

JPB CAC

CORRESPONDENCE  
AS OF

September 16, 2025

**From:** [Jeff Carter](#)  
**To:** [jcartrain@aol.com](mailto:jcartrain@aol.com); [cacsecretary \[@caltrain.com\]](mailto:cacsecretary [@caltrain.com])  
**Subject:** Re: Agenda Item #10 20-Aug-2025 CAC Meeting  
**Date:** Wednesday, August 20, 2025 10:08:46 AM  
**Attachments:** [Caltrain Ridership Charts 1975 to 2017.pdf](#)

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You don't often get email from jcartrain@aol.com. [Learn why this is important](#)

**ATTENTION:** This email came from an external source. Do not open attachments or click on links from unknown senders.

Good Morning,

Please see attached chart to go with my previous comments.

Regards,

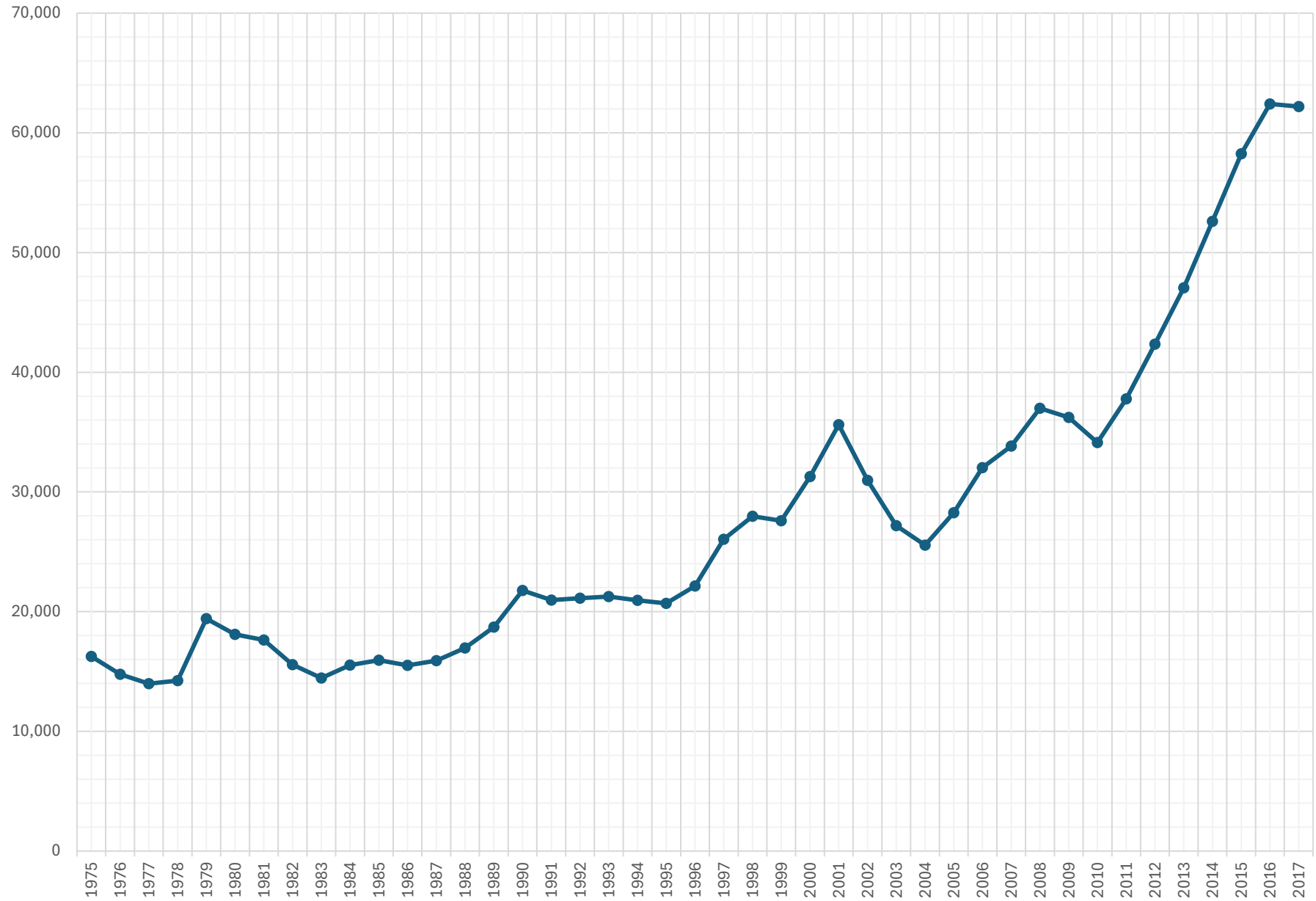
Jeff Carter

In a message dated 8/17/2025 5:01:50 PM Pacific Daylight Time, jcartrain@aol.com writes:

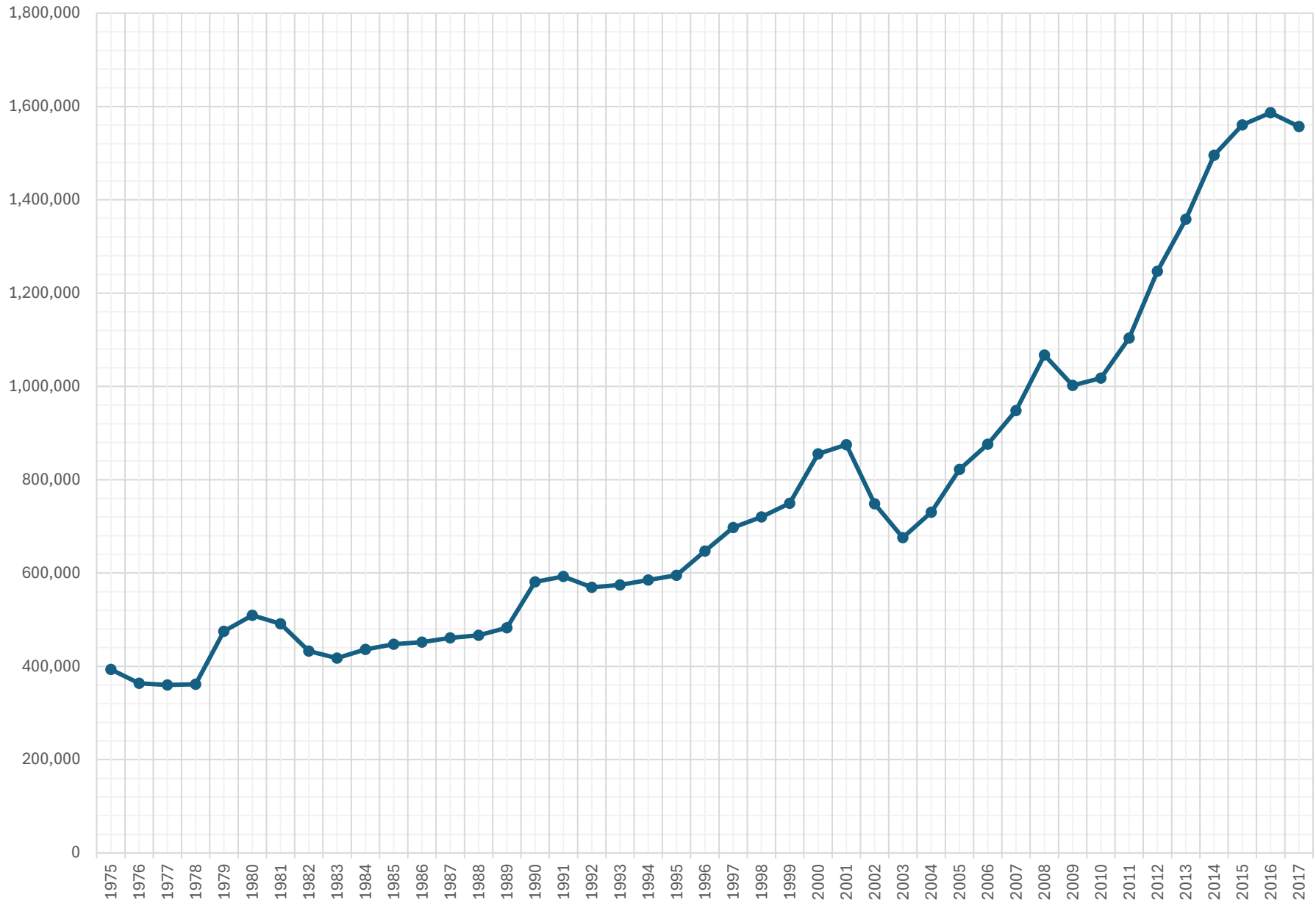
Please see attached comment from Jeff Carter

