DIRIDON STATION AREA PLAN

IMPLEMENTATION STRATEGY REPORT

APRIL 2014

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For

The City of San José

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1. INTRODUCTION

1.1 Preferred Plan

This report is intended to supplement The Station Area Preferred Plan Report, presented to City Council for consideration in April 2011. The Preferred Plan Report presents an overview, a direction, and many critical aspects for the successful future of the Diridon Station Area. The Plan integrates open space, transportation and land uses to create an expansion of Downtown San José, while respecting existing environments. The plan weaves new ideas and new development possibilities within existing city fabric and strong neighborhoods. Large proposals, such as the California High Speed Rail Diridon Station and a new Major League Baseball Stadium, are incorporated into the plan. In addition, proposals are made to strengthen existing features of the area, such as Los Gatos Creek, the current Diridon Station, and the Arena.

The Preferred Plan Report proposes ideas for thirty years into the future. For any such plan to be relevant over a long period of time, it needs to make a bold framework for development, while also being flexible for change within that framework. It is impossible to predict the future with assurance, but major policies and large physical realities of the plan can be set. Development actions will occur in different forms as markets and other circumstances evolve over the coming decades. The Diridon Plan proposes the largest ideas for the Station Area and outlines many of the policies and physical design concepts for the future.

This report contains policy, phasing and funding recommendations which should be viewed as a tool to guide the future implementation of the Plan by public and private development. The Preferred Plan Report contains an exploration of one possible future of the Station Area, described as a 'test-fit' plan, which considers what a maximum amount of development could be in the future. This Report follows on from that 'test-fit' plan by considering the next steps in the planning process and actions for implementation.

1.2 Known variables

Several major projects and other external factors will affect the phasing, timing and implementation process for the Diridon SAP. These variables are summarized below, along with the relevant assumptions made for the station area planning effort.

HIGH SPEED RAIL ALIGNMENT AND SCHEDULE

The California High Speed Rail Authority (CHSRA) is currently completing preliminary engineering and NEPA/CEQA environmental review. The most recent schedule information available indicates the following dates for adoption of the Final Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the San José sections:

- San José-Merced Section: Adopt EIS/EIR in late 2012
- San Francisco-San José Segment: Adopt EIS/EIR in June 2013

The alignment and vertical profile for High Speed Rail through the Diridon Station Plan Area continues to be refined as part of this process. The timing for construction and initiation of passenger rail services are to be determined.

BART EXTENSION SCHEDULE

The extension of BART to Silicon Valley will be completed in two phases. Phase 1 will extend BART from Warm Springs Station to Berryessa Station located to the east of downtown San José. Passenger service on Phase 1 is anticipated to begin in 2018 . The extension of BART to the Diridon Station Area will occur as part of Phase 2 of the project. The schedule for implementation of Phase 2 is dependent on the future availability of funding. For the purposes of this Plan, it is has been assumed that the underground station structures ("station box") for the future Diridon/Arena BART Station will be constructed within 10 years. Construction of the station box prior to, or in conjunction with adjacent development

would minimize future disruption to the core of the Plan Area (Transit Station and Sub Area G-Station East).

MAJOR LEAGUE BASEBALL STADIUM SCHEDULE: NEW STATE OF THE ART BASEBALL PARK

The City of San José is currently working to attract the Oakland A's to a new state-of-the-art ballpark, and is waiting for a decision by the Major League Baseball (MLB) on whether this territorial change is permissible and whether the Oakland A's are able to agree on a set of terms and conditions for their relocation to San José. Although MLB has not indicated a timeline for its decision, for the purposes of this Plan it has been assumed that the territorial change will be approved and the stadium will be constructed within 10 years. A stadium may also need voter approval depending on whether City funds will be used for construction.

SAN JOSE ARENA / ARENA MANAGEMENT AGREEMENT

The Arena is a critical part of the City's Economic Development Strategy as well as a major regional anchor for both Downtown San Jose and the Diridon Station area. To ensure the facility's continued vitality, the City will pursue best efforts to maintain a sufficient supply of parking and efficient vehicular and pedestrian access for the Arena customers (many of whom come from outside San Jose), in compliance with the standards set forth in the Arena Management Agreement.

DETAILED INFRASTRUCTURE REQUIREMENTS AND PHASING

As identified in Section 2.9 of the Diridon Station Area Preferred Plan Report, the existing utility infrastructure serving the area is antiquated and undersized to meet future build out needs. A majority of the infrastructure systems will ultimately need to be replaced. The detailed utility infrastructure requirements, phasing strategy, and costs have not been determined to date.

STATION GOVERNANCE AND CORE AREA DEVELOPMENT MECHANISM

The Plan proposes an expanded Diridon Station, a new public plaza and redevelopment of publicly-owned property in the core of the Plan Area (Transit Station and Sub Area G-Station East). The Peninsula Corridor Joint Powers Board (Caltrain) and the San Jose Diridon Development Authority, a joint powers authority formed by The City of San José and the San José Redevelopment Agency, own parcels in the core area. The station expansion and redevelopment will require cooperation and coordination among these agencies, as well as with the CHSRA and the City of San José. A collaborative approach to governance will be required to maximize value to all stakeholders and to realize public improvements consistent with the Plan. Possible strategies may include the formation of a Joint Powers Authority and/or other cooperative agreements, Public-Private Partnerships, and/or appointment of a master developer. The form of governance of the station project and the development mechanism for the core area are both still to be determined.

REAL ESTATE MARKET CONDITIONS

Fluctuations in real estate market conditions will influence the timing of development within the plan area.

2. POLICY FRAMEWORK

2.1 Introduction

The Station Area Plan provides a comprehensive policy framework to carry out the vision of the Envision San José 2040 General Plan for the Station Area. The goals, policies, and design standards and guidelines of the Plan may be implemented through further amendments and references in the General Plan and Zoning Ordinance. This section provides an overview of the Plan's transit-oriented development framework and specific measures and options for implementation of the Plan.

2.2 Transit Oriented Development Policy Framework

The Diridon Station Area Plan establishes the Diridon Station and surrounding area as a vibrant, high-intensity transit node in the heart of San José. Building off of synergies with Downtown San José, the Arena, and Diridon Station, which will be one of the most significant high speed rail and transit stations in California, new development in the Station Area will act as a destination in itself. The Station area will have intensified employment opportunities, cultural and entertainment venues, and high quality urban design and multi modal transportation facilities.

Several key themes have been established as part of the planning process, including:

Establish the Station and surrounding area as a local, citywide, and regional destination that emphasizes access to transit, employment, and cultural and entertainment uses.

Foster a vibrant public realm throughout the Station Area that supports pedestrian activity and integrates public spaces into development with new plazas, parks, and public spaces.

Reflect the Silicon Valley spirit of innovation and San José's rich history of transformation and progress through iconic, world-class architecture and distinctive civic spaces.

Use art as a defining feature to create a strong sense of place for the Diridon Station Area, and an identifier for San José as the center of Silicon Valley.

