

Meeting, 11/2/15, 6 PM, for Tamien project on Lick Ave, File No. PDC14-072.
Notes by L. Ames.

Meeting hosted by City, VTA, and project planner,
at the Elks Lodge on Alma by 87. Meeting invitation: >[link](#)<.

An “open house”: charts and posters at various locations w/ staff available to answer questions.
~2 dozen public attended: “regulars” and neighbors, including Helen Chapman, Peter Allen, longtime
WG resident Terry, bicyclist Bob Mack, SJ Parks Cmsnr Virginia Thomas, others. Councilmember Pierluigi
Oliverio (PLO) attended. Staff: Liz Schuller: elizabeth.schuller@sanjoseca.gov
Applicant’s rep: Contact: Michael Sullivan E-mail: mike@srecompany.com, Phone: (408) 628-4280.

Presentation: “Welcome. Go look at the charts, make comments and suggestions. Thnx for coming.”



Project is on the VTA/CalTrain eastside parking lot & site of existing childcare facility.

Idea is to build parking structure on west side of 87, and sell off eastside VTA parking lot for development.

Up to 440 new units, plus the 2nd Tamien Tower next door.

Existing loop driveway would remain basically unchanged, becoming a private drive around one of the 2 structures.

Two structures, 5 stories tall. North one a “U” around a private central court; southern one more of a “figure 8” with one hole a court, the other filled with parking: it’s called a “wrap-around” structure. Small “plaza” (possibly w/ couple shops: zero to 3k sq.ft retail) at corner of structure nearest the walkway to CalTrain/VTA.

“Cultural Resources” park at Indian burial site.

Plan is for a future park to the north, with access from Goodyear at Peptone.



They also had plans for the park:

- multi-use soccer field
- volleyball court
- basketball court
- playground
- restrooms
- parking for ~3 dozen cars (access from Peptone/Goodyear)

- picnic tables
- jogging path
- No dog park
- No Rocketship School charter school.



Public was asked to write down comments on adjacent poster boards.

Various comments (mine and others):

- Don't start project construction until **after** parking structure is completed. (Most important! If not done, the loss of the parking lot will have dramatic impact on the surrounding community.)
- Build and open a new childcare facility before closing existing site. (This was very important for the neighbors: if without convenient childcare, they'd have to quit their jobs.)
- Make sure the "private drive" is inviting to the public: this is the community's access to the CalTrain and VTA stations. Councilmember PLO asked: "what would make it inviting?" A: wide sidewalks, no gateway, pleasant landscaping and directional signs.

- Coordinate w/ adjacent Tamien Towers: make sure there's a walkway across the access loop road that aligns with their entrance.
- Make convenient and inviting access for pedestrians and cyclists from units, from Tamien Towers, and from adjacent neighborhood, to CalTrain, VTA, and the future Guadalupe River Trail on the west side of the freeway.
- Provide onsite bike parking. provide secure bike parking for visitors.
- Q regarding car parking: is there adequate visitor parking? How will it be kept separate from those wanting to take CalTrain? (A: they're inside the interior garage structure.)
- Make sure walkway from Tamien Towers to CalTrain is "inviting": wide, illuminated, landscaped, safe. A: units have windows overlooking roadway and walks: "eyes on the street".
- Q: will units on Lick have direct street access: will they be part of the community? A: Yes.
- Encourage walking along Lick: want to encourage support for Calle Willow shopping district. A great amenity: being able to walk to diners and pubs.
- With all parking now to be on west side of freeway, there'll be changed traffic patterns. Need to evaluate. Might need signal at Lelong/87-ramps. Need bike/ped crossing to new trail. Need "no turn on red" sign on west-bound Alma at Lelong.
- Q to PLO: is the park funded solely by this development, or does it also include funding from Tamien Towers? A: very confusing: ask Joe Horwedel.

Meeting ended when everyone had tired of asking questions and writing comments, at about 7 PM.

~Larry Ames, 11/3/15

Follow-up comments 11/5/15 by Jean Dresden re: park funding:

Wow! Yes, the answer is very complicated. SHORT ANSWER: The city has the money but not the permission to build all of it until the VTA project that takes away the Caltrain Parking is granted entitlements (new zoning) from the city.

You may ask, huh? Here's the LONG ANSWER:

Way back in 2003, VTA used to own all the land on both sides of the Tamien Caltrain and Light Rail stations. Originally there was a plan to have two parks--one on each side. The high density development was supposed to pay fees to the city to buy the land from VTA for the parks.

The Ohlone tower was built but that did not generate enough money to buy the parkland. The economy tanked so they didn't build the second tower.

Councilmember Liccardo (now Mayor) was the chair of VTA and also friendly with Rocketship Charter School. So he brokered a complex deal with many parts: move the parks to just the eastern side, negotiate a deal with VTA that the city could take ownership of the land right away before park fees were collected from the future development, and then have Rocketship build on 1/3 of the park in exchange for maintaining the park. Then Rocketship dropped their plans. I read the VTA/City contract! WOW--so many pages, so many whereases.

Meanwhile, the city had to win grants towards the \$5.5 Million construction costs. The park staff won over \$2M--only possible because the City owned the land thanks to VTA letting the City take ownership early. Then the park had to wait for money to be allocated from the Park Trust Fund which comes from new development. Because there has been 50% discounts of Park Trust Fund fees to the downtown highrise developers, it took a while for Tamien to move up the list. But now there is enough money.

However--remember that complex deal? VTA told the city you can have the land, but you can't build on all of it until we (VTA) get the rezoning to build our high density complex. That's in the contract but not so clearly--it's buried in the language of parkland credits and number of housing units. For reasons that probably are related to the original deal with Rocketship, the city can build the northern half of the project anytime. In fact, the City is going to bid out the Phase I project this Spring 2016. But the southern half--the soccer field--can't be built until VTA's project is approved. This is called Phase II. The city plans to bid it out this Spring also, but construction might be delayed if the VTA project is not approved.

But yes, the cash money needed to build the project is in the city's account. Only the final permission from VTA is needed and that depends on the rezoning of the Caltrain land.

--Jean Dresden