Regards.

CALTRAIN WEEKDAY RIDERSHIP 1975-2017



CALTRAIN MONTHLY AVERAGE RIDERSHIP 1975-2017





**From:** [Chris Parisis](#)  
**Subject:** re: San Carlos Caltrain Station Depot Building; LOI 599 El Camino Real, San Carlos, CA 94070  
**Date:** Sunday, August 31, 2025 4:55:24 PM  
**Attachments:** [image.png](#)  
[LOI Depot Cafe 599 El Camino Real: Campus Burgers.pdf](#)

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**ATTENTION:** This email came from an external source. Do not open attachments or click on links from unknown senders.

I have attached a Letter of Intent for the vacant space located at 599 El Camino Real San Carlos. I am a local resident of San Carlos and would like to see the space be revived. Let me know if this is a concept you would like to see at this site or if you are interested in another concept I would be very interested in working with the city of san carlos to develop a concept that would benefit the san carlos community. Additionally I am self funded and would not be requiring any grants or loans for this project.

Thank you for your consideration.

[WPLP Committee Item Number X Approval of 10-year lease with Prometheus Real Estate Group at the San Carlos Caltrain Station May 26, 2021](#)

[Campus Burgers | Best Burgers in San Jose, CA | Burgers near me](#)

**Chris Parisis**



[\(650\) 222-9292](tel:6502229292)

[Campus Burgers | Best Burgers in San Jose, CA | Burgers near me](#)  
[chrisparisis@gmail.com](mailto:chrisparisis@gmail.com)



# Approval of 10-year lease with Prometheus Real Estate Group at the San Carlos Caltrain Station

*JPB WPLP Committee  
May 26, 2021*

# Items to be Discussed

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- Recommended Board Actions
- Background
- High-Level Lease Terms
- RCUP Review and Approval (Sebastian)
- Lease Business Terms
- Alternative Approach
- Questions

# Recommended Board Actions

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- Staff recommends that the Board:
  - Find a proposed lease of the San Carlos Caltrain Station depot building, and surrounding area to be compatible with the railroad's current and future needs; and
  - Authorize the Executive director to enter into a ten-year lease, with two five-year mutual options with PREG SC Transit Village, LP, a California limited partnership

# Background: Depot Building

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- San Carlos Depot was constructed in 1888
- Listed on the National Register of Historic Places database in 1984
  - The South Bay Historical Railroad Society is the supervisor of the property's historic preservation covenant
- Since June 1983, the Depot has been leased to various tenants for restaurant purposes.
  - The most recent lease term ended approximately four years ago.

