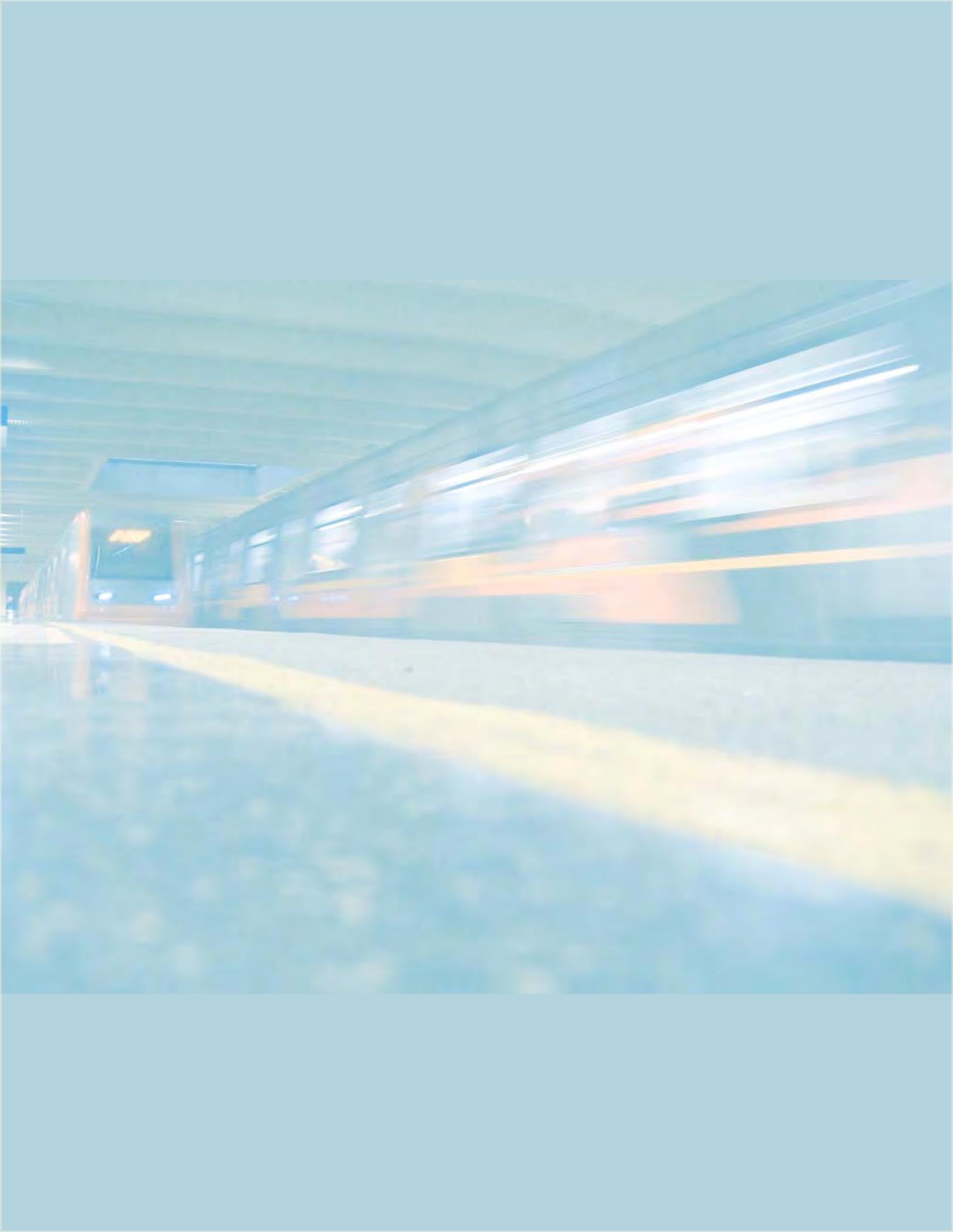


DIRIDON STATION AREA PLAN

ALTERNATIVES ANALYSIS REPORT
JULY 2010



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ALTERNATIVES ANALYSIS REPORT

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For

The City of San José

Table of Contents

1. INTRODUCTION

1.1	Project Goals and Objectives	1-1
1.2	Planning Process and Schedule	1-5
1.3	Report Organization	1-6

2. PROJECT ALTERNATIVES - INTRODUCTION

2.1	Overview of Design Process	2-1
2.2	Summary of Constraints and Assumptions	2-4
2.3	General Description of Project Alternatives	2-8
2.3.1	Land Use Structure	2-8
2.3.2	Open Space	2-10
2.3.3	Station Expansion	2-12
2.3.4	Access and Circulation	2-13
2.3.5	Transit Improvements	2-21
2.3.6	Station Area Land Use Alternatives	2-23
2.3.7	Station Area Transportation Strategies	2-24
2.3.8	Transportation and Circulation Concepts	2-28
2.3.9	Parking Supply and Demand	2-41
2.3.10	Infrastructure Capacity and Demand	2-43
2.3.11	Economic Viability and Market Demand	2-47
2.3.12	Affordable Housing Component	2-51
2.3.13	Public Art	2-55

3. STATION EXPANSION ALTERNATIVES

3.1	Introduction	3-1
3.2	Physical Space Programming	3-2
3.3	Physical Space Program	3-4
3.4	Station Planning Goals	3-6
3.5	Station Design Charrette	3-7
3.6	Station Alternatives Description	3-14
3.7	Evaluation	3-24
3.8	Conclusions	3-32

4. LAND USE ALTERNATIVE A - DETAILED DESCRIPTION

4.1	Land Use	4-1
4.2	Urban Design	4-3
4.3	Open Space	4-7
4.4	Station Expansion	4-9
4.5	Access and Circulation	4-10
4.6	Parking Supply and Demand	4-11
4.7	Infrastructure Capacity and Demand	4-15
4.8	Economic Viability and Market Demand	4-16
4.9	Affordable Housing Component	4-18
4.10	Public Art	4-19

5. LAND USE ALTERNATIVE B - DETAILED DESCRIPTION

5.1	Land Use	5-1
5.2	Urban Design	5-3
5.3	Open Space	5-7
5.4	Station Expansion	5-9
5.5	Access and Circulation	5-10
5.6	Parking Supply and Demand	5-11
5.7	Infrastructure Capacity and Demand	5-16
5.8	Economic Viability and Market Demand	5-18
5.9	Affordable Housing Component	5-20
5.10	Public Art	5-21

6. LAND USE ALTERNATIVE C - DETAILED DESCRIPTION

6.1	Land Use	6-1
6.2	Urban Design	6-3
6.3	Open Space	6-7
6.4	Station Expansion	6-9
6.5	Access and Circulation	6-10
6.6	Parking Supply and Demand	6-11
6.7	Infrastructure Capacity and Demand	6-15
6.8	Economic Viability and Market Demand	6-17
6.9	Affordable Housing Component	6-28
6.10	Public Art	6-19

7. SUMMARY OF LAND USE PLAN ALTERNATIVES		
7.1	Alternatives Evaluation	7-1
8. TRANSPORTATION PARKING STRATEGY		
8.1	Parking Management	8-1
8.2	Transportation Demand Management	8-4
8.3	Transportation - Mode shift goals	8-8
9. NEXT STEPS		
9.1	Task 3 - Preferred Plan	9-1
APPENDIX A - PUBLIC WORKSHOP #2		
A.1	Agenda	A-1
A.2	Emerging Themes	A-2
A.3	Ideas Station Presentation Material	A-4
A.4	Summary Report	A-14
A.5	Ideas Station Comments	A-31
A.6	Emerging Themes Group Discussions	A-49
APPENDIX B - MAXIMUM BUILD-OUT MATRICES		
B.1	Methodology	B-1
B.2	Constraints and Relevant Documents	B-6
B.3	Maximum Build-out Matrices	B-10
B.4	Assumptions and Exclusions	B-12
APPENDIX C - UNDERGROUND BUS STATION EVALUATION		C-1
APPENDIX D - REFERENCES		D-1

1. INTRODUCTION

1.1 Project Goals and Objectives

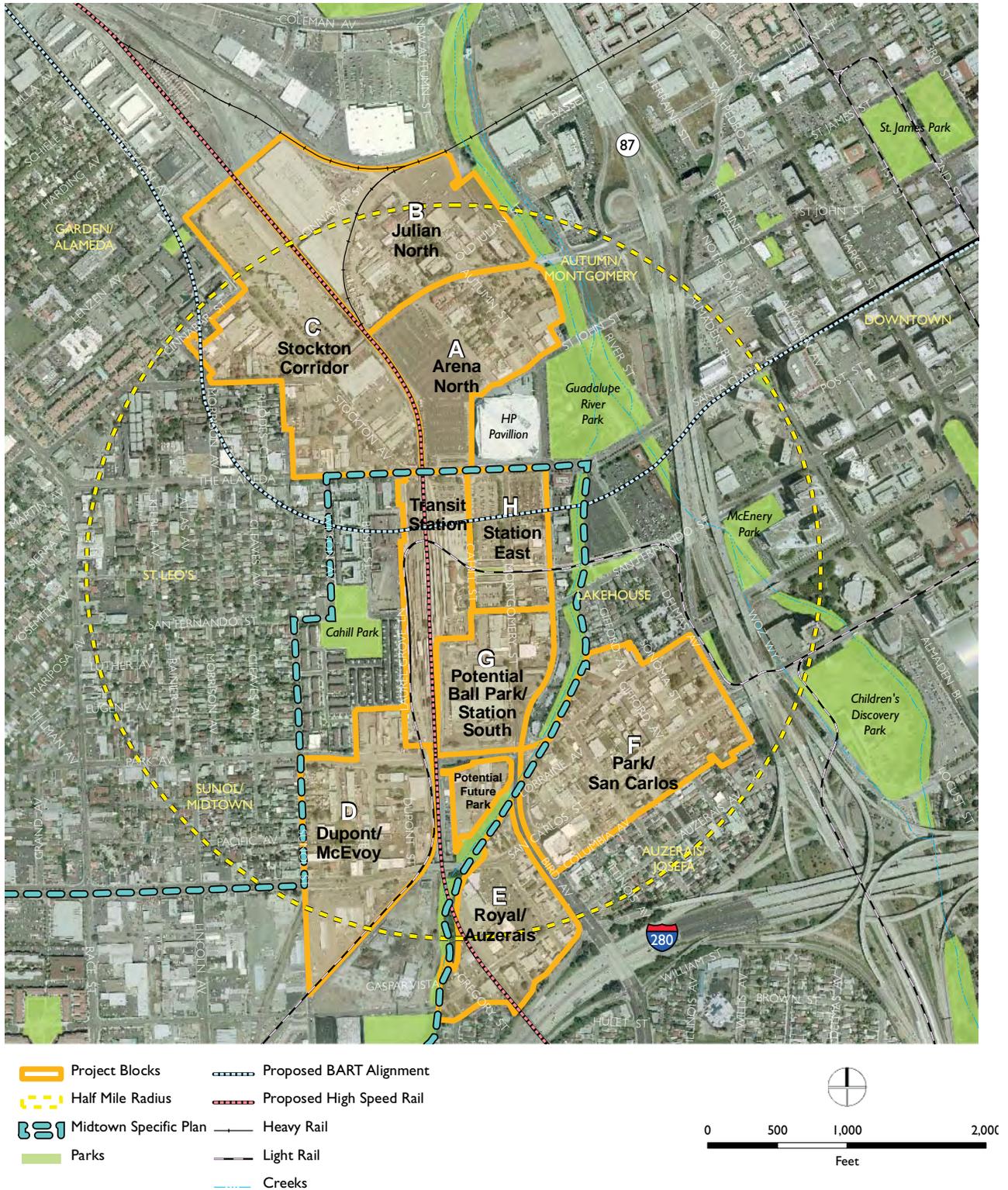
In July 2008, the City of San José was selected as an award recipient for the Diridon Station Area as part of the Metropolitan Transportation Commission's (MTC's) Station Area Planning Grant Program. The purpose of the Grant Program is to fund city-sponsored planning efforts for areas around future BART stations.

In November 2008 California voters approved Proposition 1A to fund the initial stages of developing a High Speed Rail (HSR) system linking Northern and Southern California. Diridon has been identified as one of the stations along the route, thus eventually establishing this location as one of the best connected multi-modal transit hubs in the Western United States.

The project goal is to develop a Station Area Plan around the Diridon Station transit center with a preferred plan that anticipates maximum possible build-out of new transit-related development and to obtain environmental clearance under the California Environmental Quality Act (CEQA).

This report contains a summary of the three project alternatives and a description of their relative merits that will serve as a basis to develop a preferred plan for the Diridon Station Area. It builds upon the Existing Conditions Report, published in March 2010, which included an evaluation of existing and proposed land uses, market, regulatory, and infrastructure conditions. This report analyzes the expansion of the existing Diridon Station and the development of land uses within the 250 acre project boundary surrounding the station. The evaluation of the project alternatives and the subsequent development of a preferred plan will become the basis for the City of San Jose to establish regulations, implementation strategies and design guidelines to encourage appropriate transit-oriented development within the Diridon Station Area.

FIGURE I-1: DIRIDON STATION AREA IN CONTEXT



The primary project objectives are to:

- establish a land use plan and policy framework that will guide future development and redevelopment toward land uses that support transit ridership and economic development and create a world-class cultural destination;
- improve pedestrian, bicycle, motorized and transit connectivity between the station site and existing adjacent commercial and residential areas;
- develop and implement urban design standards that promote walkable, livable, and business supportive environments within the Diridon Station Area;
- provide a variety of commercial and mixed-use development opportunities, ranging from large-scale corporate or institutional sites to smaller infill development sites;
- create a highly active and lively pedestrian and bicycle friendly environment with excellent connectivity to downtown destinations and regional transit;
- expand Diridon Station to create a well-integrated center of architectural and functional significance;
- enhance the existing neighborhoods and add high-density residential-commercial mixed-use development within the study area and to act as a catalyst for similar developments in surrounding areas;
- prepare a program-level environmental clearance document which anticipates the maximum build out to facilitate subsequent project-level environmental review, possible changes to existing policy/regulatory documents, capital improvement projects, and private development proposals;
- educate and inform the public about the area planning process and Transit-Oriented Development (TOD) concepts;
- create a great place in the City of San Jose that is a local and regional destination.

