

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



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January 27, 2019

The Honorable Mayor Sam Liccardo and San Jose City Councilmembers
City of San José
200 East Santa Clara Street
San José, CA 95113

RE: SJDA Input on San Jose's Diridon Station Planning

Dear Honorable Mayor Liccardo and City Council,

The San Jose Downtown Association would like to thank the four Partner Agencies working on the Diridon Station concept plan for the significant community outreach that has been done around this project so far. We believe that the future Diridon Station will be an essential piece in making downtown San Jose vibrant, dense, and bustling. With this in mind, SJDA expresses its support for the Partner Agencies' recommendations – 1) elevated station platforms, 2) station entrances on Santa Clara Street and San Fernando Street, and 3) existing track approaches into the future station.

Platform Position: We agree that elevated station platforms are the best choice for Diridon Station and will better allow for creative use of space underneath the tracks. It is essential that this space not become a blighted area, and to avoid this, we need to ensure this space becomes a nexus for commercial activity, increasing foot traffic in the station area and the attractiveness of San Jose as a tourist destination. Borough Market in London is an instructive example of this type of activation, as are Cologne Central Station and Central Station in Amsterdam of elevated intermodal facilities. Additionally, elevated tracks, as opposed to at-grade tracks, will allow for better traffic flow on the major streets that run east-west through downtown (e.g. Santa Clara St., San Fernando St., etc). We understand that the elevated tracks will also allow for removing dips from streets like Santa Clara, which would increase safety and provide pedestrians with a better walking experience.

Station Location: First and foremost, we feel that the station itself should be a destination for residents and visitors in addition to a transportation hub. This means that the station should be impressive, large, contain retail and dining options, and have several entrances – both on Santa Clara and San Fernando, as well as on the west side – to make it as convenient as possible to use. It is critical to our Association that downtown is treated as a destination and not just a pass-

through. An iconic station would help us achieve that goal. Furthermore, it is crucial that there is a seamless connection between the rail services at Diridon and BART – where the transit rider can quickly transfer between the two and we maximize the user’s experience during this transfer (e.g. public art/activation, retail, etc). This connectivity between rail and BART will be vital to ensuring riders can seamlessly move between transit modes and travel up Santa Clara St. through downtown.

Track Approaches into Station: We believe maintaining track approaches that generally stay within the existing northern and southern corridors will be beneficial for the reasons mentioned by staff – it will leverage existing rail infrastructure, minimize disruption to surrounding neighborhoods, and minimize the need to acquire significant land, but it will also maximize the potential for development around the station. Since the footprint of development around the station is still an unknown, we need to ensure that the chosen track alignment does not limit this future development – especially given our dire need for housing.

Sincerely,



Scott Knies
Executive Director

Cc: Jim Ortbal
John Ristow
Jessica Zenk
Michelle Azevedo