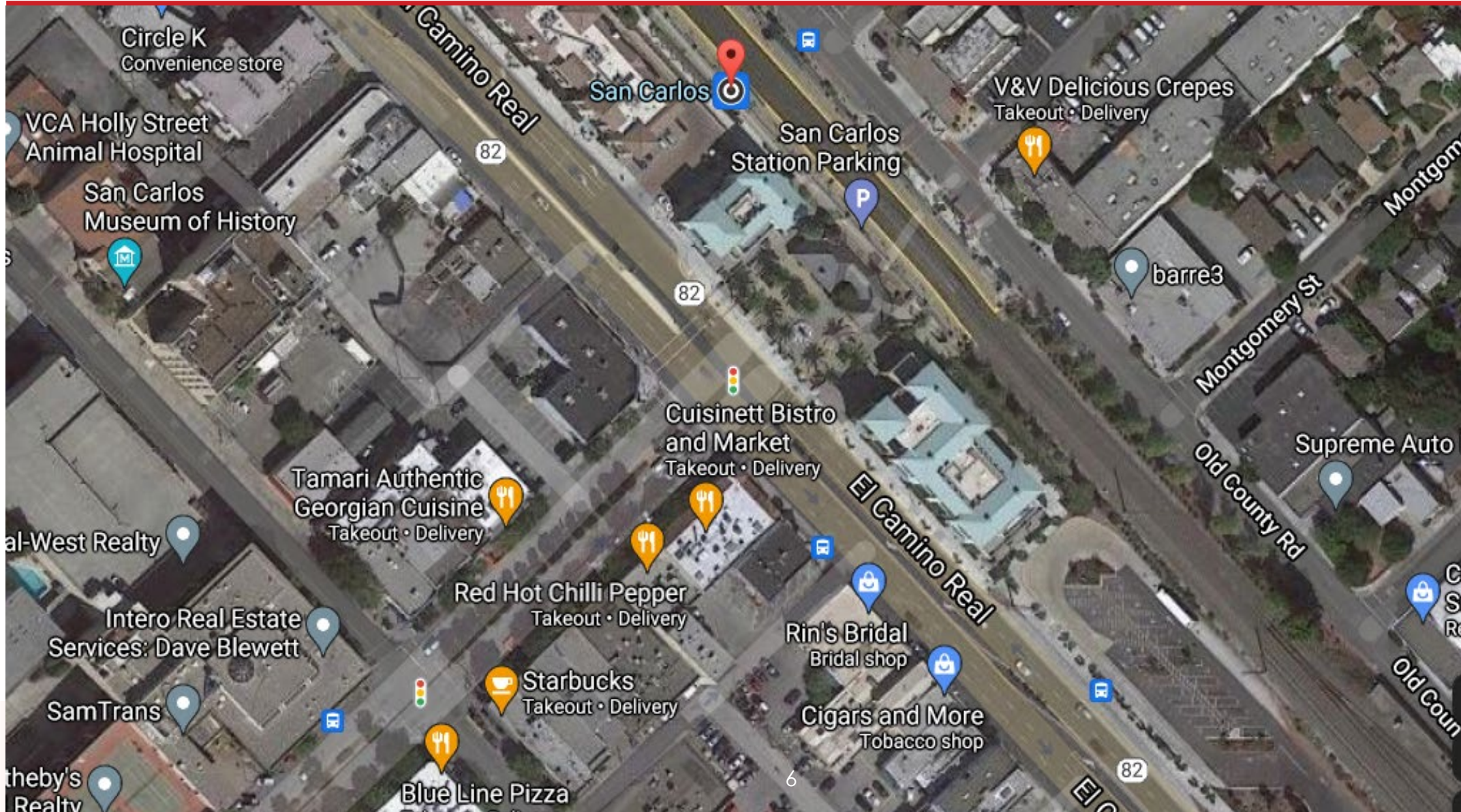
# Background: Depot Building

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- In 2019 staff conducted a study of each of its 7 historic station buildings to assess cost to conduct deferred maintenance at each site
- The assessment stated that the cost to cure deferred maintenance in San Carlos was estimated to be \$194K to \$270K, in 2019 dollars
  - The work includes improvements to the building envelope, fire-life safety, utilities systems, interiors and other professional services
- To date such work has occurred at only the Santa Clara Station
  - A former member of the historical society dedicated funds from his estate to help off set maintenance costs
  - In other cases, funds would need to come from the capital budget or through grants



# Map



# Background: The Development

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- Prometheus has developed the San Carlos Transit Village, a Transit Oriented Development on the property surrounding the Depot and plaza area.
  - Prometheus rebuilt the plaza area.
- Due to its proximity to the surrounding TOD project, staff recommends that Prometheus should participate in the tenant relationship for the Depot building as a master lessee.
  - Prometheus will enter into a sublease with BareBottle brewing company to operate a taproom in the Depot building.
  - The South Bay Historical Railroad Society already approved the proposed use of the Depot as a taproom in December 2019



# Picture of Plaza



# High-Level Lease Terms

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- To maximize lease benefits and revenue, Real Estate staff recommends a 10-year lease to enable Prometheus to amortize its improvements to the Depot building.
- If approved, Prometheus will enter into a 10-year lease with JPB, with two mutual options of 5- years each
  - Pre-approved sublease with BareBottle brewing company to operate a taproom
- Under the proposed lease, Prometheus, BareBottle and JPB will split the cost to cure deferred maintenance and Tenant Improvements (TIs)
  - JPB's cost is capped and paid through its deferral of the first three years of rent under the lease, totaling just over \$150,000

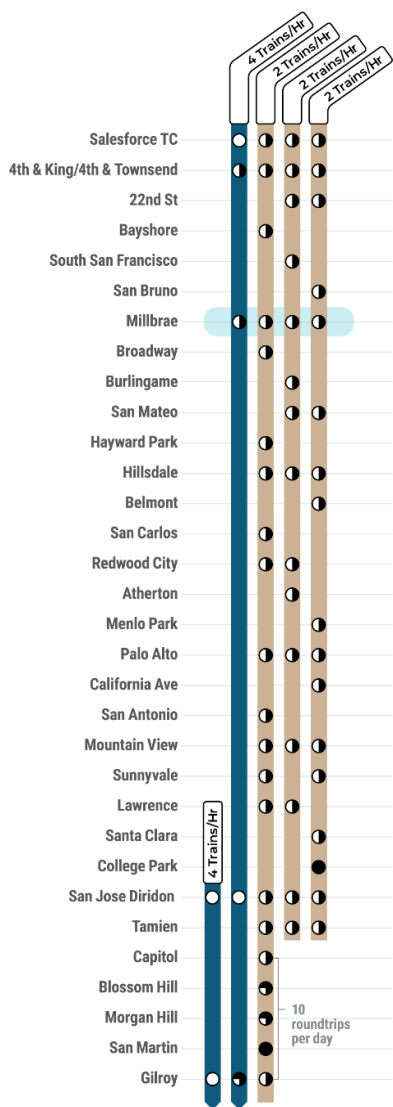
# RCUP: Project Review and Approval

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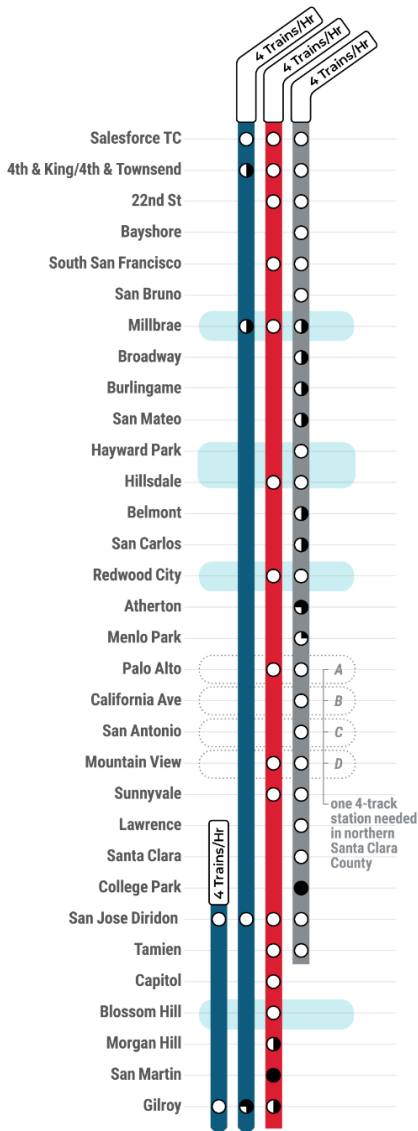
- The Rail Corridor Use Policy (RCUP) is a Board-adopted policy to guide use of the agency's property and ensure compatibility with current and future rail needs.
  - RCUP's compatibility approval is first step in reviewing any proposed use of agency property – including public and private uses.
- For RCUP review of this proposed use, staff determined:
  - In RCUP maps, the proposed lease is within Service Vision Capital Project Overlay, indicating that the area could experience change from a potential future capital project.
  - The potential future capital project in this area is passing tracks that would only be needed to grow service beyond the minimum level of service identified in Caltrain's Long-Range Service Vision.
    - They are *not* required to accommodate CHSRA service on the corridor
    - They are *not* required to reach the total 12 trains per peak hour per direction (Caltrain's Long-Range Service Vision).
    - There is no feasible scenario that staff is aware of where these passing tracks would reach construction within the next ten years.



