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