

**SAN JOSE TO MERCED**



**South  
Santa Clara County  
Community  
Engagement  
Workshop #4**

**September 29, 2011  
October 11, 2011**

## ***TONIGHT'S WORKSHOP***

**4<sup>th</sup> in a series of community workshops**

**By the end of tonight, you will:**

- Review **current alignments, station options under study and project schedule**
- Learn how the Authority is working with the City of Gilroy and the Gilroy Visioning team to **accommodate parking and future development** at the station
- Learn about potential **construction impacts and mitigation measures**



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## **AGENDA**

- **Open house** 6:00 p.m.
- **Welcome** 6:30 p.m.
- **Project update** 6:35 p.m.
- **Station area planning, land use & parking** 6:40 p.m.
- **Construction activities and mitigations** 7:10 p.m.
- **Moderated Q&A** 7:30 p.m.
- **Next steps** 7:55 p.m.
- **Resume open house/Adjourn** 8:00

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## **RECAP OF MILESTONES**

- **2005:** *Final Program Environmental Impact Report/Statement for the Proposed California High-Speed Train System*
- **2008:** *Bay Area to Central Valley High-Speed Train Program Environmental Impact Report/Statement*
- **2008:** California-voter approval of Proposition 1A
- **2009:** Notice of Preparation and Scoping meetings for San Jose to Merced Section
- **2010:** *Revised Bay Area to Central Valley High-Speed Train Program Environmental Impact Report*
- **May and July 2011:** Released Supplemental AA Reports to be included in a project Draft EIR/EIS
- **Next:** Release a project Draft EIR/EIS (2012)

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## WORKSHOP TOPICS

- ✓ Alignment development
- ✓ Sound
- ✓ Visual analysis
- ✓ New at-grade alignments
- ✓ Traffic and circulation analysis methodology
- ✓ Station function and design
- Station area planning, land use and parking (*tonight*)
- Construction impacts and mitigations (*tonight*)

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# ***PROJECT UPDATE***

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# **WHY WE NEED IT**

*Status quo is not an option*

## **Population Growth**

- California's population now: 38 million. By 2035: 50 million

## **We can build...**

- New freeways, airport runways and more departure gates to address our expected population growth

*or*

- 800-mile high-speed train system, powered by 100% renewable electricity generated by clean wind and solar energy



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# INITIAL CONSTRUCTION

*Why the Central Valley makes sense*

Initial infrastructure construction will begin in the Central Valley, the backbone of the system:

- Construction starting in second half of 2012, investing \$5.5 billion into the economy
- Potential to create nearly 100,000 job years (during construction)
- 120 miles from north of Fresno near Madera to Bakersfield including track for testing and commissioning trainsets

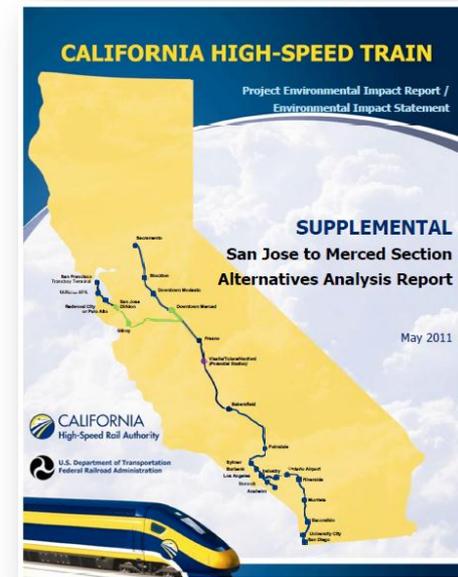


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# ***SUPPLEMENTAL ALTERNATIVES ANALYSIS REPORT***

## Recent Milestones

- Presented report on May 5, 2011
  - New alignments added in Morgan Hill-Gilroy, Pacheco Pass, and San Joaquin Valley Crossing subsections
- Report on July 14, 2011
  - SR 152 Alternatives and Wyes
- May – June 2011: Public and Technical Working Group meetings



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# MORGAN HILL-GILROY SUBSECTION

