



## **28th Street/Little Portugal Community Working Group Meeting**

**Date of Meeting:** February 7, 2024 (4:00 p.m. to 5:30 p.m.)

**Location:** Zoom

### **Attendees:**

Members in Attendance: Bill Rankin, Chris Esparza, Chris Patterson-Simmons, Connie Alvarez, Davide Vieira, Helen Masamori, Isamar Gomez, Marisa Diaz, & Terry Christensen

Members not in Attendance: Danny Garza, Dee Barragan, Ed Berger, Elma Arrendondo, Jesus Flores, Justin Triano, Luis Munoz, Matthew Gustafson, & Ricardo Agredano

Speaker Attendees: Adriano Rothschild (VTA), Bernice Alaniz (VTA), Erica Roecks (VTA), Kristen Mei (VTA)

Other Project Team in Attendance: Nile Ledbetter (VTA), Brent Pearse (VTA), Monica Tanner (VTA), Matt Derby (VTA)

Project Team not in Attendance: N/A

### **Meeting Agenda:**

- Welcome and Introductions
- Phase II Update
- Station Configuration Update
- Business Resource Program Update
- Early Construction Activities
- 2024 CWG Workplan Review
- CWG Member Report Out
- Next Steps

### **Follow-Up Items:**

- VTA to identify a new Somos Mayfair representative.
- The back of house moved above grade is about 20,000 sq/ft
- Verify with legal regarding if businesses that do not have a business license can still receive assistance.
- Details on the Monarch Trucking site.
- 28th Street/Little Portugal Business Mixer on Feb 21 and staffing the event with BSV EAT staff to answer questions related to project.
- Details on Eastridge Project.

Comments, Issues, and Questions	Response
<b>Welcome and Introduction</b>	-
Matthew Gustafson moved out of the area, so Somos Mayfair will need a new representative.	Comment noted.
<b>Phase II Update</b>	-
The Design Review Committee Round 1 had several meetings, I thought it would be finished, we already discussed look and feel of the station, why the need for this second round?	Nothing we did prior is going to the wayside; we will discuss other elements like the plaza configuration or some of the plantings and landscaping. We did discuss placement of art, but now with updates to stations, that could change. Also, previously the back of house was below ground, so we will review additional elements in the new configuration that were not addressed initially. Funding for public art will be further down the line.
The plaza portion is the VTA plaza portion and not anything in conjunction with the City and larger plaza that we wanted – like an acre?	We have not heard specifically an acre; the plaza configuration is for the plaza identified in the station site plan. I have not been to all the Five Wounds Urban Village Plan meetings, but I think they are looking at overall site and TOD (Transit Oriented Development) for that area and there is a series of design development frameworks looking at 11 acres for overall station area.
You mentioned design of the plaza and the landscaping, it was not clear from previous meeting who is going to be responsible for maintaining the plaza. Can you answer that?	The discussion is more about programming. VTA will maintain the station entrance plaza as this will be part of the station. The Design Development Framework (DDF) mentioned will create design standards for the whole development area on VTA property. This will tie into the whole Five Wounds Urban Village as a whole. Design Review Committee work is specific to the BART station/plaza mainly.
<b>Station Configuration Update</b>	-
Going from circular to square is kind of a big deal, what is the difference in square footage? Secondly, what is the square footage for the back-of-house? And with VTA wanting to maximize TOD, I am	Overall square footage of the station building has not increased significantly but it is still a bit larger than the circular shaft. The square shape is more constructible and does not require

Comments, Issues, and Questions	Response
<p>wondering why waste space on infrastructure if you did not have to?</p> <p>What I see is VTA has a \$12.2 billion bill, and they are trying to balance on the backs of the community – 20,000 square feet is up to double the size of a Trader Joes, I can't see how City of San Jose will be okay with losing 20,000 sq/ft of buildable above ground space. As a community member I cannot support this and speak of the benefits of cost saving which could supply us with a grocery store which we have been in dire need of for decades.</p>	<p>specialized pieces for various parts of the building. The back of house moved above grade is about 20,000 sq/ft – I'll need to circle back and confirm for you. Being above ground provides significant benefits for operations and maintenance. It also provides better access to the facilities that BART will need to access, such as ventilation. We are coordinating closely with VTA to ensure this can be accommodated within the DDF (Design Development Framework) and it wouldn't conflict with the long-term vision of DDF. We recognize this will have an impact on the surrounding TOD. We think this is balanced by the reduced construction and excavation that would be required for back of house facility.</p> <p>The reason it is set backward is that it is placed to optimally accommodate what TOD is possible. It is important to note about the overall long-term maintenance and access, it is not just a construction cost savings. Yes, there are some cost savings because it is less expensive to put something above rather than lower ground, but we are also looking at taxpayer dollars over the long term and what maintenance will cost for this facility. Also, any development over part of an operational system has strict seismic constraints and very stringent development requirements, that's why TOD isn't going over facilities – there is no TOD over BART stations because the standards are cost prohibitive to development.</p> <p>There was a push and pull between teams and the BSV team worked to accommodate TOD in that parcel, so the space that you see fronting 28th Street is still a dimension that is feasible for a</p>