The Diridon Station Transit Center is located along the Union Pacific/Caltrain/Amtrak/Altamont Commuter Express (ACE) right-of-way.

The Transit Center, already a major transit hub, will emerge as one of the premier multimodal stations in the Bay Area as a station of the proposed BART extension to Silicon Valley and the proposed California High Speed Rail (HSR) to San Francisco to the north and Los Angeles to the south.

FIGURE I-2: DIRIDON STATION AREA



1.2 Planning Process and Schedule

The Diridon Station Area planning process was initiated on June 2, 2009, upon the San José City Council's action to accept an MTC Station Area Planning Grant and approve a consultant contract for a two-year process to be completed by July 2011. The City of San José is the lead agency for completing the primary project objectives (described on page 1-3), and has agreed to coordinate the planning effort with the Santa Clara Valley Transportation Authority (VTA). Throughout the study, extensive efforts are being made to engage members of the business and development community, as well as residents within the immediate area and surrounding long-established neighborhoods. The surrounding areas have neighborhood associations with a history of active participation in both City and private development proposals and activities. Many of these associations have been supportive of improving transit and pedestrian access and circulation, but remain focused on ensuring that future new development within their neighborhoods will enhance the area's amenities and will not detract from the quality of life.

Between July 2009 and February 2010, the design team assembled and published an Existing Conditions Report which was used as a framework for developing the three project alternatives included in this report.

Upon completion of this phase of the project, the design team will develop a preferred plan with the client group and identified stakeholders. The preferred plan is expected to be completed by January 2011. The environmental analysis of the preferred plan is scheduled to commence in September 2010 and be complete by July 2011.

The final Diridon Station Area Plan is anticipated to be heard at a public hearing by the San José City Council in the Fall 2011. If the City Council adopts the final Station Area Plan, City staff and the consultant team will prepare General Plan and Zoning

Ordinance amendments as necessary to provide a policy framework for the plan's implementation. This will enable the City and the Redevelopment Agency to market the redevelopment of the Diridon Station Area. Zoning Ordinance amendments (not included in this project scope of work) may incorporate form-based zoning concepts as needed to regulate physical form related to standards for building envelopes, architecture, and streets in a clearly written plan.

1.3 Report Organization

This report describes the three alternative land use and station concept plans and provides a comparative evaluation which will serve as the foundation for developing a preferred plan.

Chapter 2 includes an overview of the process by which the three alternative project plans were developed, along with a summary of the major goals and objectives which were identified during earlier phases of the project. This chapter also describes the constraints which were used to help define the range of project alternatives to be studied, and a summary of some of the assumptions made by the design team along the way. The three land use and station design alternatives have many common elements and this chapter includes a description of the three schemes in general, including references to those aspects of the design which are consistent throughout the alternatives.

Chapter 3 is a detailed description of the three expansion station alternatives that were developed in parallel with the land use alternatives, including a summary of the programming and design process used to develop the schemes. This chapter explains how the station concept plans relate to the various track alignment alternatives currently being evaluated by the High Speed Rail Authority.

Chapters 4, 5 and 6 provide a detailed description of each of the three land use alternatives and some commentary on the relative merits of each scheme. These chapters are broken down into the various disciplines within the design team to describe specific aspects of the designs being developed.

Chapter 7 evaluates the alternatives using a matrix that lists strengths and weaknesses of criteria for all alternatives.

Chapter 8 introduces some parking demand and traffic demand initiatives which are worthy of further consideration during the next phase of the project in light of the high parking demand for the various proposed uses under the City of San Jose's existing zoning code parking requirements.

Chapter 9 describes how this analysis of the alternatives fits within the overall project framework and how the next steps in the process will lead to the development of a preferred plan.

Appendix A illustrates and summarizes the information presented at Community Workshop #2, which was an integral part of the design process for the three alternatives, and includes a summary report of community feedback received during the event.

Appendix B includes a description of the methodology used to calculate the maximum build out areas and parking supply and demand for each of the three schemes. This includes the matrices developed for each of the three schemes and a list of assumptions made in preparing the area counts.

Appendix C describes the evaluation of the option of an underground bus facility proposed at the Diridon Station Design Charette.

Appendix D includes all references used in this report.

2. PROJECT ALTERNATIVES - INTRODUCTION

2.1 Overview of Design Process

The development of the three station concept and land use project alternatives, Task #2 of the approved scope of work, commenced in February 2010. A series of internal design review meetings with agency stakeholders (listed below) was held during March 2010 to review the emerging ideas for the project alternatives, discuss how these might coalesce into the three sketch schemes and confirm the information to be shown to the general public at a second community workshop on Saturday 27th March 2010.

Key agency stakeholders who were invited to participate in the development of the three alternative plans were:

- City of San Jose Department of Transportation
- City of San Jose Department of Planning, Building and Code Enforcement
- City of San Jose Redevelopment Agency
- City of San Jose Department of Housing
- City of San Jose Office of Cultural Affairs
- Association of Bay Area Governments
- Valley Transportation Authority
- Peninsula Corridor Joint Powers Board (Caltrain/Samtrans)

The project team discussed the set of 'emerging themes' at the beginning of this process, based on the collective input received during the Existing Conditions Report phase of the project, to gain consensus on the primary goals and objectives for the development of the three alternatives.

The emerging themes embody the overall spirit and characteristics the community has expressed are important to include as the preferred plan develops. They can also be used as a basis for evaluating development choices, and as a framework for Station Area Plan policies. These themes are listed below.

OVERALL THEMES

- Establish the Station and surrounding area as a local, citywide, and regional destination where residents and visitors alike can live, work, and play.
- 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 area, and an identifier for San José as the center of Silicon Valley.

SPECIFIC COMPONENTS

- **Urban Form and Structure.** Create a high-intensity *urban district* next to the Station with taller buildings at the core. This district would accommodate a mix of uses including commercial, office, and residential development.
- **Connectivity.** 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.
- **Transportation.** Prioritize *pedestrian circulation and transit*. Improve pedestrian and bicycle connection to Guadalupe River from the area.
- **Compatibility with surrounding neighborhoods.** Ensure *sensitive transitions* in scale and design to surrounding residential neighborhoods.

- **Land Use.** Provide a range of commercial and residential uses. Commercial uses would include *neighborhood services* for surrounding residential areas, and a *synergistic mix* of entertainment, hotels, shopping, restaurants, and offices.
- **Open Space.** Enhance and expand *recreational opportunities* in the Station area, and establish an open space system integrated with Los Gatos Creek and Guadalupe River Park.
- **Art.** *Activate the streets, parks, and Station with art* that engages visitors and residents alike. Integrate art into infrastructure to humanize and enliven standard features.
- **Parking.** *Disperse parking* in different locations in the planning area and beyond to ensure easy walking access to destinations

The three project alternatives, developed during February and March 2010 and presented to the public at the second community workshop, are introduced in this chapter and then illustrated and described in detail in Chapters 4, 5 and 6 of this report. Feedback received from City staff during the design process and design review meetings was incorporated into the evolving alternatives, and feedback from the public at the second workshop is recorded in Appendix A of this report.

The station design team also facilitated an all-day station design charrette as a leading piece of the design process, with the goal of establishing a basic design direction for the station expansion for each of the alternative track alignments currently being considered and evaluated by the High Speed Rail Authority. This aspect of the work is described in detail in Chapter 3 of this report.

2.2 Summary of Constraints and Assumptions

Two very significant variables - the City's proposal to locate a new baseball park within the study area and the status of the State of California proposed high speed rail project - have an important influence on the evolution of the preferred station concept and land use plan and are discussed below.

1. NEW BASEBALL PARK

The City of San Jose is currently working to attract the Oakland A's to a new purpose built state-of-the-art ballpark in San Jose, 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 Jose. The identified site for a future baseball stadium is within the Diridon Station study boundary. Conceptual plans have been developed and a Supplemental Environmental Impact Report (SEIR) has been certified which demonstrate how a 32,000 - 36,000 seat stadium can be located within project sub-area H. This Diridon Station Area planning process therefore maintains both scenarios, with and without a ballpark, within the range of alternatives developed during this phase of the project. Thus Alternative A does not include a ball park, whereas Alternatives B and C do.

2. HIGH SPEED RAIL ALIGNMENTS

The High Speed Rail Authority is currently evaluating four alternative track alignments through the Diridon Station area. Two of these are above grade and two are below grade in tunnels. The outcome of this evaluation, and recommendations for one or more preferred alignments to be taken forward for Environmental Review, will not be known until at least August 2010, possibly later. In the meantime, a range of station concept and land use ideas are being developed which could accommodate all of the proposed alignments and provide maximum flexibility for implementing the preferred alignment when known.

Below grade

Of the two below-grade alignments, one follows the sweep of the existing Union Pacific right-of-way passing through the Diridon Station area. The second below-grade alignment takes more of a 'straight shot' through the area on the diagonal which would result in below-grade platforms detached from and at an angle to the existing station and platforms above ground. These two proposed alignments were incorporated into Alternatives A and B and their respective impacts on station expansion and land use planning in the immediate vicinity of the station were tested in these two plans alternatives.

Above grade

The two above ground alignments being studied both place the HSR tracks in an elevated location over the existing surface Amtrak/ Caltrain/ACE tracks, with an elevated concourse sandwiched in between the two sets of tracks. The alignment of both routes is identical at the station and to the north of the station, but the routes differ to the south. One follows the existing Union Pacific right-of-way, remaining elevated above the existing tracks within the Diridon Station planning area and the other one bends more tightly to the east as it leaves the station heading south, and follows the Interstate 280 and State Route 87 alignments. The tracks climb high enough as they leave the southern end of the station to rise above the freeways and then follow their route until the tracks pass into the Monterey Corridor section of the HSR route to the south. The City of San Jose has a strong preference for the latter of these two alignments, as this avoids HSR disruption to the existing Gardner neighborhood south of I-280 and therefore instructed the design team to assume that this would be the preferred elevated alignment. Thus alternative C works within this set of constraints and their impact on the station expansion and surrounding land uses.

A number of other constraints and goals were either set at the beginning of the design process or evolved during the design review meetings with the client group. These affected all of the project alternatives equally and are listed below.

1. **Realignment of Autumn Parkway.** The proposed realignment of Autumn Parkway to connect Coleman Avenue in the north with I-280 in the south. Drawings of this revised road network were given to the design team and this new alignment was recognized in all of the project alternatives.
2. **Completion of the Los Gatos Creek master plan.** Making the final connection between the northern and southern sections of the creekside park and trails by completing the section between Santa Clara Street and Park Avenue is a high priority for the City and the community. All of the project alternatives show this final piece in place as part of each alternative's approach to the distribution and connection of public open space.
3. **Protection of employment based zones.** City and Agency staff directed the design team not to replace any existing employment based properties or zones with proposed new residential development, as this is contrary to current City policy of protecting and creating jobs. Thus all three alternatives primarily look at different ways of intensifying the employment opportunities on land currently used for employment purposes. One minor exception to this policy exists within the 1992 Midtown Specific Plan, which applies to the central and southern portions of the study area. This document allows for the long-term replacement of industrial uses with transit-oriented mixed use developments or a higher density residential overlay to help meet the goals of the Specific Plan
4. **New park at the existing Fire Department training yard.** The existing facility, bounded by Park Avenue, South Montgomery Street, West San Carlos Street and the railroad tracks has been identified by The City as an opportunity site for a new public park if the fire training station chooses to relocate elsewhere within San Jose. This area is shown as a large new public park with the Los Gatos creek running through it in all of the project alternatives.

In addition to the above goals and constraints which are common to all schemes, it became clear to the design team early in the design process that the project study area could readily be broken down into three primary sub areas, each of which has very different characteristics and opportunities for development potential. These are;

- NORTHERN - all land in sub areas A, B and C to the north of Santa Clara Street.
- CENTRAL - All land in sub areas G and H, between Santa Clara Street and Park Avenue, centered around the new station
- SOUTHERN - The three predominantly residential/mixed-use districts south of Park Avenue in sub areas D, E and F.

Refer to Figure 1.1 to identify the location of the referenced sub areas.

The detailed descriptions of the three project alternatives following in this report are organized around these three sub areas.

2.3 General Description of Project Alternatives

2.3.1 LAND USE STRUCTURE

The land use structure of the three alternatives is defined by several key assumptions. These include the location of employment uses to the north, extension of The Alameda mixed-use neighborhood character to Stockton Avenue, and inclusion of the proposed Ballpark in two of the three alternatives. As a result, land uses north of The Alameda/Santa Clara Street corridor are similar in all three alternatives. Likewise, Alternatives B and C both include a proposed Ballpark just south of the Station core. However, within these parameters, the direction of development within each alternative is unique, particularly for Alternative A which does not include the Ballpark. The range of land use classifications designated in the three alternatives is shown in Table 2-1 and illustrated in Figures 4.1, 5.1, and 6.1.