**Program Alignment**

**Alignment Alternatives**

**Alignment Alternatives Withdrawn**

**Design Option (withdrawn options grayed)**

**Station serving single alignment**

**Station serving multiple alignments**

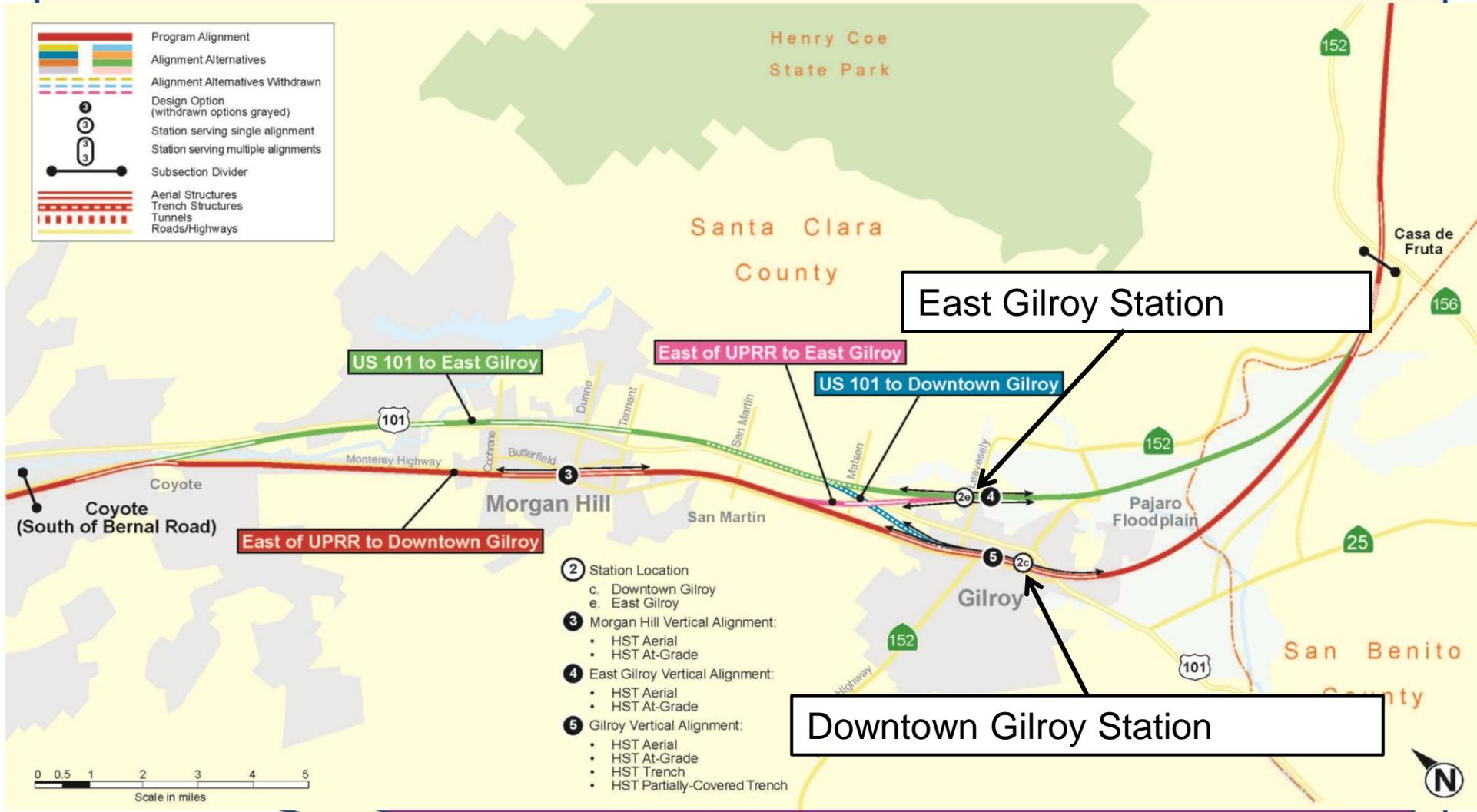
**Subsection Divider**

**Aerial Structures**

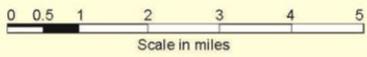
**Trench Structures**

**Tunnels**

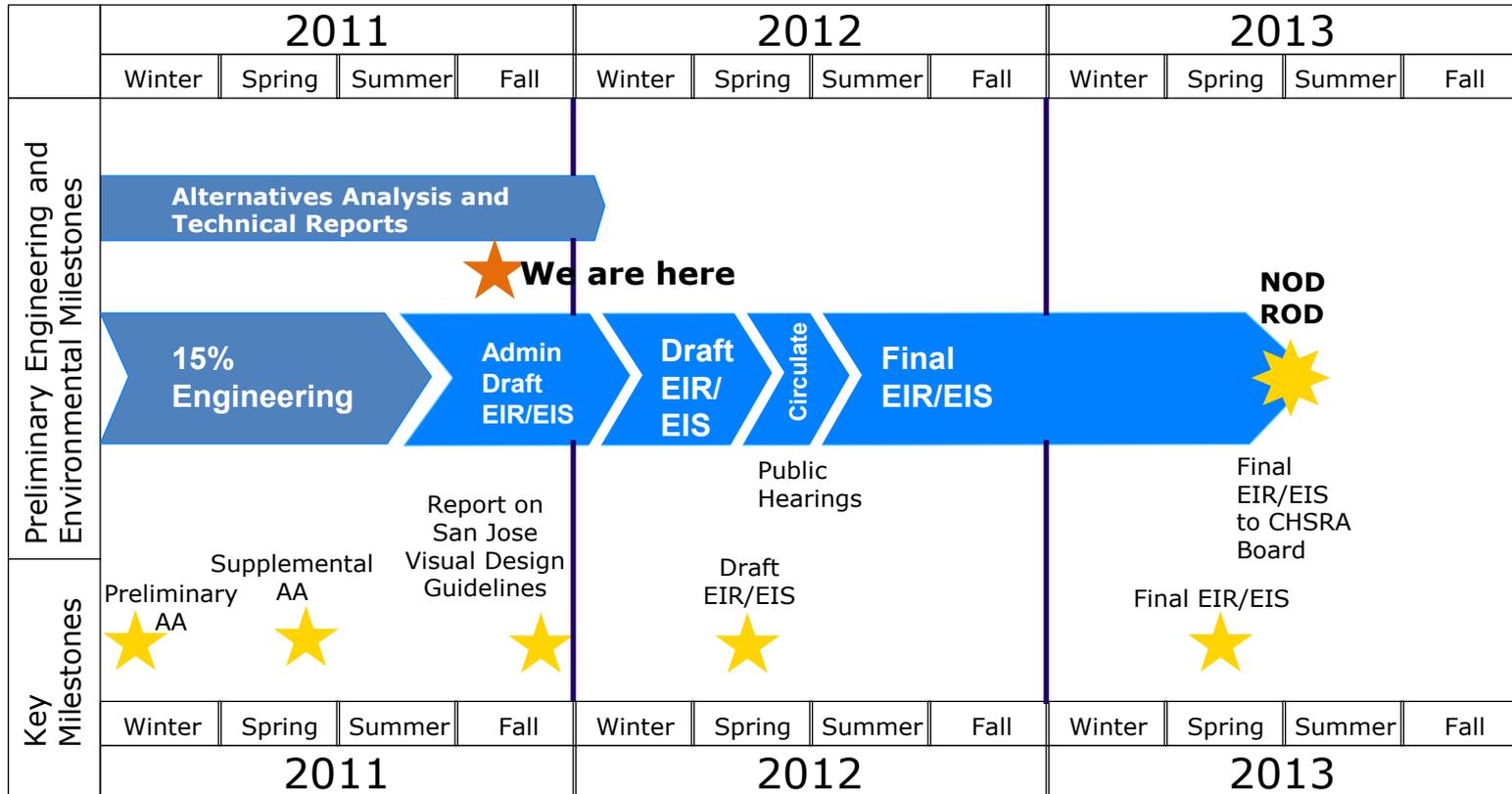
**Roads/Highways**



- ② Station Location
  - c. Downtown Gilroy
  - e. East Gilroy
- ③ Morgan Hill Vertical Alignment:
  - HST Aerial
  - HST At-Grade
- ④ East Gilroy Vertical Alignment:
  - HST Aerial
  - HST At-Grade
- ⑤ Gilroy Vertical Alignment:
  - HST Aerial
  - HST At-Grade
  - HST Trench
  - HST Partially-Covered Trench



# NEXT STEPS SAN JOSE - MERCED SECTION



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# ***STATION AREA PLANNING, LAND USE & PARKING***

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# **OVERVIEW OF STATION AREA PLANNING**

- ✓ June meeting recap
  - ✓ Station function and design
  - ✓ Station elements
- Today's discussion
  - Land use
  - Parking
  - Joint use & future development opportunities
  - Connection between Gilroy Visioning Process and Authority's Environmental Review Process

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# WHAT IS REQUIRED?

## Station Elements

- Arrival zones- entry plaza, bus transit center, Caltrain Station
- Entry and Circulation
- Train Access and Boarding (platforms and concourses)
- Back-of-the-house areas