These themes provide the foundation for a comprehensive policy framework for the Station Area Plan that addresses land use, urban form and structure, circulation and connectivity, and public art. Key components of the policy framework are described below, with policy objectives that will serve as the basis for goals and policies for the Station Area Plan.

Land Use Objective: *Provide a range of commercial, industrial/ Research and Development and residential uses. Commercial uses would include neighborhood services for surrounding residential areas, and a synergistic mix of entertainment, hotels, shopping, restaurants, and offices. Industrial uses would include high and green technology Research and Development uses.*

The Station Area will serve as a region-wide, inter-city destination for transit, with supporting employment, entertainment, and residential uses, where workers and residents alike have easy access to transit, services, and amenities. The immediate Station core area, or the Phase One area of the Plan, will act as the core of greatest activity in the Station Area. Entertainment, retail, and civic uses will define the ground floor and public spaces, with the greatest intensity of employment uses in the Station Area located on upper floors. Employment-generating and industrial/ Research and Development uses will be focused to the north, while more neighborhood-compatible uses will be located outside of the Phase One Station Area along The Alameda and West San Carlos Street. The following policies are intended to facilitate the development of a mix of commercial and residential uses in the Diridon Station Area:

Land Use Policy 1	Ensure a mix and intensity of uses in the greater Station Area that support increased transit ridership. This should include a mix of employment and residential uses within a ten-minute walk of the Station, with associated supportive neighborhood services and amenities.
Land Use Policy 2	Establish an active mixed-use environment during both day and night hours, particularly within the Station core area.
Land Use Policy 3	Ensure a mix of uses, activities, and amenities in the Station core area that

define the area as a citywide and regional destination for entertainment, cultural and civic activities, and employment. Ground floor uses within the Station core area should accommodate a range of retail and entertainment uses to act as a self-contained retail destination and activity center that complements San José Pavilion and the future Ballpark activities.

Land Use Policy 4	Locate a distinctive public plaza and event space in the Station core area that visually emphasizes the Station and the area's role as a civic gateway into the city, if feasible.
Land Use Policy 5	Locate high-intensity employment-generating uses north of San José Pavilion, building off access to the Station, Downtown San José, and the Airport.
Land Use Policy 6	Strengthen existing neighborhoods, particularly to the south, where mixed-use development along W. San Carlos Street will invigorate the aging commercial corridor. This should include infill of medium and higher density residential uses throughout the surrounding neighborhood to establish a more cohesive neighborhood character.
Land Use Policy 7	Ensure that the mix of commercial uses in residential areas provides adequate neighborhood services for new residential development to reduce the need for driving for everyday needs.

Core Area Urban Form and Structure Objective: *Create a high-intensity urban district with relatively tall buildings within the core area or Central Zone adjacent to the Diridon Train Station. This core area should accommodate a mix of uses including commercial, office, hotel and entertainment uses.*

The Station core area is the primary activity center of the Diridon Station Area. The scale and intensity of development will help differentiate and define this area as the primary destination and access point for the Diridon Station. Building heights should be maximized in this area, with a ground floor environment that provides continuous activity between the San José Pavilion, Diridon Station, and the future ballpark. Anchoring the area is a public plaza that will host civic events and performances, and which will act as a primary visual and physical gateway into Downtown San José.

Core Area Policy 1	Maintain an active ground floor environment throughout the Station core area.
Core Area Policy 2	Require a minimum floor area ratio of 2.0, and encourage higher intensities of up to 6.0 FAR, where height permits.
Core Area Policy 3	Maximize building heights, while ensuring visibility to Diridon Station from Santa Clara Street and Autumn Parkway.
Core Area Policy 4	Require building heights and massing to vary within the core area, to ensure a varied and visually interesting skyline.

Compatibility with San José Arena Objective:
The arena is a critical part of the City's Economic Development Strategy as well as a major regional anchor for both Downtown San José and the Diridon Station area. Ensure that Diridon

Station Area Plan's implementation enhances, and does not harm, the continued viability of this important City asset and ensure a sufficient supply of parking and efficient vehicular and pedestrian access for Arena customers.

The SAP Arena is a cornerstone for the existing future success of the Diridon area. Over its 20 year history, SAP Arena has been one of the most active entertainment venues in the United States. In this context, the Arena has made major contributions to the image of San José and to the viability of downtown businesses. A principal reason for this success is the ease and convenience that customers experience in traveling to and from the SAP Arena and in finding nearby parking. High quality access and parking services will be critical to the on-going vitality of the SAP Arena.

Compatibility Policy 1 Ensure that infill development near the Arena is compatible with, and will not impede, the continued vitality of the facility, and facilitates a sufficient supply of parking and efficient vehicular and pedestrian access for the Arena customers in compliance with standards set forth in the Arena Management Agreement.

Compatibility with Surrounding Neighborhoods Objective:
Ensure sensitive transitions in scale and design to surrounding residential neighborhoods.

The Station Area Plan will add approximately 2,500 new housing units adjacent to and within existing well-established neighborhoods throughout the area. In order to ensure that these neighborhoods, as well as new development, maintain their high quality character, new development will need to complement and add to the Station Area's urban environment.

Thus, throughout the Station Area, urban form should be compatible

with existing and adjacent neighborhoods, particularly along The Alameda and San Carlos Street where existing neighborhoods will dictate the building scale.

Compatibility Policy 1 Maximize building heights and intensities adjacent to the Station while establishing setbacks and stepped building heights consistent with surrounding development. Transitions should be emphasized in The Alameda district and north along Stockton Avenue to ensure compatibility with the more intimate scale of The Alameda mixed-use district and residential development to the north.

Compatibility Policy 2 Ensure that infill development in existing residential neighborhoods to the south and to the west of the Station is compatible in intensity and scale to adjacent uses. Height stepbacks should be employed and, where necessary, shadow studies should be conducted to ensure access to sunlight is not impacted for existing development.

Connectivity Objective:
Establish and strengthen connections to surrounding districts and within the planning area for pedestrians, bicyclists, and motorists, with emphasis on east-west connectivity across SR-87 and the rail corridor.

The Station Area Plan emphasizes multi modal connectivity to the transit station. Key elements include new pedestrian bridges and improved access to the Station and across the rail corridor and Santa Clara Street, as well as bicycle lanes, wide sidewalks, and improved pedestrian crossings throughout the Station Area.

Roadway improvements, including new street grid connections, will further improve circulation, particularly within the Station core and north of San José Pavilion. Phasing of new improvements will ensure that traffic from new development will be adequately accommodated, and that pedestrian and bicycle connections from surrounding neighborhoods to the Station are prioritized.