TABLE 2-1: LAND USE CLASSIFICATIONS

<i>Land Use</i>	<i>Description</i>
Medium Density Residential	Townhouses and low-rise multi-family (2-5 floors) stacked development
High Density Residential	Multi-family stacked flats with structured parking (6-12 floors)
Mixed Use (Residential)	Mix of residential and commercial uses with many buildings having active uses such as neighborhood-supportive retail on the ground floor
Mixed Use (Non-Residential)	Mix of commercial, office, and hotel uses with many buildings having active uses (such as retail uses) on the ground floor
Mixed Use (Entertainment)	Mix of commercial and hotel uses with a focus on entertainment and retail uses at the ground floor
Commercial	Commercial areas that provide citywide and neighborhood shopping, in the form of clusters of street-front stores with pedestrian orientation with off-street parking (structured/shared or surface)
Employment District Light Industrial	Mix of office and research and development uses with structured parking
Park/Open Space	Preservation and intensification of light industrial and commercial service uses Includes parks, plazas, recreation areas and landscaped trails or pathways

TABLE 2-2: CONCEPTUAL LAND USE ALTERNATIVES

Features & Land Uses	<u>Alternative A</u>	<u>Alternative B</u>	<u>Alternative C</u>
Description	Most Residential with linear open spaces	Sports & Entertainment with green squares	Most Commercial with green belt and parks
North, Central, and South Districts	N: R&D/Comm. & residential NW C: Business District S: Neighborhoods	N: R&D/Comm. & residential NW C: Sport/Rest/Retail S: Neighborhoods & Commercial	N: R&D / Commercial C: Comm./Mix.-Use S: Neighborhoods & Commercial
Ballpark	No Ballpark	Ballpark	Ballpark
High Speed Rail (HSR)	Below Ground – Existing (E) ROW	Below Ground – New (N) ROW	Elevated – Existing (E) ROW
HSR to the South of Station	Existing ROW to Tamien LRT Station	New ROW straight to Tamien LRT Station	New ROW along 280 & 87 to Tamien LRT Station
New Diridon Station	“Linear” arrangement	“Skewed” alignment	“Compact” arrangement
Office	2.0 million sf in the North & Central Districts	1.0 million sf in the North & Central Districts	3 million sf in the North, NW & Central Districts
R&D	250,000 sf in the North District	150,000 sf in the North District	300,000 sf in the North & NW
Residential	5,000 dwellings	4,000 dwellings	2,000 dwellings
Hotels	400 rooms	600 rooms	800 rooms
Retail Stores	200,000 sf Neighborhood, amenity and transit serving	400,000 sf Neighborhood, sports/entertain. in Central District	600,000 sf Neighborhood, multi-level in Central District

Notes: All areas and counts in the conceptual land use alternatives are approximate quantities for each land use. All alternatives have a parking structure north of the HP Pavilion arena.



Land uses in the planning area are diverse and include single-family and multifamily housing, as well as industrial, public, and commercial uses that are often juxtaposed with residential uses.

Table 2-2 summarizes some of the key assumptions for each of the three land use alternatives established at the outset of the process. It should be noted that the general descriptions shown in this table were preliminary ‘themes’ and the areas shown were very broad-brush ranges derived from the development potential described in the Existing Conditions Report. These concepts and numbers were refined and adjusted as the designs evolved. Actual areas for the three alternatives which were presented at the second community workshop are included in Appendix B of this report .

2.3.2 OPEN SPACE

Open Space Vision

The Diridon Station Study area, underserved and underutilized in terms of planned open space, will soon be transformed by new neighborhoods and land uses. Key to the plan is an exceptional park system that will provide amenities for existing and new communities alike and link the life of the residents and visitors of the City of San Jose with their larger ecological context. Inspired by people and place, the open space system will help integrate social and ecological factors to support a livable and sustainable urban environment.

Existing Framework

The existing neighborhood that falls within the Diridon Station Area Plan is underserved in terms of a planned open space network. Particularly missing is a continuous recreational multi-use trail connecting Los Gatos Creek to the Guadalupe River Trail system. In addition, a public gathering place of ample size is missing. The area west of the existing railway lines & north of the Alameda is also not well connected to Downtown for pedestrians and cyclists.

New Framework / General Description of Project Alternatives

Given this existing framework, all three alternatives propose the reuse of existing sites within the study area to help achieve the following:

- Realize a long term goal of the City of San Jose by completing the trail network connecting Los Gatos Creek to the Guadalupe River Trail system.
- Dedicate all land to the east of the realigned Autumn Parkway, between the road and the river (or creek), to public open space in accordance with the Guadalupe Parkway and Los Gatos Creek master plans.
- Help create improved connectivity within the Study Area and also East-West to Downtown.
- Create a Plaza space (approx. 3 acres) adjacent to the Station that will act as the main Civic arrival space for future users of the Diridon High Speed Rail Station.
- Create a new Community Park (approx. 8 acres) between Park Ave. and San Carlos streets just west of the Los Gatos Creek. It will provide existing and future residents with a place for community gathering as well as a broad range of outdoor recreation and leisure activities.
- Integrate new open spaces, pedestrian spines and streets, designed as “green infrastructure” and integrate urban design and infrastructure with natural systems. Elements of this system could include ecological storm water treatment systems, vegetated parking, and street side and median
- Create a network of open spaces that will help support habitat enhancements and enhance the biodiversity and ecology of the San Francisco Bay Area.

2.3.3 STATION EXPANSION

The development of station expansion alternatives was completed in parallel with the Alternatives Analysis for the California High Speed Rail project. As noted in section 2.2, multiple high speed rail alignment options remain under evaluation. The three station expansion alternatives presented in this report each incorporate a different possible high-speed rail alignment. The purpose of this effort, however, was to evaluate the alternative station configurations, not the high speed rail alignments.

The development of the station alternatives emerged from the station designs created at the Station Design Charrette and further refined by the consultant team. During the refinement process, the station planning objectives created at the onset of the planning effort were incorporated into the station designs. Site plans and three dimensional massing ideas were created for each alternative. The site plan details the station configuration, which includes the commuter and high speed rail station buildings, bus transit center, and various pedestrian and bicycle circulation elements.

Please refer to Chapter 3 of this report for further information on the Station Alternatives in general and a detailed description of each of the three station concept plans.

2.3.4 ACCESS AND CIRCULATION

Transportation strategies recommended for the Diridon Station Area Plan were developed to minimize conflicts between travel modes; maximize circulation efficiency; address proposed pedestrian, bicycle, and transit connections; and add or modify street network linkages between the Diridon Station and the surrounding land uses.

Existing Transportation Conditions

Commuter rail service at Diridon Station is provided by Caltrain, Amtrak Capitol Corridor and the Altamont Commuter Express (ACE). Of these, Caltrain passengers comprise most of the station’s daily station boardings. Intercity rail service is provided by Amtrak.

Diridon Station has the fourth largest number of boardings of any Caltrain station in the system. On an average weekday, Caltrain ridership at the San Jose Diridon Station is approximately 5,800 passengers, which equates to an annual ridership of nearly 1.5 million riders. The mode of access is summarized in Table 2-3 below.

TABLE 2-3: MODAL ACCESS FOR CALTRAIN PASSENGERS AT DIRIDON Station

Mode	Percent
Drive	32%
Walk	24%
VTA Light Rail or Bus	16%
Carpool	12%
Bicycle	5%
DASH	9%
Total	100%

¹ Fehr & Peers analysis based on Caltrain Onboard Survey Results (2007); percentages may not add to 100% due to rounding.
Source: Caltrain Onboard Survey, 2007



Transportation infrastructure plays a key role in defining the Diridon Station planning area and its distinct subareas. Rail, waterways, highways, and street overpasses create many challenges to auto, pedestrian, and bicycle connectivity throughout the planning area.

FIGURE 2-1: PROPOSED PEDESTRIAN IMPROVEMENTS



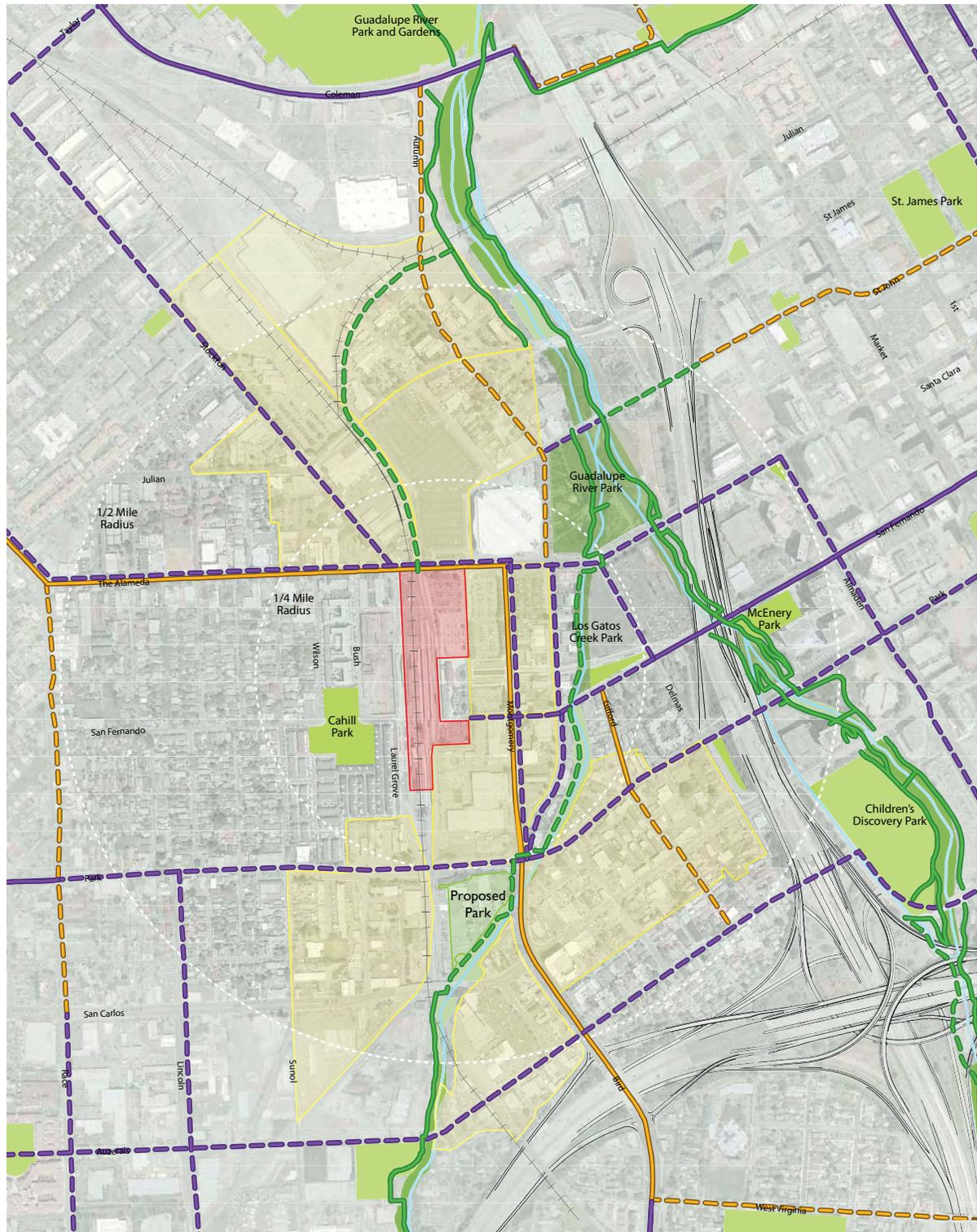
Roadway Network

Regional access to the Station Area is provided via I-880, I-280, and SR-87. Roadways that provide local access to the Station Area include Santa Clara Street, The Alameda, Montgomery Street, Autumn Street, Bird Street, San Fernando Street, San Carlos Street, Julian Street, Cahill Street, Park Avenue, and Auzerais Avenue.

Pedestrian Facilities

Sidewalks and crosswalks are generally present in the vicinity of the station. However, the presence of many pedestrian barriers make walking access to the station is challenging. Pedestrians traveling between Downtown San José and Diridon Station can use Santa Clara Street or San Fernando Street. Pedestrians walking along both streets must pass below SR 87. Pedestrians accessing the station from the commercial area and neighborhoods along The Alameda to the west must walk below rail underpasses with narrow sidewalks on The Alameda and Park Street. The tunnel within the station provides additional access to the west, linking the station to the VTA LRT station, Laurel Grove Lane, and Cahill Park.

FIGURE 2-2: EXISTING AND PROPOSED BICYCLE AND TRAIL AMENITIES



- Project Blocks
- Transit Station
- Proposed Park
- Class I Bicycle Path - Existing
- Class I Bicycle Path - Proposed
- Class II Bicycle Lane - Existing
- Class II Bicycle Lane - Proposed
- Class III Bicycle Route - Existing
- Class III Bicycle Route - Proposed



Bicycle and Trail Facilities

Diridon Station has limited bicycle connectivity to other trip attractions in the area. A Class I bike and pedestrian path is located along the Guadalupe River between I-880 and I-280 and passes through the station area. The Los Gatos Creek trail extends south of the station area from San Carlos Street.

San Fernando Street has Class II bicycle lanes (lanes for bicyclists adjacent to outside travel lanes with special lane marking, pavement legends, and signage) for approximately one block between Cahill Street and Montgomery Street and extending east of SR 87. Class III (signed for bike use but have no separated bike right-of-way or lane striping) bicycle routes in shared traffic lanes are designated on San Fernando Street (between Montgomery Street and SR 87), The Alameda, Montgomery Street and Park Avenue east of Montgomery Street. Bicycle parking is mostly found within corporate campuses, primarily for employee use. Some on-street bicycle racks are present east of the Station, along San Fernando and Santa Clara Street. Bicycle facilities are identified on Figure 2.2.

Bicycle parking at the station consists of rentable storage lockers and racks provided by Caltrain. There are a total of 48 bicycle lockers at Diridon Station. There are currently no VTA owned bicycle lockers at Diridon Station. Bicycle lockers can also be found at the San Fernando Station.