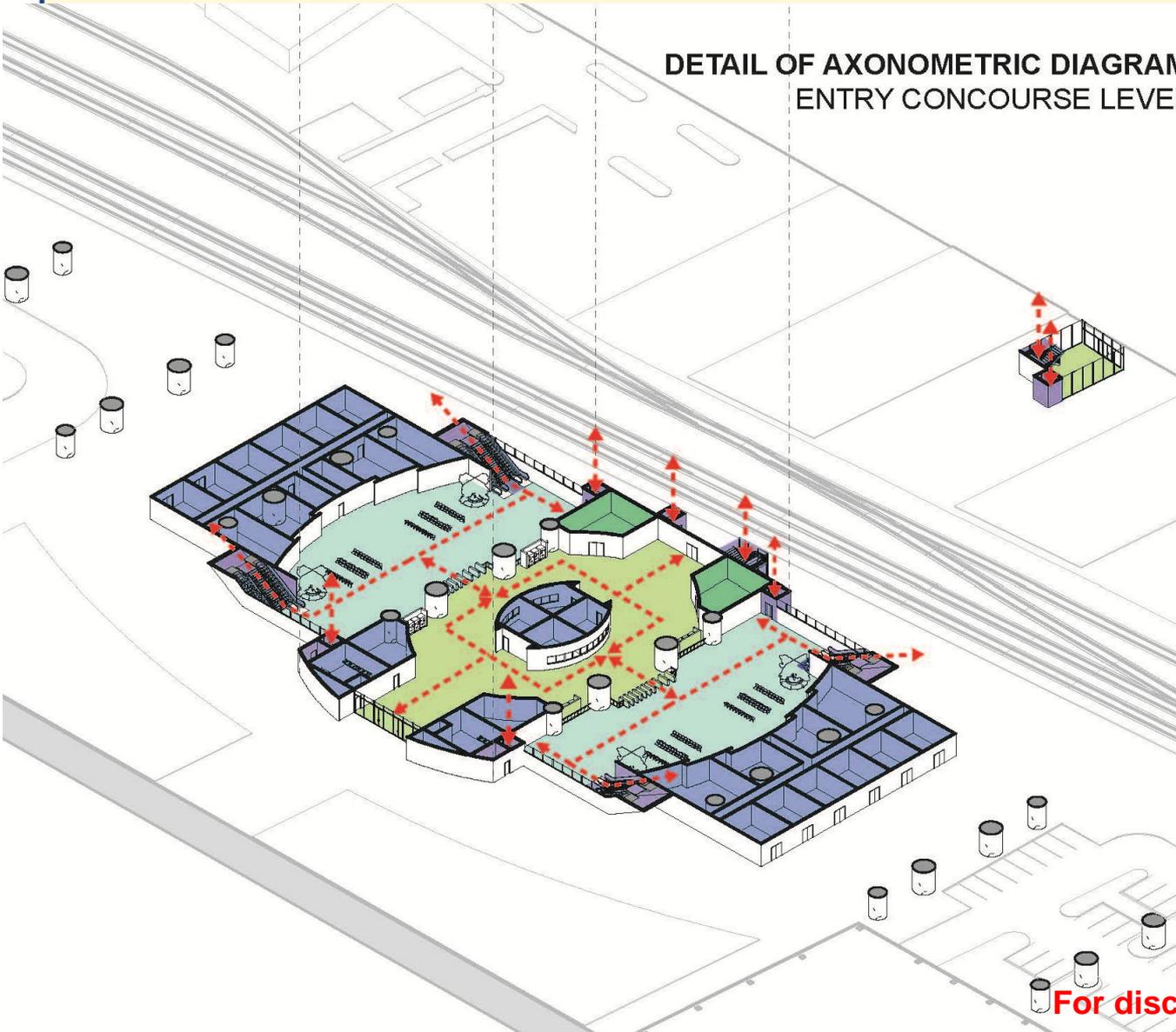


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# STATION ELEMENTS

## ENTRY CONCOURSE LEVEL

DETAIL OF AXONOMETRIC DIAGRAM  
ENTRY CONCOURSE LEVEL



FREE AREA

PAID AREA

FUTURE  
CONCESSION

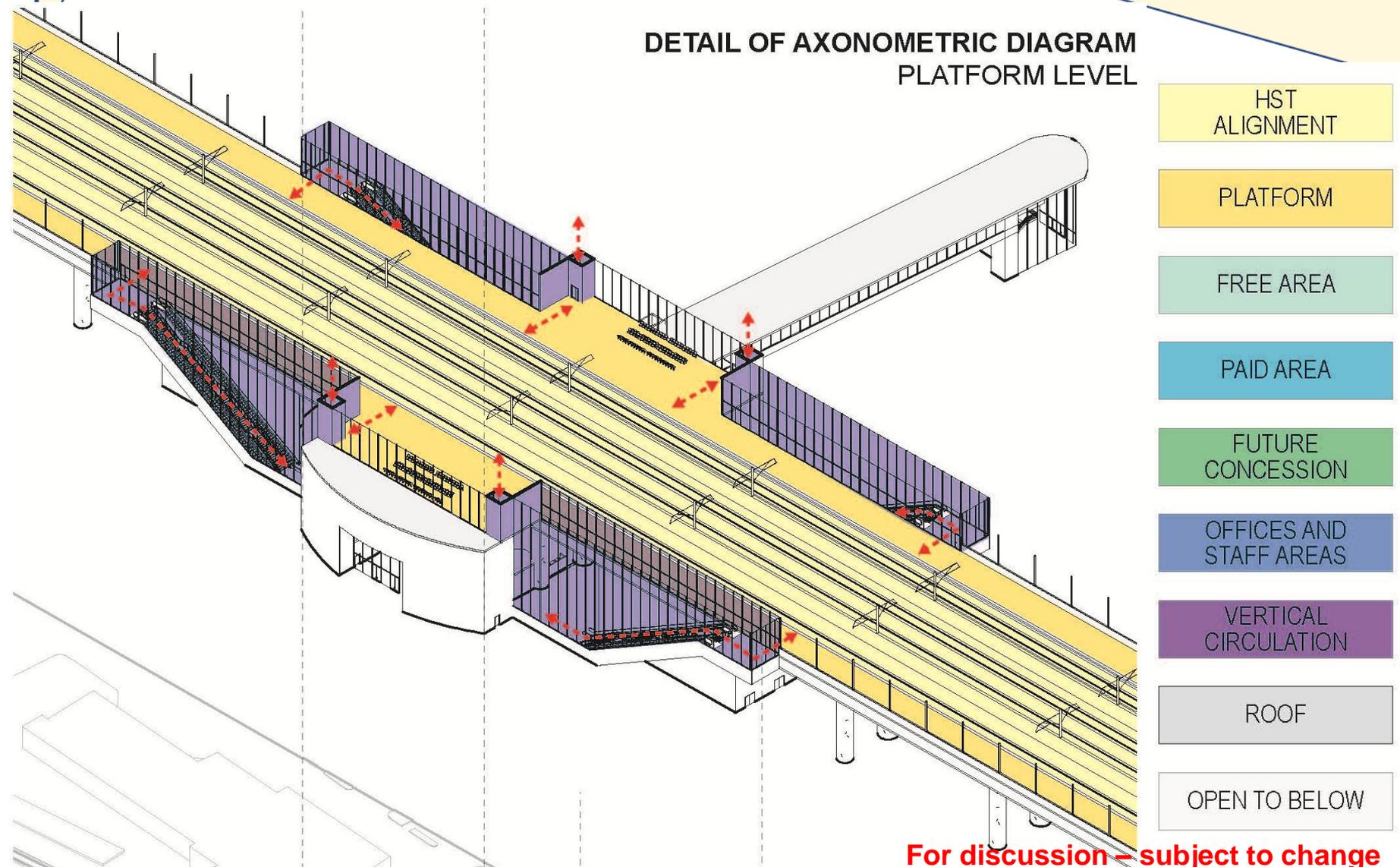
OFFICES AND  
STAFF AREAS

VERTICAL  
CIRCULATION

**For discussion – subject to change**

# STATION ELEMENTS – PLATFORM LEVEL

DETAIL OF AXONOMETRIC DIAGRAM  
PLATFORM LEVEL



HST  
ALIGNMENT

PLATFORM

FREE AREA

PAID AREA

FUTURE  
CONCESSION

OFFICES AND  
STAFF AREAS

VERTICAL  
CIRCULATION

ROOF

OPEN TO BELOW

**For discussion – subject to change**

# ***HST STATION LAND USE GOALS***

- Authority responsible for High-Speed Train and station planning
- Station area land use planning is Gilroy's responsibility
- Authority will coordinate station planning with Gilroy's Land Use Planning and Visioning Process
- Stations located where local policies and land use plans encourage mixed use, transit oriented development



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## ***HST STATION LAND USE GOALS***

- Encourage **higher density** development
- **Mix of land uses** (retail, office, residential, etc.)
- **Grid street pattern** and compact pedestrian-oriented design that promotes walking and bicycling
- **Landscaped streetscapes** that include small parks, bicycle lanes, pedestrian spaces and bike racks
- **Context sensitive building design** – scale, texture and form
- **Limit parking for new developments** and preference for parking placed in structures

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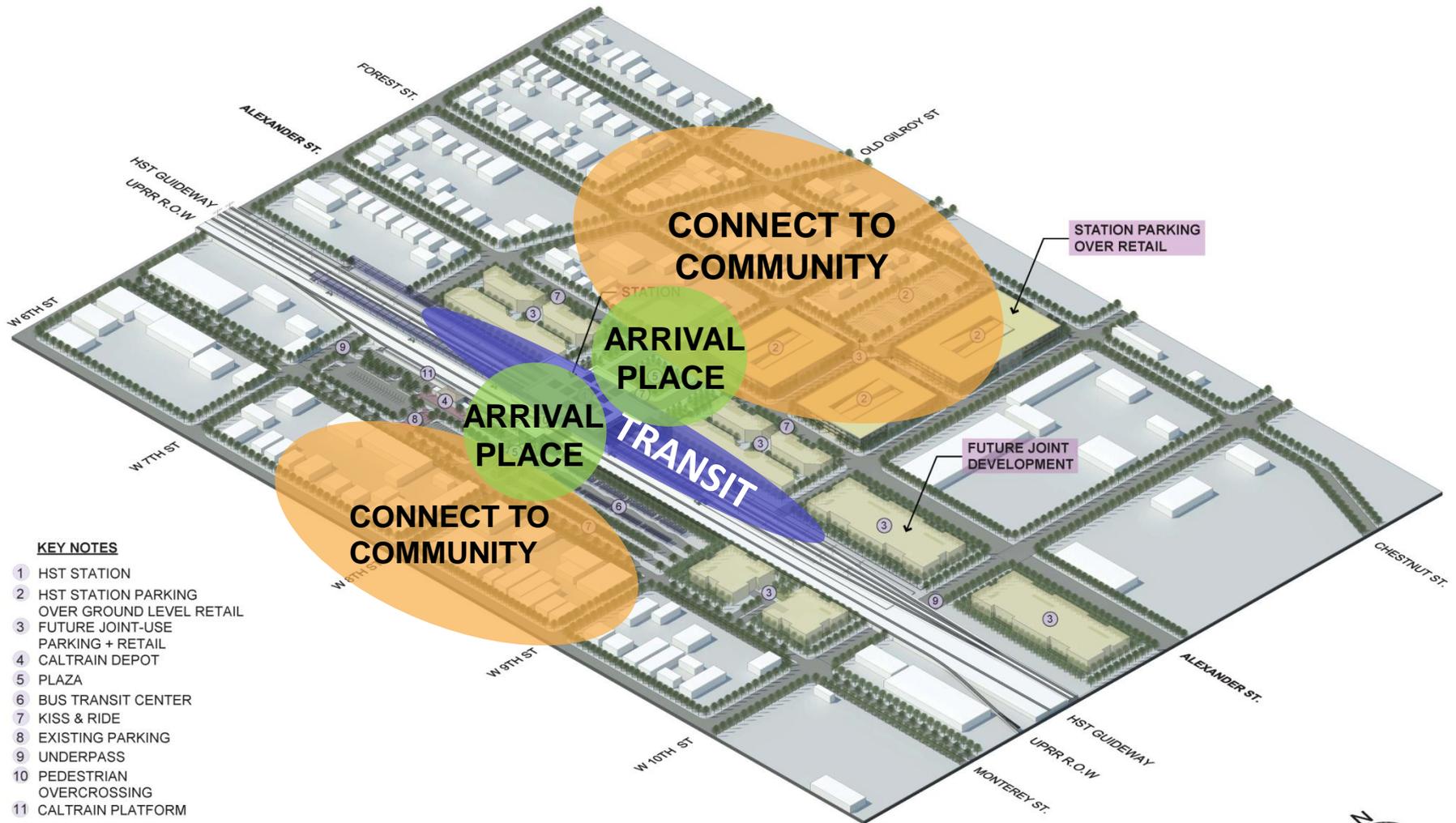
## ***HST STATION LAND USE GOALS***