Connectivity Policy 1	Provide multiple crossings of the rail corridor for pedestrian, bicycle, and vehicular access, particularly east-west connections into and from the Station core area. Explore opportunities for new crossing or improvements at Julian Street, The Alameda, San Fernando Street, Park Avenue, and San Carlos Street.
Connectivity Policy 2	Provide a north-south crossing between the northern portion of the Station Area to the station over Santa Clara Street.
Connectivity Policy 3	Facilitate bicycle and pedestrian access throughout the Station Area with new bicycle lanes, wide sidewalks, and high-visibility pedestrian crossings.
Connectivity Policy 4	Provide a continuous pedestrian and bicycle connection along Los Gatos Creek, with improved crossings at the Autumn Street and W. San Carlos intersection.
Connectivity Policy 5	Ensure that transportation improvement are executed concurrently with associated and/or adjacent development.
Connectivity Policy 6	Improve east-west pedestrian and bicycle connections to Guadalupe River.
Connectivity Action 1	As potential funding and/or construction opportunities present themselves, explore

the potential for rerouting the Los Gatos Creek segment currently located under the intersection of Autumn Street and Park Avenue as a means to daylight this segment and provide a continuous north-south trail.

Transportation Objective:
Prioritize transit, pedestrian and bicycle circulation and provide direct, attractive and safe pedestrian and bicycle connections within the Diridon Station Area and between the Station Area and the surrounding area including Downtown east of Highway 87, the Guadalupe River Park and surrounding neighborhoods.

Access to transit and to key services is a primary focus of transit-oriented design. Easy physical access, as well as improvements to service, underlay all viable transit options. Thus, simplifying and facilitating transit access to the Station as well as other destinations throughout the San José area is an important element of the Plan and fostering the area as an inter-city transit hub and urban district.

Transportation Policy 1 Ensure that there continues to be good vehicular access to the Diridon Station Area as it develops and that the parking supply which serves the Station Area is easily accessible.

Transportation Policy 2 Provide pedestrian and bicycle connections by providing wider sidewalks and crosswalks at intersections, especially in the area within a 1,200-foot radius of the station area; by providing pedestrian routes and visible signage to Los Gatos Creek Trail and Guadalupe Trail; and by coordinating with bicycle connections, improvements and new bike station locations recommended in the San José Bike Plan 2020. Provide pedestrian and

bicycle connections to and from transit to residential areas.

Transportation Policy 3 Explore opportunities to expand existing transit and shuttle options to nearby destinations such as regional shopping, employment centers, Downtown San José, and the Airport. Creating transit and shuttle options to key nearby destinations like regional shopping, Downtown San José, and the Airport.

Transportation Policy 4 Improve existing transit stations (including bus and light rail) with easier access, more lighting where necessary, bicycle parking, and pedestrian amenities like benches, trash receptacles, and information, like "Next-Bus" technology.

Parking Objective:
Locate parking in the planning area to ensure easy walking access to destinations. Ensure that parking is not visually obtrusive, particularly in pedestrian-oriented and residential districts.

Finding a balance between parking provision and demand is one of the primary challenges for transit-oriented development—particularly within the Diridon Station Area, where transit, high-profile entertainment venues, and high-intensity employment and commercial uses will vie for both physical space and parking supply. Establishing efficient parking solutions within the Station Area will ensure that new, high-intensity and transit-supportive development is feasible for all Station Area occupants—from employers to residents. Shared parking opportunities and creation of parking districts, as well as transportation demand management measures, will all play a role in parking management for the Station Area. The Plan envisions that parking locations will be dispersed throughout the Station Area, thus creating opportunities to

maximize development intensity and activity closer to the Station while still providing adequate parking supply.

Parking Policy 1	Limit surface parking in the Station area and provide most new parking underground or in structures.
Parking Policy 2	Balance parking need and provision with the desire to promote transit, regional access, walking, and bicycling.
Parking Policy 3	Wrap parking with development, such as ground-floor retail along pedestrian-oriented streets, around public spaces, and along residential streets.
Parking Policy 4	Maximize opportunities for shared parking in mixed-use districts and developments.
Parking Policy 5	New non-residential parking garages developed in the Diridon Station area are encouraged to make their parking available to Arena patrons during event times, when the parking is not being fully used by the associated development or primary user.
Parking Policy 6	Parking garages for large commercial development should be designed to accommodate large event parking.
Parking Policy 7	Provide on-street parking in mixed-use districts, where feasible.
Parking Policy 8	Implement a parking wayfinding system that identifies public parking locations.
Parking Action 1	Establish a transportation demand management program for the Station Area.

Open Space Objective:
Enhance and expand recreational opportunities in the Station Area, and establish an open space system integrated with Los Gatos Creek and Guadalupe River Park.

The Station Area Plan builds on the Guadalupe River Park and Los Gatos Creek trailways and open spaces as a central focus of the Plan. New development will be oriented to these improved open spaces, particularly along the Los Gatos Creek parkway. Throughout the Station Area, smaller parks, plazas, and public spaces will be located as central elements of new and existing neighborhoods and mixed-use nodes. The public plaza located in the Station core will act as the primary gathering space within the Station Area, providing a venue for cultural events, entertainment, and public art throughout the year.

Open Space Policy 1	Provide access to the Guadalupe River and Los Gatos Creek parkway from all areas in the Station Area.
Open Space Policy 2	Establish "green fingers" as a network through the Station Area that provide access to park spaces and improved streetscapes.
Open Space Policy 3	Provide a highly-visible, iconic civic plaza to act as a gateway and entrance for the rail station, with active uses and public amenities.
Open Space Policy 4	Provide neighborhood squares and plazas throughout the Station Area, to serve as focal points within different neighborhoods and mixed-use nodes.
Open Space Action 1	Develop a new 8-acre community park

in the south-central zone of the Station Area to serve as a focal point for new and existing residential neighborhoods to the south.

Art Objective: *Activate the streets, parks, and Station with art that engages visitors and residents alike. Integrate art into infrastructure and buildings to humanize and enliven standard features.*

The art program for the Station Area Plan emphasizes the area's role as an entrance and iconic destination for the City. Public art will play a key role in creating an identity for the Station Area that is at once grand and iconic, as well as unique and representative of the area's history and evolution. The Public Art Master Plan provides direction for public art provision and management for the Station Area Plan, which will complement the Station Area Plan policy framework.

Art Policy 1	Implement the Diridon Art Master Plan to promote the concept of the City as a crossroads of engagement, ecology, and natural systems through art.
Art Policy 2	Incorporate the Climate Clock Project as a means to communicate the City's commitment to sustainability and identity as a place where technology meets art.
Art Policy 3	Explore art opportunities at the Station Area including potential underpassing crossings at Park Avenue and The Alameda, public plazas, and infrastructure improvements.
Art Policy 4	Encourage art that fosters opportunities for public engagement and interaction.

2.3 General Plan

A general plan provides the policy framework for land use within the city—the Envision San José Plan provides this direction at a high level and therefore does not include specific policies by subarea or specific plan area. The Diridon Station Area Plan is intended to develop more specific policies and strategies that will implement the Envision San José 2040 General Plan's vision for the Station Area. Prior to the approval of the Diridon Station Area Plan, the Envision San José 2040 General Plan land use diagram may be amended with the land use designations identified in the Station Area Plan. No further General Plan land use amendments are anticipated. Text amendments to the Envision San José 2040 General Plan would also be needed in order to reference the Diridon Station Area Plan, and would include a brief description of the Station Area Plan within the list of Specific and Area plans in the City of San José.