Transit

Bus, commuter rail, intercity rail, and light rail services are all provided at Diridon Station. Bus service includes local, express, and shuttle routes. This station serves Santa Clara Valley Transportation Authority (VTA) bus routes, the Highway 17 Express route, Downtown Area Shuttle (DASH), and Monterey - San José Express Route. Light rail transit is provided at this location by VTA on the Mountain View-Winchester line. Existing transit routes and facilities are shown on Figure 2.3.

Bus Ridership.

Bus route 22 is the most heavily utilized line in the VTA system and at the Diridon Station with over 550 daily boardings and alightings at Diridon Station bus stop. Route 522 is the next busiest line with over 300 daily boardings and alightings at the station. Of the bus routes that stop at the Diridon transit center, Route 64 is the most popular, with over 400 daily boardings and alightings. The DASH shuttle is a popular loop route between Diridon Station and Downtown San Jose with over 600 daily boardings.

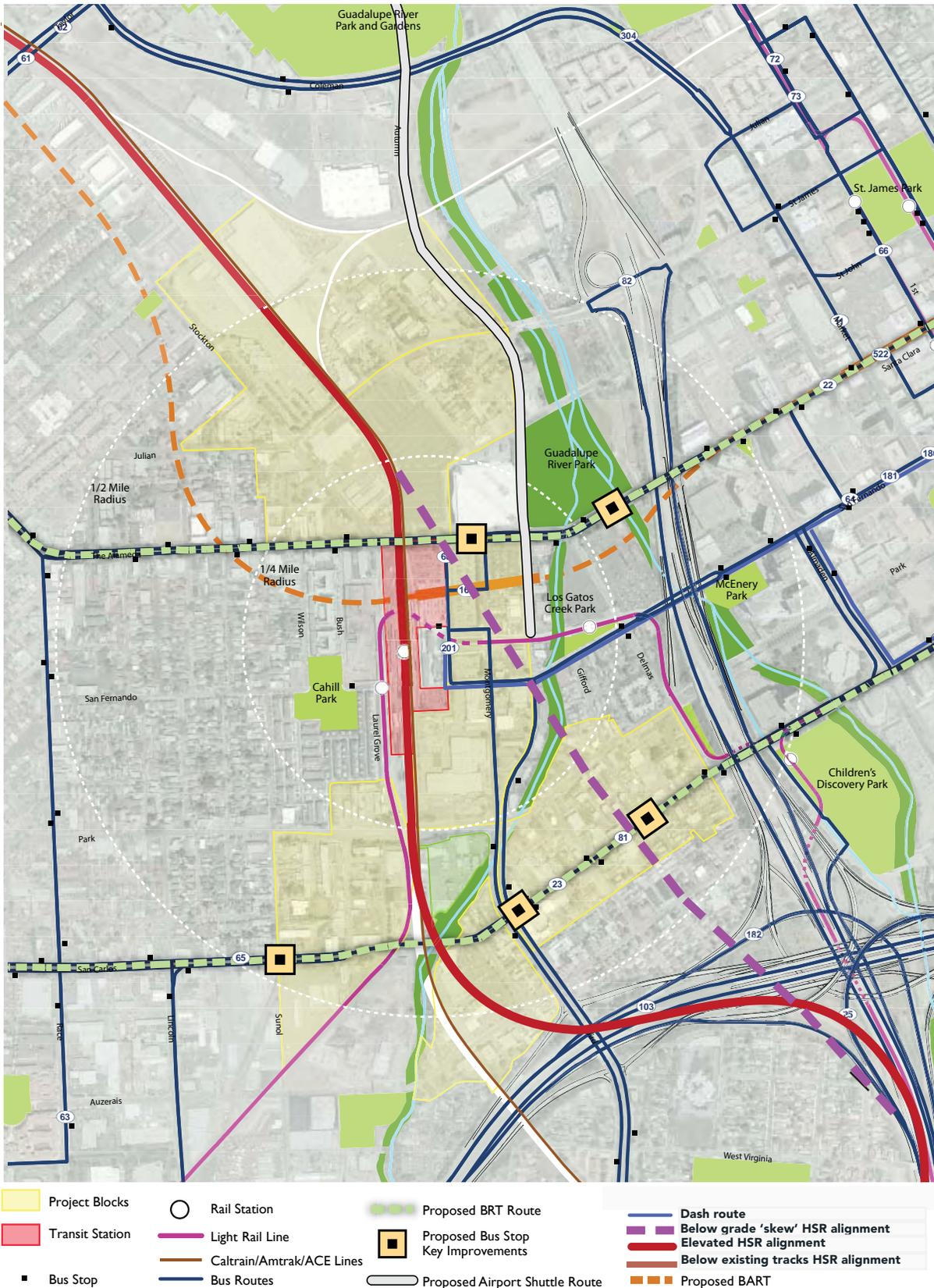
Airport Connections

The Norman Y. Mineta San José International Airport is located approximately 3 miles northwest of the station area. There are currently no direct public transit connections between the station and the airport. Access to the airport from the station area is via a combination of light rail service to North First Street and a connecting VTA 'Airport Flyer' #10 bus service to the terminal, or by automobile via SR 87 or Coleman Avenue.

Currently Planned Station Area Transportation Changes

Several transportation changes are planned to occur over the next several years within the Station Area. These are described below.

FIGURE 2-4: PROPOSED TRANSIT



2.3.5 TRANSIT IMPROVEMENTS

Future transit services within the Station area include Bay Area Rapid Transit (BART) (extended from Fremont) and California High Speed Rail linking the northern and southern portions of the state. The High Speed Rail alignment is proposed to be elevated over the 280/87 interchange, as shown in Figure 4. In conjunction with the High Speed Rail project, the planned Caltrain Electrification Program (also known as Caltrain 2025) will convert the Caltrain mainline between San Francisco and San Jose from the current diesel-electric locomotive power to fully electric power. In addition, future Bus Rapid Transit (BRT) lines are planned for the Santa Clara Street / Alameda and San Carlos Street corridors.

Future Station Ridership

Transit ridership in the Station Area will increase substantially as a result of the transportation and land use changes. As part of the Caltrain 2025 program, Caltrain estimates its ridership demand will nearly double over the next 20 years. To accommodate this demand, Caltrain service at the station is anticipated to increase from 5 trains to 10 trains per peak hour (tpph) by 2035. The following table shows potential ranges of forecasted daily passenger boardings at the Station (Table 2-4). The future transit systems are illustrated on Figure 2.4.

TABLE 2-4: DAILY RIDERSHIP FORECASTS

RIDERSHIP FORECASTS: DAILY PASSENGER BOARDINGS & ALIGHTINGS (YEAR 2035) ¹					
ACE	Amtrak Capitol Corridor	BART	Caltrain	High Speed Rail	Total
1,800	1,000	10,600-16,200	10,300 ² – 14,300 ³ (without electrification)	13,600	37,000-48,000
			15,800 ³ (with electrification)		
<p>Notes:</p> <p>1 Unless otherwise noted, ridership estimates based on analysis by Arup for this project and Fehr & Peers as part of the Envision San Jose 2040 General Plan.</p> <p>2 Ridership estimates based on analysis by Arup based on future service frequency of approximately 6 trains per hour.</p> <p>3 Caltrain ridership estimates based on information provided in the Caltrain Electrification Program EA/FEIR (2009) based on 6 tpph; anticipated service may increase to up to 10 tpph as a result of electrification so actual ridership may be higher than shown.</p> <p>Source: Arup, 2010; Caltrain Electrification Program EA/FEIR, 2009; Fehr & Peers, 2010.</p>					

Bicycle Network

The City of San José Bicycle Network Map shows completion of the Class II bicycle lane connection between the Station and Downtown on San Fernando Street, a proposed Class I off-street path along the Los Gatos Creek, as well as additional bicycle lanes on several streets in the vicinity of the station. A corridor along Park Avenue connecting to San Fernando is identified as a Primary Bikeway Network Route in the City of San José Bicycle Plan. The future bicycle network is illustrated on Figure 2.2.

Roadway Configurations

The following road improvements are planned to occur over the

next several years;

- **The Alameda Grand Boulevard.** The Alameda is currently a four-lane facility that has been proposed, in Option C2 of The Alameda Planning Study (2010), to be reduced two lanes to provide wider sidewalks and enhance pedestrian amenities.
- **Autumn Street Parkway.** Autumn Street is planned to be extended to connect with Coleman Avenue. It is also planned to change from two- to four- lanes in each direction, from the I-280 to Coleman Avenue. The Autumn Street planned alignment is shown on Figure 5.
- **Park Street Underpass Narrowing.** The Park Street underpass is planned to be narrowed from four- to two-lanes.
- **San Carlos Rail Overpass Replacement.** San Carlos overpass over the rail track is currently outdated and provides inadequate sight distance for vehicle travel. It is planned to be replaced with a new overpass structure in the future.

2.3.6 STATION AREA LAND USE ALTERNATIVES

The proposed station area land use alternatives would redevelop several existing land uses around Diridon Station by replacing them with new mixed-use/higher density developments. Table 2-5 summarizes the land use alternatives with the net-added land uses for the Diridon Station Area Plan.

TABLE 2-5: STATION AREA LAND USE ALTERNATIVES

Land Use	Alternative A	Alternative B	Alternative C
Commercial / R&D / Light Industrial (sf)	2,250,000	1,150,000	3,300,000
Retail / Restaurant (sf)	200,000	400,000	600,000
Residential (sf)	5,010	4,000	2,000
Hotel (rooms)	400	600	800

¹ Assumptions in calculating the area for these three alternatives are described further in the Land Use Section of Diridon Station Area Plan. Source: Field Paoli, April 2010

Transportation Implications of Land Use Alternatives

Locating different types of land uses close together tends to reduce the distances that residents must travel for errands and allows more use of walking and cycling for such trips. It can reduce commute distances (some residents may obtain jobs in nearby businesses), and employees who work in a mixed-use commercial area are more likely to commute by alternative modes.

Certain combinations of land use are particularly effective at reducing travel, such as incorporating schools, stores, parks and other commonly-used services within residential neighborhoods and employment centers. All three land use alternatives provide a range of commercial and residential uses. Commercial uses would include neighborhood services for surrounding residential areas, and a mix of entertainment, hotels, shopping, restaurants, and offices.

A description of the transportation variations for each land use alternative is presented in each relevant chapter.

2.3.7 STATION AREA TRANSPORTATION STRATEGIES

As part of the Diridon Station Area Plan process, transportation strategies were developed in response to community feedback to put special emphasis on increasing access and mobility for transit users, bicyclists, and pedestrians, while balancing the needs of vehicles.

These strategies are summarized in Table 2-6 and are grouped into four categories: walking, bicycling, transit, and complete streets. Complementary strategies for the different transportation modes were selected to provide a comprehensive framework that would increase multi-modal access to and around the Station Area.

Because the Station Area land use alternatives do not substantially vary in regards to transportation circulation and access, the proposed transportation improvement strategies are applicable to all three alternatives.

Transportation Guiding Principles

The following guiding principles support the Plan's overall vision of creating a vibrant Station Area that enhances community identity and sense of place. They also formed the basis for developing the transportation strategies in Table 2-6.

- Facilitate pedestrian access and safety through pedestrian enhancements, including the provision of crosswalks at all intersections, wider sidewalks, and improved pedestrian amenities along the transit corridors.
- Encourage improved bicycle and trail connectivity and enhanced bicycle parking opportunities within the Station Area.
- Ensure increased transit connectivity within and to/from the Station Area and provide for transit amenities at stops that improve the comfort and convenience for transit riders.

Promote the development of the Station Area's street and intersection network that supports the proposed intensification of land uses, while providing mobility for all travel modes and users, grouped into four categories: walking, bicycling, transit, and complete streets.

TABLE 2-6: DIRIDON STATION AREA TRANSPORTATION STRATEGIES

IMPROVEMENT AREA	STATION AREA TRANSPORTATION STRATEGIES
Walking	<ul style="list-style-type: none"> • Ensure walking connections from surrounding neighborhoods and employment centers to the Station Area. • Provide enhanced crosswalks on all legs of signalized intersections and at key pedestrian crossing locations. As appropriate, enhanced crosswalks should include pedestrian bulb outs, median refuge islands, or special paving treatments. • Facilitate pedestrian access and safety through pedestrian enhancements, including the installation of wider sidewalks along key pedestrian corridors. • Provide pedestrian signals at high-use uncontrolled crossing locations. • Provide mid-block crosswalks on Stockton Avenue and other locations where high pedestrian volumes are anticipated. • Provide a pedestrian “scramble” signal phase at the Santa Clara Street/ Montgomery Street intersection, and potentially at other locations which could be activated to coincide with events at the HP Pavilion. • Prioritize routine street maintenance for sidewalks within the Station Area.
Bicycling	<ul style="list-style-type: none"> • Provide bicycle lanes (also known as Class II facilities) on streets with available right-of-way and higher traffic volumes. • Provide a network of bicycle priority streets that provide linkages throughout the Plan area. • With the Station Area as it’s focus, establish and promote a public bike-sharing program that allows free or low-cost rental of bikes at key generators (e.g., Diridon Station, San Jose State University) to encourage cycling as a primary mode and facilitate use of transit without having to transport a bicycle. • Develop trail connections along Los Gatos Creek, Guadalupe River, and the proposed Caltrain/HP Pavilion Trail connection. • Where appropriate, enhance bikeways network through the use of colored bike lanes, “sharrows” or other specialized treatments. • Prioritize routine street maintenance for streets with bike facilities, including regular street sweeping and repainting of bicycle lane marking.