- Develop access and parking approaches that **strengthen HST ridership and Gilroy's economic vitality**
- **Coordinate with the City** and Visioning process
- **Envision a variety of land uses** within walking distance from station



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# HST STATION LAND USE GOALS- DOWNTOWN GILROY CONCEPT



**KEY NOTES**

- 1 HST STATION
- 2 HST STATION PARKING OVER GROUND LEVEL RETAIL
- 3 FUTURE JOINT-USE PARKING + RETAIL
- 4 CALTRAIN DEPOT
- 5 PLAZA
- 6 BUS TRANSIT CENTER
- 7 KISS & RIDE
- 8 EXISTING PARKING
- 9 UNDERPASS
- 10 PEDESTRIAN OVERCROSSING
- 11 CALTRAIN PLATFORM

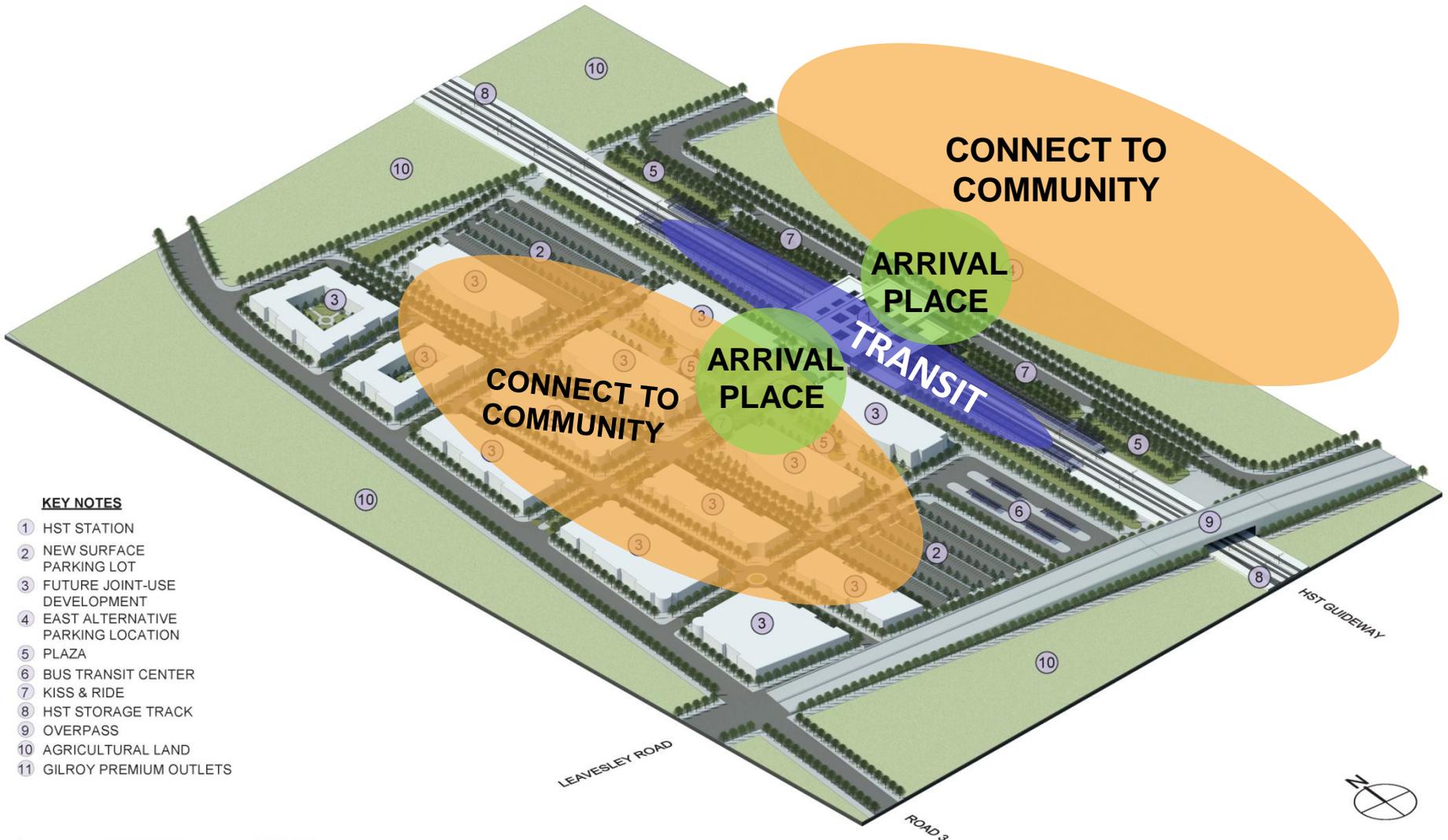


**DOWNTOWN GILROY HIGH SPEED TRAIN STATION CONCEPT**  
AT-GRADE OPTION - BIRD'S EYE VIEW

09.22.11

For discussion – subject to change © JBN Architects

# HST STATION LAND USE GOALS- EAST GILROY CONCEPT



**KEY NOTES**

- 1 HST STATION
- 2 NEW SURFACE PARKING LOT
- 3 FUTURE JOINT-USE DEVELOPMENT
- 4 EAST ALTERNATIVE PARKING LOCATION
- 5 PLAZA
- 6 BUS TRANSIT CENTER
- 7 KISS & RIDE
- 8 HST STORAGE TRACK
- 9 OVERPASS
- 10 AGRICULTURAL LAND
- 11 GILROY PREMIUM OUTLETS



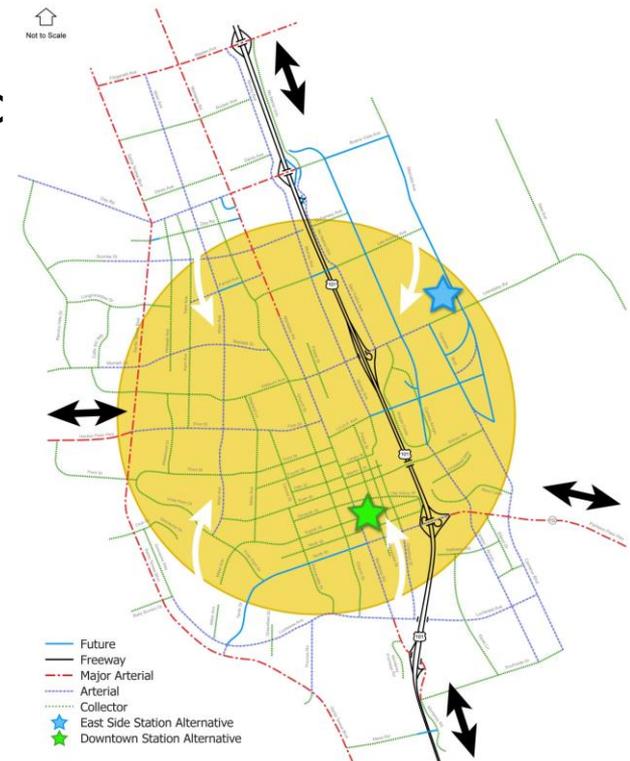
**EAST GILROY HIGH SPEED TRAIN STATION CONCEPT**  
AT-GRADE OPTION - BIRD'S EYE VIEW

09.22.11

For discussion – subject to change

# ***EIR/EIS PARKING DEMAND REQUIREMENTS***

- Parking demand flows from ridership projections
- Parking locations determined by traffic and circulation and local preference
- Ridership is modeled on cost of travel relative to airfare and horizon year (2020 to 2035)
- Parking fees will be market rates
- Preference for parking in structures built and operated by private developers



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## **STATION AND PARKING PLANS IDENTIFY POSSIBLE PARKING LOCATIONS BY:**

- Working with the city to **identify opportunity sites** for future joint use parking development
- Identify parking locations that have **convenient vehicular and pedestrian access**
- Identify parking locations that **enhance existing and planned adjacent land uses**