2.4 Zoning Ordinance

While the General Plan establishes a policy framework, the Zoning Ordinance prescribes standards, rules, and procedures for development. The Zoning Ordinance translates plan policies into specific use regulations, development standards, and performance criteria that govern development on individual properties. The City will need to revise its zoning regulations to implement the Diridon Station Area Plan (Plan) provisions. These zoning regulations for the Diridon Area should include development standards to conform to Plan policies, and include density and intensity limits, consistent with the Plan's land use classifications and development standards.

ZONING AMENDMENTS

ZONING DISTRICTS

Assessment

A critical first step is to analyze the existing Zoning Ordinance and the Plan to develop an approach framework for implementing the Plan through zoning; applying or amending existing zoning districts where possible and necessary, and developing new districts where needed.

Zoning Ordinance District Organization

Title 20 Zoning Ordinance groups zoning district regulations into chapters organized by district type (e.g. Residential, Commercial, Industrial, Downtown, Pedestrian Oriented). Each district type group consists of multiple districts. For example, Chapter 20.30, Residential Zoning Districts, contains regulations for R-1, R-2, R-M, and R-MH districts. Some regulations are applicable to all residential districts while other standards are specific to the individual districts. Similarly, Chapter 20.40, Commercial Zoning Districts, contains regulations for the CO, CP, CN, and CG districts. As in the Residential Zoning District chapter, some regulations are applicable to all commercial districts while other standards are specific to individual districts.

Plan Organization

The characteristics and strategies identified in the Station Area Plan can be organized into three levels of zoning application:

1. Those that address the entire Station Area.

2. Those that address the three primary sub-areas (Northern Zone-the innovation zone, Central Zone-the commerce and entertainment zone, and the Southern Zone-the urban neighborhoods zone).

3. Those that address individual land use classifications.

In order to implement the overall vision for the area and characteristics envisioned for individual areas, it is possible that the standards would have the following three levels as well.

1. Standards that apply to the entire Station Area to create the urban environment called for in the Plan.

2. Standards that apply by sub-area to implement the identity of the zone, regardless of land use classifications.

3. Standards that apply based on land use classifications to reflect the unique characteristics of development in each area.

Key Considerations

In developing a framework for implementing the Plan through zoning and assessing where existing zoning districts may be applied or amended and where new districts would be needed, consideration should be given to how the three levels discussed above will be addressed.

One approach is to include the entire Station Area under one existing district type group, modified where necessary with amended districts or new districts added as needed. For example, the entire Station Area could be included under the

Pedestrian Oriented Districts, with new or amended districts to implement specific Plan areas. With this approach, all of the district regulations to implement the Plan would be in one revised chapter of the Zoning Ordinance. Including the entire Station Area under one district type group allows the new regulations to follow the existing Zoning Ordinance District chapter organization of having some regulations that are applicable to all districts in the group while other standards are specific to individual districts. With this approach, a new section would need to be added to the Pedestrian Oriented Districts to address the unique characteristics of the three primary sub-areas (Northern Zone, Central Zone, and Southern Zone).

A second approach is to apply zoning districts that may not all be part of the same district type group and therefore, the district regulations to implement the Plan would be in multiple chapters of the Zoning Ordinance. If this approach is used, overlay districts may be necessary to reflect the standards that apply to the entire Station Area and those that address the unique characteristics of the three primary sub-areas.

Alternatively, because the Station Area would represent a unique district within San José, a completely new district type group (e.g. Station Area Districts) could be created with districts corresponding to the Station Area Plan land use classifications. With this approach, all of the district regulations to implement the Plan would be in one new chapter of the Zoning Ordinance. This would allow the new regulations to follow the existing Zoning Ordinance District chapter organization of having some regulations that are applicable to all districts with other standards specific to individual subdistricts or the three primary sub-areas (Northern Zone, Central Zone, and the Southern Zone).

DISTRICT DEVELOPMENT

New or updated zoning districts should be developed to implement the Plan provisions as identified through the assessment described above. Title 20 Zoning Ordinance would then be proposed for amendment to include these new or updated zoning districts.

New Zoning Districts

For areas where existing zoning districts are not adequate and cannot be efficiently updated to implement Plan provisions, new zoning districts would be proposed. Whether an existing district is modified (e.g. amendments to the Pedestrian Oriented Districts) or a new zoning district is created (e.g. Station Area Districts as described above), the district regulations should be structured similar to the existing district regulations, including the Parts described below.

Part 1: General. This section would include the applicability and purpose of the district and subdistricts.

Part 2: Uses Allowed. This would show permitted and conditionally permitted uses within each area.

Part 3: Development Regulations. This would include standards for building scale, building form, setbacks, pedestrian orientation, vehicle parking and accommodation, as well as other standards (i.e., lot coverage, height, etc.). Building placement, setbacks, building frontage, active frontage, residential frontage, max building height, open space/rec space could also be addressed.

Part 4: General Regulations. This section would include provisions that apply generally throughout the district. Topics may include design guidelines, late night uses and activity, permanent structure requirements, outdoor uses, drive through uses, lighting, and screening.

Part 5: Performance Standards. This would include performance criteria to ensure compatibility.

Parking Requirements

The recommended off-street parking requirements for development and uses within the Diridon Station Area Plan are those established in the Downtown Off-Street Parking Requirements of Title 20, Zoning Ordinance of the City of San José . Currently however, the Downtown parking requirements in the Code only apply to Downtown Zoning Districts. Since the properties in the Diridon Station Area are not currently zoned with Downtown Zoning Districts, nor are they anticipated to be zoned only with Downtown zoning districts, the boundaries of the Downtown Off-Street Parking Management Zone within the Zoning Ordinance would need to be amended to include the Diridon Station Area if the Downtown parking requirements are going to be applied there. With the extension of the Downtown Off-Street Parking Management Zone to areas beyond the Downtown zoning districts, the requirements from Chapter 20.70, Downtown Zoning Regulations could be moved to Chapter 20.90, Parking and Loading—renamed to reflect that the parking requirements are not limited to Downtown zoning districts.

While applying the Downtown off-street parking requirement will further the goals of parking demand and supply management, the Diridon Station Area plan recommends additional, more aggressive parking strategies than would be facilitated by the current Downtown requirements, in order to account for the public transit facilities that exist and are planned for the area. A near term code revision that should be pursued, and which is consistent with the goals and policies of the proposed Envision San José 2040 General Plan, is the allowance of "unbundled" parking to reduce required off-street office and residential parking spaces. As the Diridon Station Area develops over time and as BART and High Speed Rail are completed, more aggressive zoning code revisions

should be pursued, including the establishment of maximum parking ratios for new development.

