

San Jose Diridon Station Area Community Meeting January 14, 2010 – Bellarmine Preparatory College

CSS Breakout Group “Issues & Opportunities” Summary

Group A

ISSUES

- Impact on lower socio-economic neighborhoods
- Degree of freedom for downtown development
- Connectivity of transportation feeder lines, especially for long distances
- Noise
- Vibration
- Property Values
- Privacy barriers
- Graffiti/Vandalism
- Noise/Vibration/Visual impacts on Newhall neighborhood
- Threat of dividing neighborhoods (walls)
- Flow from downtown to other neighborhoods
- Keeping neighborhoods walkable
- Threatened investment and values
- Making the station a destination
- Trains may limit development in greater downtown
- California’s ability to support project
- Architectural assets vs. eye-sores
- Impact to schools
- Ridership
- Simple Transfers

OPPORTUNITIES

- Pursuit of vital urban center
- Traffic reduction
- Incorporation of a bike trail
- Landmark architecture
- Relocation of existing rail corridor
- Reducing existing impact on Caltrain and airport
- Coordination with BART
- Making it user-friendly with stations proximity to neighborhoods
- Grand entrance into San Jose
- Opportunity for cutting edge technology
- Respect as San Jose as 10th largest city in U.S.
- California example of new and wonderful rail system that would be the envy/target for future projects

Group B

ISSUES

- Subversive eminent domain, uncompensated takings because of unforeseen external impacts
- Decreased quality of life and enjoyment of homes
- Decreased property values and ability to live/retire
- Parking inadequacies, plus the additional demand from HSR development, and ball parks
- Visual Blight, light pollution, loss of views
- Vent structures from tunnels create noise
- Connectivity to San Jose Airport to and from Diridon (reliable, consistent mass transit)
- Earthquake safety
- Traffic increases around Diridon station
- Vibration and noise impacts during construction
- Mitigation of construction impacts
- Urban blight – more surface area for graffiti under structures
- Cumulative negative impacts on neighborhoods
- Ugly facilities
- The need to drive to take HSR is a negative impact

OPPORTUNITIES

- Federal funding opportunities
- Upgrading local transit services
- Public/Community collaboration

Group C

ISSUES

- Risk that mitigations don't get implemented (i.e. Caltrain CEMOF). What guarantee is there for the mitigations to be carried out?
- How do citizens get compensated for urban blight, noise, loss of quality of life, or lost opportunities?
- Building heights are low in San Jose because of the airport, so an elevated train looks bigger.
- Physical and visual impacts to east/west connectivity
- Visually pleasing elevated structures (i.e. Berlin Train Station, Bremer Pass)
- Consider closing Hedding and creating Bellarmine pedestrian walk way and park area.
- Consider a curfew for HSR, similar to airport
- The Quakes Stadium impacts
- The cumulative impact from multiple transit projects near Diridon Station.
- Noise impacts at different elevations affect different neighborhoods
- Visual, Noise, Property impact of electrical stations 24 hours a day

OPPORTUNITIES

- Combined tunnel with BART
- Lyons, France good example of below grade station at airport
- Trenches could mitigate some noise
- Redevelopment could also be below grade
- Greenspace below/above tracks
- Good use of landscaping to screen aerial structures
- Subsection 9b has less of an impact on Eastern Alameda

- Commercial opportunities near/in stations
- Collaboration between all transit agencies to create one system in the Diridon station area

Group D

ISSUES

- Are existing noise levels factored into HSR noise levels? The elevated alignment should not exceed permissible noise allowance of the existing noise monitoring box located on the BCP campus.
- Hedding Street: No HSR over Hedding, overhead lines cause visual impacts, Is third rail possible?, noise and vibration associated with elevated alignment.
- Would like to see visualizations
- Would like to see aesthetic guidelines
- Would like to see height estimates
- Impact on property values
- Need more detail on rubber cushion technology
- Loss of Bellarmine School's playing fields along ROW
- Do not want another Caltrain station at College Park
- Visual impacts to "The Alameda"
- More community planning workshops

OPPORTUNITIES

- Keep trains at grade and no elevated
- Fixing CEMOF main line
- Rethink/Redesign Hedding crossing section
- Connect to SJIA
- Combining with BART
- Show more detail on aerial maps

Group E

ISSUES

- Noise, why is there no noise study yet?
- What are the noise mitigation options?
- Going over Hedding would create too much visual blight and ruin any view of the foothills
- Do not divide Downtown San Jose
- Construction impacts and long-term impacts from aerial structures
- Addressing future growth and increased density
- Need noise data; perhaps you could use BART studies
- Coordinating all three stations and other transit at Diridon must be done right

OPPORTUNITIES

- Clean up Caltrain, with no more storage along ROW.
- Transportation coordination to integrate the Diridon station with the airport and arena
- The chance for world-class architecture that allows civic and community pride
- Building aesthetic stations and structures that help enhance a city
- Land use opportunities
- Saving and preserving historic buildings and trees
- Connection to Stanford arboretum and park