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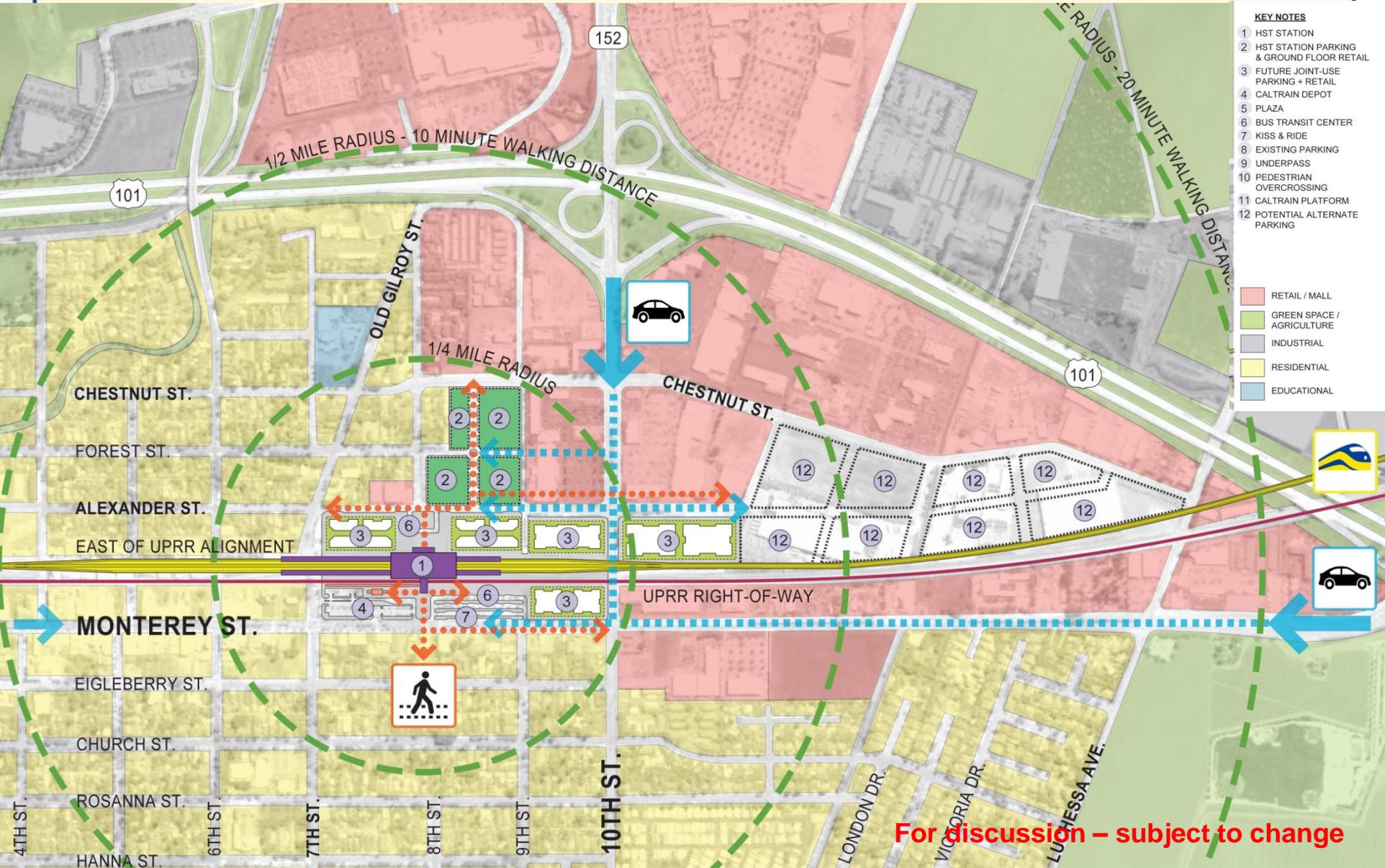
## **STATION AND PARKING PLANS IDENTIFY POSSIBLE PARKING LOCATIONS**

- Develop parking locations to serve **different travel demands** (short term versus extended stay)
- **Create pedestrian scale developments** by reducing parking lot parcel sizes



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# STATION AREA PLANNING - DOWNTOWN GILROY CONCEPT



**For discussion – subject to change**

# STATION AREA PLANNING - EAST GILROY CONCEPT



**KEY NOTES**

- 1 HST STATION
- 2 NEW SURFACE PARKING LOT
- 3 FUTURE JOINT-USE DEVELOPMENT
- 4 EXPANDED STATION PARKING LOCATION
- 5 PLAZA
- 6 BUS TRANSIT CENTER
- 7 KISS & RIDE
- 8 HST STORAGE TRACK
- 9 OVERPASS
- 10 AGRICULTURAL LAND
- 11 GILROY PREMIUM OUTLETS
- 12 POTENTIAL ALTERNATE PARKING

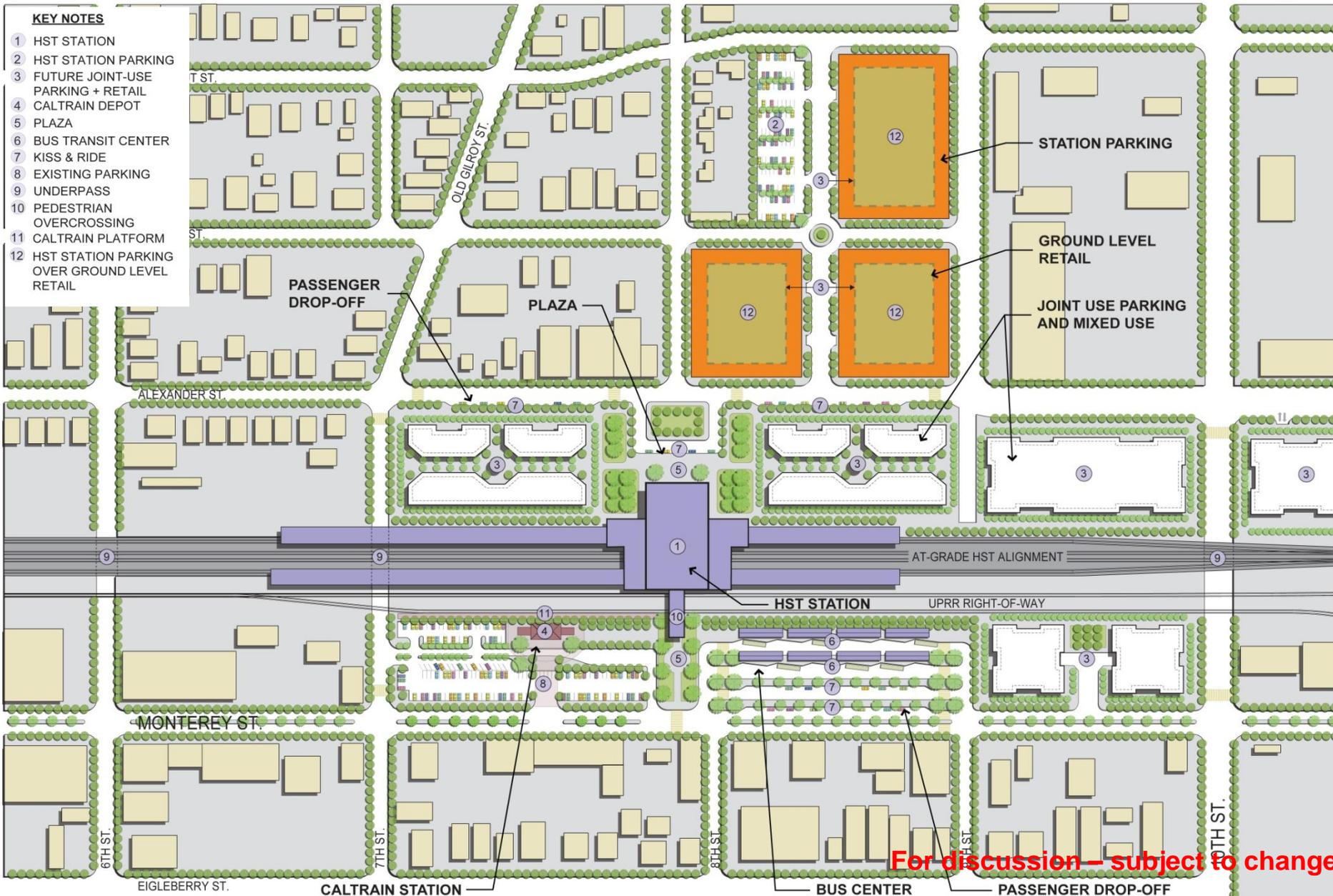
<span style="display: inline-block; width: 15px; height: 15px; background-color: #f08080; border: 1px solid black; margin-right: 5px;"></span> RETAIL / MALL
<span style="display: inline-block; width: 15px; height: 15px; background-color: #90ee90; border: 1px solid black; margin-right: 5px;"></span> GREEN SPACE / AGRICULTURE
<span style="display: inline-block; width: 15px; height: 15px; background-color: #ffff00; border: 1px solid black; margin-right: 5px;"></span> RESIDENTIAL

