

Destination Diridon Neighborhood Team **Meeting Notes Jan 31, 2010**

The Diridon Good Neighbor Committee members represent a variety of city interests including neighborhood leaders, small and large business leaders, and representatives of various civic groups. The diverse interests of the group provide a broad spectrum of views.

High Speed Rail's rapid timeline and the conflict over alternative routes brought HSR to the Diridon Good Neighbor Group. Other planning activities for the station area have been placed on hold pending a decision on HSR alignment. The Diridon Good Neighbor group has stepped into the breach addressing a need for community discussion with the broader perspective than just High Speed Rail.

Neighborhood leaders meet with their own associations to engage a broader range of community members. From time to time, the neighborhood leaders and additional community members from impacted neighborhoods have met to discuss issues related to high speed rail.

The February 1 Good Neighbor Meeting will mark the return of High Speed Rail and a discussion of the framework for implementation. These notes today's discussion.

Questions

1. Exactly how are the results used from "context sensitive solutions?" How and when does it shape design and choices?
2. Are CSS solutions developed by location, by region, or system wide? What is the smallest unit of CSS solution?
3. Will mitigation dollars be made available at the same time as construction and initial operation?
4. Who is paying for what part of mitigation?
5. The HSR budget suggests 3% for mitigation. Is this true? What if costs exceed 3%?
6. How will the continuing mitigation costs be handled?
7. Are mitigation costs included in alignment alternative selection? Are land costs?
8. What is the relationship between the Federal Railway Administration Noise and Vibration report of October 2005 and the EIR Analysis?
9. What are the reference standards for noise and vibration for the EIR? Where are they located?

10. How will HSR and CSJ share costs for the station?
11. What exactly does the HSR provide for the station? tracks? platform? roof? catwalk? elevator? bathroom? ticket counter?
12. How does this vary between an underground and above ground station?
13. What is the negotiation process between HSR and CSJ for a memoranda of understanding (MOU)? Will it be vetted by the public before signing?
14. Where are the electrification substations planned in San Jose? If one is planned for Diridon area, how does that impact baseball stadium design?
15. What are the second and third order costs to the city of San Jose? Has the city listed potential costs and made estimates for this type of cost?
16. What agency will operate the Diridon Station? If it is the city of San Jose, what financial arrangements are expected to cover the cost of operation?
17. What agency will collect income from stores/operations within the station?
18. To what extent must San Jose conform to the station design guidelines for support services? If HSR guidelines are in conflict with San Jose Diridon Station Framework for Implementation, which guideline prevails?
19. What is the new joint policy board? Who are its members? What is its charge? Who are San Jose's representatives?
20. What role are the county supervisors now taking in this project?
21. Has San Jose considered joining the Peninsula City Coalition?
22. What person and which agency coordinates all construction within the greater Diridon area? e.g. SCVWD and Guadalupe flood control, HSR, Caltrain, SVRTA, CSJ Autumn Parkway.
23. What analysis has been done on the impact to the SJC airport? passengers? flights?
24. What impacts will various heights have upon future airport options?
25. What analysis has the city done on the economic impacts of alternative alignments? If none, why not?

Guiding Principles For Implementation Framework

A. Value San Jose's Existing Places

No increase in noise above existing ambient levels

No increase in vibration above existing level.

No cumulative increase in ambient noise.

No increase in Ldn

No increase in Leq.

No noise impacts on "sensitive receivers", e.g. schools

No weekend pile-driving.

Minimize eminent domain, ie property takes

A mitigation plan should be available at the time of the design--even if it exceeds the 3% budgeted amount

Create an ongoing mitigation plan

Hold decision on which alignments to include in EIR pending Spanish noise study results.

Assess environmental impacts
 above ground alternative
 at grade level alternative
 underground alternative

Limit maximum aboveground speed through San Jose at 125 mph.

Limit maximum speed underground through San Jose at 220 mph or limit of train set.

HSR should honor same night time curfew as SJC. Schedule for it.

Neighborhoods should receive equitable treatment by HSR for improvements.

Design HSR with awareness of social equity concerns.

Limit HSR light intrusion into residences.

No HSR passenger line of sight views into residences.

Design alignment for no need for razor wire.

Design alignment for no need for barbed wire.

No barren flat walls along right of way.

