

## Alberto Quintanilla

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**From:** The Cavettes <thecavettes@gmail.com>  
**Sent:** Friday, September 4, 2020 11:50 AM  
**To:** CClerk  
**Cc:** Lily Mei; Raj Salwan; Vinnie Bacon; Rick Jones - Councilmember; Teresa Keng; Jenny Kassan; Yang Shao  
**Subject:** No New TODs - No New Stations  
**Attachments:** No New TODs.pdf; Oppose Capitol Corridor VIP.pdf

Please see my attached statements on the Capitol Corridor proposals.

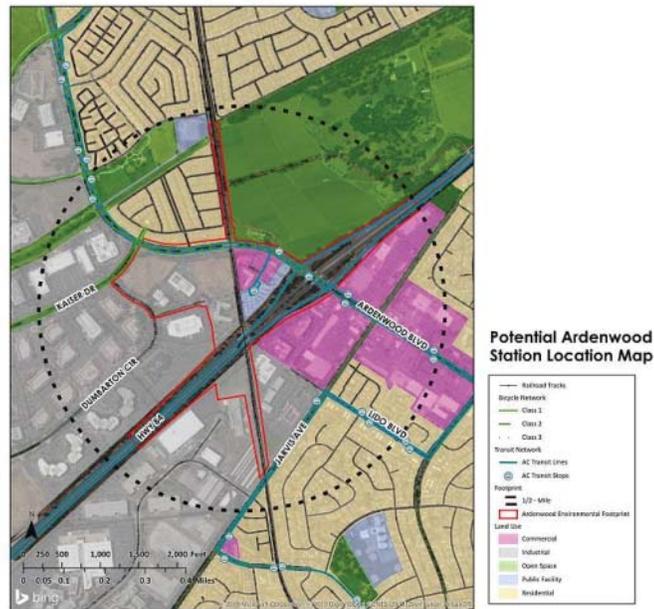
New stations bring new TODs and I oppose both the increase in freight traffic in Niles & Niles Canyon and the route rerouting at Shinn St.

This was originally written for the 8/9/20 Public Communications but I see that it might be more appropriate for the Mei/Shao Referral (8.A.1)

Regards,  
Alice Cavette

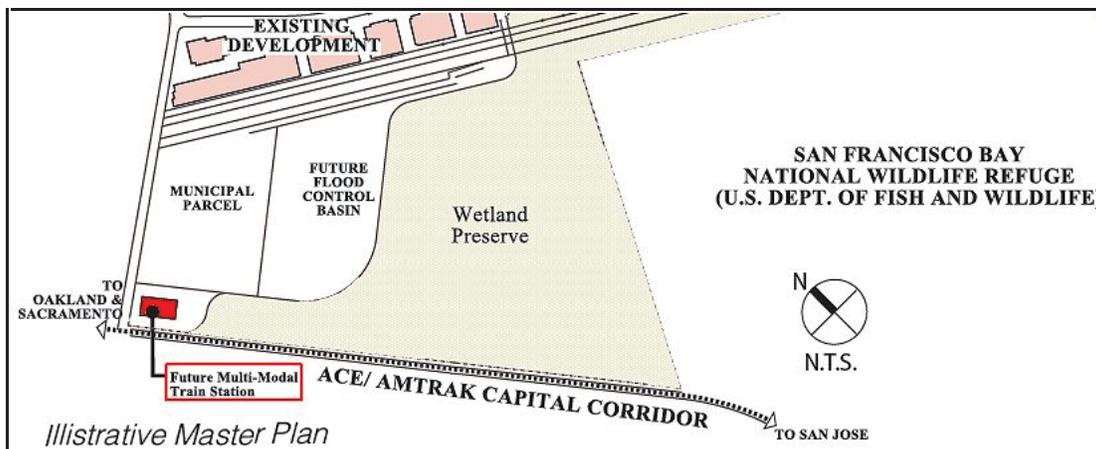
## No New TODs - No New Stations

The South Bay Connect proposes an Ardenwood station which would have 1/2 mile radius boundary circle that would include land in Fremont. The state has been influenced by the California Building Industry Association (CBIA) to require high-density housing around transit stations. Therefore any train station in the proposed location would mean we may have to declare the Fremont land within 1/2 mile of the station as a new Transit Oriented Development (TOD) Overlay. Our current light industry along Kaiser Drive and Dumbarton Circle might end up with Urban Density housing. There is no requirement that TODs have Affordable Housing units. Our current TOD Urban Density developments are all market-rate units.



There has also been a suggestion, backed by our State Senator Wieckowski, that there be a BART transit center at Shinn St. The state has approved a Shinn Station Feasibility Study.

And there is a multi-modal train station on our city maps at the end of Automall Parkway. This was planned for the Pacific Commons planned district which included the A's ballpark. The station location designation was not removed during the review of the Pacific Commons zoning in 2018.



<https://fremontcityca.iqm2.com/Citizens/FileOpen.aspx?Type=4&ID=7335&MeetingID=1609>

Please keep it in mind when you review proposals that any new transit stations may well end up at the center of new TODs.