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# DOWNTOWN GILROY - AT-GRADE CONCEPT

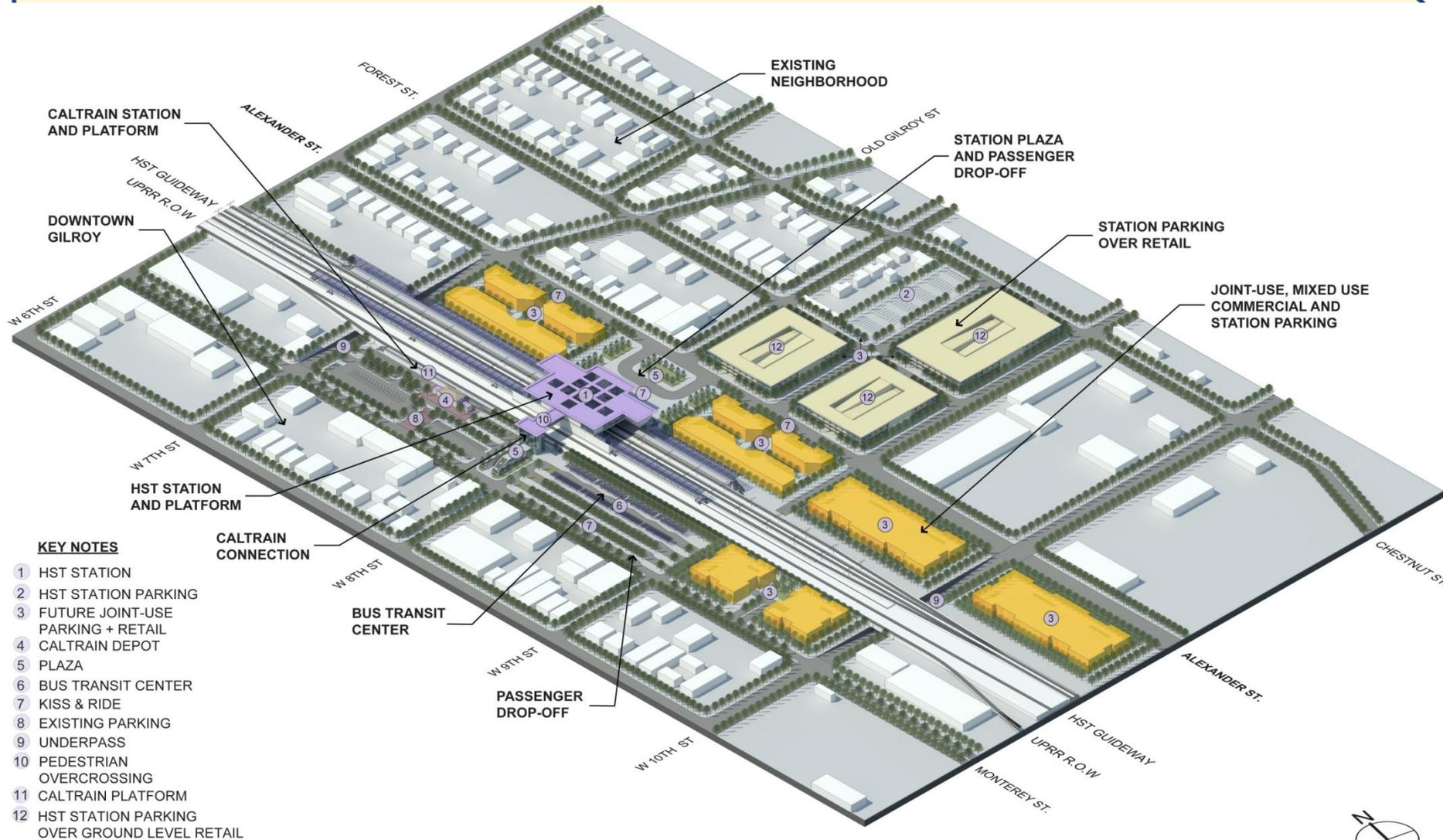
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- 12 HST STATION PARKING OVER GROUND LEVEL RETAIL



