



Solutions that move you

Santa Clara Community Working Group Meeting

Date of Meeting: June 13, 2019 (4:00 p.m. to 6:00 p.m.)

Attendees:

Members in Attendance: Jack Morash, John Urban, Ana Vargas-Smith and Sudhanshu Jain

Members not in Attendance: Ron Miller, Curtis Leigh, Luke De Vogelaere, Elizabeth Monley, Nick Kasper and Chris Shay

Other Speaker Attendees: Jaclyn Tidwell (Kimley-Horn), Marc Asnis (Perkins + Will), Nadine Fogarty (Strategic Economics), Jill Gibson (VTA), and Gretchen Baisa (VTA)

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

Project Team not in Attendance: John Davidson (CSC), Charla Gomez (CSJ) and Jessica Zenk (CSJ)

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

Summary:

The Meeting agenda included:

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

Next CWG Meeting:

Santa Clara Working Group: September 12, 2019 4:00-6:00 p.m., TBD in Santa Clara

Key Issues/Comments/Questions:

| Comment/Question | Response |
|--|-----------------------|
| Follow Up and Work Plan items | |
| None Noted | |
| CWG Member Report Out | |
| <p>At a recent Santa Clara Downtown Task Force Meeting a hot topic was the BART schedule and whether it would happen at all. There was also interest in how the south side of Coleman dense developments would be able to access the Santa Clara downtown area.</p> | <p>Comment noted.</p> |
| <p>South Bay Historic Railroad Association promoted the recent community meetings through their website and keeps people up to date about the project. This group brings people to the area who may not be as familiar with the project as the local community.</p> | <p>Comment noted.</p> |
| <p>Newhall Neighborhood Association advertised the community meeting but still not the engagement that is hoped from the direct HOA neighbors despite a lot of effort.</p> | <p>Comment noted.</p> |
| <p>Old Quad has been advocating for more density in the Gateway Crossings development. The existing pedestrian tunnel under the Caltrain tracks should be redone to accommodate all the movements that will be coming through the area. The current tunnel is narrow and perceived as not that safe. Also, the access is not that good for safety. A people mover is needed between this station area and downtown Santa Clara.</p> <p>There are questions at the city council and community level about whether BART will really come to Santa Clara.</p> <p>Meeting with San Francisco 49ers management uncovered a shared interest in electric bikes.</p> <p>Desire that VTA become clearer that eminent domain can and will be used if necessary to get the right-of-way necessary for the BART Project.</p> | <p>Comment noted.</p> |

BART Day at Santa Clara University - May 11th

The University undertook a large amount of communication effort to ensure that everyone at the University was aware of the May 11th BART Phase II community event. Hosting it near the station was greatly appreciated and having an alternate to a week day night was also greatly appreciated. Conflicting with a beautiful weather pattern after a brutal winter was unfortunate but those that attended from the University found great value in the conversation.

TOD near BART

SCU continues to support transit-oriented development. The University continues to encourage high quality, transit-oriented design near the BART station. We hosted several open houses on campus for the community (Old Quad, Newhall and University communities) to engage with the Gateway Crossings developer. Students were encouraged to open the sessions and give their long-term feedback about what the next generation would like to see near transit.

In addition, SCU is proposing our own work force housing project near BART to encourage ridership and "walkership" to work. We anticipate that we can eliminate 50% of all employment derived car trips in a traditional housing project by simply having housing within a short walk from work. The remaining 50% (partners of SCU's staff) will be highly encouraged to use bus, rapid bus, Caltrain and BART to get to their employment location in lieu of single vehicle car trips.

Construction Alerts

Santa Clara University Parking and Transportation continues to echo all BART construction updates to the University

