

From: Brett Bymaster

Sent: Friday, January 24, 2020 2:45 PM

To: The Office of Mayor Sam Liccardo <TheOfficeofMayorSamLiccardo@sanjoseca.gov>; District1 <district1@sanjoseca.gov>; District3 <district3@sanjoseca.gov>; District5 <District5@sanjoseca.gov>; District7 <District7@sanjoseca.gov>; District9 <district9@sanjoseca.gov>; District2 <District2@sanjoseca.gov>; District4 <District4@sanjoseca.gov>; District 6 <district6@sanjoseca.gov>; District8 <district8@sanjoseca.gov>; District 10 <District10@sanjoseca.gov>

Subject: No Viaduct -- Consider impacts to Tamien & Washington!!

Mayor & Councilmembers,

I'm writing to encourage you ***not*** to approve the proposed rail viaduct over I-280 & HWY-87. Please follow the staff & partner recommendation to keep the rail corridor in the current rail footprint.

The viaduct prevents a few feet from being cut out of Fuller Park and it may save a few properties in Gardner/Willow Glen. But it comes at a HUGE cost to Washington/Tamien/Alma community. The Tamien/Washington community is much more poor, and our voices are quieter than Willow Glen, so we need YOU, OUR COUNCIL LEADERS TO CONSIDER US!

- ***Please consider the impact on Tamien Park.*** There will be much more lost at Tamien Park than will be saved at Fuller Park. Giant 20ft wide columns are expected to eat up a significant portion of the park. For security reasons, the columns will need to be gated off, so the space underneath is likely to be unusable.
- ***Please consider the Tamien Transient Oriented Design.*** The Viaduct would severely impact the construction of TOD. We are in desperate need of housing. Spending billions on a viaduct that would impact the 135 affordable housing units at Tamien doesn't make sense. Also, VTA has a proposal (currently on hold) to build more affordable housing on the west side of the tracks -- again, impossible with the Viaduct.

Liz Scanlon from Kimley-Horn got it exactly correct:

We find, unfortunately, that there's more trade-off with the 280 viaduct than there were benefits

Let's do the right thing for our community and region. My home is just a few feet from the rail corridor at Tamien. Every night my windows shake when the U.P. train comes through. I will be impacted when the trains go from 50 a day to 250 a day to 500 a day. But I recognize that WE NEED PUBLIC TRANSIT. It's a sacrifice I'm willing to take. LET THE TRAINS ROLL BY MY HOUSE!! Let's stop NIMBYs and sacrifice for the better of the whole!

Blessings,

Pastor Brett Bymaster

Washington/Tamien community leader

From: Rosalinda Aguilar

Sent: Friday, January 24, 2020 4:20 PM

To: The Office of Mayor Sam Liccardo <TheOfficeofMayorSamLiccardo@sanjoseca.gov>; District3 <district3@sanjoseca.gov>; District4 <District4@sanjoseca.gov>; District5 <District5@sanjoseca.gov>; District 6 <district6@sanjoseca.gov>; District1 <district1@sanjoseca.gov>; District2 <District2@sanjoseca.gov>; District7 <District7@sanjoseca.gov>; District8 <district8@sanjoseca.gov>; District9 <district9@sanjoseca.gov>; District 10 <District10@sanjoseca.gov>

Subject: PLEASE SAY NO TO VIADUCTS OVER I-280 & Highway 87

Good Afternoon Mr. Mayor and Councilmembers of San Jose ,

This letter is to ask you to consider NOT approving the proposed viaduct over I-280 and Highway 87 . Without getting too technical with the explanation of how this viaduct would prevent saving some of Fuller Park as well as a few properties in Willow Glen. In general the overall impact is much less to this community as it would be to the Tamien , Guadalupe Washington and Alma communities.

To begin with the Gardner / Willow Glen communities already have four parks within a 2 mile radius from Fuller Park. BIEBRACH PARK is just around the corner on Virginia St. HUMMINGBIRD PARK is only 4 blocks away at Fisk and Bird Ave. FRANK BRAMHALL PARK is at Willow & Camino Ramon and RIVER GLEN PARK at BIRD and PINE.

The proposed viaduct will cut out a HUGE portion of Tamien Park!!! Tamien Park is the ONLY park for our combined communities. Our children do not have ANY other open park space to utilize for fun and play. Our communities are densely populated and our families are primarily low income. These families would find it a struggle to travel outside of their neighborhoods just to have to find a park for their children to enjoy.

Please note that our neighborhoods are designated gang hot spots by SJP.D. Allowing our communities children access to safe places for recreational play is crucial to keeping them from falling prey to gang activities.