For discussion - subject to change

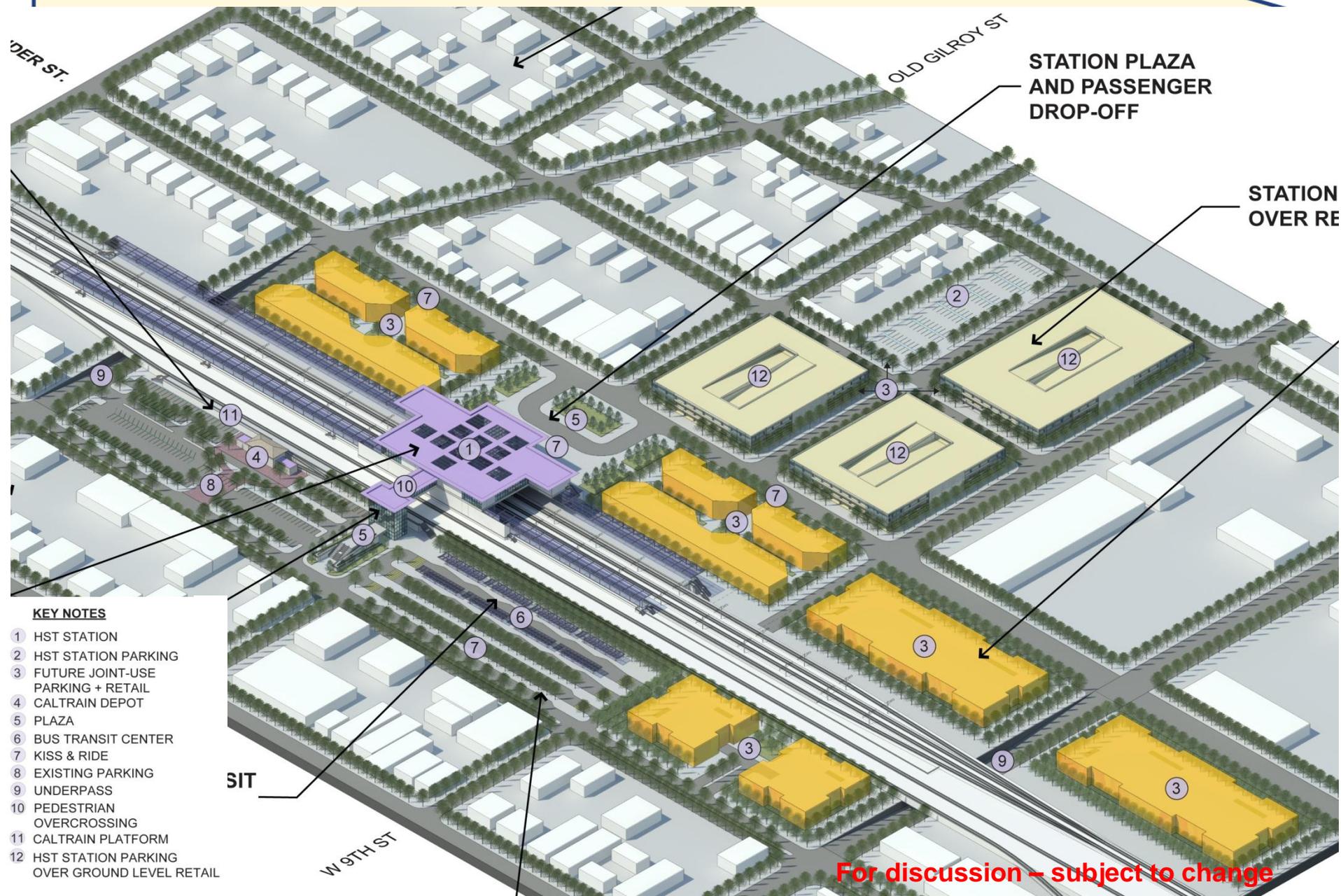
# DOWNTOWN GILROY - AT-GRADE CONCEPT



## KEY NOTES

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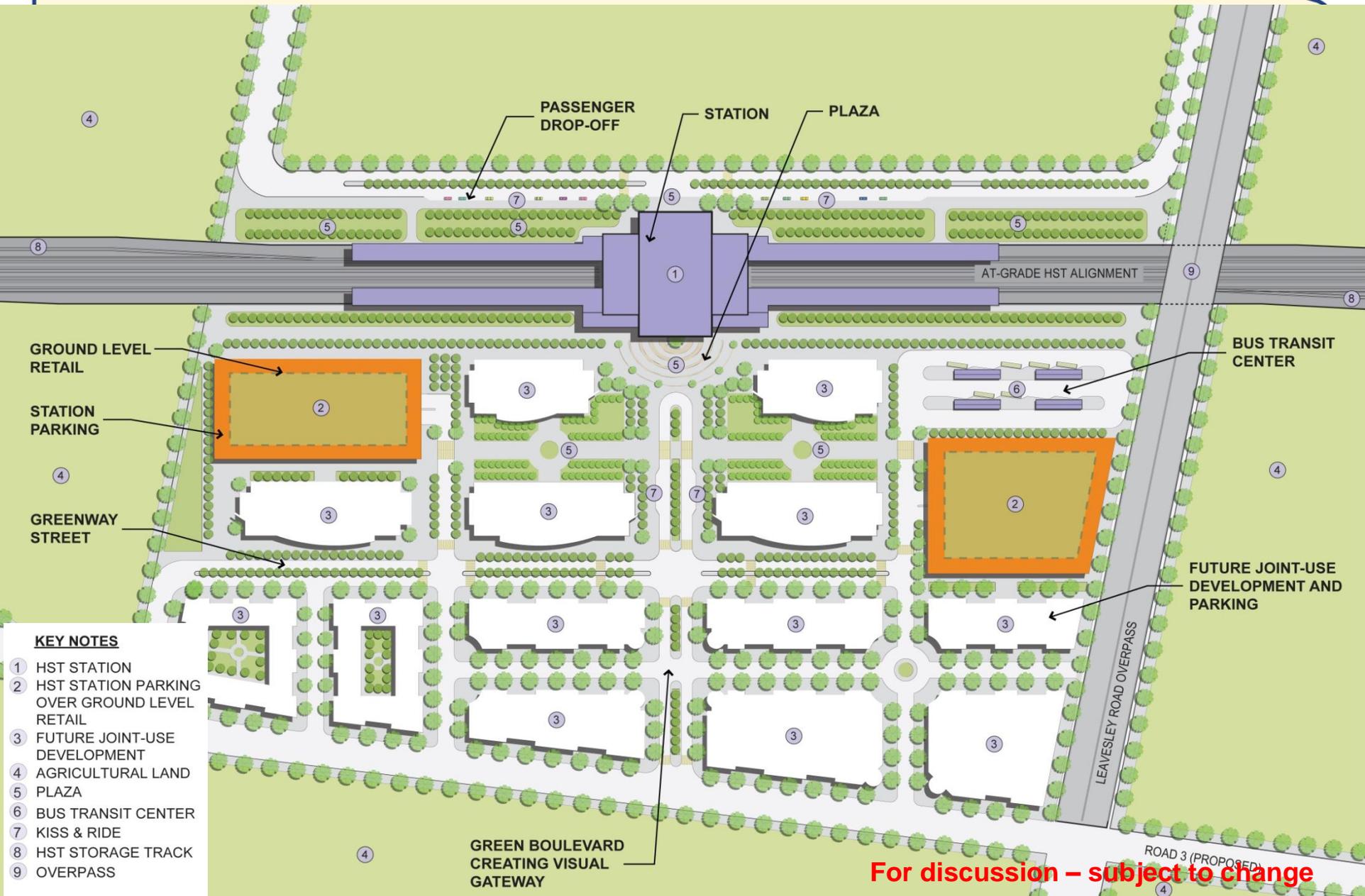
STATION PLAZA AND PASSENGER DROP-OFF

STATION OVER RE

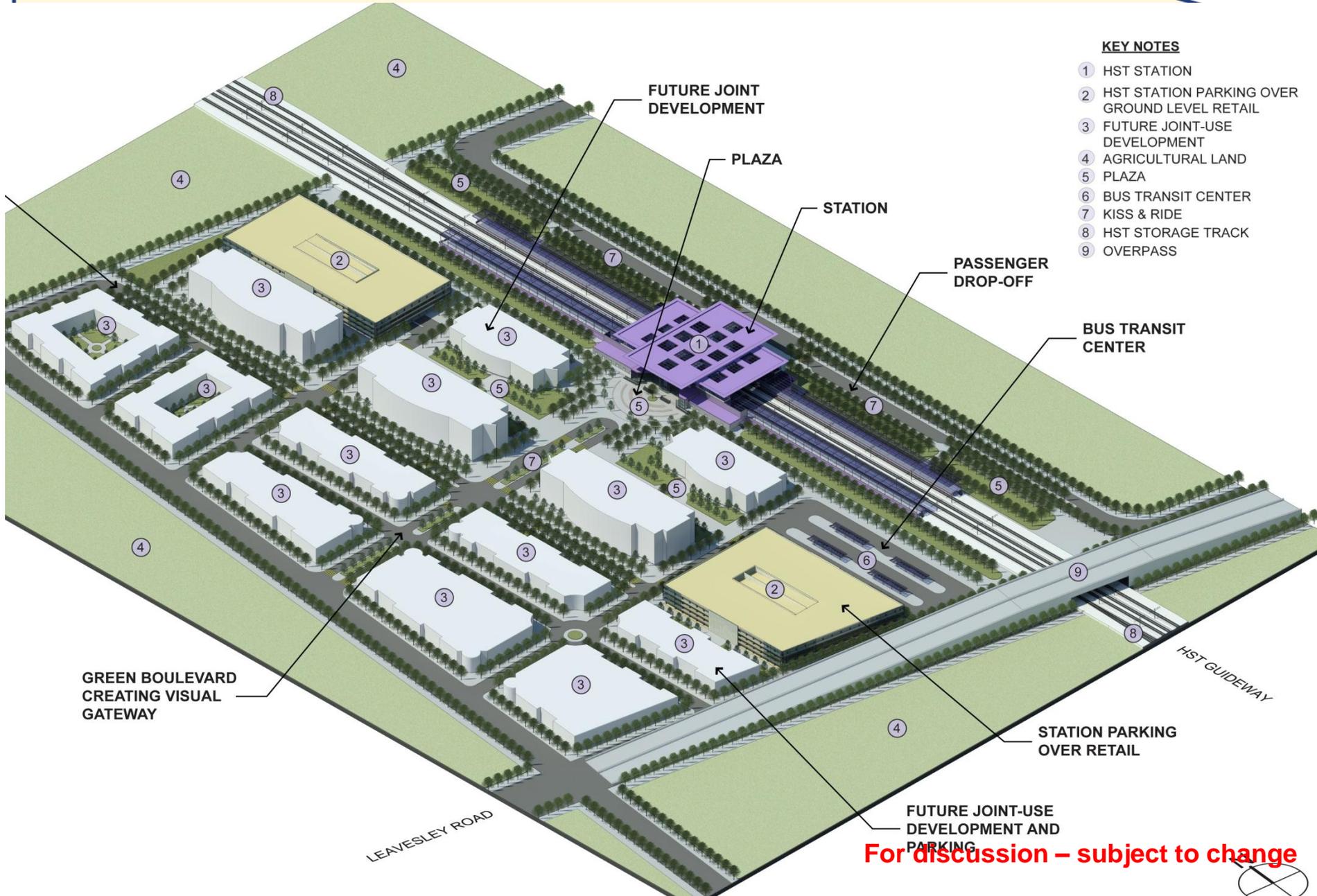
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For discussion – subject to change

# EAST GILROY - AT GRADE CONCEPT



# EAST GILROY - AT-GRADE CONCEPT



## KEY NOTES

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- 3 FUTURE JOINT-USE DEVELOPMENT
- 4 AGRICULTURAL LAND
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- 8 HST STORAGE TRACK
- 9 OVERPASS

