



**Alum Rock Community Working Group Meeting**

**Date of Meeting:** February 10, 2016 (4:00 p.m. to 6:00 p.m.)

**Attendees:**

Members in Attendance: Terry Christensen, Bob Van Cleef, Davide Vieira, David Dickey, Craig Chivatero, Geoff Hatchard, Kelly Daugherty, Carlos Diaz, Kathy Ericksen, Justin Triano, Charisse Lebron

Members not in Attendance: Matt Bell, RJ Castro,

Other Speaking Attendees: Leyla Hedayat (VTA), Brent Pearse (VTA), Jessica Zenk (CSJ), Rosalynn Hughey (CSJ),

Project Team in Attendance: Ray Salvano (CSJ), Paul Smith (CSJ), Tom Fitzwater (VTA), Angela Sipp (VTA), Kevin Kurimoto (VTA), Janice Soriano (VTA), Eileen Goodwin (Apex)

Project Team not in Attendance: Michael Brilliot (CSJ),

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

**Summary:**

**The Meeting agenda included:**

- Welcome and Introductions
- Follow up items – Facilitator
- Schedule Update – VTA Staff
- Economic Analysis Surrounding BART Stations—City Staff
- Access Planning Study Wrap Up – City Staff
- VTA Projects within BART Corridor—VTA Staff
- BART’s Station Naming Policy—VTA Staff
- Next Steps –Facilitator
- Review Action Items and Next Meeting Date (April 13, 2016 4 p.m.-6 p.m.) – Facilitator

**Key Issues/Comments/Questions:**

Comment/Question	Response
<b>Follow up items –</b>	
Do you use Nextdoor to promote meetings? Does VTA have the ability to	Yes, VTA does use Nextdoor and does have the ability to pick which groups to

pick which groups it sends to?	target or do a full list in Santa Clara County.
The CWG members do want to hear how the downtown station decision will be made, please keep it on the work plan.	Comment noted. It will stay on the agenda.
<b>Schedule Update and Access Planning Study Report were taken together</b>	
Why has the VTA's access planning effort moved out?	The VTA Board will be defining the final project at the end of 2016 so beginning the access plan once the definition is approved makes sense as well. That is why the access planning will move to the first part of 2017. Some of the access planning will be concurrent with work on the Diridon effort. There will be assumptions that come out of the Diridon work (that you will hear about in an agenda item tonight) that will make sense to have the access plan follow it.
This community is concerned about promises that were not kept from previous sales tax measures and we want a guarantee that if we vote for the money this time we will get our projects.	Comment and concern noted. This topic should also be brought up as part of the Envision Stakeholder Group.
We want to make sure details such as parking spaces, kiss and rides, access off the Route 101 freeway are committed to and in the ballot measure so they will be delivered.	We will be documenting some of that detail in the environmental document, but keep in mind the environmental document clears the "worst case" scenario for impacts such as traffic congestion. The current thinking is not to accommodate the worst case but the most likely impacts. It is important for the City to identify the right level of accommodation.
Is there an Executive Summary description that can be part of the ballot measure?	Usually ballot measures are not that detailed. We can have the Envision Team present at the next CWG.
We have to all be aware we have urban village developers that will be involved and we have some developers who are looking for this detail as well right now for the Empire Lumber site. Parking is an issue. Route 22 changes that might get made all need to be clear before the community will vote.	We can add the scope of the Station Access Study and presentation of how we did this work in Milpitas and Berryessa to the CWG Work Plan
I was disappointed in the results of the	Comment noted.

