



28th Street/Little Portugal Community Working Group Meeting

Date of Meeting: November 16, 2022 (4:00 p.m. to 5:30 p.m.)

Location: Zoom

Attendees:

Members in Attendance: Bill Rankin, Carlos Diaz, Justin Triano, Davide Vieira, Terry Christensen, & Marcos Manriquez

Members not in Attendance: Chris Patterson-Simmons, Connie Alvarez, Danny Garza, Dee Barragan, Ed Berger, Elma Arrendondo, Helen Masamori, Matthew Gustafson, & Ricardo Agredano

Other Speaker Attendees: Bernice Alaniz (VTA), Doug Moody (VTA), Erica Roecks (VTA), Adriano Rothschild (VTA), Kristen Mei (VTA), Ron Golem (VTA), Christina Gotuaco (VTA), Roy Mann (VTA)

Project Team in Attendance: Marissa Sanchez (VTA), Joan Lee (VTA), Lucas Perez (VTA)

Project Team not in Attendance: N/A

Meeting Agenda:

- Welcome and Introduction
- Role of BSV External Affairs Team
- Phase II Update
- Real Estate & Acquisitions Update
- Station Refinement Update
- 2022 Community Engagement Summary
- CWG Member Report
- Next Steps

Comment, Issues, and Questions	Response
Welcome and Introduction	No comments.
Role of BSV External Affairs Team	No comments.
Phase II Update	-
We've already designed the headhouse. What is the story now?	The above-ground station/headhouse generally stays the same and is not affected by the proposed concept changes to the station building shaft underground.
Real Estate & Acquisitions Update	-
<p>We're about to open up all four urban village plans around the BART station, and I anticipate that VTA, as well as the City will want higher densities, which means higher heights. Is the City going to reflect these properties that now are going to be potentially in-between other properties that can go stories higher? Are those going to be depicted in the urban village plans as, "this parcel can only go 3 stories, 5, 6, 7 stories, etc.?" Also, when a developer wants to aggregate properties, these are narrow depth and narrow width, so typically a developer would want to aggregate properties. How does that work to their detriment and to the property owners' detriment as well?</p> <p>Yes, but parking may be going away. So, the bulk of these properties will probably be occupied by buildings. Any parking would be in the footprint of that building, so I'm looking at, other than setbacks to the residential neighborhoods, I don't really see a lot of setbacks.</p> <p>A lot of these foundations dig fairly deep, and will go a lot of times, 10 feet.</p>	<p>Easements are a restriction on property. When we are buying these tunnel easements, we are paying for the right to the restriction on the property. If you sell a property on the easement, the successor owner is bound to that easement. So, it's really a different thing than the City and what they do with planning. I think your point is that when the City does plan, they ought to think about these considerations to incorporate that, but the planning part is separate from what we're doing to buy properties. I think the other part of what you're getting at is how these impacts properties. And it's really a site-by-site consideration. Most of the properties tend to be a corner of a slice. With development, you can never cover all your site with a building because the City has open space, setback requirements. Even if you want to build a 5-story building, if the tunnel easement only lets you go to 3, you can put 3 over the part of the building where the tunnel is, and you can put 5 on the rest of the site. You must look at each site. The more property you have, the more flexibility you'll have because that means the tunnel easement should be a smaller proportion on the property. Certainly, where the easement' is along an edge or a corner, that tends to be part of a setback or parking area, it becomes a lot easier. It becomes a lot more challenging when it's more in the middle, but there's only a couple of properties that have that situation. The reality is that you must look at it by a site-to-site basis. Did that answer your question?</p> <p>You're right. I will say that you won't see much underground parking because it is much more expensive, and the economics of development are so challenging that whatever amount of parking there is, it will be on the surface or under buildings but on grade.</p> <p>These are general statements, but you could do 1 level of underground parking, but beyond that, you'd have to apply to BART and VTA and show them that it won't compromise the safety and integrity of the tunnel. Piles and tunnels don't mix, so that would be a constraint. But the tunnel alignment and easements only occupy a certain kind of discrete location, so there are plenty of sites in the area that will not be affected by this at all.</p>
Five Wounds Urban Village Plan & 28th St/LP Design Development Framework	-
For other work in the past, in-person involvement for weekend meetings seemed to be effective for community members and board members to attend. Some communities may not be as tech-savvy, so virtual may not be ideal. Additionally, Thursday evening may	<p>Comment noted.</p> <p>In terms of members of your communities and your networks, it seems like doing an in-person only meeting would mean sacrificing more participation. Our teams</p>