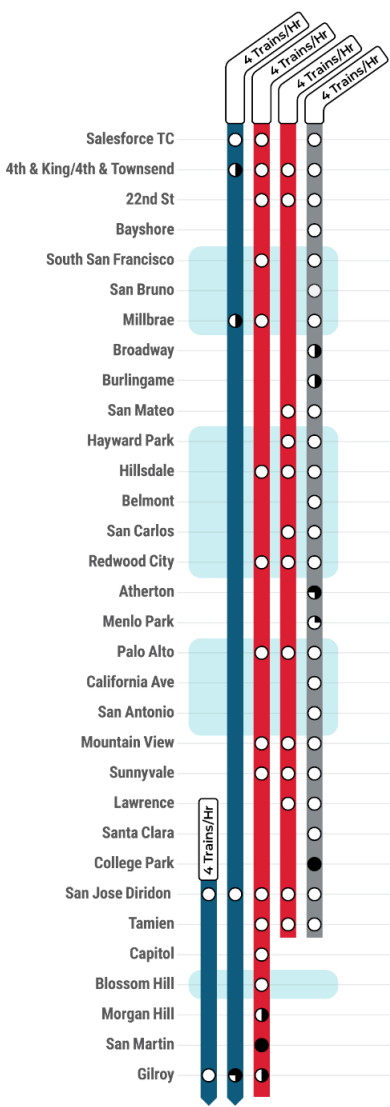
# Project Review and Approval



Baseline option considered (consistent with CHSRA EIR)



Core, adopted 2040 Service Vision



"High Growth" Expansion option

# Project Review and Approval: Recommendation

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- Staff recommends that Board find the 10-year lease to be compatible with the railroad's current and future needs
  - The lease would not preclude the agency from achieving the Long-Range Service Vision or the specified passing tracks from being built if and when they are needed.
- Engineering staff has determined that the proposed lease is compatible with Caltrain's operational, regulatory, and engineering requirements.

# Lease: Business Terms

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- The Historic Depot is approximately 1,078 square feet and there is an approximately 351 square foot ancillary Baggage Building
  - Includes use of area for outdoor eating area/patio space.
- The initial lease rate is \$3.25/sf, with 3% increase yearly
  - Plus, \$1.625/sf for the Baggage building
- If the option is exercised, rent goes to market starting in year 11
- Payment of rent will commence in Year 4 at \$53,419.60
  - In addition lessee's payment of maintenance costs, total rent collected over the first 10 years is expected to be approximately \$409K

# Lease: Alternative Approach

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- JPB could conduct deferred maintenance itself
  - Would need to identify funds (up to \$270K in 2019 dollars)
- Advertise the site for lease
- Negotiate new leases terms
  - Would include a “TI Allowance” paid by JPB and time to build TI’s
- Such a process would likely take over three years before rent could be collected

# Actions

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- Staff recommends that the Board:
  - Find a proposed lease of the San Carlos Caltrain Station depot building and surrounding area to be compatible with the railroad's current and future needs; and
  - Authorize the Executive Director to enter into a ten-year lease, with two five-year mutual options with PREG SC Transit Village, LP, a California limited partnership



# Questions?

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## **Letter of Intent to Lease – Caltrain Depot Space 599 El Camino real San Carlos**

Chris Parisis  
1622 San Carlos Ave  
San Carlos CA 94070

City of San Carlos / Caltrain Depot Property Manager  
599 El Camino Real San Carlos  
San Carlos, CA 94070

### **Re: Letter of Intent to Lease – Caltrain Depot Space**

This Letter of Intent (“LOI”) outlines the preliminary terms and conditions under which Campus Burger (“Tenant”) proposes to lease commercial space at the San Carlos Caltrain Depot (“Premises”).

#### **1. Premises**

The Premises consist of the space located at the San Carlos Caltrain Depot, exact square footage to be confirmed. Tenant intends to lease the Premises in its current “as is” condition.

#### **2. Intended Use**

Tenant will operate a quick-service restaurant concept known as “Campus Burger,” specializing in affordable, fast, and high-quality burgers and shakes.

#### **3. Lease Term**

- Initial Term: [X years – typically 3–5 years]
- Commencement Date: Upon execution of lease and delivery of the Premises.
- Renewal Options: 5,5,5

#### **4. Rent**

- Base Rent: To be mutually agreed upon in a formal lease.
- Additional Rent / Expenses: Tenant shall be responsible for utilities and any proportionate share of common area or operating expenses, if applicable.

#### **5. Condition of Premises**

Tenant agrees to accept the Premises in “as is” condition. Landlord shall provide access for Tenant’s installation of necessary equipment, furnishings, and signage, subject to applicable codes and approvals.

## **6. Improvements**

All improvements, alterations, or buildout required for Tenant's business operations shall be completed at Tenant's sole cost and responsibility, unless otherwise negotiated.

## **7. Contingencies**

This LOI is non-binding and subject to:

- Execution of a mutually acceptable lease agreement.
- Receipt of all required governmental approvals, permits, and licenses for Tenant's intended use.

## **8. Non-Binding Effect**

This LOI is intended only as an expression of interest and shall not create a legally binding obligation on either party. A binding commitment will arise only upon execution of a formal lease agreement.

We look forward to working with you on this opportunity and bringing Campus Burger to the San Carlos Caltrain Depot.

Please confirm receipt of this LOI, and we are available at your convenience to discuss next steps.

Sincerely,

Chris Parisis

### **Campus Burgers**

1622 San Carlos Ave

650-222-9292 Direct Line

**From:** [Roland Lebrun](#)  
**To:** [Public Comment; Board \(@caltrain.com\)](#)  
**Cc:** [BART Board; cacsecretary \(@caltrain.com\); Caltrain, Bac \(@caltrain.com\)](#)  
**Subject:** Item 6 Public Comment Putting Diridon Back On Track  
**Date:** Wednesday, September 3, 2025 1:44:54 PM  
**Attachments:** [Item 8.h. Award a Contract for Diridon Station Redevelopment Project.pdf](#)

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**ATTENTION:** This email came from an external source. Do not open attachments or click on links from unknown senders.

Dear Chair Heminger,

Further to my comments during the August 27 AMP Committee, please find attached a presentation highlighting multiple issues with the Diridon project as currently proposed by the VTA consultants. I hope that it will be possible to present this information to the full Board either during Item 6 (General Public Comment) or Item 8 (Consent), specifically:

Item 8.g. Authorize Execution of Funding Agreements with Santa Clara Valley Transportation Authority (VTA) for Use of Metropolitan Transportation Commission (MTC) Regional Measure 3 and Measure B Funds for the Environmental Phase of the Diridon Station Redevelopment Project and Amend the Fiscal Year 2026 Capital Budget to Increase It From \$34,831,992 to \$66,491,608\*\*

Item 8.h Award a Contract for Diridon Station Redevelopment Project Environmental Phase Services to ICF Jones & Stokes, Inc. for a Total Not-To-Exceed Amount of \$21,101,357 for a Three-Year Base Term, with up to Two Additional One-Year Option Terms for up to \$1 Million per Option Year\*

Thank you in advance for facilitating this request.