## Oppose Capitol Corridor VIP

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Alice Cavette <acavette@gmail.com>

Wed, Aug 12, 2020 at 11:48 AM

To: info@southbayconnect.com

Cc: Assemblymember.Chu@assembly.ca.gov, Senator Wieckowski

<senator.wieckowski@senate.ca.gov>, Bill Quirk <Assemblymember.Quirk@assembly.ca.gov>

I oppose the Capitol Corridor Vision Implementation Plan for the following reasons:

- 1) No real benefits for passenger trains - very little time savings
- 2) Will enable too much and too fast commercial train traffic
- 3) Will increase safety risks for nearby residents, businesses and especially the schools along the lines - Niles Elementary, Parkmont Elementary and Vallejo Mill in Fremont - Sunol Glen in Sunol - and others
- 4) Will increase risk of hazardous water contamination of Alameda Creek
- 5) Will cost far too much - especially now that fighting COVID-19 has depleted our coffers
- 6) Will require loss of housing to implement Fremont route changes

Please STOP this now !!!

Alice Cavette  
Fremont resident

## Alberto Quintanilla

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**From:** The Cavettes <thecavettes@gmail.com>  
**Sent:** Saturday, September 5, 2020 11:11 AM  
**To:** CClerk  
**Cc:** Lily Mei; Raj Salwan; Vinnie Bacon; Rick Jones - Councilmember; Teresa Keng; Jenny Kassan; Yang Shao  
**Subject:** Capitol Corridor Rerouting - Freight Train Impacts

Please include this as a public correspondence regarding the referral on this subject during the September 8 City Council Meeting.

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I strongly oppose the plan to reroute Capitol Corridor passenger trains through Ardenwood and allow up to 60 freight trains a day to pass through Niles Canyon. The results of such a change would have only a slight benefit to passenger service, but the increased volume of freight trains would be a significant detriment to Niles Canyon and the adjacent areas.

Specifically, ...

... Niles Canyon is a scenic corridor that CalTRANS, Alameda County, and the City of Fremont have worked hard to enhance. Part of its beauty are the many quiet, open vistas that mark the route between Niles and Sunol. The increased noise and diesel fumes of the nearly round-the-clock passage of freight trains would degrade the natural wonder of the area.

... Alameda Creek runs through Niles Canyon, and the water is used by Alameda County Water District to recharge the vital underground aquifers in the area around Niles. Any accidental release of hazardous materials along the railroad would have a serious impact on public health. Alameda Creek is also a sensitive wildlife corridor. Fish ladders were recently installed along the creek in the Niles area to assist spawning, and any spill would have an equally serious impact on fish.

... The rail line through Niles Canyon passes within a few blocks of two elementary schools -- Sunol Glen in Sunol and Vallejo Mill in Niles. The noise from the increased freight traffic would have a negative impact on classroom instruction and outdoor activities.

... Finally, current ridership on Capitol Corridor trains is low and I believe it will get even lower as job and population centers move away from Silicon Valley. Spending hundreds of millions dollars to make a very small improvement in the schedule for this low-usage passenger service makes no sense -- especially when you consider the very large environmental impact that increased freight traffic in Niles Canyon could have.

I appreciate your consideration of these points.

Chris Cavette  
Fremont resident

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**From:** The Cavettes <thecavettes@gmail.com>  
**Sent:** Saturday, September 5, 2020 11:19 AM  
**To:** CClerk  
**Cc:** Lily Mei; Raj Salwan; Vinnie Bacon; Rick Jones - Councilmember; Teresa Keng; Jenny Kassan; Yang Shao  
**Subject:** Capitol Corridor Rerouting - Passenger Train Impacts

Please include this as a public correspondence regarding the referral on this subject during the September 8 City Council Meeting.

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In addition to the negative impacts of routing up to 60 freight trains per day through Niles Canyon (see my previous email), I also oppose the plan to reroute Capitol Corridor passenger trains and build new passenger stations in Ardenwood and elsewhere. All this would do is create more Transit Oriented Districts within a half-mile radius of each of the new stations.

Specifically, ...

... Although a portion of the proposed Ardenwood station is within Newark city limits, a half-mile radius around the station would include portions of Fremont that are now designated for light industrial uses. If the station is built, the state of California may force us to redesignate properties in that area to allow TOD-density residential uses instead.

... There is another proposed station (not related to the Capitol Corridor trains) at the end of Shinn Street off Peralta Boulevard to allow transfer of passengers between BART and ACE trains. Development in this area has been inactive for many years, but the state has approved a feasibility study for a station there, and this area could become another TOD.

... And finally there is yet another proposed station near the west end of Auto Mall Parkway that has been on the General Plan map for years. It was originally intended to be a bus/train connection for a large residential development and A's ball park where Pacific Commons is now located, but that plan was never built. The proposed station is still on the map, however.

I ask that before Fremont considers any plan to reroute Capitol Corridor passenger trains, or any other passenger service, please also consider that every new routing is a justification for new stations.

And every new station is a justification for a new TOD. We already have four TODs along the north-south spine of the city. We don't need to add any more.

I appreciate your consideration.

Chris Cavette  
Fremont resident