



Alum Rock/28th Street Community Working Group Meeting

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

Attendees:

Members in Attendance: Davide Vieira, Terry Christensen, Bill Rankin, Geoff Hatchard, Kathy Ericksen, Justin Triano, Eric Thacker, Carlos Diaz, Danny Garza, Helen Masamori, and Chris Patterson-Simmons

Members not in Attendance: Ricardo Agredano, Cobán López, and Craig Chivatero

Other Speaking Attendees: Jill Gibson (VTA), Paul Hetu (VTA), Gretchen Baisa (VTA), Dennis Kearney (VTA), and Adriano Rothschild (VTA)

Project Team in Attendance: Erica Roecks (VTA), Charla Gomez (CSJ), and Eileen Goodwin (Apex Strategies)

Project Team not in Attendance: Brian Stanke (CSJ)

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

Summary:

The Meeting agenda included:

- Welcome and Introductions
- Follow-up Items and 2019 Work Plan
- Status Updates
- Phase II Update
- Construction Education and Outreach Plan
- Diridon Station Integrated Concept Plan
- Transit-Oriented Development Strategy and Access Planning Studies Update
- Review Action Items and Next Meeting Dates

CWG Meeting April 17, 2019 4:00-5:30 p.m.

Mexican Heritage Plaza, 1700 Alum Rock Avenue, San José

TOD Workshop 5:30 to 6:30 p.m.

Key Issues/Comments/Questions:

Comment/Question	Response
Follow Up	
None noted	
Phase II	
Is there a link to the plans for how the station will be designed to avoid flood damage? I am concerned about the change in topography. What will the flood zone mean for TOD in that area?	Section 4.17.4.2 in the SEIS/SEIR outlines surface water mitigations that will be used when designing stations. That chapter can be accessed here: https://bit.ly/2BBFPCm
Can there be another lawsuit on the validity of Measure B?	No.
How is Measure B tracking against expected revenues?	This question will be answered during the Measure B presentation at the April CWG meeting.
How many firms applied to be the GEC? What set Mott MacDonald/PH Wong apart? Can we learn more about the GEC process?	Two proposals were received (AECOM and Mott MacDonald/PGH Wong Joint Venture) for the GEC. Applicants were judged on qualifications (10 points), staffing and project organization (25 points), work plan (35 points), and project understanding (30 points). Both applicants were interviewed twice (first to discuss the overall application and second to discuss their experience with tunnels and deep excavation). Read the VTA Board memo here for more details: https://bit.ly/2X5O6Y4
City of San José's Rules & Open Government Committee unanimously moved the station naming item to the City Council agenda on February 12 th for consideration to submit 28th Street/Little Portugal to VTA for consideration as the formal name of the future BART station on N. 28th Street	Update noted.
Is the field work finding anything unexpected?	No.
Is the tunnel below the water table?	Yes.

Public Comment: Are the mitigation measures already in the GEC scope? In London, rail project designs are done with mitigation measures part of the scope. Mitigations are planned differently in London.	Comment noted.
We should have someone look into the London project.	Comment noted.
Public: I have provided that information before.	Comment noted.
Is there anyone consulting with BART so we learn from their tunnel experience?	Yes, VTA and BART have coordination meetings including those that touch on “lessons learned” style subject matter.
Is safety of the community being considered? I want to echo my previous comments about safety of school children and people with strollers especially around construction vehicles. We should make sure there are provisions for crossing guards. This needs to be designed with safety in mind. How will we be able to communicate with the construction team? Will there be a field office?	The contracts and specifications will follow all city, state, and federal requirements. We can work with the community if hot spots develop. We will have a field office in the neighborhood once construction begins.
Where are the specific requirements related to the church? It would be helpful to share them with the full CWG. I am personally optimistic this coordination will pay off for the church.	VTA met with Church staff in October 2018 to review mitigation measures listed in the project’s Supplemental Environmental Impact Statement (SEIS)/Subsequent Environmental Impact Report (SEIR). A link to the presentation summary is in the “Phase II CWG Links” located here: http://www.vta.org/bart/phaseIICWGs
Construction Education and Outreach Plan	
How will you determine the impact area in the Small Business Assistance Study? I think anyone who will be impacted by the traffic impacts (either no traffic or	We have not yet defined the area. The consultant will include this in their recommendations.

detoured traffic) might be a consideration. It is certainly more than just the businesses on E. Santa Clara Street. The whole station area and beyond will be affected.	
How will VTA deal with businesses who are already failing? Will there be a way to tell?	Yes, there will need to be some benchmarking and some criteria developed. The consultant will include this in their recommendations.
Who is spearheading the Small Business Marketing and Assistance Program process and the Small Business Assistance study? I would like to be involved.	VTA will lead. The CWGs will be involved all the way. The consultants we bring on board will be making recommendations that we will share with the CWGs and ultimately the VTA Board. There will also be a Business Taskforce established. The help will include marketing, technical and financial assistance.
There should be no construction parking on the streets near the station area. There should be no equipment storage or loading/unloading in the streets near the station area. There should be no activities to disrupt the streets. All activities should be on VTA property.	Comments noted.
There should be coordination with the neighborhood associations as well as the business associations. Will there be a field office in this neighborhood not just downtown? Neighbors need to be heard.	Yes, we agree. And yes, once construction starts there will be field offices close to each of the station areas, not just downtown.
VTA needs to follow through with all of its commitments.	Yes, that is our intention.
Are there target budgets for this effort yet? The effort must be funded to the appropriate level.	Figuring out how much financial assistance is needed will be part of the consultant's scope. It is our hope that monetary support will be un-necessary but if it is needed that we have it appropriately resourced.
How do we make sure this neighborhood isn't overly	Comment noted. The TOD Study report later on the agenda is also looking at strategies to keep displacement