CONVENTIONAL REZONINGS

Specific properties could be rezoned with existing, or new or updated districts developed as described above that will implement the Diridon Station Area Plan. Property rezonings could occur proactively as funding is secured from grants or other sources, or could occur as individual development applications are submitted, with the applicant paying for the rezoning process. The preferred approach would be the proactive rezoning of private properties to facilitate development, although obtaining funding to conduct rezonings could be challenging. The City should prioritize which portions of the Diridon Station Area should be developed first, such as the Phase One Station core area, based on which areas will act as catalysts for implementation of the Plan and which areas are likely to develop sooner because of market forces. Any grant funding obtained could be spent on rezoning these priority areas. Given the complexity of development in the Central Zone, the rezoning of properties in this area would likely occur as part of the Master Development process, and not prior to the initiation of this process.

PLANNED DEVELOPMENT REZONINGS

The City could instead choose to apply a Planned Development zoning district (PD) designation to portions of the Planning Area. A Planned Development Zoning District is a site specific zoning district that is unique to a given property or group of properties. The application of a Planned Development zoning to specific properties is not preferred and should not be necessary since the zoning districts developed by staff as part of the implementation process would be designed to implement the goals and design direction of the Diridon Plan, while also potentially having applicability elsewhere in the City. A development applicant could

propose to rezone a given property or group of properties with a Planned Development zoning district. If this were to occur, as part of a Master Development process for example, the Planned Development Zoning District would need to be consistent with the Plan.

3. PHASING

3.1 Introduction

The Diridon Station Area Plan is a long term plan with a thirty year horizon for implementation. The detailed phasing of redevelopment and public infrastructure improvements will be dependent on a number external factors and variables, as described previously in this document. For the purposes of this implementation strategy and CEQA review of the Plan, three broad phases have been identified.

3.2 Short term (0-3 years)

During the first three years after adoption of the plan, it will be necessary to lay the groundwork for implementation of Phase One. This will include resolving the remaining technical and governance questions, determining market feasibility of development in the core area, and putting necessary interagency and stakeholder agreements in place. Short term actions include:

- Confirm Phase One development program
- Finalize High Speed Rail alignment and determine construction schedule
- Confirm Major League Baseball stadium schedule, ownership and financing strategy
- Determine governance arrangement, development mechanism and financing strategy for the station expansion, plaza development, BART box construction and development of publicly-owned parcels in the core area
- Advance design and cost estimates for Diridon Station expansion
- Determine specific infrastructure, other public improvements and parking strategy to be completed during Phase One and estimate associated costs
- Evaluate feasibility of redevelopment in the core area, including the potential for value capture to fund public improvements
- Complete South Terminal Improvement Project at Diridon Station (by PCJPB)

3.3 Phase One (3-10 years)

Phase One would complete the major public and private development projects within the core area and firmly establish the mixed-use entertainment district. Phase One is expected to include construction of the following elements:

- Core area development (Station East sub-area), anticipated development growth:
    - 1,146,000 square-feet of commercial development
    - 140,000 square-feet of retail development
    - 250 hotel rooms
- Major League Baseball stadium
- BART station box
- Utility and transportation improvements required to support Phase One development
- Parking facilities to support Phase One development and replacement of rail commuter parking
- Autumn Parkway (Coleman Avenue to Park Avenue)

3.4 Full buildout (10-30 years)

The remaining components of the Diridon Station Area Plan are anticipated to be completed after Phase One. These components would include:

- Redevelopment of remaining plan areas consistent with the Plan
- Construction of High Speed Rail and expansion of Diridon Station
- Construction of BART tunnels and completion of Arena/ Diridon BART station
- Utility and transportation improvements required to support buildout
- Incremental modification of parking supply to reflect the long term parking strategy defined in the Plan

4. FUNDING OPPORTUNITIES

4.1 Introduction

In order to implement the Diridon Station Area Plan, a combination of local, regional, state, and federal funding sources will need to be deployed to complete needed planning and engineering, make needed infrastructure improvements, and realize the redevelopment of the area with a vibrant mix of office, retail, residential, lodging, and entertainment uses.

This section focuses on potential near and longer-term funding sources that could be used toward the implementation of public improvements, including local roadway and streetscape improvements, development of park and other public open space, development and replacement of rail commuter parking, construction of the BART box within the Core Area, and potential public participation in real estate development projects to catalyze redevelopment activity. Section 2 of this report discusses policy issues in more depth. A detailed phasing strategy and costs have not been determined to date. Typically infrastructure improvements that have a narrow specific property benefit are paid for largely by adjacent property owners (e.g., local sidewalk and streetscape improvements), while those with broader benefits are better attributed to a wider group of taxpayers or transit facility uses (e.g., station improvements).

While a range of potential funding sources exist, competition for available grant funding sources will remain tight in coming years and it will be difficult for the City to contribute substantial monies faced with an ongoing structural budget deficit. As noted in the City's FY 2011/12 budget, San José is facing its tenth consecutive year of General Fund shortfalls, which have resulted in deep service reductions, including cuts to Police and Fire services, reductions in the days of operations of libraries, and a reduction in hours at neighborhood community centers, in addition to substantial cuts to staffing, affecting all City departments. Consequently, it will be necessary to explore a broad range of potential funding sources as described in this section.

4.2 Local Funding Sources

Described below are key local funding sources that may be available to fund the implementation of the plan. These sources include funds that could be generated through potential formation of land secured financing districts; contributions toward infrastructure funding from property owners and/or developers; and revenues from sale and/or ground lease of publicly-owned land. These are only alternatives that could be considered.

It should be noted that because of the uncertainty of future tax increment funding due to recent State legislation, litigation challenging that legislation, and decreases in tax increment, Redevelopment funding cannot be relied on as a viable source.

IMPACT FEES

New development would be subject to impact fees to help offset costs to upgrade sewer, water, and stormwater systems(1). Establishment of neighborhood-specific impact fees for the Diridon Area could help pay for a portion of needed infrastructure upgrades in Station Area, resulting from intensification of development as envisioned in the plan.

DEVELOPER CONTRIBUTIONS

In addition to development impact fees, developer and property owner participation has been used as a means for funding development activities in many communities. Property owners and developers will be crucial partners in the funding and realization of the Diridon Station Area Plan. Private contributions could include commitments to invest in circulation and infrastructure improvements directly related to a particular property. Owners and developers will benefit from their contributions through enhanced property values and the unified growth of the Station

1. Compared to construction taxes, these impact fees are a relatively small funding sources, with fees in the range of $2,000 per acre plus an additional charge based on expected system demand.

Area. The City may enter into development agreements or impose development conditions, to ensure that developer and property owner contributions are commensurate with the need and the benefit to be provided.

LAND SECURED FINANCING DISTRICTS

Land-secured financing mechanisms, including Mello Roos Community Facilities Districts (CFD) and Assessment Districts have been used throughout California. These districts allow property owners to elect to publicly finance improvements over time, through the payment of special taxes or assessments on property. Depending on the structure of the established districts, these financing mechanisms can fund infrastructure improvements associated with specific parcels, or they can provide an ongoing source of funds for operations and maintenance.

The City of San José has adopted a financing mechanism for establishing CFDs based on the State's Mello Roos statutes at Chapter 14.27 of the San José Municipal Code.