Transit	<ul style="list-style-type: none"> • Consider using electric vehicles for the Downtown Area Shuttle (DASH) • Consider implementing an additional shuttle or bus route connecting the Station and Mineta San Jose International Airport (SJC) which will complement existing transit service until such time as the City completes the San Jose Automated Transit Network project. • Enhance bus stops with appropriate amenities (shelters, benches, lighting, real-time passenger information) to improve the overall comfort and safety for transit riders. • Support rail transit operators (including VTA, Caltrain, ACE, Amtrak, and BART) to improve service and amenities that increase daily ridership and reduce potential negative effects on the community.
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Complete Streets	<ul style="list-style-type: none"> • As has been proposed for the Alameda as part of the “Alameda – A Plan for the Beautiful Way” study, consider implementing “road diets” on streets with projected excess vehicle capacity to reduce either the number of travel lanes or the roadway width, and use the available public right-of-way to provide wider sidewalks, bicycle lanes, transit amenities or landscaping. • Implement a combination of single-lane and multi-lane roundabouts at key locations to improve safety and reduce greenhouse gas emissions. Consider alternative locations for future implementation of roundabouts. • Improve the street grid system by creating new street connections to promote additional travel options. • Define all signalized intersections within the Station Area and outside the City of San Jose’s Downtown Core, as “protected” intersections for traffic impact analysis evaluation. • Provide pedestrian-scale lighting on key streets, crosswalks, and mid-block crossings. • Provide adequate width for all sidewalk uses, including loading and unloading of people from on-street parking, walking traffic, window shopping traffic, bicycle parking and use of street furniture. • Provide continuous sidewalk improvements along major arterial streets. Close gaps between pedestrian connections. • Provide amenities such as pedestrian kiosks, benches, newspaper racks, trash cans, bus shelters, café tables, hanging flower baskets and chairs to increase the number of opportunities for people to socialize and spend leisure time outdoors along public streets. • Provide street trees to separate the pedestrian walkway from the bicycle and/or vehicle travel way, and to add identity and enhance the aesthetics of an area. • Use pervious surfaces, open channels, and vegetated drainage swales at appropriate locations along streets.
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Source: Fehr & Peers, April 2010

2.3.8 TRANSPORTATION AND CIRCULATION CONCEPTS

WALKING

Making an area walkable requires that pedestrians feel comfortable and secure enough to share the street with transit vehicles and automobiles. Transportation strategies should be used to create streets that ensure and maximize safe and efficient pedestrian-oriented circulation by incorporating wider sidewalks, mid-block pedestrian crossings, bulb outs and curb extensions, and enhanced crosswalks.

Crosswalks

Enhanced crosswalks with bulb outs reduce pedestrian crossing distances. Marking crosswalks with special paving treatments or paint highlight the presence of the crosswalks which increases pedestrian safety.



Enhanced Crosswalk with Bulb out
Source: Bike Ped Images, 2010

Pedestrian Scramble Intersections

Many intersections within the Station Area are expected to have extremely high pedestrian volumes. A pedestrian “scramble” is a form of traffic control in which all oncoming traffic is stopped, allowing pedestrians to cross in any direction. Pedestrian scrambles are in major cities all over the world, including San Francisco and other locations in San Jose (e.g. adjacent to the San Jose State University campus), and are highly useful at promoting pedestrian movement. Because pedestrians can cross in all directions at a pedestrian scramble, diagonal crossing is often permitted. This is usually indicated with diagonal crosswalks which are painted in the roadway, and a sign at the crossing may also indicate that diagonal crossing is allowed.



Scramble intersection with diagonal pedestrian crossings
Source: Getty Images, 2009

High Quality Sidewalks

Sidewalks are a critical element in the creation of good pedestrian environments. Wide sidewalks in good condition facilitate convenient and comfortable pedestrian access.



Existing Conditions, Montgomery Street
 Source: Fehr & Peers, 2010



Existing wide sidewalks on The Alameda
 Source: Fehr & Peers, 2010

Enhanced Pedestrian Underpass Connections

The enhancements of underpasses promote walking connections from surrounding neighborhoods and employment centers to the Station Area. Locations for enhancement are located on Figure 1. Examples of well-lighted enhanced underpasses are shown below.



Enhanced Underpass, Arizona
 Source: Bike Ped Images, 2010



Enhanced Underpass, Arizona
 Source: Bike Ped Images, 2010



Colored Bike Lanes
Source: Mike Peterson, 2009



Washington Bikeshare Program
Source: Cool Town Studios, 2009

BICYCLE AND TRAIL CONNECTIONS

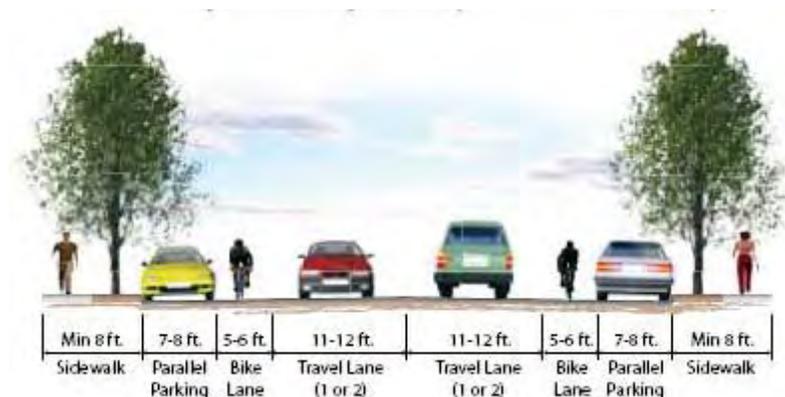
While bicyclists may legally ride on any city street, many streets do not provide a bicycle-friendly environment. Streets with high volumes or faster traffic speeds can be intimidating to cyclists, especially when no roadway space or bike lanes are provided. Disconnected and incomplete bicycle facilities can strand bicyclists before they reach their destination.

Bicycle Network

Montgomery and Santa Clara Streets should be developed into bicycle priority streets. Existing and proposed Class I, II and III bicycle routes are identified on Figure 2.2..

“Bicycle Priority Streets” are either classified as streets with Class II (bike lanes) or Class III (signed routes) and are through routes for bicycles providing continuous access and connections to the local and regional bicycle network. Through motor vehicle traffic is generally discouraged, but may be allowed in localized areas where necessary to accommodate adjacent land uses. Local automobile, truck, and transit traffic are accommodated in the roadway, but if there are conflicts, bicycles have priority. Reduced

FIGURE 2-5: BICYCLE PRIORITY NETWORK



speed limits and neighborhood traffic management strategies to slow and discourage through automobile and truck traffic may be appropriate. Pedestrians are also accommodated.

Where appropriate, bikeways in the Station Area should be enhanced through the use of colored bike lanes or other treatments that make bicycle movement comfortable and convenient. Goals outlined in the Circulation Element of the City’s Bike Plan 2020, provides a foundation for enhancing the bikeways network and increasing the mode share of bicycle travelers. Colored bike lanes or “buffered” bikeways could be used to highlight conflict zones and increase the visibility of bicyclists.

Bicycle Parking and Bike Sharing Program

To enhance the viability of bicycle travel within the Diridon Station Area it is vital that the Station Area provide sufficient bicycle parking opportunities. Bicycle parking ranges from short-term parking amenities, such as bicycle racks in highly visible and secure locations near building entrances, to long-term parking facilities, such as lockers or cages where bicycles are either locked individually (lockers) or with limited access (cages). A public bike program should be established that allows free or low-cost rental of bikes at key generators (e.g., Diridon Station, San Jose State University) to encourage cycling as a primary mode and facilitate use of transit without having to transport a bicycle.

Bicycle and Pedestrian Trail Network

To promote bicycle and pedestrian connectivity, trail connections should be developed along Los Gatos Creek, Guadalupe River, and the proposed Caltrain/ HP Pavilion Trail. Existing and proposed trails are identified in Figure 2.2. The development of these trails is consistent with San José’s Green Vision (2007) goal to create 100 miles of interconnected trails within San José.



Guadalupe River Trail
Source: Coyote Valley Plan, 2008



Downtown Mountain View
Source: Fehr & Peers, 2010



Real-time Passenger Information at Bus Stop



Air shuttle bus service

TRANSIT CONNECTIONS AND ACCESS

Access and connectivity to and from nearby transit facilities is critical to take full advantage of the mixed-use and high density development proposed under the Station Area Plan. Existing and future public transportation services should be enhanced to increase ridership and decrease the use of private automobiles.

BUS STOPS

Bus stops within the Station Area should be enhanced with appropriate amenities (shelters, benches, lighting, real-time passenger information) to improve the overall comfort and safety for transit riders. Transit stops, identified in Figure 2.4, should be enhanced to increase the viability of bus service within the Plan Area and to the surrounding land uses. Installation of transit amenities should be evaluated on a case by case basis to ensure that the amenities are appropriate for a given transit stop and fit within the available right of way.

The addition of real-time passenger information displays for buses and the proposed local shuttle would provide passengers with an added benefit that would improve the waiting experience and help make transit a more effective travel option. This strategy is consistent with the 2007 Metropolitan Transportation Commission (MTC) Transit Connectivity Plan, which recommends wayfinding, customer information and real time information be installed at key bus stop locations near Diridon Station. These strategies are also consistent with the BART Station Access Guidelines (2003).

CALTRAIN COMPREHENSIVE ACCESS POLICY

In addition, Caltrain is embarking on a program to support long-term ridership growth by changing the way riders get to and from the Caltrain system. As a first step, Caltrain's Comprehensive Access Policy promotes walking, biking and transit as more cost-

effective and sustainable access modes. The Access Policy outlines a comprehensive set of strategies to make it easier for riders to walk, take transit or bike to stations instead of driving.

ACCESS TO THE MINETA SAN JOSE INTERNATIONAL AIRPORT (SJC)

Though they are less than three miles apart, no direct transit service currently connects the Airport with Diridon Station. A shuttle service route should be implemented that directly connects the Station to San José International Airport. Shuttle frequency should provide service three to four times per hour to provide adequate connectivity and to increase the vitality of transit service in the Station Area. This route is identified on Figure 2.4.

COMPLETE STREETS

The term “complete streets” describes a comprehensive approach to the practice of mobility planning. Complete streets principles recognize that transportation corridors have multiple users with different abilities and mode preferences. Transportation corridors are seen as being able to accommodate expected traffic demand yet also provide additional facilities to support travel by other modes. The principles of complete streets should be an integral part of the Station Area Plan to provide for a transportation network that successfully integrates bicyclists, pedestrians, and transit users, along with vehicle drivers.

Roundabouts

A roundabout is a circular intersection with yield control on entry points with islands to direct traffic through the intersection. Roundabouts provide several key safety benefits such as fewer conflict/collision points and slower intersection speeds that improve safety for pedestrians and bicyclists. Roundabouts also provide environmental benefits since less idling time and delay

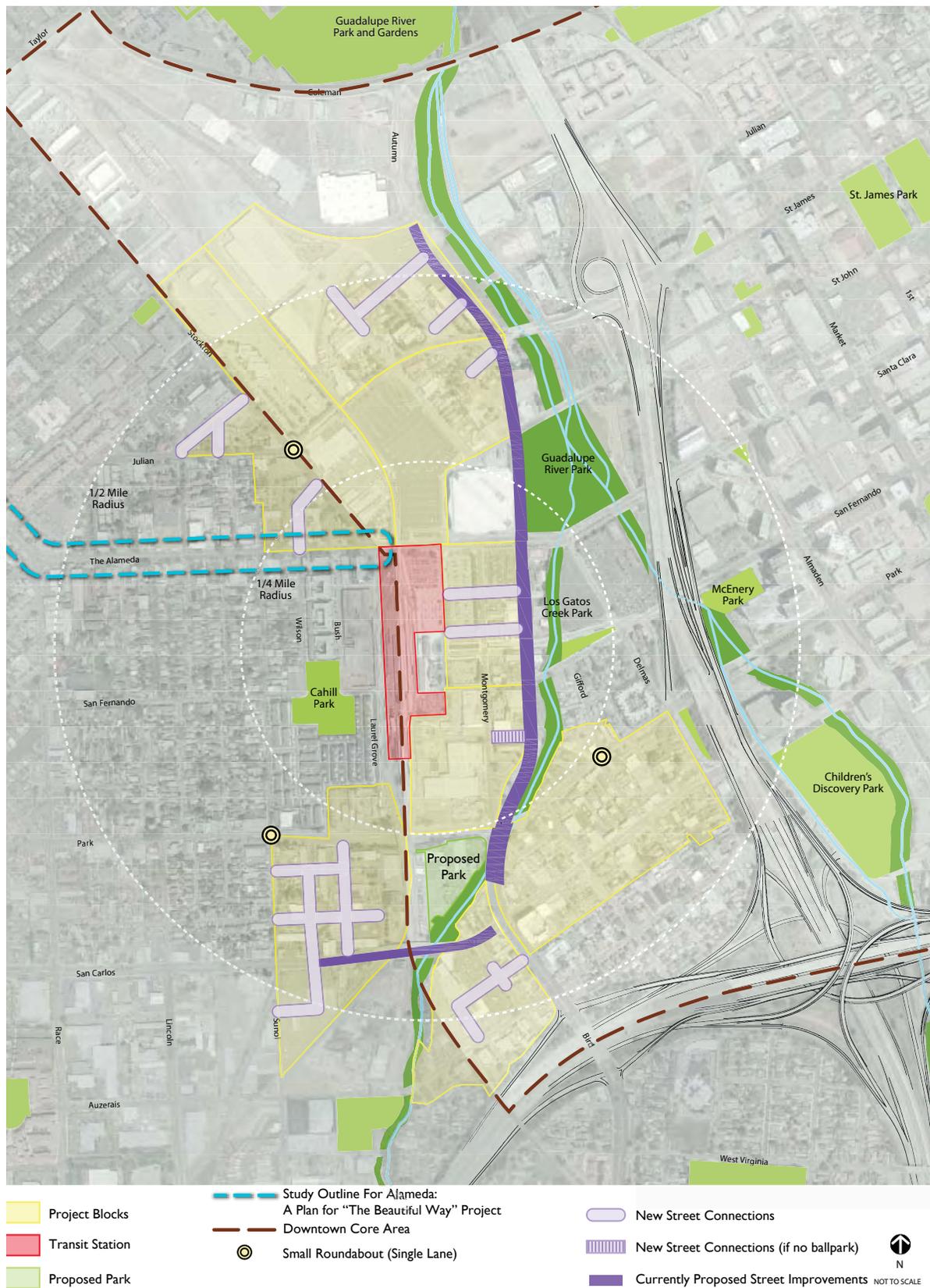


*Single-lane Roundabout
Source: Alex Gunman, 2009*



Columbus Traffic Circle, New York

FIGURE 2-6: COMPLETE STREETS



equates to lower emissions and greenhouse gases, as well as reduced fuel consumption.