Roland Lebrun

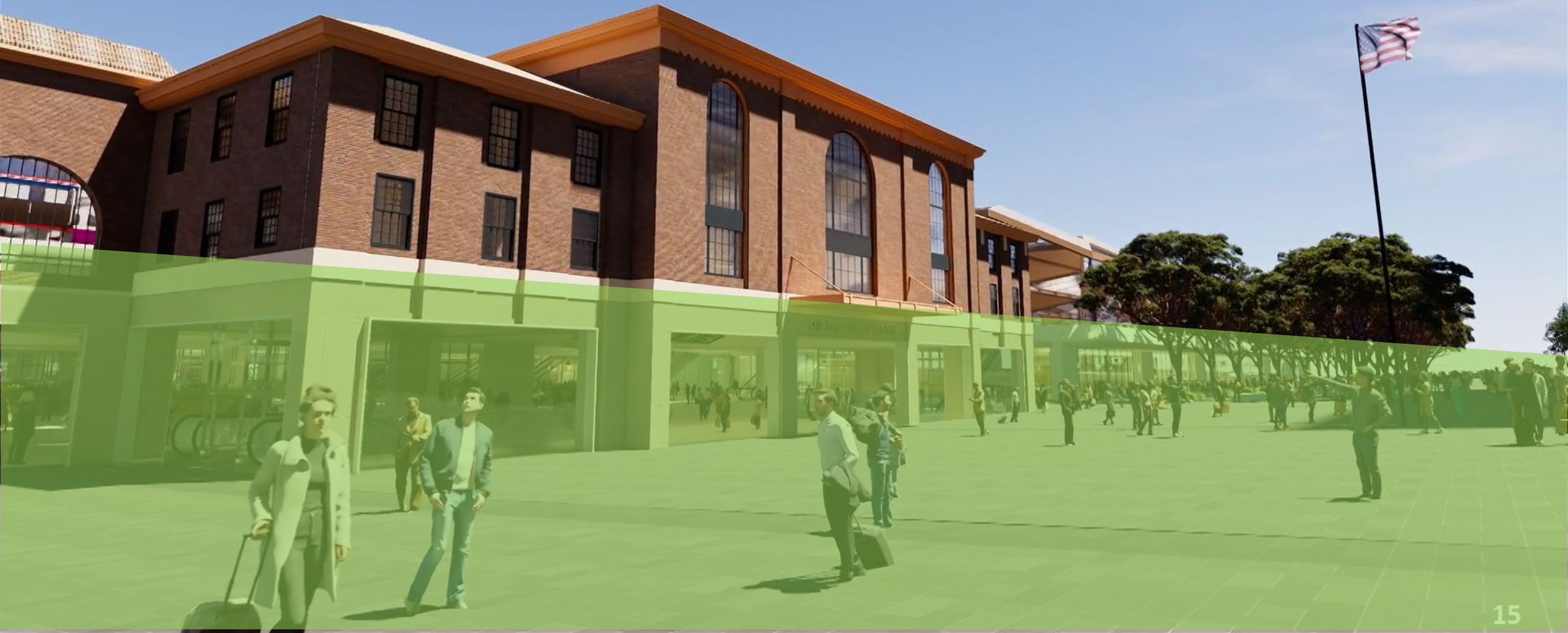
# Putting Diridon back on track

Why the “at grade” alternative was never going to work  
and how to fix it without impacting the Historic Depot,  
CEMOF, The Alameda, Stockton, Vespaio, Whole Foods  
or anything else on the west side of the tracks

# Fatal flaws

- **“At grade” is 20 feet below Los Gatos Creek/Guadalupe embankment**
  - 20-foot drop impacts The Alameda, Stockton and Whole Foods
  - 20-foot Paseo de San Fernando “Big Dip” conflicts with the light rail
- The PG&E substation conflict was addressed in the Downtown West EIR
- **The one-block shift to the north impacts the Vespaio apartment complex**
- The light rail realignment bisects Downtown West (conflicts with EIR)
- **The light rail realignment conflicts with the Historic Depot**
- **THERE IS NO INTEGRATION BETWEEN BART AND THE LIGHT RAIL**
- Buses, Kiss & Ride and taxis are on the wrong (north) side of Santa Clara
- **The I280 viaduct is completely missing**

The regrading of Downtown West moves the entire station 20 feet below the creek embankment