One of the key innovations of the Mello-Roos Act is that it allows for property owners to approve a parcel tax within a district, provided that there are fewer than 12 registered voters living in the affected district. Property owners can be taxed for improvements that provide a general, areawide benefit. Mello-Roos parcel taxes are levied on real property and collected on the county property tax bills. The taxes are calculated pursuant to a formula that is established during the formation proceedings and is effectively part of the property-owner approval process. Mello-Roos taxes are commonly based on the size of property or the improvements on the property. The City or Agency can issue Mello-Roos bonds to finance public infrastructure that are secured by the special taxes on privately owned land and improvements. Typically, Mello-Roos districts are difficult to form in populated areas (with 12 or more registered voters), given that they require two-thirds resident voter

approval.

San Francisco has considered encouraging property owners to join a CFD in connection with rezoning properties for more intensive development near the Transbay Terminal. Such a strategy could be appropriate in the broader Diridon Area, but would require substantial outreach and education with private property owners / residents to gauge willingness to participate in a CFD in connection with rezoning and substantial improvements to local infrastructure.

GENERAL FUND AND CAPITAL IMPROVEMENT PLAN

The City's General Fund receives revenues from a variety of sources, with the primary sources being sales tax, transient occupancy tax, and property taxes. In addition the City receives statewide fund transfers, such as gas tax revenues to help improve streets. General Fund and Gas Tax revenues may be transferred and allocated through the City's Capital Improvement Program to finance major capital improvements. General Fund revenues may be used in a flexible manner, but as they are used to fund both general City government services and citywide capital improvements, the funds available for implementation of the Station Area plan will likely be limited. The City would allocate funds through the annual budgeting or capital planning process to fund initial high-priority catalyst projects.

REVENUES FROM LAND SALES OR GROUND LEASES

The Peninsula Corridor Joint Powers Board (Caltrain), the Santa Clara Valley Transportation Authority (VTA) and the Diridon Development Authority own parcels in the core area. The sale and/ or ground lease of these parcels to a private developer represents a potentially important source of revenue for Station Area improvements. As described earlier, a collaborative approach to governance will be required to maximize value to all stakeholders

and to realize public improvements consistent with the Plan. Possible strategies may include the formation of a Joint Powers Authority and/or other cooperative agreements, Public-Private Partnerships, and/or appointment of a master developer.

If public property owners chose to appoint a master developer, the agreement with the developer could specify a requirement to provide certain key public infrastructure within the Station Area, including a public plaza and/or off site parking or to finance such infrastructure through a land secured financing district, such as a CFD. The amount of value that can be generated from land sale and/or long-term ground lease will depend on future market conditions.

PARKING REVENUES

On and off-street parking revenues can be used to help fund public infrastructure projects, through the issuance of revenue bonds whose repaying is guaranteed by parking garage and/or parking meter revenues. Jurisdictions that have moved toward market based parking pricing schemes are currently charging rates of up to $3.50 per hour for metered parking in high demand locations(2). Near major transportation facilities such as airport parking rates in the range of $15 to $30 per day are typical.

One funding opportunity not discussed could be parking revenue. Overnight parking at Oakland Airport is $22 to $27 and it is over $30 at San Francisco International Airport. A high speed rail station is somewhat like an airport, and parking revenue merits some consideration.

2. San Francisco instituted a market based parking pricing strategy for selected areas of the City. Within the downtown hourly rates are currently $3.50 per hour at meters with payment possible by credit card. Parking rates at the San José airport range from $15 per day at the economy lot up to $30 per day adjacent to the terminals.

TRANSIT FARE REVENUES

Transit fare revenues are an additional potential source of revenue toward project implementation. BART, for example, charges a substantial premium on fares for service to SFO. This revenue stream can potentially be bonded against and used to construct or maintain public improvements directly associated with the new Diridon Station, such as public plaza or access road improvements.

4.3 State programs

The State of California has a variety of programs that provide grant or financing assistance for transportation, infrastructure, economic development and housing projects. These programs are primarily administered through the California Transportation Agency (Caltrans), California Infrastructure and Economic Development Bank (IBANK), and the California Department of Housing and Community Development (HCD). Often regional organizations, such as the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC), are responsible for setting priorities, allocating and/or administering some of these funds.

The current State programs that are most likely to be applicable to the Diridon Station Area Plan are the State Transportation Improvement Program (STIP), the Transportation Development Act (TDA), fuel tax revenues, and funds from the California High Speed Rail Authority (CHSRA). The tables in Appendix A describe these programs in more detail. Many of these programs are funded by statewide general obligation bond proceeds or annual appropriations by the State Legislature, making their availability in times of State budget crisis uncertain. These State programs often change or are terminated in response to evolving statewide policy priorities, budget constraints and voter initiatives.

4.4 Federal programs

The Federal Government has a variety of programs that could help fund improvements in the Diridon Station Area. Currently, the primary source is federal transportation funding that is currently authorized under the Safe, Accountable, Flexible and Efficient Transportation Equality Act (SAFETEA). SAFETEA funding is administered by the U.S. Department of Transportation (DOT), and some of the funds are allocated regionally through MTC. The tables in Appendix A describe several relevant components of SAFETEA, including the Surface Transportation Program (STP) and the Congestion Mitigation and Air Quality Improvement Program (CMAQ). SAFETEA has been temporarily reauthorized through October 2011. Based on historical experience, this program, or a similar transportation funding program, will likely be reauthorized within the next two years.

In addition, the Federal Government also has a variety of grant and loan programs that are administered through the U.S. Department of Housing and Urban Development (HUD), the Environmental Protection Agency (EPA) and the Economic Development Administration (EDA), but funding awards are much lower than those appropriated through the DOT. For example, San José currently receives Community Development Block Grants through HUD, but these limited funds are committed to citywide housing and community development activities.

4.5 Potential new sources

Opportunities exist for new and increased revenue sources at all levels. Reauthorization of the federal transit bill is on the horizon, and transit agencies across the nation will be weighing in with their congressional delegations and industry organizations on the content of the bill. In California, the new administration has pledged to align state and local funding with responsibility for service provision. The details of how this will impact transit and major infrastructure projects are not known. Additionally, SB 375 provides a structure for transit to be part of land use planning for a sustainable future, and future revenues may be available to support those plans. The Metropolitan Transportation Commission's "Plan Bay Area" and Sustainable Communities Strategy currently under development will help address the linkage of funding with planning decisions.

4.6 Other sources

Regional, state, and federal sources are available as formula or discretionary grants, and may be applicable to implementation of different elements of the Diridon Station Area Plan. The sources listed in Appendix A are key sources that should be evaluated for implementation of the plan as it is currently envisioned. As this project is still early in the development stages, certain specialized funding sources that may be applied to smaller elements of the project are not included in this preliminary discussion. These sources include, but are not limited to: Safe Routes to Schools, Safe Routes to Transit, Transit Security, Job Access Reverse Commute, Local Streets and Roads, Transportation Funds for Clean Air, Signal Synchronization, and Bicycle and Pedestrian specific grants and programs.