Roundabouts are typically designed as one-lane or two-lane roundabouts. One-lane roundabouts provide one lane for internal circulation and typically have a diameter between 100 and 150 feet, while two-lane roundabouts with two internal circulation lanes are typically between 150 and 230 feet.

A multi-lane traffic circle is a type of circular intersection in which traffic must travel in one direction around a central island. Typically, traffic entering the circle has the right-of-way and drivers in the circle must yield. Other common characteristics include larger diameters (over 300 ft) so as to facilitate traffic movement. Multi-lane traffic circles, such as Columbus Circle in New York, provide valuable opportunities for public art and gathering spaces and serve as important landmarks in the overall urban fabric.

Roundabouts or traffic circles should be evaluated at key locations within the Station Area. Figure 2.6 identifies three potential locations for roundabouts.

“Road Diet” / Roadway Narrowing

Roadway narrowing, commonly called a road diet, provides enhanced access and mobility for pedestrians, bicyclists and transit users, as well as motorists. Road diets should be implemented on streets with projected excess vehicle capacity to reduce either the number of travel lanes or the roadway width, and use the available public right-of-way to provide wider sidewalks, bicycle lanes, transit amenities, or landscaping.

Table 2.7 summarizes the general feasibility of road diets based on average daily traffic volumes and provides local Bay Area examples.

TABLE 2-7: TRAFFIC VOLUMES AND ROAD DIET FEASIBILITY

Average Daily Traffic Volume Range	Road Diet Feasibility	Local Bay Area Examples
Less than 12,000 vehicles/day	High Potential (center turn lane/turn pockets beneficial, though not necessary for traffic capacity)	Castro Street, Mountain View, (~9,000 vehicles/day)
12,000 – 18,000 vehicles/day	High Potential (center turn lane/turn pockets likely needed; may require traffic microsimulation analysis to confirm signal timings and turn pocket lengths)	Valencia Street, San Francisco, (~17,000 vehicles/day)
18,000 – 23,000 vehicles/day	Moderate Potential (center turn lane/turn pockets needed; typically requires traffic simulation analysis to confirm feasibility)	Marin Avenue, Berkeley, (~20,000 vehicles/day)
Greater than 23,000	Road diets are generally not considered unless spillover traffic can be accommodated on parallel streets	N/A

Evidence from case studies of Northern American cities where road diets were successfully implemented suggests that streets have substantially fewer traffic collisions after road diets have been implemented. In many cases roadway capacity is not reduced because road diets enable left-turning vehicles to have a dedicated turn lane rather than having to stop in a through lane before executing a left turn. To be considered good candidates for road diets, roadways should have moderate volumes (typically up to 18,000 daily vehicles), although many cities have successfully implemented road diets on facilities that carried up to 23,000 daily vehicles.

STREET NETWORK

Intersection density is the number of intersections in a given area. It corresponds closely to block size (i.e. the smaller the block size, the greater the intersection density). Small blocks make a neighborhood walkable by minimizing walking distances.

A comprehensive national study released in May 2010 concluded that intersection density is the single most important factor for promoting walking activity (Travel and the Built Environment: A Meta-Analysis, by Reid Ewing and Robert Cervero). This study also concluded that intersection density has a large effect on increasing transit use and decreasing vehicle miles traveled. Essentially, areas with greater intersections density have a greater potential for accessibility. The chart below visualizes this characterization of accessibility, by comparing the intersection density of the Diridon Station Area to other locations that are known as successful Transit Oriented Developments (TOD's) such as the Pearl District northwest

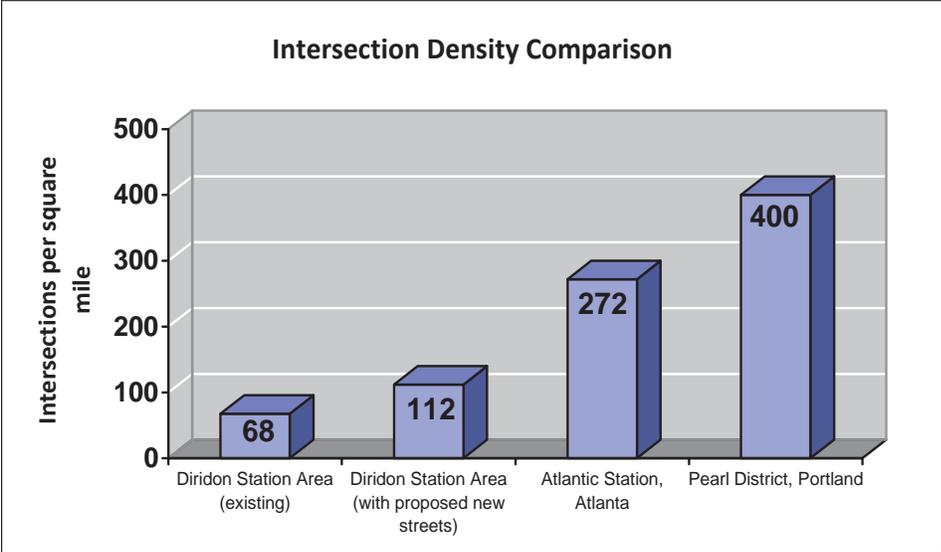


CHART 2-1: INTERSECTION DENSITY COMPARISON

of downtown Portland, Oregon and the Atlantic Station in mixed use development in Atlanta, Georgia. Typically, neighborhoods with an intersection density of at least 200 intersections per square mile are considered ideal walking neighborhoods.

The layout of streets in the Station Area should be organized as a connected network to offer multiple routes to destinations facilitating vehicular and non-motorized mobility. The existing street grid should be improved by creating new street connections where appropriate. Therefore, the proposed new street connections within the Station Area are critical to achieving the goal of increased walkability. Proposed street connections are identified on Figure 2.6.

Station Area Level of Service Policy

Intersections within the Downtown Core Area, identified on Figure 2.6, are exempt from the City of San Jose’s level of service (LOS) criteria and traffic mitigation requirements. Because majority of the Station Area is located within the Downtown Core, it already qualifies for this exemption. The Station Area Plan also proposes to exempt the additional area within the Station Area but outside of the Downtown Core in order to discourage roadway capacity-enhancing mitigation measures.

Lighting

Pedestrian-scale lighting should be provided on key streets, crosswalks, and mid-block crossings. Pedestrian scale lighting provides better lighting of the pedestrian travel way and also provides an improved sense of security and comfort. This strategy is consistent with the San José Downtown Street and Pedestrian Lighting Master Plan (2003) which establishes guidelines that address future development, including incremental changes to lighting in the “Greater Downtown” area which includes areas



Pedestrian scale lighting fixtures
Source: San Francisco Better Streets Plan

within the Station Area Plan but to the east of Diridon Station. The Lighting Master Plan addresses the public right of way through the illumination of pedestrian paths and streets.

Streetscape Features

Streetscape features should be provided along key streets within the Station Area. Streetscape features, such as street lights, trees and landscaping, and street furniture can contribute to the unique character of a block or entire neighborhood. Streetscape features such as street lights and trees are consistent with San José’s Green Vision (2007) goal to plant 100,000 new trees and replace 100 percent of streetlights with smart, zero emission lighting.

Green Street Features

Impervious surfaces, open channels and swales should be considered at appropriate locations. Permeable pavers can be used in many areas of the streetscape, and add attractive variety to typical paving. Some permeable systems allow storm water to flow between pavers. Others provide a solid surface without gaps. Permeable paving can be used on streets, alleys, and driveways not only to help address storm water issues but also contribute to streetscape aesthetics with unique textures and materials. On alleys, shared streets, and other streets with low traffic volume, permeable paving can be used as a special paving material to reinforce the pedestrian-oriented scale of these streets.

Street swales are long narrow landscaped depressions primarily used to collect and convey storm water and improve water quality. They remove sediment and reduce nutrient concentrations within runoff, through natural treatment prior to discharge into storm water management facilities. In addition to providing pollution reduction, swales also reduce runoff volumes and peak flow rates by detaining storm water. Swales add significant landscaping to



*Generously landscaped sidewalk with special paving
State Street, Santa Barbara Source:
Fehr & Peers, 2010*



*PerVIOUS sidewalk surfaces
Source: San Francisco Better Streets
Plan*



*Landscaped street swale
Source: San Francisco Better Streets
Plan*

street corridors and reduce impervious surface. Swales may be appropriate on residential green streets, parkways and other landscaped streets, and in medians on many street types.

2.3.9 PARKING SUPPLY AND DEMAND

The future parking analysis for each proposed alternative is based on the current downtown parking requirements set forth by the City of San Jose Municipal Code and the level and mix of proposed developments throughout the station area plan study area. Each proposed alternative includes a unique land use plan with variations in the proposed amounts of mixed-use developments, concentrated areas of office, commercial, and industrial use as well as pockets of entertainment and hotel uses surrounding the station and a planned ballpark. The City's downtown parking requirements do not require any retail/restaurant parking in the downtown, therefore all commercial parking in the downtown is to be supplied by the office uses. The rationale behind these parking requirements is that office and retail/restaurants have high parking demand at different times of the day and are able to share the same supply.

Parking supply identified for the station area plan includes the expansion of the HP Pavilion surface parking lot, which would include a second deck on the existing lot and/or a facility/structure behind the arena providing a net increase of 800 to 1,200 additional parking spaces. This analysis assumes that off-street facilities within a three-mile radius of the proposed station would accommodate future high speed rail patrons. The current downtown parking requirements were applied to the proposed development capacity of each alternative to forecast parking demand estimates. The analysis for each alternative identified that, based on the projected parking demand and the proposed parking supply, parking deficiencies would result under each proposed alternative. Any additional parking that may be required will result in further analysis and identification of appropriate sites for parking supply.

It should be noted that deficiencies in the projected parking supply can also be addressed through management tools. A well designed parking management program, can more efficiently manage existing parking supply and meet development goals, than simply adding more supply. Moreover, a companion transportation demand management (TDM) program would encourage the adoption of alternative modes of transportation and support the efficient use of the Station Area's valuable parking resources. These measures include design-based and program-based strategies that aim to balance short-term and long-term demand while encouraging the use of the alternative modes of travel. These are discussed in more detail in Chapter 7.

2.3.10 INFRASTRUCTURE CAPACITY AND DEMAND

As indicated in the existing conditions analysis, the existing utility infrastructure serving the Diridon Station Area is antiquated and undersized to meet the future build-out needs. With all alternatives the majority of the infrastructure systems will justify replacement to meet the increased demand, improved reliability, and distribution objectives.

Comparing overall infrastructure needs between the three alternatives, Alternative A demands more water and generates more wastewater by roughly 10% over the other alternatives due to the increased residential component. The impacts to the stormwater and flood control systems would have similar impacts between alternatives. While each alternative would need to consider a variety of stormwater quality options, it appears that Alternative A, with the 'green fingers' approach, could more easily implement vegetative treatment systems to treat the urban runoff from the station area plan.

Stormwater Facilities

Flood Plain considerations, Stormwater Conveyance upgrades, Hydrograph Modification implementation, River/Creek Outfall improvements, and Stormwater Quality Management compliance must be considered in implementing stormwater infrastructure.

Flood Plain. The existing conditions report indicates low-lying areas in proximity to the river and creek are currently subject to flood inundation during extreme storm events. These areas will require filling to remove them from the flood plain mapping or flood insurance.

Stormwater Conveyance. The stormwater conveyance lines that bisect and collect runoff from the planning area appear to have been sized to accommodate roughly a two year statistical storm

event. With the City's current stormwater design policy requiring attenuation of the 'ten year storm event,' many of the gravity conveyance lines in the area will need to be upsized to meet current requirements.

Hydrograph Modification. Stormwater detention/retention may be needed at both the site specific project level and/or at the Diridon Station Area Plan level to attenuate the stormwater levels in the creek watershed so as not to inundate downstream properties. Alternative A's large residential usages limit the space available for implementing hydrograph modification improvements at the project site level. Subregional facilities within the open space areas or public streets may be needed to implement an overall Hydrograph Modification Plan.

River/Creek Outfalls. The current system is collected and discharged directly to the Guadalupe River and Creek via multiple outfall structures located in the channel banks. An analysis of each individual outfall is needed to determine its condition and suitability for reuse. If new or replacement outfalls are needed, each will require permitting from the Army Corps of Engineers, the California Regional Water Quality Control Board, the California Department of Fish and Game, and multiple other local, regional, and federal agencies.

Stormwater Quality Management. The potential need for new outfall structures into the river and creek would likely require a US Army Corps of Engineers Permit(s) along with Regional Water Quality Control Board Water Quality Certification. Thus Diridon Station Area will likely need a Stormwater Management Plan to address stormwater quality issues. This plan should address the potential for treating stormwater runoff in vegetative treatment systems integral with the parks and open spaces. While each specific project within the area should develop their own stormwater quality plan to treat stormwater at the point source, the backbone

infrastructure that supports the entire plan may need regional areas to treat stormwater runoff from the streets and other public areas.