2000 and 2008 measure.	
Plato Arroyo does not support any measure for BART at this time.	Comment noted.
I commend our fellow CWG member for bringing up this topic.	Thank you.
<b>Economic Analysis</b>	
Will the City's Envision 2040 General Plan Task Force get benefit of this work before they disband?	The scope of that Task Force is limited to the jobs and residences ratio topic. This information will help inform that work.
Jobs are not changing in either Five Wounds or Roosevelt Park in that Task Force recommendation.	Comment noted.
This potential increase in property values is good for property owners but not for others. What about rental prices—will they go up too? Will this displace people? Is the study also looking at these impacts and potential for gentrification?	Yes, the scope will cover these issues as well. There is some research that suggests that renters will pay a premium near stations which may lead to gentrification.
Gentrification will happen when properties turn over. We have 3-5 families living in a house now and where will they go—how many more will need to be in the house to afford it? Who is willing to have this happen?	We will bring back information on this topic. This request has been forwarded on to the City.
What is the geography of the scope? Which properties are being looked at for re-use? Is the Kellogg property, the radio station towers, the entire area around the station?	Yes, the study covers a radius of ½ mile.
I want to know more about the transit projects that made the property values go down? Where are they?	That will be an action item for the City to research.
Plata Arroyo neighborhood would want assurances and for the City to require that the contractor that builds on Empire Lumber site will insure the church for any impacts during the construction process	Comment noted.
<b>VTA Projects Update</b>	
Can you compare Diridon to the Transbay Terminal in San Francisco?	Yes. Diridon will be much busier with 500 trains a day there in 2029. Diridon will also serve the bus system. The TransBay Terminal is primarily going to serve buses and will have zero trains there in 2029. San Jose will be the place to be.
Does VTA use a smaller mini bus?	Yes, VTA runs various bus sizes the small

	bus is 30' and is used to serve the community areas, not the busier routes like Line 22. More of these smaller buses will be considered as part of the analysis in the TRIP study.
Can you clarify the HSR and Caltrain frequency?	Caltrain will be running 6 trains and HSR 4 in the peak hour.
Can you talk more about core connectivity?	We are looking at new vehicles, rider sharing, bike system, flex service
I am a big fan of DASH. That system helped me get around in the downtown core when I had jobs there. I would ride the bus downtown then use DASH to get to my final location. It should be expanded and used as a model.	Thank you. We are looking at all types of service.
<b>Station Naming</b>	
Will Berryessa and Milpitas also change?	No. Milpitas is already the replacement name (used to be Montague) and there are no plans to change Berryessa.
There should be two considerations as we look at names: 1) An attractive name that helps the ballot measure pass and 2) should be looking to something that a major developer can brand for marketability.	Comment noted.
This naming process you have developed seems well thought out. Agree very well done. Yes, it is good, thank you.	Thank you to all of you who spoke to compliment the process.
The brainstormed names were in the order they were proposed: <ul style="list-style-type: none"> <li>• East San Jose</li> <li>• San Jose East</li> <li>• Five Wounds</li> <li>• Little Portugal</li> <li>• Cesar Chavez</li> <li>• Blanca Alvarado</li> <li>• 28<sup>th</sup> Street</li> <li>• East Santa Clara</li> <li>• Eastside</li> <li>• Portuguese word for village “Aldeia”</li> <li>• Carnegie Library</li> <li>• Mt. Hamilton</li> <li>• Alum Rock Transit “ART”/ ART Station</li> </ul>	Thank you this is a great list. Please keep thinking about what might work or what you prefer. We will discuss this next meeting. Thank you to Kelly for agreeing to check in with youth perspective and for Davide who will research what is used on transit systems in Portugal.

<ul style="list-style-type: none"> <li>• El Camino</li> <li>• Roosevelt</li> <li>• Coyote</li> <li>• Coyote Creek</li> <li>• Silver Creek</li> <li>• 101</li> <li>• San Jose 101</li> <li>• Little Orchard</li> <li>• #EastSanJose</li> </ul>	
San Jose East sounds too “developer.”	Comment noted
There could be confusion created with Mt. Hamilton and El Camino suggestions.	Comment noted
Keep the name more local there are lots of things named “Roosevelt.”	Comment noted
Make it helpful.	Comment noted
System wide it should be clear.	Comment noted
Street names are helpful.	Comment noted
This area is not Alum Rock.	Comment noted
There was a City of East San Jose with its own post office. East San Jose started at 17 <sup>th</sup> Street.	Thank you for that history.
<b>Next Steps</b>	
	No comments noted

### Follow-Up Items:

- Keep East West option discussion on April Agenda.
- Add the scope of the Station Access Study and a presentation of how VTA did this work in Milpitas and Berryessa to the CWG Work Plan.
- Add Envision presentation to the April Agenda.
- City to research and report on where the transit lines were located that made property values go down.
- City to bring back a report on the potential for gentrification of the community.
- Kelly to check on the youth perspective on naming the station and report back.
- Davide to check on Portugal’s transit system’s names (NOTE: Davide provides this update: “*I looked at names of metro stations in major Portuguese cities, and they either describe a place or an area. Nothing usable for us here. Plus nothing that’s “uni-language” anyway.*”
- Add the naming topic to April Agenda.

**Prepared by:** Eileen Goodwin, Apex Strategies

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