5. FUNDING

5.1 Funding action plan

Given the current economic difficulties, combined with the lengthy process of project development and revenue generation, project readiness is key in positioning capital projects to receive the full benefit of various funding opportunities.

As discussed in the Phasing section, in the short-term (during the next three years), the focus will be on implementation of recommended land use regulatory changes; completion of technical studies (including detailed analyses of infrastructure needs to serve the envisioned land use program); environmental clearance; collaboration among public stakeholders on a land development strategy in the core area; and collaboration between the City and private stakeholders to address issues such as the location of parking facilities with the Station Area and to establish support for the plan and its funding. During this period, local funding allocations will be key to assure project readiness to allow the Diridon Station Area to compete for major state and federal capital funding sources, most of which are fully programmed in the near term (five years) but may be tapped in later funding cycles. Local funding for short-term activities may be supplemented with regional (MTC/ABAG), State and Federal planning grants, all of which may require a local funding match.

Successful implementation of the Station Area Plan will be based on sound project planning and will require political support. During the short-term, the City will need to assure that the following actions are completed:

- Project needs have been identified and public consensus reached on investments required;
- Specific improvements, the rationale, and benefits have been identified;
- Roles and responsibilities have been established (among various public and private stakeholders), including agreement among public property owners in the core area regarding a strategy for redeveloping sites; and
- Policies focusing development in the station area and

creating the potential for land based or development based revenues dedicated to infrastructure in the station area have been adopted

Building on these achievements, several important elements are needed to be able to fund major infrastructure improvements:

- Conduct a thorough evaluation of all existing and potential funding sources needed to support capital requirements (based on sources identified in Appendix A).
- Target likely sources of funds.
- Monitor existing traditional sources and non-traditional sources for funding availability.
- Position the projects to take advantage of funding opportunities as they become available.
- Design and execute an advocacy strategy including:
    - Identification of champions and community leaders for the plan;
    - Support from elected officials at all levels;
    - Creation of coalitions of opinion leaders, stakeholders and citizens;
    - Financial support for technical studies, polling, and campaigns; and
    - Preparation of public education materials.
- Make presentations to the media and the public to build support for project implementation.
- Establish a timetable for achieving milestones on the path to full funding.
- Persist in the effort to raise new revenues, as securing funds may take longer than expected.
- Ensure that technical requirements are met, such as getting Station Area infrastructure needs into regional planning documents.
- Advance project readiness, including both federal and California (NEPA/CEQA) environmental clearance, recognizing that project readiness is a key competitive advantage in securing known funding sources and other sources that unexpectedly come available.

Building on existing planning efforts, this implementation strategy identifies key potential funding sources and key next steps to move the project forward toward implementation. Over the short-term, the City and other public agencies will continue to focus on resolving remaining technical and governance questions, to allow major public and private development projects within the core area and firmly establish the mixed-use entertainment district. Over the long-term, the City and other public agencies will continue to finalize plans for the Construction of High Speed Rail and expansion of Diridon Station; the Construction of BART tunnels and completion of Arena/Diridon BART station; and the long-term redevelopment of other areas consistent with the Plan.

APPENDIX A: FUNDING SOURCES

Key Potential Federal, State and Regional Funding Sources
Diridon Station Area Plan

Source/ Program	Funded by	Administered by	Category*	Eligible Uses	Eligible Recipients Include
FEDERAL[1]					
SAFETEA-LU					
The goal of the Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) is to address the significant transportation challenges in the areas of safety, security, congestion, intermodal connectivity, and timely project delivery. SAFETEA-LU has been reauthorized several times since expiring in 2009. Based on historical experience, this program or a similar transportation funding program will likely be reauthorized in the next two years.					
SAFETEA-LU -- Congestion Mitigation and Air Quality Improvement Program (CMAQ)	FHWA/FTA	MTC/CMAs	TR/B/P	Transit capital, operating expenses for first three years of new transit services, and bicycle and pedestrian facilities.	Cities, Counties, Transit Operators, Other Local Agencies (CMAs, BAAQMD, MTC)
SAFETEA-LU -- STP/CMAQ Program: Transportation for Livable Communities/Housing Incentive Program (TLC/HIP)	FHWA	MTC/CMAs	TR/B/P/A&T/ TOD	Planning and construction of community-oriented transportation projects.	Cities, Counties, Transit Operators, Other Local Agencies (CMAs, BAAQMD, MTC)
SAFETEA-LU -- Surface Transportation Program (STP)	FHWA/FTA	MTC	TR/B/P/A&T	Capital projects on public road, transit capital projects, and intracity and intercity bus terminals and facilities.	Cities, Counties, Transit Operators, Other Local Agencies (CMAs, BAAQMD, MTC)
SAFETEA-LU -- STP/CMAQ Program: Transit Capital Rehabilitation Shortfall	FHWA	MTC/CMAs	TR/B/P	Transit capital projects.	Transit operators. MTC sets aside these funds to meet high-scoring transit capital shortfall needs.
SAFETEA-LU -- Transportation and Community System Preservation Program (TCSP)	FHWA	FHWA	TR/A&T/TOD	Planning grants to improve transportation efficiency, while achieving environmental and community preservation goals. Capital funding to support transit-oriented development, traffic calming, and other enhancements to the transportation system.	States, Cities, Counties, Transit Operators, Other Local Agencies (CMAs, BAAQMD, MTC)
SAFETEA-LU -- Rail Line Relocation and Improvement Projects	FRA/DOT	FRA	TR/B/P/A&T	Capital funding related to rail line work that mitigates the adverse of effects of rail traffic on safety, motor vehicle, traffic flow, community quality of life, or economic development.	States, Cities, Counties, Transit Operators, Other Local Agencies (CMAs, BAAQMD, MTC)

Key Potential Federal, State and Regional Funding Sources
Diridon Station Area Plan
(Continued)

Source/ Program	Funded by	Administered by	Category*	Eligible Uses	Eligible Recipients Include
FTA Section 5307					
FTA Section 5307 funds are distributed to regions on an urbanized area formula. The Bay Area consists of 12 urbanized areas. In general, within large urbanized areas, such as San José, formula funds can be used for transit capital purposes only. MTC staff works with the region's transit operators to determine how these funds are prioritized. There are currently 22 operators in the Bay Area that request FTA Section 5307 funds.					
FTA Section 5307 Urbanized Area Formula Program	FTA	MTC	TR	Targeted for transit capital purposes; limited amounts may be used for preventive maintenance.	Transit Operators
FTA Section 5307 Transit Enhancements	FTA	MTC	TR/B/P	In urbanized areas, with populations over 200,000, transit operators are required to set aside 1 percent of Section 5307 money for Transit Enhancement projects, which can include enhancements to the bicycle and pedestrian realm (e.g., landscaping, bus shelters, walkways, bike storage, etc.).	Transit Operators
FTA Section 5309					
The transit capital investment program (FTA 5309) provides capital assistance for three primary activities: new fixed guideway systems (New Starts program and Small Starts); new and replacement buses and facilities (Bus and Bus Related Facilities program), and modernization of existing rail systems (Fixed Guideway Modernization program).					
FTA Section 5309 New and Small Starts Program	FTA	MTC	TR/A&T	Capital funding for new light rail, rapid rail, commuter rail, automated fixed guideway systems, or a busway/high occupancy vehicle (HOV) facility, or an extension of any of these.	Primarily Transit Operators. States, Cities, Counties, Other Local Agencies, also eligible.
FTA Section 5309 - Bus and Bus Related Facilities Program	FTA	MTC	TR	Capital funding for new and replacement buses, related equipment, and facilities.	Primarily Transit Operators. States, Cities, Counties, Other Local Agencies, also eligible.
FTA Section 5309 - Fixed Guideway Modernization Program	FTA	MTC	TR	Capital costs for renovation of older transit systems ensuring that as Federal New Starts projects age, they can be modernized.	Primarily Transit Operators. States, Cities, Counties, Other Local Agencies, also eligible.

