



Solutions that move you

Alum Rock/28th Street Community Working Group Meeting

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

Attendees:

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

Members not in Attendance: Eric Thacker, Ricardo Agredano, Kathy Ericksen, Cobán López, and Craig Chivatero

Other Speaking Attendees: Jaclyn Tidwell (Kimley-Horn), Pete Rice (CSJ), Adam Dankberg (Kimley-Horn), Marc Asnis (Perkins + Will), Nadine Fogarty (Strategic Economics), Jill Gibson (VTA), and Gretchen Baisa (VTA)

Project Team in Attendance: Erica Roecks (VTA) and Eileen Goodwin (Apex Strategies)

Project Team not in Attendance: Brian Stanke (CSJ) and Charla Gomez (CSJ)

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

Summary:

The Meeting agenda included:

- Welcome and Introductions
- Follow-up Items
- CWG Member Report Outs
- Diridon Integrated Station Concept Plan
- Status and Phase II Updates
- Construction Education and Outreach Plan
- En Movimiento Plan
- Transit Oriented Communities Strategy Study
- Review Action Items and Next Meeting Dates

CWG Meeting September 11, 2019 4:00-6:00 p.m.
Mexican Heritage Plaza, 1700 Alum Rock Avenue, San José

Key Issues/Comments/Questions:

Comment/Question	Response
Follow Up	
Clarify the bike plan for San Antonio Street referred to in the follow up item. The item says San Antonio Street already has a bike lane, but it's only a small segment over US-101.	While San Antonio Street only has bike lanes over US-101, the entire street is an identified bikeway. The City hopes to enhance bike access next year for San Antonio Street and Santa Clara Street area using 30th Street as the connector. The City is hoping to add additional bike infrastructure on Santa Clara Street this year.
CWG Member Report Out	
The Portuguese community continues to have schedule questions regarding BART Phase II and concerns about the Five Wounds Church interface during construction.	Comment noted.
There has been a recent meeting of the local business association and the City's Office of Economic Development. That staff didn't seem to be up to date on the BART project. City Hall needs to know what is going on. They set policy.	Comment noted.
Some of the CWG members and SOMOS Mayfair have been working on transportation issues in the area between King and I-680 as part of the Alum Rock Urban Village Plan. Transportation access is a big issue as is displacement of residents and businesses due to affordability.	Comment noted.
The Small Business Center has a rapid response team now.	Comment noted.
The KIPP Charter School doesn't fit—a school on Alum Rock Avenue is not a	Please coordinate with VTA outreach staff regarding fencing issues.

good fit. Also, we need additional fencing from VTA from East Mabury Road to the Senior Center.	
Diridon Integrated Station Concept Plan	
Can we take the survey?	Yes, the survey is here: https://www.surveymonkey.com/r/BTS2BNH
Can I do the survey if I already attended a meeting?	Yes.
I like the kit of parts idea. Will there be something similar for 28th Street station?	Yes, the team plans to show the community what options are available for various placements in November. Unlike the Diridon Station area, there are fewer moving parts.
Why is the bus drop-off so far away in the second example?	This is just an example. The design is being done with a pedestrian first hierarchy.
None of the concepts include the historic station. It seems to imply removal of the station. I am really concerned from a historic preservation perspective.	The station area needs to be wider, and to reduce residential impacts that widening is expected to take, the station area will grow on the east side. The team is aware that the station is on the National Historic Register. The team is exploring options. We are not at the architectural phase yet.
How did the DISC community meeting on June 10 th go?	There was good attendance, and people were engaged. There was a mostly positive reaction to the elevated track option.
Is San Fernando Street near the grassy area? Would it then be a through street in that option? How would LRT interface then?	Yes, San Fernando is near the park, and yes, it would be a through street. The LRT could go over or under in this example.
Where will the 26 th Spanish meeting be held?	We are scheduling it now. Please check the website (www.diridonsj.org) for final details on exact time and place.
On Autumn Street will those businesses be displaced?	Most of those business properties have been purchased by Google.
I went to the community meeting on the 10th. I would agree people were engaged but not everyone was happy. The people I was near were not happy about HSR and impacts to the Gardener neighborhood.	Comment noted.