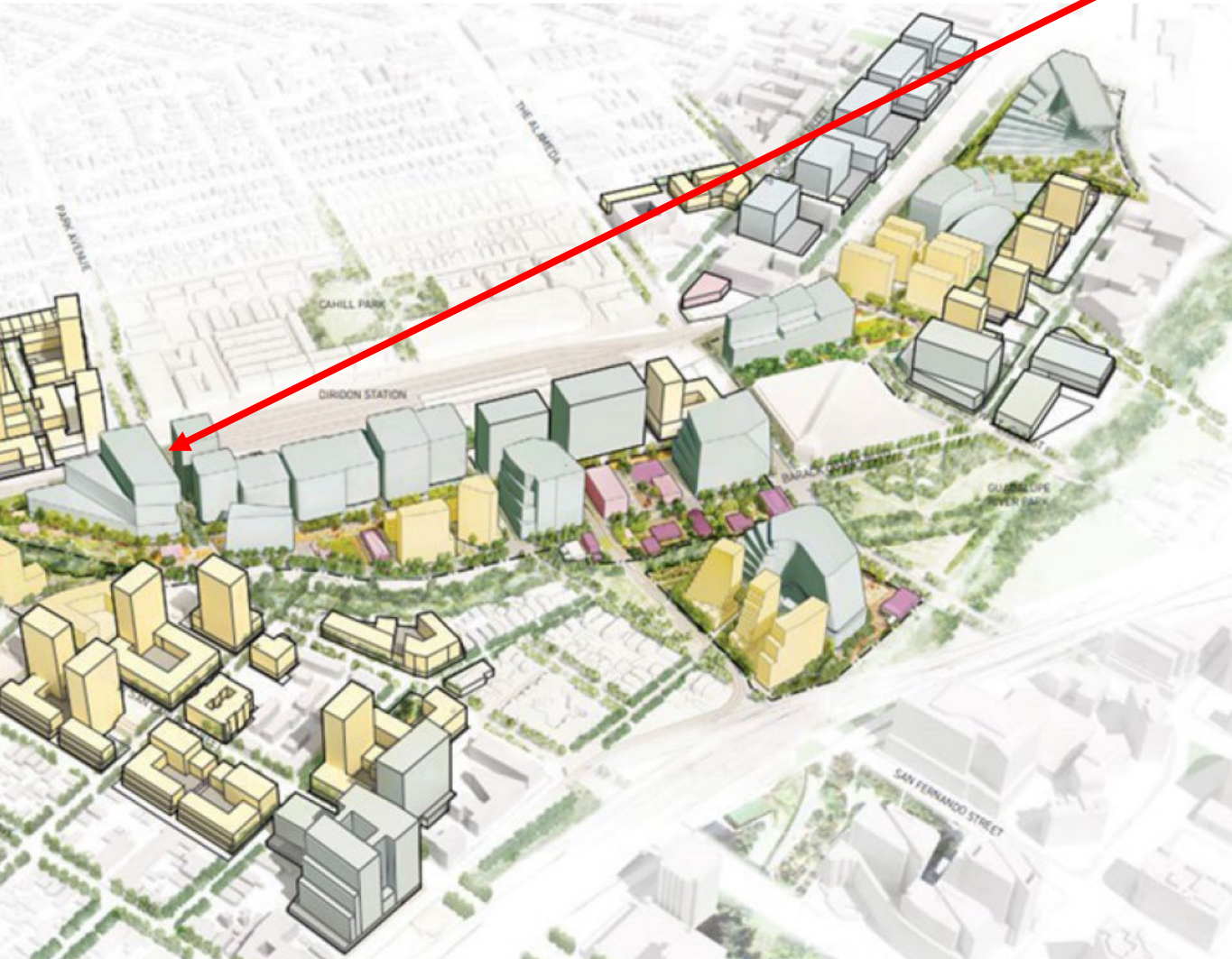


# The Paseo de San Fernando “Big Dip” conflicts with the light rail alignment





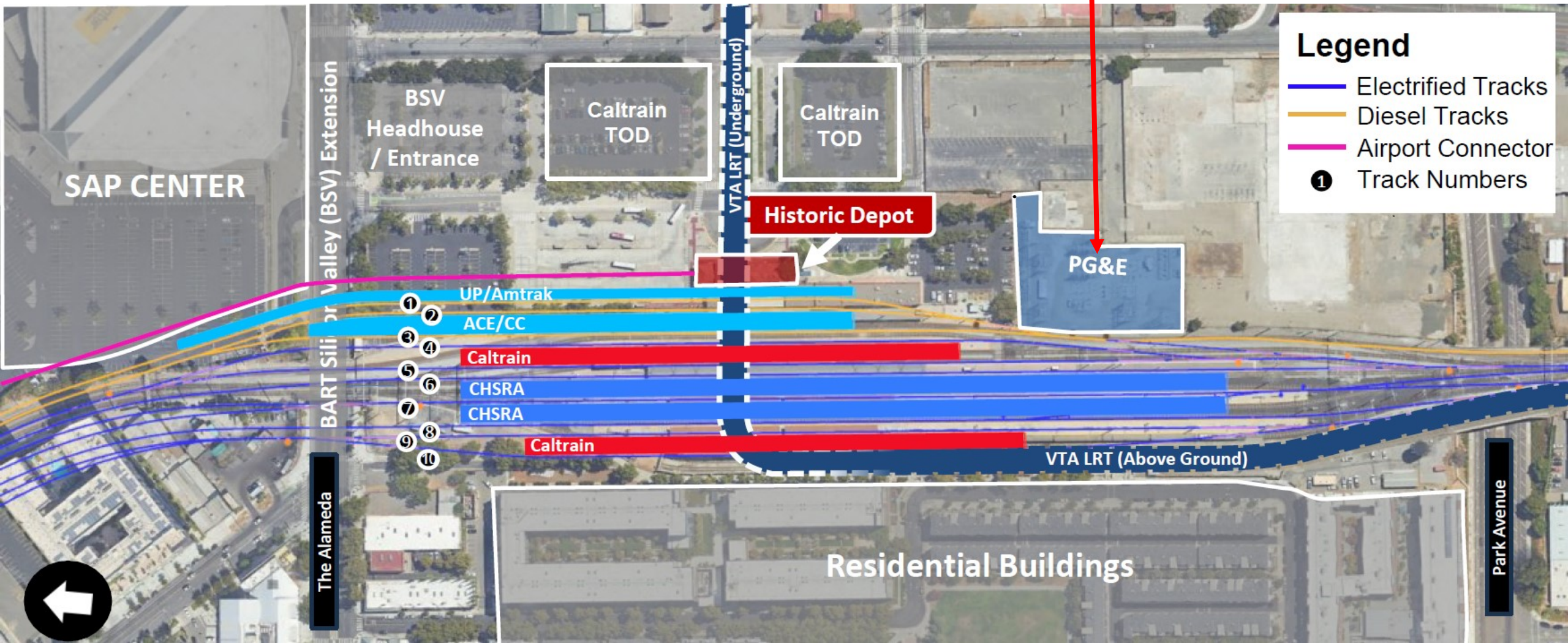
# The Downtown West EIR eliminated the PG&E substation conflict



- Significant redevelopment opportunity
  - Connect and extend Downtown
  - Caltrain TOD
  - SAP Arena
- Diridon Station Area Plan
  - 12,900 new homes
  - 14.7M sq.ft. office/commercial uses
- 2021 Google development entitled



Designing around the existing PG&E substation resulted in shifting the entire station one block too far north



