWG Meeting:

November 14, 2019 4:00-6:00 p.m.

Mission Library, 1098 Lexington Street, Santa Clara

Key Issues/Comments/Questions:

Comment/Question	Response
Announcements	
This is a small group and moving the meeting [to have a combined meeting] could be inconvenient and lead to smaller turnout. For example, I am not interested in going to a meeting on the east side.	Comment noted.
All the station areas are so different. I don't think it makes sense to have a combined meeting. I don't want to fight for focus on our issues.	Comment noted.
Our attendance was light in June. I think it because some of our group have a hard time getting away from the office. I would like to add an online component. I think it would help increase participation. I think the meetings should be available to Zoom/Skype in or some similar technology. The City of Santa Clara rooms are wired.	Comment noted. We can look into that.
I like the hybrid option of in person and call-in. I do have trouble getting out of the office.	Comment noted.
I want to keep all five meetings, but I am open to the fifth meeting being a combined meeting. There could be some common ground between the three groups.	Comment noted.
If technology and wired room is an issue, we could use Bellarmine as a space.	Thank you. Comment noted.
CWG Member Report Out	
The South Bay Historic Railroad Association continues to keep project info on our website.	Comment noted.
What is VTA's stance on bikeshare and electric scooters?	We will add this as an action item.
Santa Clara University students start on 9/23. Staff will share information on this project. We'll likely reach out for a presentation.	Comment noted. Please coordinate with our Outreach Staff lead who is here to night to schedule that.
There are still a lot of people who do not know about this project.	Comment noted.
Hunter Storm's Gateway Crossings project was approved by Santa Clara's City Council in July. We expect to be under construction in 2020.	Comment noted.
Diridon Integrated Station Concept Plan	
Does Stover Street exist today?	Yes, it is where many people get dropped off in

	front of the station.
What is an 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.
There was once going to be an airport connector from the Santa Clara Caltrain Station to Diridon. I assume that's dead?	The City of San José's current RFI is for an airport connector technology. The City and VTA are still very interested in making the connection between the airport and San Jose's downtown.
Will there be a community Open House about DISC?	We will let the CWG members know the details via an email. There is a community meeting scheduled for September 23 rd .
Is the Sharks lawsuit about parking still happening?	Yes, it is still in active litigation. We cannot discuss it.
Do all four concepts account for parking?	Yes. Parking space proofing will happen in coordination with City's Area Wide Parking Study, which will happen in DISC Phase II.
Phase II Update	
I think the station name should include Santa Clara University, just like Berryessa/North San José. If the city builds any more BART stations in Santa Clara it will be confusing to have one called Santa Clara.	Comment noted.
I agree. We should have Santa Clara University in the station name. How do we change the name?	VTA takes input from the CWGs. We pass on the preferred name to both cities' staff. Staff would then recommend the name to the City Council. The City Council could vote to recommend the name change to VTA. Then the VTA Board could vote to approve the name change.
Can we vote to recommend the name Santa Clara/University? These decisions take too long.	CWGs do not have voting powers.
We should go ask the Santa Clara City Council to make their preference known.	Comment noted.
I like the name Santa Clara/University. It's clearer for Earthquakes fans who may take BART to Avaya Stadium. Santa Clara University/Avaya Stadium would be even better.	Comment noted.
I oppose using corporate names in a station name.	Comment noted.
I like the idea of Santa Clara/ Santa Clara University District.	Comment noted.

Can we get a short list of station name possibilities for the next meeting?	We can add this to a future agenda. We want to remind this group that many already know this area as Santa Clara from the Caltrain/Capitol Corridor/ACE station. It could be confusing to passengers if the BART station is known as something else.
So VTA gets 25% of the \$125 million allocation FTA just announced?	No. VTA plans to receive 25% (\$1.4 billion) of the total project cost (\$5.6 billion) from FTA's Expedited Project Delivery Pilot Program. The \$125 million is part of the \$1.4 billion.
Is High-Speed Rail giving BART money for this project?	No. The Federal Railroad Administration is giving Caltrain funding. VTA is pursuing funding from the Federal Transit Administration.
Will the board workshop discuss value engineering?	This project is at approximately 5% engineering, and we will be discussing cost savings measures such as siting the Santa Clara Station within property that VTA owns.
Where is the meeting streamed?	YouTube - https://www.youtube.com/user/SCVTA
Does the change to the design mean the VTA won't need to acquire additional land north of that station?	Yes.
Does the change to a stub-end station change how many trains trips per hour?	No.
Are there still plans to build on top of Newhall Yard?	VTA is exploring parking and commercial development on top of part of Newhall Yard.
When is the new opening date?	This will be discussed at the 9/20 board workshop.
When is Phase I opening?	No later than December 31, 2019. BART is still doing their testing, but they have publicly stated they can meet that date.
The new schedule doesn't affect VTA development at the Santa Clara Caltrain parking lot or Hunter Storm's development?	No.
Will there be access off Brokaw?	Yes.
Where will the station be within the VTA property? Can you show us a map at the next meeting?	The station will be south of Brokaw, across the tracks of the Santa Clara Caltrain station. We'll add the map to our action items.
Will the station be pulled closer, into Apple?	It will be south of Brokaw and avoid the 335 Brokaw property.
City of Santa Clara Planning Update – Gateway Crossings	
Any thoughts of a direct tunnel underneath the yard to this development? I don't like the serpentine tunnel that exists today.	We will consider access and the configuration of the tunnel through access planning as the station design progresses.
I second the need for a direct tunnel. We also need a bicycle connection to the	Comment noted.

Guadalupe River Trail.	
I want to add that Hunter Storm is providing space to the Police Activities League (PAL).	Comment noted.
Will the parks at this development be open to the public?	Yes.
The streetscape improvements with this development will create a nice walk to Avaya Stadium.	Comment noted.
How far west do the new east-west streets go?	Brokaw Road.
Will there be any pedestrian connections to Avaya from the station along the yard?	There will be one road with wider sidewalks that goes through Gateway Crossings and Coleman Highline to Avaya.
Public comment: Slide 55 - please explain again where the station is in this picture.	The rendering was done as if you were on the station platform looking towards Coleman Avenue. That's why it isn't shown.
Transit Oriented Communities Strategy Study	
What entity will carry this vision over because the two cities will likely have different methods of implementation? It is a good suggestion that the two cities work together on a shared vision.	Ultimately, the cities have to be the champions since they have land use authority. The DISC effort has brought together four entities through a memorandum of understanding (MOU) that has gone after grant money together and structured joint planning for the station. Maybe a joint agreement and planning effort is needed here to implement a shared vision.
Slide 76 - you're asking the cities for \$78 million for infrastructure improvements?	This is the amount needed in addition to the BART improvements described in the 2018 environmental document. So this would be the rough costs for additional improvements recommended for the broader station areas. This is an aggregate amount.
Does this include a new pedestrian and bicycle tunnel?	No. That would be in addition.
Public Comment: BART has public meetings, too. People should pay attention to those. I try to go to those.	Comment noted.

Follow-Up Items:

- Present a 2020 work plan at the November meeting
- Share VTA's stance on bikeshare and electronic scooters
- Share 9/23 DISC event details – sent on 9/19
- Discuss station naming at a future meeting
- Provide a map showing changes to the Santa Clara station area
- Share final draft versions of the TOC Playbook – sent on 9/18

Prepared by: Kate Christopherson (VTA)

Concurred by: Eileen Goodwin (Apex Strategies)

Distribution:

CWG

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Distribution list