Also at risk , is potentially losing the the much needed 135 units of affordable housing that our communities have been patiently waiting to be be build. If you compare this to losing a few properties in Willow Glen , the broader impact to our communities is obvious.

For all reasons stated above , it would seem imprudent and simply unfair to the Tamien , Guadalupe Washington and Alma communities for all of you to agree to the proposed viaducts.

While some communities strive to have a perfection in their neighborhoods , others struggle to just offer their residents the basic necessities , such as ONE SINGLE PARK and AFFORDABLE HOUSING!

Please do the right thing and vote NO to the proposed viaducts.
Underprivileged residents and children in San Jose should matter , too!

Thank you ,

Rosalinda Aguilar

Guadalupe Washington Neighborhood Association President

February 3, 2020

Dear Mayor Liccardo and Members of the San Jose City Council,

On behalf of SPUR, we are writing to support Staff's recommendation for the spatial layout for the San Jose Diridon Station. Today marks an important milestone for both the DISC partners and the community in getting one step closer to realizing the vision for Diridon Station. In summary,

- We support elevated station platforms.
- We support two concourses with four station entrances.
- We support the revised concept for the northern segment that shifts the station platforms south
- We support maintaining the existing corridor to the South and not creating a rail viaduct structure over the I-280/87 interchange

SPUR has been deeply engaged in the local, regional and state-level planning and visioning for Diridon Station. Those early planning efforts were greatly advanced in 2017 when SPUR organized a delegation of South Bay elected officials and transit agency leaders to visit four high-speed rail stations and cities in the Netherlands and France. The key takeaways from the study trip informed local efforts and prompted the City of San Jose, VTA, Caltrain and CHSRA to deepen their level of cooperation and coordinate a joint planning process — the Diridon Integrated Station Concept (DISC) plan— that will yield a shared long-term vision for the Station. Now a year into the process, we are thrilled to see the advancement of a preferred scenario for the rail alignment by the DISC partners.

We appreciated the additional information and discussion during the City Council study session on January 28th. The presentation made by the partners confirms our recommendations and analysis for the spatial configuration of the rail. SPUR supports the following:

Elevated station platforms

SPUR recommends elevated station platforms as a way to avoid greater conflict between trains and people using the road. Elevating the station platforms further allows for the opportunity to reconnect San Fernando Street to the western side of the station opening up better connections for pedestrians and bikes. With elevated platforms, this offers up the opportunity to further activate the space under the tracks with shops and services.

Elevated platforms free up space in the district for real-estate development by stacking of multiple transportation systems together (heavy rail and commuter trains elevated, buses elevated and/or at-grade, BART and light-rail below ground). While we support this decision, it is important that special attention be made for the quality of design when building out the viaduct. Space under these elevated structures is often neglected, closed off by fences or too bleak to invite people to walk or bike through. Getting the design right will be imperative to the vibrancy and usability of the street by pedestrians and cyclists.

Station location and entrances

SPUR supports the Partner Agencies' recommendation to create two main concourses with four station entrance locations. By having the main concourses located on Santa Clara Street and San Fernando Street it will allow for greater connection in and around the district, connect neighborhoods East & West of the station and ease passenger congestion flowing in and out of the station hall.

Additionally, having a second station hall at San Fernando Street could allow for better transfer and connection times between commuter trains and VTA buses, intercity buses, taxis, TNCs and light rail if located close to the San Fernando entrance /s close to each other. This increased visibility will provide greater ease and understanding for people visiting the Station.

Northern alignment

The northern alignment is one of the most important components within the spatial layout. SPUR supports the revised concept for the northern segment that shifts the station platforms south allowing for additional land to be unlocked for future development. This configuration would prompt the relocation of CEMOF - which has caused a serious bottleneck which has slowed down the rail traffic traveling through Diridon Station, moving CEMOF is a requirement for success.

Southern alignment

SPUR supports maintaining the existing corridor to the South and not creating a rail viaduct structure over the I-280/87 interchange. Maintaining the existing corridor has the least amount of neighborhood impact and creates no impact to Tamien Station and the current development that is underway. The creation of a viaduct poses more neighborhood impact and has the potential to further divide communities. We recognize and understand community concerns regarding the increased rail traffic and noise. Therefore, we encourage the Partner Agencies to devise a safe and aesthetic means of integrating the system with the surrounding neighborhoods.

We commend the partner agencies on the extensive amount of work and effort that has gone into Phase I. The proposed recommendations made by the partner agencies support each of their growth goals and successfully balance the need to allow for increased development in the surrounding area.

Thank you for the opportunity to provide comments on this important item. We look forward to working alongside partner agencies to further realize the potential of Diridon Station.

Thank you,

Michelle Huttenhoff