Comment, Issues, and Questions	Response
<p>be less effective than Saturday morning when more people may be available.</p> <p>Hybrid could be valuable; it can be available to give more options. Rather than asking the community to come to an event, it is more encouraged to go to community events like tabling at upcoming holiday events to elicit the feedback you want. Don't just "come to us" but also "go to them."</p>	<p>are currently working on how to best do hybrid, but the choice is between all in-person versus all online. My ask is how much more important is having the hybrid option, not just the in-person. We will have a recording of the first community meeting, which will be posted online, and it will be connected with an online survey so that people who cannot attend live can participate. I think it's important to explore how hybrid could be valuable.</p>
<p>I am a strong proponent of in-person meetings allowing for easily breaking into smaller groups to get more involvement and engagement. The first meeting needs to give a strong sense that people can be involved and will set the tone for future engagement efforts. While more ideal to be in-person, there is still the concern about whether people nowadays will attend an in-person event, so we definitely need to also provide the online alternative.</p>	<p>Comment noted.</p>
<p>I feel that in-person meetings are best. But being able to tap in online, allows for at least a few more folks to participate.</p>	<p>Comment noted.</p>
<p>Station Refinement Status Update</p>	<p>-</p>
<p>Will people have access to the station from both sides of Santa Clara Street?</p> <p>I think it's a really important aspect of both Downtown and Diridon to be able to gain access to the station from both sides.</p>	<p>That is still being considered. We are looking at the opportunities for a full second entrance on the south side at the Downtown San Jose station, as well as whether a sidewalk-style entrance would be appropriate. The options are still being studied, and at minimum, we would include accommodations for that connection to be made in the future.</p>
<p>2022 Community Engagement Summary</p>	<p>-</p>
<p>When you say "beyond" how far reasonable is that? A mile radius?</p>	<p>Anywhere within the South Bay is a great option, but preferably, you can give recommendations within the quarter mile of the alignment or project area. Either way, we will look into it all.</p>
<p>Will VTA be engaging in Christmas in the Park?</p>	<p>We will not be attending Christmas in the Park, but we can look into that in future years.</p>
<p>Mentimeter Results</p>	<p>-</p>
<p>What other public engagement events should we be participating in?</p>	<ul style="list-style-type: none"> - Bark in the Park in September - SJSU events - Viva Calle, especially if it comes down ESC/Alum Rock or nearby soon - Five Wounds UVP Community Workshop 1 at Roosevelt Community Center 12/8 - Veggielution 1st Saturdays
<p>What are other community organizations/agencies/associations/etc. that we should be engaging?</p>	<ul style="list-style-type: none"> - Campus Community Associations (Naglee Park)
<p>CWG Member Report</p>	<p>-</p>
<p>The community feels generally in a positive lull with a calm before whatever happens next. The project seems to be coming along, and folks are aware, but there is still a sense of apprehension about the outcomes of how it will turn out. Just south of 101, where my business is located, I think we are looking at doing more cultural identification in our corridor. There is a group being led by the School of Arts and Culture to engage in this for the cultural corridor to help better identify our area. Overall, the I think the project will be</p>	<p>Comment noted.</p>

Comment, Issues, and Questions	Response
<p>here before we know it. Once we see more construction coming, it's really going to hit them but for now, it's more cruise control.</p>	<p>-</p>
<p>Affirm the previous comment recognizing the School of Arts and Culture and the concept of the new arts district. It's going to be a lot more than an arts district because they've got housing and commercial and retail planned. It's pretty big, so maybe we need to ask someone from the School of Arts and Culture to sit on the Community Working Group, but there needs to be significant outreach. Chris Esparza is the community development director. From the community, there is still grumbling about the single tunnel versus the double bore, which is not surprising. Also, people are asking about the entrances at 28th Street/Little Portugal station. As far as I know, there's only one big wide entrance on one side, so people are asking why there isn't an entrance in the back closer to the parking lot.</p>	<p>Comment noted.</p>
<p>I had to clarify to the Portuguese Band of San José that their building is not protected and will not be acquired by VTA. for the BART project, so still clarifying really interesting questions out here.</p> <p>I think the confusion is when they look at the Urban Village Plan, they see the orange border, and they think that is all susceptible to acquisition by VTA. That's in the City plan. I don't know how to clarify it in the City plan because that's not VTA's. But I think they're getting confused with the border of the entire Five Wounds Urban Village Plan as to that being acquirable by VTA.</p>	<p>Thank you for doing that.</p> <p>That is helpful to understand, and I think that is something Ron would want to investigate and see what projects are acquirable by VTA.</p> <p>There were maps from the environmental document, and maybe we go back and reference the maps so people can understand what was cleared in VTA's plan. It is not the City's plans, which is trying to address other needs.</p> <p>We can circle back and confirm.</p>
<p>The feedback is more about how construction is directly going to affect us, in terms of safety, transportation, noise, how it will affect our daily learning, and drop off times for school. I think that's more concerning about families coming off the freeways just because we're so close to it, the impact of how that will impact families and anyone trying to get to the BART station. I think there's more of a calm in terms of construction plans and layouts, but more concern about when construction will start, so they can start planning around it and alerting our families on what to expect.</p> <p>Yeah because right now, they're only able to--well people still drop them off on the other side-but they mainly get dropped off on the site closer to us, and there isn't really a sidewalk on the opposite side right now, so we unfortunately still get people who do the illegal U-turns. So that's also something to consider as we get closer. That entire Five Wounds site line is a big pain point for us.</p>	<p>Well, it's a bigger problem than that.in that you will be losing the loop around. Right now, you're encouraging parents not to do the U-turn; you instead encourage them to do the loop around. VTA, the City of San José, and Cristo Rey really need to sit together and try to figure out how a stream of cars twice a day is going to access the school property.</p> <p>We heard similar things at the Downtown-Diridon CWG meeting last night. As construction gets closer, we have the Construction Education Outreach Plan and the CTMP which we expect to be in the work plan for next year, which we can talk about more in February. Yes, as we start to develop the Construction Transportation Management Plans for the 28th Street area, we will reach out to you to have close coordination with the school.</p>
<p>Next Steps</p>	<p>No comments.</p>

Next CWG Meeting: February 15th, 2023, 4:00 PM, Zoom

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