FUTURE JOINT DEVELOPMENT

PLAZA

STATION

PASSENGER DROP-OFF

BUS TRANSIT CENTER

GREEN BOULEVARD CREATING VISUAL GATEWAY

LEAVESLEY ROAD

FUTURE JOINT-USE DEVELOPMENT AND PARKING

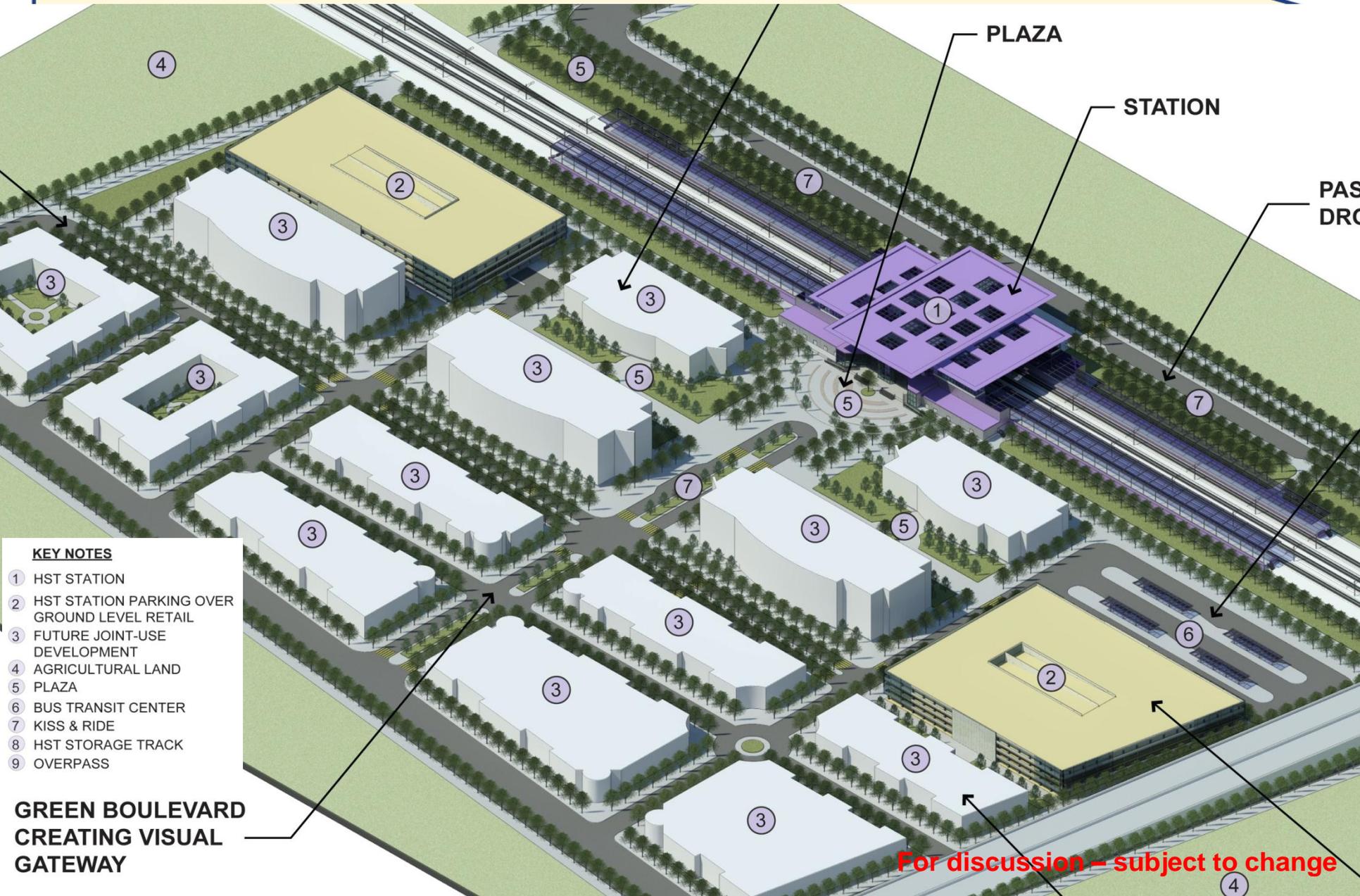
STATION PARKING OVER RETAIL

HST GUIDEWAY

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# EAST GILROY - AT-GRADE CONCEPT



PLAZA

STATION

PAS  
DRO

## KEY NOTES

- ① HST STATION
- ② HST STATION PARKING OVER GROUND LEVEL RETAIL
- ③ FUTURE JOINT-USE DEVELOPMENT
- ④ AGRICULTURAL LAND
- ⑤ PLAZA
- ⑥ BUS TRANSIT CENTER
- ⑦ KISS & RIDE
- ⑧ HST STORAGE TRACK
- ⑨ OVERPASS

**GREEN BOULEVARD  
CREATING VISUAL  
GATEWAY**

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## ***NEXT STEPS FOR STATION AREA PLANNING***

- City of Gilroy to complete Visioning Process
  - Provide input to Authority
- Evaluation of alternatives and station options
  - Location: Downtown and East Gilroy
  - Vertical alignment: at grade, aerial and trench
- Circulate Draft EIR/EIS

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# ***CONSTRUCTION ACTIVITIES AND MITIGATIONS***



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# ***HIGH SPEED TRAIN CONSTRUCTION IS CONVENTIONAL***

- High Speed Train construction is linear, similar to highway or freight rail construction
- Existing technology and equipment will be used to construct the High Speed Train



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# ***ENVIRONMENTAL REVIEW PROCESS***

- Currently at project-level Environmental Impact Report/Statement (EIR/EIS)
  - Identify existing environmental resources and potential project impacts, such as sound, vibration, biology, wildlife, air quality, and traffic



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# ***ANTICIPATED CONSTRUCTION ACTIVITIES***

- Construction activities will vary depending on type and location of structures
  - Railroad tracks
    - At grade
    - Elevated
    - Trench
  - Railroad crossings
  - Railroad stations
  - Railroad systems



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## **OVERVIEW OF POLICIES RELATED TO CONSTRUCTION ACTIVITIES**

- Contractor will submit Construction Management Plan for CHSRA approval, typical sections include:
  - Health and Safety (of workers and public)
  - Emergency Plan and Contacts
  - Mitigation Monitoring Plan
    - Observe and protect species
  - Stormwater Pollution Prevention Plan (SWPPP)
  - Best Management Practices (BMP)
  - Compliance with existing local jurisdiction construction ordinances (e.g. noise, hours of operations, etc.)

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## **TYPICAL MITIGATION FOR CONSTRUCTION ACTIVITIES**

- Maintaining *traffic* (circulation)
- Maintaining *air quality* (dust)
- Minimizing noise and vibration
- Proper handling of hazardous materials and wastes
- Maintaining access for local business and agricultural operations
- Keeping parks, recreation and open space areas open



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# MAINTAINING TRAFFIC

- Typical Mitigation Measures
  - Intelligent detours, traffic control
  - Designated truck routes
  - Construction access plan
  - Movement of heavy machinery occurs at off-peak hours



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# MAINTAINING AIR QUALITY

- Typical Mitigation Measures
  - Stabilize areas of dust emissions (water, tarp cover, etc.)
  - Street sweeping
  - Limit speed on unpaved roads
  - Equipment and trucks meet CA emissions requirements
  - Limit vehicle idling



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# ***MINIMIZING SOUND AND VIBRATION***

- Typical Mitigation Measures
  - Noise/vibration monitoring
  - Work hours per local ordinance guidance
  - Noise abatement measures (temporary sound barriers)



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# ***PROPER HANDLING OF HAZARDOUS MATERIALS***

- Typical Mitigation Measures
  - Material testing
  - Spill prevention, control, and cleanup
  - Pre-construction survey to confirm potential hazards
  - Removal or on-site treatment



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# ***MAINTAINING BUSINESS ACCESS***

- Typical Mitigation Measures
  - Work with property owners and businesses
  - Provide visible signage of open businesses
  - Minimize utility disruptions



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# ***KEEPING PARKS, RECREATION, AND OPEN SPACE AREAS OPEN TO PUBLIC***

- Typical Mitigation Measures
  - Work with respective agencies to establish appropriate mitigation during construction
  - Identify alternative public recreation resources and areas
  - Establish temporary facilities, as appropriate



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## ***ADDRESSING CONSTRUCTION IMPACTS***

- Mitigation will be identified in the Draft EIR/EIS
  - Mitigation Monitoring Plan adopted by Authority
  - Implemented through Contractor's Management Plan
- Construction activities will be closely monitored
- Contractors must follow all federal, state, and local regulations
- Construction communications and project information
  - Flyers, advisories, website, hotline, etc.

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## ***QUESTIONS/COMMENTS***

### **Contact Us:**

- **Website:** <http://www.cahighspeedrail.ca.gov>
- **Phone:** 1-800-881-5799

### **Comments:**

- **Email:** [san.jose\\_merced@hsr.ca.gov](mailto:san.jose_merced@hsr.ca.gov)
- **Postal Mail:**  
California High-Speed Rail Authority  
San Jose to Merced Section  
770 L Street, Suite 800  
Sacramento, CA 95814

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Thank you!

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