Key Potential Federal, State and Regional Funding Sources
Diridon Station Area Plan
(Continued)

Source/ Program	Funded by	Administered by	Category*	Eligible Uses	Eligible Recipients Include
Community Development Block Grant Program (CDBG)					
Community Development Block Grants (CDBGs) are allocated by HUD to fund activities such as public works; rehabilitation loans and grants; land acquisition, demolition, and relocation for redevelopment; public services; and affordable housing, social services and projects for the elderly or disabled. CDBG-funded projects and activities must principally benefit low and moderate-income persons, aid in the prevention or elimination of blight or address an urgent need. CDBG funds have provided a limited source of revenue for many redevelopment activities in California.					
Various Programs. Section 108; Brownfields; Neighborhood Stabilization	HUD	HUD	TR/B/P/TOD	Purposes include construction of public facilities and improvements and brownfields remediation.	Primarily Cities, Counties, Other Local Agencies (RDAs).
Economic Development Administration (EDA) Public Works Grants					
Pursuant to the Public Works and Economic Development Act of 1965, as amended, the Economic Development Administration (EDA) administers grants and technical assistance under the Public Works, Planning, Local Technical Assistance, Regional and National Technical Assistance, and Economic Adjustment Assistance programs that will promote comprehensive, entrepreneurial and innovation-based economic development efforts to enhance the competitiveness of regions, resulting in increased private investment and higher-skill, higher-wage jobs in regions experiencing substantial and persistent economic distress.					
Public Works Grants	EDA	EDA	TR/B/P/A&T	Capital funding for construction or rehabilitation of essential public infrastructure and development facilities necessary to generate private sector jobs and investment.	Primarily Cities and Counties.
STATE					
Transportation Development Act (TDA)					
TDA funds are generated statewide through a one-quarter cent tax on retail sales in each county. Cities receive an annual TDA apportionment, and the MTC determines the ways in which the funds are spent. TDA funds may be used for regional and municipal transit projects, special transit projects for disabled persons, bicycle and pedestrian purposes, and other improvements or programs designed to reduce automobile usage.					
TDA Article 4 Funds - Local Transportation Fund (LTF)	State Sales Tax/Gasoline Tax revenues	MTC	TR	Transit capital and operating expenses.	Cities, Counties, Transit Operators
TDA Article 3 Funds - Pedestrian and Bicycle Allocation	State Sales Tax/Gasoline Tax revenues	MTC	B/P	2% of County allocation under TDA is set aside for bicycle and pedestrian projects.	Cities and Counties.
TDA - State Transit Assistance Funds (STA)	State Sales Tax/Gasoline Tax revenues	MTC	TR	Transit capital and operating expenses.	Cities, Counties, Transit Operators
Caltrans Community Based Transportation Program (CBTP)					
Transportation Planning Grant Program	State	Caltrans	TR/B/P/A&T/ TOD	Planning grants to improve coordination of land use and transportation planning and improve mobility.	Cities, Counties, Transit Operators

Key Potential Federal, State and Regional Funding Sources
Diridon Station Area Plan
(Continued)

Source/ Program	Funded by	Administered by	Category*	Eligible Uses	Eligible Recipients Include
State Transportation Improvement Program (STIP)					
The State Transportation Improvement Program (STIP) is a multi-year capital improvement program for transportation projects on and					
STIP - Regional Transportation Improvement Plans (RTIP)	State Highway Funds	CMAs/CTC	TR/A&T	Capital funding for local transportation projects programmed at the county level.	Caltrans, Cities, Counties, Other Local Agencies (MTC), Transit Operators
STIP - Interregional Transportation Improvement Program (ITIP)	State Highway Funds	Caltrans/CTC	TR/A&T	Capital funding for interregional transportation projects programmed at the state level.	Caltrans, Cities, Counties, Other Local Agencies (MTC), Transit Operators
STIP - Transportation Enhancement (TE)	State Highway Funds	CMAs/CTC	B/P	Capital funding for enhancement activities including pedestrian and bicycle facility improvements, landscaping, scenic beautification.	Caltrans, Cities, Counties, Other Local Agencies (MTC), Transit Operators
California High Speed Rail Authority					
Proposition 1A High Speed Rail Bonds	State	CTC/CHSRA	TR	$9 Billion: 90% of the available bond funds must be used for capital costs and construction of the high-speed train system, and 10% or less can be used for environmental studies, planning, preliminary engineering, and right of way acquisition $950 Million: Capital improvements to intercity and commuter rail lines.	CHSRA and public transit operators connecting to high speed rail
REGIONAL/COUNTY					
Planning Grants/FOCUS Planning Grants	ABAG/MTC	ABAG/MTC/ BAAQMD/BCDC	TR/B/P	Planning efforts that will result in land use plans and policies that increase transit ridership.	Cities, Counties
Santa Clara Measure A	Santa Clara County Sales Tax	SCVTA	TR/B/P/TOD	Capital costs related to improving connections between service operators.	SCVTA, Cities, Counties, Other Local Agencies in Santa Clara County

[1] Federal Funding: In order to receive federal funding, the project must be in the Transportation Improvement Program (TIP)/Federal Transportation Improvement Program (FTIP)

*** Cateogires:** TR - Transit; B - Bicycle; P - Pedestrian; A&T - Auto and Truck; TOD - TransitOriented Development)

Acronyms:

ABAG -- Association of Bay Area Governments
BAAQMD -- Bay Area Air Quality Management District
BCDC -- Bay Conservation and Development Commission
CHSRA -- California High Speed Rail Authority
CMA -- Congestion Management Agencies
CTC -- California Transportation Commission
DOT -- US Department of Transportation
FHWA -- Federal Highway Administration
FRA -- Federal Railroad Administration
FTA -- Federal Transit Administration
HUD -- US Department of Housing and Urban Development
MTC -- Metropolitan Transportation Commission
RDA - Redevelopment Agency
SCVTA -- Santa Clara Valley Transportation Authority
STIP -- Statewide Transportation Improvement Program

Source: Seifel Consulting; Nancy Whelan Consulting.