<p>gentrified? It is already happening. People already can't afford business rents and are looking to other cheaper places for their businesses.</p>	<p>from happening.</p>
<p>Is business interruption the same as relocation funds?</p>	<p>No. Relocation is handled as part of the real estate transaction.</p>
<p>Public Comment: This assertion that the single bore tunnel will have fewer impacts is ridiculous. This construction will have many impacts.</p>	<p>Comment noted.</p>
<p>Station area should be the focus, but traffic and access to businesses will be an issue that should inform the area for assistance eligibility. There should be a broad definition of impact. Have you looked at a partnership with the City's Office of Economic Development?</p>	<p>Comment noted, and VTA plans to work with the City on this study effort.</p>
<p>Are you collaborating with the urban village plans, hospital, and other developers? Businesses are already receiving offers for buy-outs. Renters are scared.</p>	<p>Yes, we are talking with lots of stakeholders.</p>
<p>E. Santa Clara Street properties are important, but so are those on E. Julian. The light industrial parcels will be impacted too—such as car shops and fence makers. Even McKee and Alum Rock Avenues could see impacts from the new traffic patterns. Need to look broader. Need to start now to benchmark current traffic patterns (e.g. exit/entry data</p>	<p>Comments noted. We will be looking at all of those streets.</p>

from 101 ramps onto E. Santa Clara Street).	
Diridon Station Integrated Access Plan	
The High-Speed Rail should also be looking at the alignment near 280—I did not see that on this slide.	Here is a link to the JPAB presentation which is an overview of the current design work: http://vtaorgcontent.s3-us-west-1.amazonaws.com/Site_Content/diridon_pab_013119.pdf
Bikes should be accommodated on Alum Rock Avenue/E. Santa Clara Street.	Comment noted.
How much weight does Google have in this Diridon effort? Is the team taking direction from them?	Google is aware of the effort and is being coordinated with as are other key property owners nearby. Google is not directing any of the Diridon effort work. Google is not paying into this planning effort (just the four public agencies are). The consultants reports to the four partners only.
What about this tunnel to the airport the Mayor is advocating for?	We've been planning with the City for an airport connector for some time but the technology has not been decided. The team is aware of the Mayor's memo and will be meeting with City staff to understand the proposal. We can add an update to a future Diridon report.
Why isn't Google planning for the station?	There is information sharing between the design teams, but they are separate efforts. The current efforts are focusing on the operator needs.
Are trails being planned for access to Diridon?	Yes, the team is planning on trail access.
Public Comment: The JPAB meetings should be recorded. The LRT will be moved on top of BART. The VTA should plan for the whole envelope in the area for the environmentally cleared documents.	Comments noted.
Transit-Oriented Development Strategy and Access Planning	
Is there information or consideration about the City's Opportunity Zones?	The City of San José's Office of Economic Development created a presentation on Opportunity Zones. We've linked to it on the CWG page. http://www.vta.org/bart/phaseII/CWGs
What is the point of the draft document? How can we	We are hoping the document would be building a clear understanding of the undertaking and the proposed

<p>best get your edits that will help critique it? We were disappointed in this documentation so far.</p>	<p>strategies. We would be happy to meet off-line to walk through your concerns and edits.</p>
<p>This documentation [Opportunities and Constraints report] so far is overly gloomy about development prospects other than housing. The consultants should be talking to people like D. Vieira about the interest commercial developers are currently showing in the area. Opportunity zones should be incorporated into the strategies.</p> <p>The report mentions lack of open space, but it disregards three parks that are half a mile from the station and another that's just a little further. Access to two of the nearby parks is challenging and should be addressed in the access study.</p> <p>The Five Wounds Trail is not mentioned in this report. The word "trails" is only mentioned once. Surely the report should mention this significant amenity. I'd also note that it's something developers we've talked with so far like very much.</p>	<p>Comment noted. The opportunity zones will be incorporated into the TOD/Access Study. There is a separate part of the report (the TOD/Access Station Profiles) addressing access where the trail is mentioned a lot.</p>
<p>It seems like the consultants are not listening at these workshops and have a lack of interest in our opinions.</p>	<p>Comment noted.</p>
<p>I didn't feel my comments were valued.</p>	<p>Comment noted.</p>
<p>Bikes should be</p>	<p>Comment noted.</p>

accommodated on Alum Rock Avenue/E. Santa Clara Street.	
Public Comment: I think the community input should be a priority. It doesn't seem like enough has been done.	Comment noted. That is why the team is proposing additional outreach.
There are a lot of educated people on the CWG and in the community. We want to meet with you about this strategy.	VTA will do an off-line meeting prior to the April CWG with Davide, Danny and Terry and any others to discuss this more and gather additional input on the Plan and its write up.
It took eight years to do the outreach for our existing plan. It seems like more outreach needs to be done. We met with all parts of our community, and that is why we are so interested in doing lots of outreach if we are proposing changing anything in that adopted plan.	We agree, and comment noted.

Follow-Up Items:

- Link to floodplain section of SEIS/SEIR – included in summary above
- Provide information on Measure B revenues against expectations
- Provide link to GEC Board Item – included in summary above
- Provide link to SEIS/SEIR discussion of the Five Wounds Church mitigations and the 10/2/2018 presentation summary between VTA and Church – included in summary above
- Provide link to the JPAB presentation on design work – included in summary above
- Provide airport connector update when more information is available
- Provide a link to the information about the City's Opportunity Zones – included in summary above
- TOD/Access Planning Team to schedule off-line meeting regarding TOD implementation strategies with CWG members prior to the April CWG

Prepared by: Eileen Goodwin, Apex Strategies

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