Status Update/Phase II Update	
Will the tunnel be wider and deeper?	Yes.
What was the original tunnel size?	The SEIS/SEIR documents used a 45 feet diameter tunnel.
What will happen in the tunnel above and below the platform area?	There may be an opportunity to place infrastructure such as vent structures and operations equipment in that space.
Does BART know about that design? Have you been meeting with their staff? Do they operate something similar?	Yes, there have been regular meetings with BART. The current BART operations are side by side but not in a single tunnel. That is the difference.
What is the total distance between the BART station and the potential raised tracks at Diridon?	The station would be about 90 feet in the ground and the raised station at Diridon would be about 25 feet above ground level. That's a total distance of 115 feet.
That is quite a distance.	Yes. The team is working on the transition mode between the two.
Is the 55 feet diameter tunnel feasible?	Yes.
Are project staff coordinating with the City of San José's En Movimiento plan?	Yes.
Public Comment: Is the 55' diameter for the whole length of the tunnel?	Yes.
Construction Education and Outreach Plan	
Can you let the CWG know when the RFPs for the business support are sent out?	Yes. We can send a link when available.
Are you coordinating with the Job Corps out here on White Road?	Yes.
What is this small business assistance effort?	It was reviewed at the February CWG. The meeting materials have several slides describing the program.
These internships should be for more than manual labor for these kids.	VTA will not be asking these interns to be in the field doing manual labor. The internships are in outreach and transportation administration. These topics are what students have indicated they want to be engaged in.

En Movimiento Plan Update	
Can we get a link to the survey?	Here is the link to online En Movimiento survey http://bit.ly/enmovimiento-survey
What language support was at the pop-ups you conducted?	The pop ups were conducted in English, Spanish and Vietnamese. We had a lot of response to the Spanish materials and interpretation especially.
There needs to be protection for students as a theme in your effort. There are a lot of schools in this area: Roosevelt High School, San José High, Anne Darling Elementary School, Cristo Rey and others	Comment noted.
Where will the pop ups be next round?	Mariscos restaurant, the East San José Carnegie Branch Library and the Mexican Heritage Plaza.
On slide 57, I do not agree that the Alum Rock Avenue plan on the maps is included. It is not an urban village plan like the others. There should be some notes or different colors used.	We can change that.
Are you including DOT statistics on accidents in your analysis?	Yes.
Alum Rock should be removed from the station name used on slide 58. It should be 28th street.	Although the City of San Jose approved the recommendation to change the name of the station to 28 th Street/Little Portugal, it has not yet been taken to the VTA Board for approval to change the name, which is planned for later this year.
Transit-Oriented Communities Strategy Study	
I would like to stop using the term “affordable housing” . Affordable for whom? Even professors live in their cars around here. Housing is not affordable.	Comment noted.
The presentation speaks to zoning. Don’t rezone until	We agree. The plan speaks to redefining land uses, not re-zoning.

the projects come in. If you re-zone too soon you cannot capture the value created. You will lose millions.	
Where do opportunity zones fit into this?	We are looking at that. They are one more way to attract investment if used properly.
Are you aware of the SPUR plan? Is that being considered?	Yes.
On page 70 there is a phrase that refers to the “perception” about parking. Delete “perception”. Parking is a real problem. No “perception” about it. The community is parked out. I appreciate the potential strategies.	Comment noted.
What does FAR stand for?	Floor Area Ratio
Why are scooters not considered? What is wrong with scooters? What about shuttles?	We are looking at station access from all transportation options, including scooters and shuttles.
The resources should go to creating more parking, not other things.	Comment noted.
Parking that could be repurposed in the future would be ideal.	We are looking at phased parking implementation strategies.
Public Comment: The team should look at incomes of people who ride BART and ensure VTA develops housing BART riders can afford.	Comment noted.

Follow-Up Items:

- Provide link to online DISC survey – link added to summary
- Alert CWG members to Small Business Assistance Study RFP when it is available
- En Movimiento team to make edits to materials

Prepared by: Eileen Goodwin, Apex Strategies
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