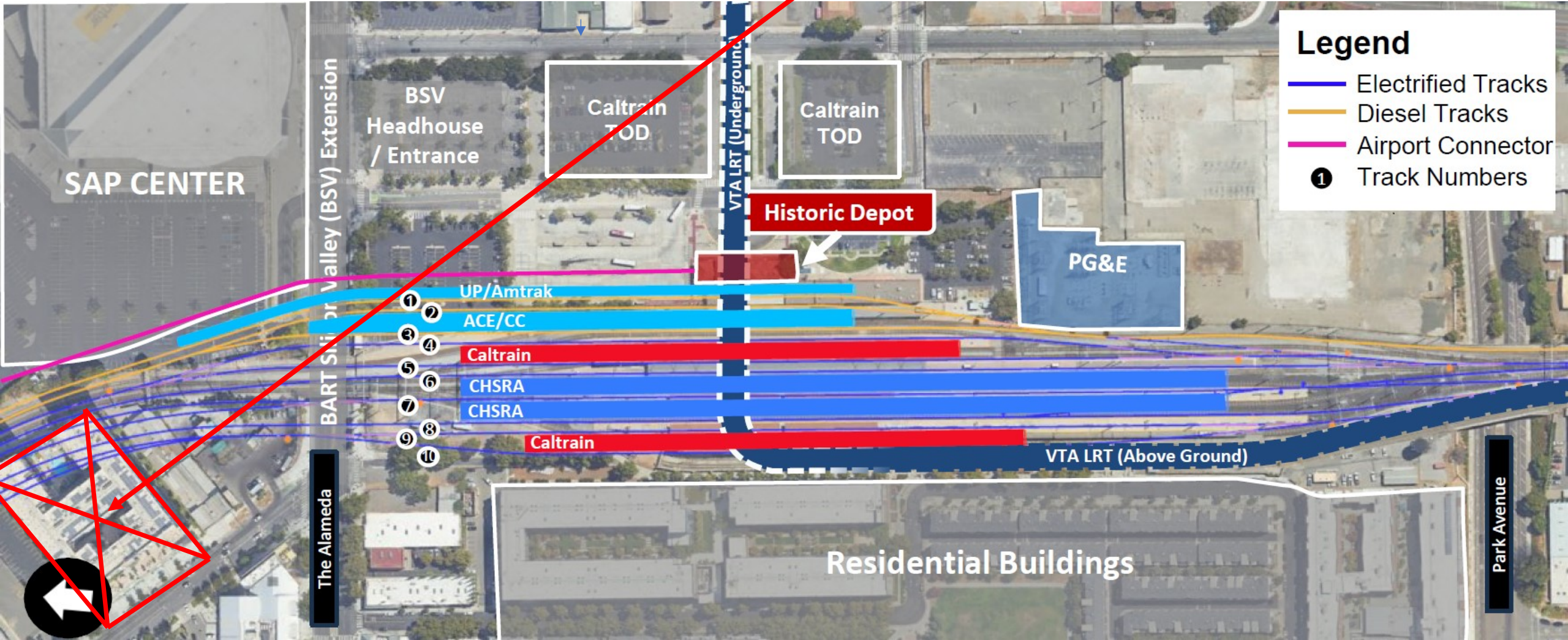


Designing around the existing PG&E substation resulted in shifting the station platforms one block too far north





Shifting the station platforms one block too far north resulted in impacts on the Vespaio Apartment complex

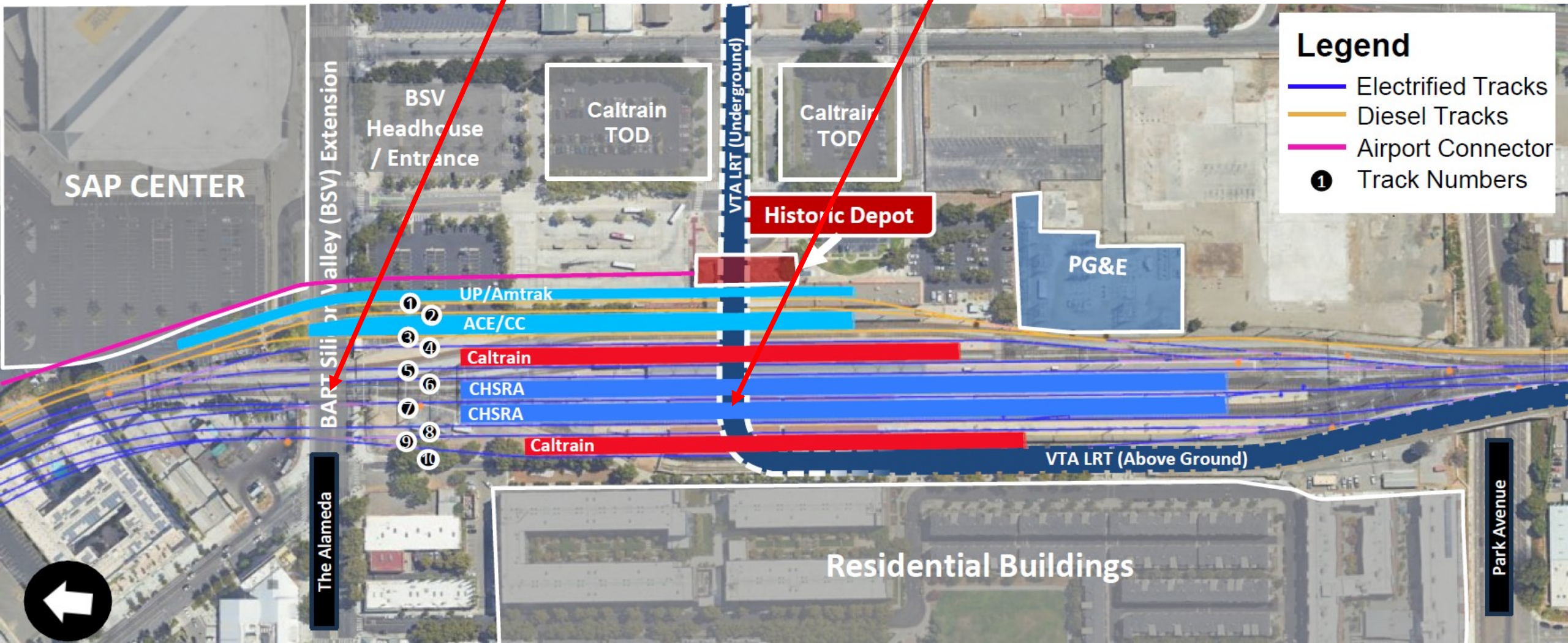




An architectural rendering of a modern transit station on Santa Clara Street. The station features a multi-level design with a prominent, cantilevered platform roof supported by a grid of columns. A high-speed train is visible on the tracks behind the platform. The street level below shows a mix of pedestrian activity, including people walking, a person in a wheelchair, and a person on a bicycle, as well as vehicular traffic including cars and a bus. Several large red 'X' marks are overlaid on the image, highlighting specific areas for improvement: one on the left sidewalk near a tree, a cluster of three on the crosswalk area, one on the road near a blue car, one on the road near a dark car, and one on the right sidewalk near a person walking a dog. A yellow banner with the 'SANTOSÉ' logo hangs from a pole on the left. The text 'Santa Clara Street' is visible on the concrete wall of the station structure.