Wastewater Facilities

As noted in the existing conditions report, siphons transfer wastewater from the area below the Guadalupe River and Los Gatos Creek. With all alternatives, wastewater flow generation will increase beyond the current condition. As the City of San José does not typically allow increased flow rates through these siphons, an analysis to determine if the increased dry weather wastewater flows can be offset by decreased infiltration and inflow. This decrease is expected with the replacement of older antiquated vitrified clay pipes with polyvinylchloride or high density polyethylene pipes. The analysis is likely to show that some of the siphons may require replacement. The permitting for these replacement siphons would include multiple local, state and federal agencies, including the Santa Clara Valley Water District, the U.S. Army Corps of Engineers, the California Regional Water Quality Control Board and the California Department of Fish and Game.

Water Facilities

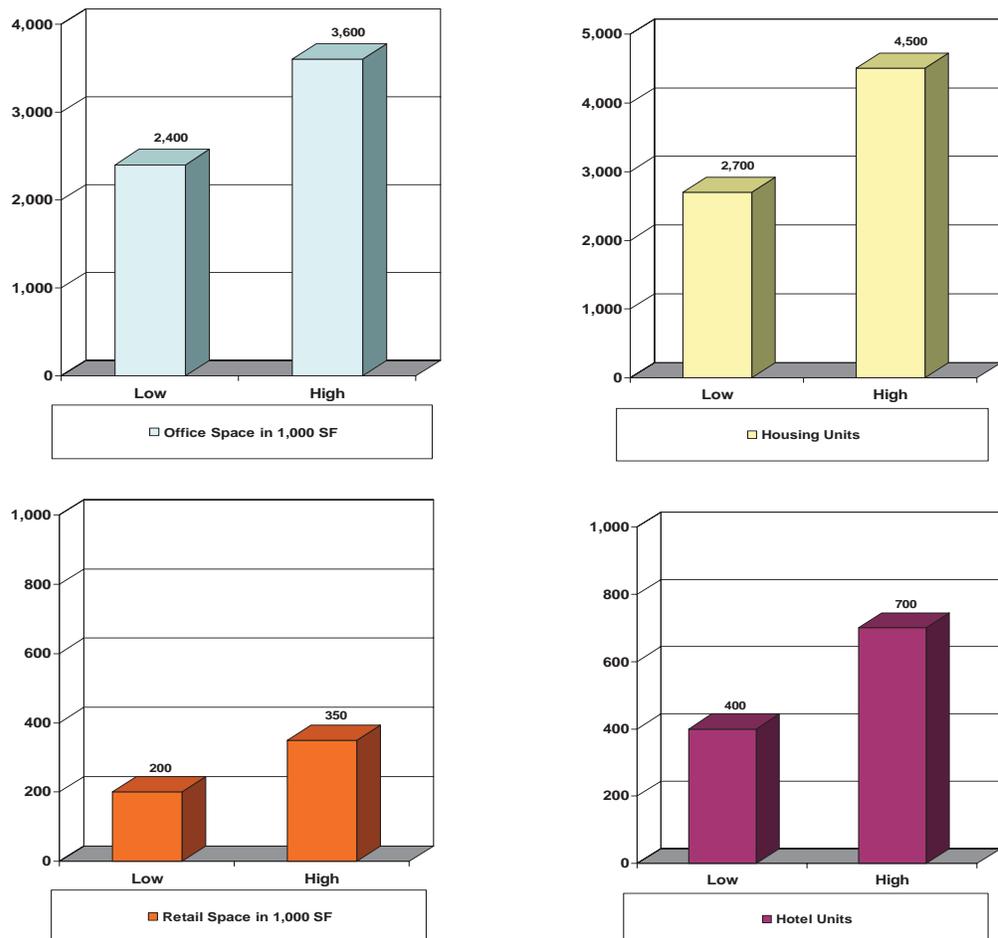
Currently distribution lines within the area range from asbestos cement, cast iron, polyvinyl chloride and ductile iron pipes. Many of the distribution lines in the Planning Area are 6-inch in diameter. The land use, densities, and building heights associated with all alternatives will require replacement of the water distribution system with the area to meet both the domestic demand and the fire service demands for new building structures. Trunk mains that feed the area may also need to be upsized to meet increased fire service demands.

2.3.11 ECONOMIC VIABILITY AND MARKET DEMAND

This section of the report covers an evaluation of land planning alternatives from a real estate market perspective. It is informed by the evaluation in the initial task, a series of planning workshops with other members of the consultant team, and by experience gained during previous work in Downtown San Jose.

The Base Case Real Estate Market Forecasts included in the Existing Conditions Report are summarized in Figure 2.7.

FIGURE 2-7: BASE CASE MARKET DEMAND FORECASTS: 2010 THROUGH 2030



Commentary on Not Including a Major Retail Alternative

The City of San Jose is not garnering its proportionate share of retail store spending within Santa Clara County. In 2008 the City had 54 percent of the county's population but only 44 percent of its retail store spending. With sales tax falling during the recession, the City is very interested in additional large scale retail development.

Opportunities

- The recent Coleman Marketplace development, just north of the Specific Plan Area, highlights the viability of big box retail in this area. Any new retail near the Station should be in an urban or mixed use format.
- There are a number of examples of regional retail integrated with a rail station (e.g, Union Station in Washington DC and Kyoto Station in Japan).
- Before the recent recession, there was developer interest in major retail development in Downtown San Jose.
- Retail chains that service a more local trade area may locate in both the Diridon Station area and Valley Fair/Santana Row. However, market area overlap may preclude certain national or regional retailers from being in both locations.
- Because the area enjoys great regional access due to being a transit hub and a freeway junction, it is a strong location for regional retail development.
- With proper urban design, activity created by the transit station and baseball stadium can be an advantage for street level retail.

Constraints

- Valley Fair Regional Mall is only two miles to the west of Diridon Station. As measured by 15 minute drive times from each location, Valley Fair and Diridon Station have a 90 percent overlap in trade area. (Figure 2.8)
- Because of geographic constraints placed on franchise agreements, most retail tenants in Valley Fair would not be

FIGURE 2-8: TRADE AREAS AS DEFINED BY 15 MINUTE DRIVE TIME FROM DIRIDON STATION AND VALLEY FAIR MALL



permitted to also locate in the Diridon Station Specific Plan Area.

- The approximately 35,000 projected daily transit patrons of Diridon Station, when all services are in place, supports only 25,000 to 50,000 SF of retail space, most of which would be quick food service and convenience retail.
- Because of limited land area, a regional retail strategy would force vertically stacked retail development. The retail development trend over the past 10 to 15 years in urban centers is toward street level retail. Pioneer Place Mall in Downtown Portland, which is known for successful downtown retailing, is struggling with vacancies in the upper levels. In Downtown Salt Lake City, the ZCMI Mall and the Crossroads Regional Center have both been redeveloped into street level retail with mixed use residential above.
- San Jose's Downtown Core has property that is likely better suited for the creation of a vital pedestrian retail district. For example, the Mitchell Block enjoys adjacency to the established restaurant cluster of San Pedro Square and a major public parking garage that has additional capacity.
- The transit patrons coming to Diridon Station will compete against shoppers for street and sidewalk capacity and parking.
- The visitors to HP Pavilion and the potential baseball stadium will also compete against shoppers for street capacity and parking.

The City of San Jose should create a well thought out pedestrian oriented retail strategy for its downtown. That strategy should be designed to appeal to office workers during weekdays and to the regional population coming to attend cultural and sporting events during evenings and weekends. Potential tenant types could include restaurants, entertainment venues, art galleries, high design home furnishing outlets and retailers that help define Downtown San Jose as the heart of Silicon Valley. The final preferred plan for the Diridon Station area should serve as a supporting actor to the unveiling of that strategy and not its main character. There are

simply too many competing market forces and policy interests for this limited area to become successful as a major retail destination for Central San Jose.

2.3.12 AFFORDABLE HOUSING COMPONENT

All three Land Use Concepts offer significant opportunities for the development of affordable housing. Each of the three Concept Plans provides proximity to parks, shopping, job opportunities and transit. The Concept Plans are a short distance by bicycle, transit or walking to the Guadalupe River Park, to San Jose's downtown core and to existing neighborhood business districts.

In terms of the number of total proposed dwelling units in each Land Use Concept, Land Use Concept "A" proposes approximately 4,510 dwelling units. This is substantially more dwelling units than that proposed in Land Use Concept "B" [2,970 dwelling units] and Land Use Concept "C" [2,610 dwelling units].

Due to the high cost of housing in San Jose, it is important to provide housing opportunities for all segments of the population, especially in areas close to transit and jobs. This is particularly true at Diridon Station, where it is envisioned to be a pre-eminent multi-modal transit hub and employment center. One mechanism for creating affordable housing in the Diridon Station planning area is through San Jose's inclusionary ordinance, which requires market rate developments to provide affordable units either onsite or offsite, or to pay an in-lieu fee to meet the requirements. It should be noted that affordable housing created through inclusionary requirements often do not include dwelling units for extremely low-income households or for those with special needs, even though this segment of the population continues to grow.

Affordable housing may also be developed as "stand alone" inclusionary, where a non-profit developer builds affordable housing to meet a market rate developers' inclusionary requirement in a separate building. In the past, many market rate developments have paid in-lieu fees rather than include affordable dwelling units in their projects. Policies should be developed as part of this Plan to maintain the potential in-lieu fees within the Diridon Planning Area

in order to develop an adequate number of affordable dwelling units.

In order to ensure that housing opportunities are provided at Diridon, and in keeping with its urban placemaking goals, affordable housing should be developed in compact, mixed-use formats whenever possible. Affordable housing may also be developed as “stand-alone” projects by developers in partnership with the City of San Jose’s Housing Department, which provides local/gap financing to make the projects financially feasible. One financing source for stand-alone affordable housing is the in-lieu fee that market-rate developers may choose to pay rather than building the affordable units themselves. Policies should be developed as part of this plan to maintain the potential in-lieu fees within the Diridon Planning Area in order to ensure an adequate number of affordable dwelling units. The partnership between developers and the City is especially important for creating housing opportunities for those most in need, such as extremely low-income households and the special needs population, as this group often needs social services in addition to housing. These services may be provided by the developers themselves or contracted out to organizations that specialize in such services. Another strategy for providing affordable housing is to acquire and rehabilitate existing housing units in the Diridon Planning Area and apply long-term affordability requirements to them.

Affordable housing developed by non-profit developers will most likely require multiple financing sources that including State and Federal tax credits. Tax Credits involve a highly competitive finance application process that assigns point scores to geographic proximity to jobs, transit, schools, parks and grocery stores. In order for a project proposal to receive maximum points, and be competitive for tax credits, these amenities must be in place at the time of the application [with the exception of schools-which can be in the planning stage] and must be within one quarter mile for maximum points and within one half mile for a partial point score.

In terms of overall project phasing, it would be beneficial to have a phasing plan where proposed parks could be “in place” or developed concurrently with developer tax credit applications in order for proximity to parks to be helpful in obtaining competitive scoring.

EXISTING POPULATION

The existing population in the Diridon Station Planning area has unique characteristics relative to the rest of San Jose. The City of San Jose’s Housing Department performed an analysis and found the following characteristics within the Diridon area;

- Percentage of workers taking public transit, walking, biking or working at home is 16.3% compared to 8.6% citywide*
- Median Income for Tract 5003 is \$45,000 compared to \$70,200 citywide*
- Median gross rent is \$877 versus \$1,123 citywide*
- Percent renters is 78% versus 42% citywide*

* Comparisons are based on the 2000 Census between Tract 5003, which is the geographic area that most closely overlaps with the Diridon Station Planning area and Citywide data.

These characteristics indicate two particularly important features of the existing residential community at Diridon. First, the households at Diridon have lower incomes than San Jose as a whole. Second, these households take non-auto oriented forms of transit at twice the Citywide rate. This reflects the continued need to provide a wide variety of housing opportunities across all income levels at Diridon Station, as housing close to transit helps to reduce overall costs while maximizing transit use. Additionally, this will help to create a more diverse community at Diridon Station. The Diridon Plan should continue to support these existing residents while accommodating a new residential population.

TABLE 2-8: EXISTING AFFORDABLE HOUSING UNITS BY INCOME CATEGORIES

Project Name	ELI	VLI	LI	MOD	Total
Gifford		6			6
Legacy @ Museum Park				19	19
Delmas Park	26	40	56		122
Total	26	46	56	19	147

EXISTING AFFORDABLE HOUSING IN THE PROJECT AREA

:

There are approximately 150 existing affordable dwelling units in the project area in developments partnering with the City of San Jose. These developments have 55 year affordability restrictions and are relatively new developments. Table 2-8 summarizes the existing affordable housing supply by income categories. This compares with approximately 650 total existing housing units within the project study area, which equates to a current affordable offer of about 23% of the total.

FINANCING STRATEGIES AND IMPLEMENTATION PLAN:

Financing strategies for affordable dwelling units may include:

- City of San Jose Inclusionary Requirements;
- “Stand alone” Affordable Housing in partnership with a market rate developer to provide the required inclusionary dwelling units;
- Affordable Housing developed in response to City of San Jose Notice of Funding Availability [NOFA’s] using either tax credits and/or HUD financing.
- Seek partnership with community development funds or other sources to create mixed-use/mixed-income developments.

In terms of overall strategy, an implementation plan to ensure that housing opportunities across income categories should be

incorporated as part of the Diridon plan. Because land is expensive near transit, and will become more so with the implementation of this Plan, high land values at Diridon Station could quickly price out developers seeking to meet affordable housing needs in the area, forcing them to locate in other parts of San Jose where land is less expensive but perhaps not as desirable for residential development. An implementation plan should include strategies that would make affordable residential development a reality. Such a plan might include financing and/or land acquisition strategies.