Comments, Issues, and Questions	Response
	stand-alone TOD development adjacent to back of house.
20,000 square feet is just shy of a half an acre, and if we are going to sacrifice a half-acre for something that was underground before then we better get a decent size plaza for our initial wishes of the BART station concept plan.	Comment noted. The plaza is expected to be just over an acre and that value does not include buildings, it will be all open space.
Is there going to be additional lighting along the corridor? Are there going to be BART signs along the corridor to indicate that there is a BART station nearby?	There will be lighting along 28th Street as well as the site itself. There are several unique opportunities to provide BART wayfinding including a BART tower and wayfinding on the North vent shaft.
<b>Business Resource Program Update</b>	-
What is being done for businesses who do not have active licenses and permits?	The City of San Jose has a hardship fee waiver for non-licensed businesses. But we will need them to have a license to comply with City Code before receiving any support.
Will you provide assistance with Signage and Wayfinding for our existing social media platforms and school website?	For the direct financial it is specific to social media and websites, but for signage and wayfinding we will be supporting all businesses. We will be doing things to raise visibility, especially for those in close proximity to the project site, like Cristo Rey who we will be working closely with on visibility.
Can you connect me with a specific person I recently talked to about grants.	You may have spoken to Rachel Hennessy; we will connect you with her. For more information, the BRP will be presented at the BART Silicon Valley steering committee tomorrow at 12:30pm, then it is going to the VTA March Board meeting for approval. BRP funding will only be available to businesses during construction of the project which is still about two years away and not before.
<b>Early Construction Activities</b>	No comments.
<b>2024 CWG Workplan</b>	-
<b>CWG Member Report</b>	-
Report on progress of Five Wounds Trail – Recently VTA granted the No Cost Easement for railroad right of way. Gradually the City is gaining responsibility for portions of the trail. Santa Clara Open	Comment noted.

Comments, Issues, and Questions	Response
<p>Space Authority and Santa Clara County each have approved half million-dollar grants for the trail, though the trail will cost \$20M when built. VTA is responsible for the trail between Julian and Santa Clara Street. The City says nothing will be built until BART gets built, so Friends of Five Wounds Trail will be pushing City to do things sooner if the City has gains easements for more of the trail project up to East Santa Clara Street, though that area is currently dedicated at Construction Staging area for the BSV Project.</p>	
<p>Monarch Trucking will transfer to VTA in March, community wants to know what is going to happen how long tenants will stay and when demolition starts?</p> <p>The section of staging referenced in the previous comment is rumored to be used for the staging on the light rail extension project between Capital Avenue and Eastridge.</p>	<p>Christina to follow up on the Monarch Trucking site.</p> <p>We will follow up on the Eastridge Project.</p>
<p>Businesses are still concerned they don't know what's going on with the project.</p>	<p>Comments noted.</p>
<p>We are doing business walks to check in on businesses. We have concerns regarding the businesses that will be displaced or affected by construction and helping them prepare.</p>	<p>Comments noted.</p>
<p>Are there flyers with Project information we can provide to parents of current and prospective Cristo Rey students, potentially something like the outreach the Project did with school parents in 2023? We want to inform families of students who are going to be impacted by the nearby construction.</p>	<p>Previous outreach efforts with the school parents were related to the Design Development Framework, but as we continue to learn about construction in the area we will continue to meet and coordinate closely. We will also continue to develop materials you can share directly with parents. We can host a meeting there for the BART project as it gets closer as well.</p>
<p>We are hosting a business mixer on February 21, at the Portuguese Hall. It will be a great opportunity for BSV staff to</p>	<p>We will coordinate with Helen on details for this event.</p>

Comments, Issues, and Questions	Response
represent the BART project and talk to the businesses about the upcoming schedule.	
<p>East Santa Clara Street Business Association is currently in the process of rebranding to East Village San Jose. The association's name isn't legally changing but the literature, networking, and name will be changed in the next month.</p> <p>The association will appreciate the update on lighting, but we did not know the completion date was pushed out again, is the project really pushed to 2036?</p>	<p>Comment noted.</p> <p>Revenue service is projected 2036, but major construction will have been completed 2 years prior to that to allow for 2 years of testing.</p>
<b>Next Steps</b>	-
Design Development Framework will have its public comment period sometime in the next few months.	-

**Next CWG Meeting:** May 15<sup>th</sup>, 2024, 4:00 PM, Zoom

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