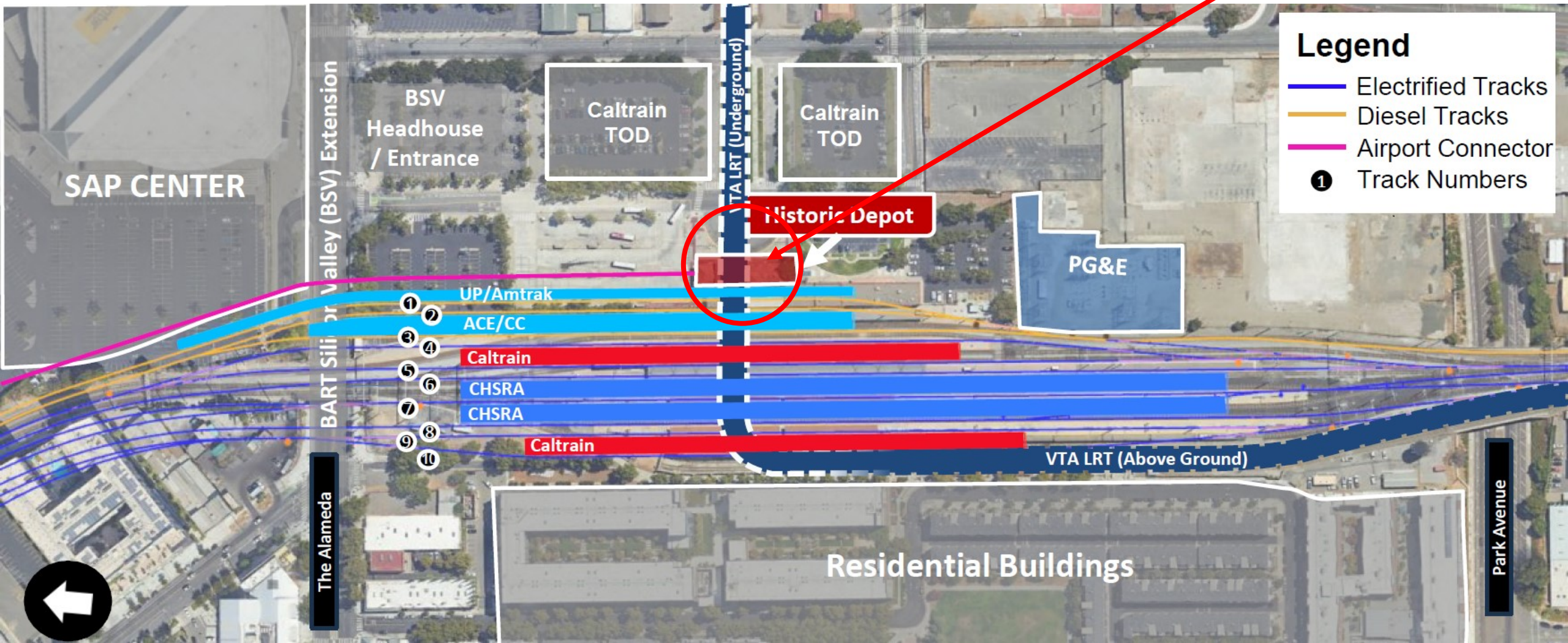


There is no integration between  
BART and the light rail





# The light rail realignment bisects Downtown West (conflicts with EIR) and conflicts with the Historic Depot

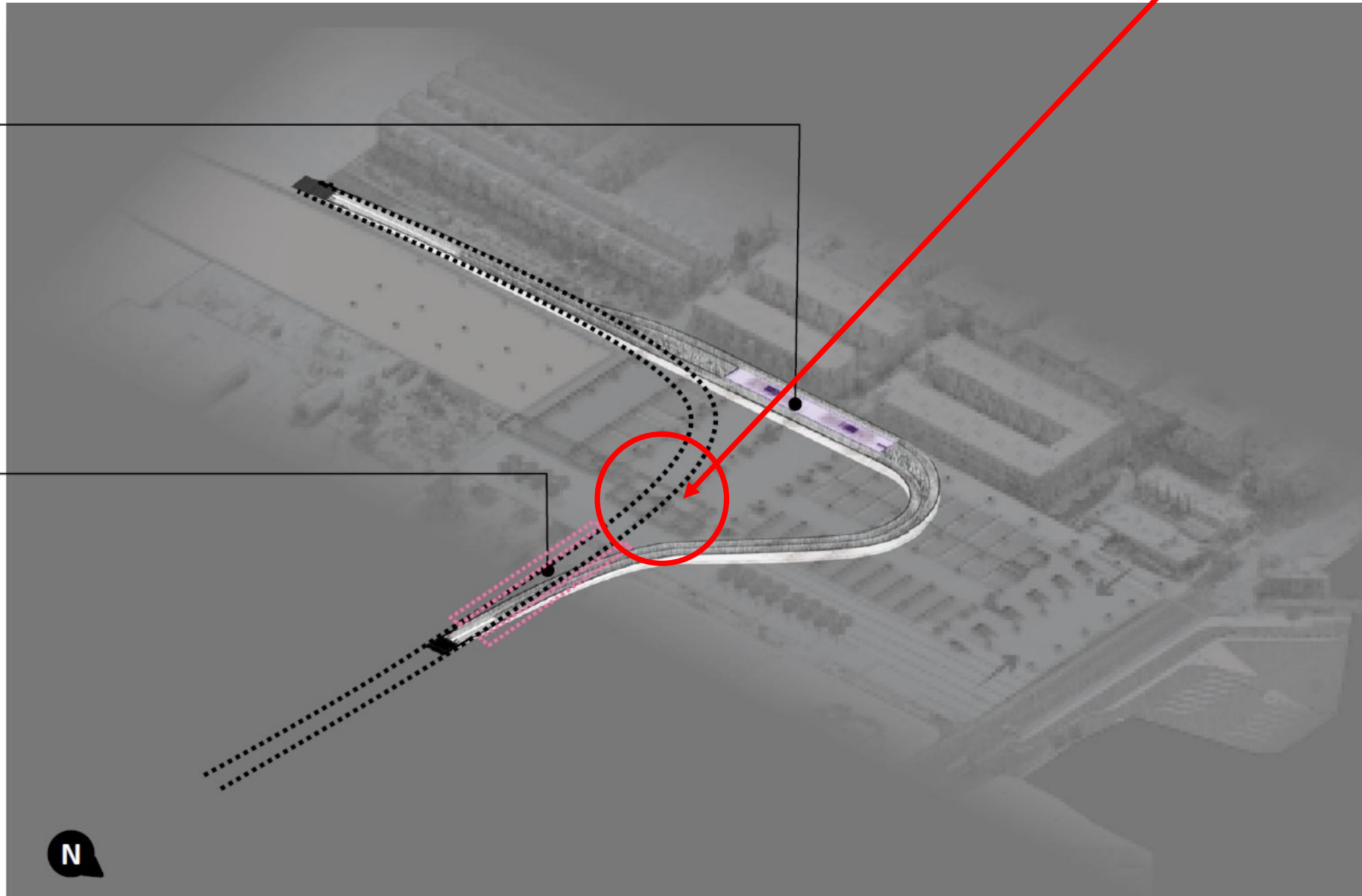


# The light rail realignment bisects the Historical Depot

LRT Platforms/  
Station Location



Potential Eastern  
Platforms/Station  
Location





The light rail tunnel realignment requires a complete demolition and reconstruction of the historic depot





# The iconic gateway to Downtown San Jose is missing









**From:** [Chris Parisi](#)  
**To:** [CaltrainRCUP](#); [cacsecretary \[@caltrain.com\]](#); [Adrian Brandt](#)  
**Subject:** 599 El Camino Real San Carlos LOI response status  
**Date:** Thursday, September 11, 2025 12:42:24 PM

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I wanted to check back in. I have completed all the city of San Carlos comments and have gotten their blessing and approval to proceed. They are fully supportive with the project. From the mayor of San Carlos to the San Carlos planning department. They are asking me if Caltrains has responded back.

Let me know what the next steps are.

Chris Parisi  
Campus Burgers  
650-222-9292 direct line