



28th Street/Little Portugal Community Working Group Meeting

Date of Meeting: September 22, 2021 (4:00 p.m. to 5:40 p.m.)

Location: Zoom

Attendees:

Members in Attendance: Ricardo Agredano, Dee Barragan, Carlos Diaz, Terry Christensen, Danny Garza, Helen Masamori, Chris Patterson-Simmons, Bill Rankin, Silvia Scandar Mahan (on behalf of Cobán López), Justin Triano, and Davide Vieira

Members not in Attendance: Connie Alvarez, Elma Arredondo, Matt Gustafson, and Eric Thacker

Other Speaking Attendees: Gretchen Baisa (VTA), John Caulfield (VTA), Charla Gomez (City of San José), Doug Moody (VTA), Jessie O'Malley Solis (VTA), Erica Roecks (VTA), Peter Sokoloff (Foster & Partners)

Project Team in Attendance: Joseph Clayton (VTA), Kristen Mei (VTA), and Gabriela Newell (VTA)

Project Team not in Attendance: Bernice Alaniz (VTA) and Kate Christopherson (VTA)

Meeting Agenda:

- Welcome and Introductions
- Follow-up Items
- Phase II Update
- Phase II Project Delivery Methods
- Look & Feel of the Station
- Five Wounds Urban Villages Plan Update & 28th Street/Little Portugal Station Design Development Framework
- Station Access & Circulation
- Community Outreach
- CWG Member Report Out
- Review Action Items and Next Meeting Dates

Follow-Up Items:

- How VTA will reclaim water pumped out of the ground during construction
- Sharing Zoom participant list with all participants

Comment, Issues, and Questions	Response
Follow-Up Items	
<p>How is VTA going to reclaim water that is going to be pumped out due of construction?</p>	<p>Groundwater is only pumped from within the excavation area; that water will be treated and discharged.</p> <p>The construction process at the 28th Street/Little Portugal Station excavation will use deep slurry walls that extend into a layer of soil far below the bottom of the excavation. The depth of the slurry walls is partially determined by the geology. We need the walls to extend into a layer of soil that is relatively water-tight, which is why slurry walls are also called “cut-off walls.” This prevents the construction crews from pumping any additional water outside the excavation area.</p> <p>Once the station area is excavated, a thick concrete slab is placed in the bottom of the shaft to finish the seal.</p> <p>Santa Clara County has a groundwater recharge program through the Santa Clara Valley Water District.</p>
Phase II Update	
<p>For Downtown San José and Diridon Stations, are there going to be entrances to BART on both sides of Santa Clara Street?</p>	<p>For Downtown San José Station, the primary and secondary entrances will be on the north side of Santa Clara Street. The current design does not preclude a future entrance on the south side of the street. However, constructing that entrance would be a separate project.</p> <p>For Diridon Station, the entrance will be on the south side of Santa Clara Street. There are no plans to add an entrance on the north side of the street.</p>
<p>Having people coming and going from the SAP Center on the north side of Santa Clara Street to the south side will slow down traffic. Recommend VTA</p>	<p>Opinion noted.</p>

reconsiders adding a north entrance at Diridon Station.	
Where will bicycle parking be at Downtown San José Station?	We'll have those details available at the November CWG meeting.
Phase II Project Delivery Methods	
No comments or questions.	
Look & Feel of the Station	
Will there be any seating on the concourse level?	Furnishings, like benches, are not in the renderings at this stage, but the intention is to have them on opening day. Yes, there will be seating on the concourse level.
Are there stairways down the three levels to get to the trains or are there going to be escalators?	Both – there will be stairs and escalators. There are elevators as well.
In Greece, there is a ton of art on the walls relating to the culture of the area as the public goes down into their stations.	Comment noted.
[Public] What is the name of the circular station in London that was used in the presentation?	<u>Southgate Underground Station</u>
How can design include opportunities for vision impaired persons in terms of wayfinding?	We are following ADA requirements and also BART wayfinding guidelines, which keep the wayfinding and signage consistent across all stations. We are also using the architecture to keep the routes to and from the platforms as natural and intuitive as possible, reducing decision-making intersections, and trying to minimize transfers (from one mode of circulation to another) and travel distances as much as possible. The station designs will also be presented to VTA's Committee for Transit Mobility and Access and BART's Accessibility Committee.
Ride ESSJ participated in the 28 th Street/Little Portugal Station Design Review Committee (DRC). Community members did challenge the design on various elements, and the design team (Foster & Partners) did listen and present alternatives. We learned they also had to run alternatives by BART to ensure they	Comment noted.