| | |
|---|---|
| <p>community. This is especially important as the BART work comes closer to the Santa Clara station area.</p> <p>Opportunities SCU would like to reengage with BART Phase II communication team members to see if there are additional outreach opportunities with our students this coming fall. Our student leadership is interested in finding out how to obtain Clipper Card access to encourage more transit ridership and other opportunities to start using transit at an earlier age. We look to VTA for suggestions on best practices to encourage this usage. This increased understanding and ease of using transit should convert to BART riders in the future.</p> | |
| <p>Diridon Integrated Station Concept Plan</p> | |
| <p>Can we take the survey?</p> | <p>Yes, here is the link to online survey https://www.surveymonkey.com/r/BTS2BNH</p> |
| <p>Does Option 2 take parking at SAP Center?</p> | <p>We are looking into that.</p> |
| <p>I like the TNC and taxi drop off on ramp, but it looks like buses are being punished by being further away.</p> | <p>Thank you for your observation, there is a lot of coordination that still needs to be done.</p> |
| <p>Will Spanish community meeting on 6/26 also have an English presentation? I would like to attend.</p> | <p>The presentation will only be in Spanish and there will be English handouts. The open house is open to anyone of any language ability.</p> |
| <p>None of the concepts include the historic station. I am really concerned from a historic preservation perspective.</p> | <p>The station area needs to be wider, and to reduce the 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.</p> |
| <p>What metrics are being used for the evaluation of various options? For example, the walking distance between modes, throughput etc.</p> | <p>Qualitative and quantitative metrics are being used. The website has more detail about them.</p> |
| <p>I like the mixing and matching of the Big Moves and Kit of Parts. Will we get something similar for the Santa Clara station?</p> | <p>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.</p> |
| <p>Would the elevated tracks be over the historic station?</p> | <p>No. The tracks and platforms would be further east.</p> |

| | |
|--|---|
| Phase II Update | |
| If you can remove the tail track, why was it there to begin with? | It is a standard layout for an end of line station to have tracks that go further past the station. |
| Will this new design mean more activity and noise in the yard? | That is being investigated. We don't know yet. |
| When will the project be at 10% engineering? | By the end of 2019. |
| What is the difference in amount of tunnel bored per day between the 45' diameter design and the 55' diameter design? | We will follow up. |
| Will this free up more land? | VTA is exploring removing the tail tracks, which would reduce the amount of real estate VTA needs for the station and yard. |
| I am concerned about the additional muck. I am concerned about noise. I hope the process for removal is quiet and efficient. Will there be baffling? Can there be baffling between the yard and the Newhall Neighborhood? I am concerned that nothing will be done for the neighbors and once it starts it will be too late to get necessary mitigations in place. | The current environmental document states that no noise mitigations are necessary due to the Newhall Maintenance Facility. The project features are being nailed down this year. Once the features have been finalized, VTA will determine whether or not additional environmental analysis will be needed, which could include additional noise analysis and evaluation of the muck removal. |
| Construction Education and Outreach Plan | |
| Do the interns get paid? | Yes, VTA pays their interns. |
| I like the beta website, especially for bus information. | Comment noted. |
| Transit Oriented Communities Strategy Study | |
| What is a Master Development Agreement? | A development agreement is a contract between a local jurisdiction (usually a city) and property owner(s) (usually developers). The agreement sets the standards and conditions that govern the development of the property. |
| Developers continue to say type 1 construction won't come in until after BART is there. Developers want to develop now, but they don't want to put in the densest products yet. What strategies can be used? | It could be a phased approach. With earlier phases being less dense and working up to higher densities. Reduced parking requirements through shared parking strategies can also be motivators. |
| City of Santa Clara wants to be an 18-hour destination, like downtown San José. | We can make that change to the slide. |
| Are City staff engaged in this? The City has a history of not implementing plans. | Yes, there is weekly contact with staff and coordination at all levels of the administration. That said, both Cities have staff stretched very thin. It is important for stakeholders to come and support the effort at the city council to ensure that this effort is |

| | |
|--|--|
| | implemented. |
| These special tax districts will make these developments and the housing even less affordable and the extra costs are likely to be passed on to the end users. | This is a balancing act. There is a right level of participation by the developers that makes sense and makes their developments even more attractive because of the infrastructure improvements the fees support. There is a tension between these goals. |

Follow-Up Items:

- Provide link to online DISC survey – link added to summary
- Determine the difference in amount of tunnel boring per day between the 45’ design and the 55’ design
- Determine impacts of additional muck will affect noise levels at Newhall Yard and potential mitigation through baffling systems
- Show Santa Clara as an 18-hour destination goal as well as San José in the TOCs Study

Prepared by: Eileen Goodwin, Apex Strategies

Distribution:

CWG
 Project Team
 City Staff
 Distribution list