No construction intrusions into riparian corridor.

Use 100 feet riparian setback.

No staging of construction on parkland.

No construction staging on potential parkland.

Keep construction staging out of residential neighborhoods.

Keep construction trucks out of residential neighborhoods.

Minimize construction time within business districts.

Costs for mitigation over the projected lifetime of nearby structures should be included in implementation.

Costs for mitigation should be born by HSR
initially
over lifetime

Costs for landscaping should be paid by HSR.
initially
over lifetime

Costs for graffiti abatement should be covered by HSR.

Design for no access loss within neighborhoods.

Design comprehensive parking plan that keeps cars out of neighborhoods.

No loss of usability of religious assembly structures.

Build all structures with aesthetic principles.

Select electrification overhead contact systems to allow for trees adjacent to right of way.

Place venting structures away from Category 2 receivers.

Establish curfew hours for venting structures.

Minimize parking spaces for venting structure access.

B. Connect Diridon

Create no visual barriers dividing Diridon area from the adjacent neighborhoods and business areas, e.g. downtown, the Alameda, West San Carlos, Gardner.

Maximize connectivity with Diridon Station Area.

Create no barriers to viewscales along roadway of surrounding mountains.

Maintain continuity of design of the Alameda: The Grand Boulevard.

Redesign Alameda so that pedestrian experience is improved.

Maximize the number of trains that stop in San Jose.

Every train that stops at Millbrae must stop at San Jose.

Design alignment with few ups and downs. (4 or fewer per mile).

Design for no loss of surface connectivity into neighborhoods.

Plan for people and not cars.

Create satellite parking and shuttles.

Conform to CSJ Parking Plan.

Increase public transportation use.

Create direct connection to the airport.

Interconnection to all modes of transit within 200 yards.

Design to maintain trails.

Design to improve trails.

Design undercrossings for complete streets.

Open Autumn parkway for transit of construction materials.

Identify street routes for construction materials and staging.

Quantify wear and tear of trucks on streets.

Compensate CSJ for wear and tear of streets.

Create temporary pedestrian bridges to allow connectivity at construction.

Maintain all current crossings of right of way.

C. Act Intentionally

Create placemaking opportunities that are destination oriented for HSR and other travelers.

Create visual experience that draws people into the Diridon Station Area.

Design with intention: San Jose is destination, not the station.

Maximize economic development opportunity through route alignment choice.

Make decisions for economic viability of Diridon Station Area.

Attract development partners for economic engine.

Analyze economic potential

- with respect to above ground alignment

- with respect to below ground alignment

- with respect to at grade alignment

Design without loss of existing parkland.

Design without loss of potential parkland.

Maintain user experience in current parkland.

Create retail, shopping at Diridon, accessible and attractive to all.

- create retail, shopping above an underground station.

- Create retail, shopping adjacent to an above ground station.

Design station exit so that passengers have iconic experience at exit.

Design for people's experience at station exit.

Design stations with architectural integration for all transit modes.

Adhere to AB 375 to coordinate all stations for all modes.

Make sure \$150 million station planning effort adheres to AB 375.

Design above ground stations so that pedestrians can walk-through and not around.

Purchase land for construction staging.

Coordinate projects, no “siloing” by various agencies [ballpark, HSR, viaduct, SVRTA/BART, Autumn Street parkways]

Appoint CSJ coordinator of construction.

Establish contact point who coordinates, monitors all of the projects.

Enlist collaboration of various agencies to coordinate construction.

Design a HSR station which is best for San Jose, even though it may not conform to all aspects of HSR station design guidelines (e.g. parking proximity)

Minimize experience of passengers seeing blighted areas or homeless encampments.

Design to avoid creating additional transient encampments.

Collaborate with cooperating agencies (e.g. JPB, Peninsula Rail program) to design to eliminate current transient encampments.

Design to avoid creating blighted areas.

No impacts on airport viability.

Limit exposure to security risks.

Control access points to HSR structures without introducing razor wire, barbed wire.

Determine design standard for base case elevated structure.

Establish San Jose’s “aesthetic” standard.

Establish which agency pays for which “aesthetics.”

Establish which agency maintains “aesthetics.”

Create citizen group to monitor ongoing impacts and process

Establish contact point within City manager office for all aspects of HSR.