<p>were within their design criteria. Appreciated the process.</p>	
<p>Is there an opportunity at the station for food services, vending machines, and/or spaces for tabling by community organizations?</p>	<p>At this stage, Foster & Partners has sketched out areas, such as the concourse and plaza, where these types of activities could occur. This will need to be refined in the next round of Design Review Committees.</p>
<p>Five Wounds Portuguese National Parish participated in the DRC. Main takeaway at the last meeting is VTA is going to have an issue with BART over some of the materials. Would like to impress upon VTA that it needs to negotiate in good faith with BART to get the community's wishes implemented. Otherwise, the DRCs were a waste of time.</p>	<p>Comment noted.</p>
<p>Station Access & Circulation</p>	
<p>No questions or comments.</p>	
<p>Five Wounds Urban Villages Plan Update & 28th Street/Little Portugal Station Design Development Framework</p>	<p><i>This update was provided by representatives of the City of San José and VTA's Real Estate and Transit-Oriented Development.</i></p>
<p>No questions or comments.</p>	
<p>Community Engagement</p>	
<p>Is VTA Marketing going to design construction fence treatment and signage? Will the community be engaged on this?</p>	<p>VTA is still developing the signage and wayfinding program, so this still needs to be determined.</p> <p>VTA is exploring a separate effort to engage the community on art and placemaking in construction staging areas. We'll have an update at a future CWG meeting.</p>
<p>Recommend involving the community in the design of construction fencing treatment. Afraid if community isn't consulted it is possible treatment design could come off as gentrification.</p>	<p>Comment noted. Contract specifications include opportunities for professional screening on fences and for public murals.</p>
<p>Support previous comment. Also, SMS alerts are going to be very important. Agree it's important to think about celebrating milestones to bring positivity to the area during construction.</p>	<p>VTA invited CWG members to think about how they would like to celebrate milestone events and invited members to bring back their ideas to the November meeting.</p>

CWG Member Report Back	
<p>East Santa Clara Street Business Association is working to get businesses reactivated. Many are still in COVID survival mode. Also, two more businesses were sued by Scott Johnson in this area for not being ADA compliant. We agree with ADA, but we disagree with his tactics and are organizing against him.</p> <p>Am hearing more from community newcomers about VTA's BART Phase II, and most comments are positive.</p>	Comment Noted.
<p>Silvia Scandar Mahan is the new president of Cristo Rey San José Jesuit High School.</p>	Comment Noted.
<p>Five Wounds Portuguese National Parish shared the Stations Look and Feel website on Facebook on Sept 12. It got one share and a fair amount of interest. Hopes it drove community members to the website to take the survey.</p>	Comment noted.
<p>Ride ESSJ members are wary about increased traffic that will come to San José due to the BART Phase II project. Helping with new art project in East San José. Ride ESSJ would like to invite VTA to upcoming meetings related to that to address questions and concerns.</p>	Comment noted.
<p>CommUniverCity shared the Stations Look and Feel website and survey to its BART Village Transit Advocates email list. Been monitoring 10 developments in the area. City of San José has started a planning process for the Five Wounds Trail from Story Road to Whitman. First meeting had 49 participants. Second meeting is September 30.</p>	Comment noted.
<p>Would like a participants list at future meetings.</p>	VTA will look into this.
<p>When will heavy construction start?</p>	Heavy construction is anticipated to start in late 2023. This could change. VTA needs contractor on-board first since they will determine construction methods and schedule.

<p>Have had people ask which businesses need to be relocated.</p>	<p>VTA has already identified and communicated with businesses that need to be relocated. For more information, you can share VTA's Final Relocation Plan for the BART Phase II Project. VTA is happy to call or email any business owners who have questions or concerns.</p>
---	--

Next CWG Meeting: *November 17, 2021, 4:00 PM, Zoom*

Prepared by: Kate Christopherson (VTA)
Concurred by: Joe Clayton (VTA)
Distribution: CWG Members
Project Team
City & Public Agency Staff
Distribution List