2.3.13 PUBLIC ART

Art Integration in the Land Use Plan

At community workshop #2, the artist team presented three alternatives for art integration, one tied to each of the three station concept and land use approaches. These are described thematically as “nature, culture and community”, “spectacular”, and “connectivity in the global village”. Each implied a different aesthetic approach to creating a unique neighborhood appealing to residents, visitors, commuters, and occasional users. All addressed issues of multimodal connectivity and knitting the neighborhood together.

The intention with each approach was to use art to activate the neighborhood, to provide a strong sense of identity, and to engage the public with art.

Just as there is a range of ideas spread across the three alternative land use plans, there is also a great deal of flexibility in terms of combining different aspects of the public art proposals in different ways. This allows for a great deal of latitude in identifying preferred parts of the three alternatives for eventual consolidation into the preferred plan. The variety of public art within the preferred plan should include concepts which are embodied in all three of the alternative plans.

3. STATION EXPANSION ALTERNATIVES

3.1 Introduction

This chapter summarizes development and evaluation of three station expansion alternatives at Diridon Station. The station alternatives evaluated in this chapter are the result of a process that included a public outreach effort and input from stakeholder agencies involved in the Diridon Station Area Plan.

The development of station expansion alternatives was completed in parallel with the Alternatives Analysis for the California High Speed Rail project. Multiple high speed rail alignment options remain under evaluation. The three station expansion alternatives presented in this document each incorporate a different possible high-speed rail alignment. The purpose of this effort, however, was to evaluate the alternative station configurations, not the high speed rail alignments.

The three station expansion alternatives presented in this chapter are the result of a planning process that drew from several sources. Prior to developing the station schemes, ridership projections from all the transit operators at Diridon were compiled that provided a basis for estimating the station capacity requirements needed for both commuter and high speed rail. These capacity requirements informed space programming calculations to determine physical space requirements. A one-day design charrette was held with transit operators and other public agency stakeholders in order to generate a number of initial ideas for the expanded station configuration. These ideas were refined by the consultant team into the three alternatives presented in this chapter.

3.2 Physical Space Programming

In order to develop future space requirements for the station, a two-step approach was taken: First, ridership forecasts were assembled to determine the amount of passenger activity that must be accommodated in the future (passenger capacity requirements). Second, the passenger capacity requirements were used to estimate physical space. This effort was also supplemented by previous space programming efforts by the Santa Clara Valley Transportation Authority (VTA) for BART and VTA operations and benchmarking to other existing and planned intermodal station projects. It should be noted that station parking supply will be considered as part of the larger Station Area Planning effort

RIDERSHIP PROJECTIONS & CAPACITY REQUIREMENTS

This effort developed future capacity needs for the station in the horizon year 2035 for the station building(s) and surface transportation access (e.g. buses, taxis, etc.).

Ridership and service forecasts were assembled from the existing and future station operators. Future planning efforts for each of these operators are in various states of development. An overall comprehensive and coordinated set of ridership forecasts for San José Diridon Station have not been developed to date. The various forecasts compiled here were not necessarily developed with an identical set of input parameters and assumptions such as planning horizon, future land uses and connecting transit services at Diridon Station. The intention was to develop and compile ridership forecasts based on the best available information to guide the planning process. However, it is recommended that a comprehensive forecasting effort be completed in the future prior to finalizing program requirements for the station.

The ridership forecasts provided by the operators are summarized in Table 3-1. A planning-level estimate of station passenger

capacity requirements were developed by estimating values for unavailable data, and rounding the forecasts upwards. Table 3.1 indicates the resulting daily and peak hour capacity requirements.

TABLE 3-1: PLANNING-LEVEL STATION PASSENGER CAPACITY REQUIREMENTS
EXISTING AND PROJECTED RIDERSHIP AT DIRIDON STATION BY TRANSIT PROVIDER

	2009 Weekday		Future Weekday					
	Daily		Daily		AM Peak Hour		PM Peak Hour	
	Boarding Pax	Alighting Pax	Boarding Pax	Alighting Pax	Boarding Pax	Alighting Pax	Boarding Pax	Alighting Pax
ACE	300	300	1,800	1,800	600	1,200	1,200	600
Amtrak Capitol Corridor	400	400	1,000	1,000	200	200	200	200
Amtrak Coast Starlight	n/a	n/a	100	100	100	100	100	100
BART	n/a	n/a	10,600	10,600	1,000	1,800	2,000	1,000
Caltrain	3,000	3,000	10,400	10,400	3,200	600	600	3,200
High Speed Rail	n/a	n/a	12,700	12,700	2,200	1,600	1,600	2,200
Total	3,700	3,700	36,600	36,600	7,300	5,500	5,600	7,200

As can be seen in Table 3-1, the estimated requirements for future passenger capacity represent an approximately 10-fold increase over existing passenger demand. This reflects the addition of major new services (High Speed Rail and BART) as well as significant enhancements in service by existing operators.

3.3 Physical Space Program

A draft set of physical program requirements were estimated by drawing on a number of resources including:

- Previous programming efforts completed by VTA for the Silicon Valley Rapid Transit (SVRT) project.
- Ongoing planning and design efforts being completed by the California High Speed Rail Authority (CHSRA) and the Peninsula Corridor Joint Powers Board (PCJPB).
- California High Speed Rail Station Authority Program Technical Memo 2.2.2. Station Design Guidelines (February 2009).
- Professional judgment based on experience on other projects.
- Comparison of calculated program to existing and planned intermodal station projects.

The larger station campus will be comprised of several major components including:

- **Rail Tracks and Platforms.** Currently under planning by PCJPB and CHSRA. Not addressed in this report.
- **Station Concourse.** Includes passenger circulation, processing and back-of-house support areas. Station head house requirements have been estimated separately for high speed and conventional rail services.
- **Diridon/Arena BART Station.** The physical program and design of the future underground BART station is assumed to be fixed per SVRT's 65% Engineering Plans. One exception is the westernmost BART station portal, which could be redesigned if necessary to optimize the overall Diridon Station configuration
- **Surface Transportation.** Includes accommodations for buses, shuttles, taxis, and private vehicle pick-up and drop-off activity at the station.
- **Parking.** Includes station/operator employee parking, short-term and long-term public parking.
- **Other Features.** Includes public art, plazas, pedestrian circulation, retail and other joint development.

Table 3-2 below summarizes the space program needs for both high speed and commuter services.

TABLE 3-2: SPACE PROGRAM NEEDS

PROGRAM ELEMENT	AREA (SQUARE FEET)
Commuter Rail Services	
Public Concourse Zone	29,500
Controlled Concourse	6,500
Station Support Areas	16,200
<i>Commuter Rail Services Total</i>	<i>52,200</i>
High Speed Rail Services	
Public Concourse Zone	24,100
Controlled Concourse	5,200
Station Support Areas	16,100
<i>High Speed Rail Services</i>	<i>45,400</i>

3.4 Station Planning Goals

Early in the planning process the planning team worked with the City of San Jose to develop a set of planning goals that highlights the goals the City hopes to accomplish through the station design planning effort. The goals were also developed with the future intent to use them as the basis for evaluating the station design alternatives developed later in the planning process.

The guiding station planning goals are:

- Optimize function for transit operators and passengers
- Provide sufficient capacity to meet future demand and operational requirements
- Maximize intermodal connectivity
- Maximize passenger comfort and experience
- Prioritize access for pedestrians, bicycles and transit
- Minimize conflicts between modes
- Optimize legibility and wayfinding
- Incorporate sustainable design principles
- Integrate with and compliment adjacent land uses
- Protect and enhance the existing historic station building
- Create an iconic civic structure and gateway to the City of San José
- Allow for the installation of a significant public art installation
- Allow for phased implementation while minimizing service disruptions
- Ensure flexibility for new transit systems to be added over time
- Manage costs and create an implementable plan

3.5 Station Design Charrette

Using the station programming and future ridership for Diridon Station described in the section above, a station design charrette was conducted with agency stakeholders. The station design charrette was held on February 19th, 2010 at San José City Hall. The charrette was aimed at gathering stakeholder agencies to collaborate on the development of the station plan alternatives. The charrette was a daylong activity with a mix of presentations, breakout sessions, and group discussions.

The charrette purpose and desired outcomes were:

- Collaboratively produce preliminary station configuration options
- Develop a common level of understanding amongst the agency stakeholders
- Identify major themes
- Identify constraints and challenges for the station plan
- Identify points of consensus
- Identify outstanding issues to be resolved in the development of station options

SUMMARY OF PRESENTATIONS

Public Art

The public art approach to station design begins with a focus on the types of people likely to be using the station: commuters, tourists, new visitors, neighbors, etc. Public art can give meaning to a place by creating a sense of activity, history and visibility. Basic principles to consider are navigation/legibility, sustainability, liveliness, multiple layers and theatrics. The artistic qualities of the above ground and below ground space should be considered as well as how edges and connections are treated. The difference between daytime and nighttime use is also important.

AGENCY PRIORITIES FOR DIRIDON STATION PRESENTATIONS

The stakeholder agencies participating in the charrette briefly provided an overview of their priorities for Diridon Station. The agency priorities are summarized briefly in this section.

City of San José Department of Transportation

The City desires a station that showcases San José as a world class city. This should be conveyed through station architecture and the area surrounding the station. By taking advantage of the existing amenities around the station, as well as future amenities and developments like high speed rail, BART and the new ball park, Diridon should become an iconic place.

The station functions should maximize passenger comfort and experience, and prioritize pedestrian connectivity and alternative modes of transport. The station should be compact and integrate with adjoining land use while maintaining its historic nature. The City would like the plan to address how operators will share ownership of the station, how the plan will be implemented and how that will pertain to maintaining a development schedule.

City of San José Redevelopment Agency (RA)

The Redevelopment Agency has guiding principles for a successful Diridon Station. These guidelines include maintaining development possibilities through compact development, meaning that agencies are encouraged to build above and below ground to preserve developable land surrounding the station. Attention to the pedestrian environment and connections to adjacent neighborhoods are also encouraged. Utilitarian components of the rail system should be viewed as urban design opportunities.

Peninsula Corridor Joint Powers Board (PCJPB)

PCJPB operates Caltrain service to the existing Diridon Station. PCJPB's priorities for the new station should accommodate future operational infrastructure needs and incorporate the historic properties into the new facility. PCJPB encourages using the

historic station for transit purposes.

Santa Clara Valley Transportation Authority (VTA)

VTA operates bus, BRT and LRT service in and around Diridon Station. Intermodal connections are important for the VTA because many VTA riders destined for Diridon are connecting to Caltrain and it is anticipated they will be connecting to high speed rail and BART in the future. VTA encourages the Diridon plan to recognize the transit projects already under development such as BART, High Speed Rail, Caltrain and BRT. VTA is concerned with how station changes will affect the existing bus facility adjacent to the station.

California High Speed Rail Authority (CHSRA)

California High Speed Rail will operate service through Diridon Station and use it as a major transfer point to other modes of transit. Because of this it is critical to CHSRA that the station should prioritize connections to and from High Speed Rail and that the size of the station and platforms are integrated into the overall station design and surrounding neighborhood. Modern fire and life safety systems should be considered.

Capital Corridor

Capital Corridor plans to run 32 daily trains in and out of San José by 2018. Capital Corridor anticipates that it will need to layover 2-3 trains overnight and have facilities to clean cars in San José – not necessarily within the station, but nearby. No high level maintenance will be required. The Capital Corridor line will be an hourly feeder to High Speed Rail its schedule will be adjusted to work with the High Speed Rail schedule at Diridon as well as Sacramento stations.

Amtrak

Amtrak operates the Capital Corridor line as well as the Coast Starlight (Los Angeles to San Francisco) line and performs luggage, train servicing and mobility assistance at Diridon Station. Amtrak welcomed the opportunity to collaborate in the planning process and stated that equal success for all operators is necessary.

Altamont Commuter Express

ACE operates four round trips between Stockton to Diridon in the AM and PM peaks. Two trains turn back to the Central Valley and two trains are available during the day. ACE service could continue to run to and from Diridon Station or terminate at the Santa Clara Street station to the north.

BREAK-OUT SESSIONS

Stakeholders were broken out into six groups of six to seven people. Each group was assigned one of the three possible high speed rail alignments: existing right-of-way underground, existing right-of-way above ground, skewed underground. Groups were asked to develop 2-3 station designs and present them to the other groups. Station program elements, scaled according to the size requirements from the station programming exercise, were given as game pieces so that group members could use them to assist in developing the station design. Each group was provided identical background information, such as “game board” station backgrounds and the station game pieces.

EMERGING THEMES

At the conclusion of the breakout session, each group presented their own scenarios to the wider audience on the main themes and ideas.

The following list is a result of the open discussion that took place after all of the groups presented their designs. They provide summary results of the major themes, points of agreements and outstanding questions produced during the breakout session.

Themes & Points of Agreement

- Mixing spaces between different users at the station
- Incorporate the concept of third places and the overall experience gained by station users and visitors
- Create multiple access points that distribute trips throughout the urban network
- Ensure that the station design is integrated with adjacent area and built environment
- Include public art and significant outdoor public space as a major feature at the station area
- Utilize iconic, world class architecture for the station
- Work to increase the quality of the experience of station users and visitors
- Create a station that incorporates urban typology design elements
- Respect the historic rail features in the design of the new station
- Locate a bike station within close proximity to the station
- Create East-West connections across the rail ROW
- Work to create a view corridor to and from Downtown
- Minimize the impact of buses in the station area
- Highlight the BART portal as a major architectural element as well as a main station entrance
- Build as efficiently as possible to reserve as much developable space as possible separate from station
- Improve wayfinding to ease access and travel through the station area
- Incorporate new bicycle and pedestrian routes to, from and through the station

Outstanding Questions to be Resolved

- What form should the bus transit center take– consolidated or distributed, above grade, or below grade?
- What will be the approach to historic depot – existing use or reuse, relation to new buildings?

- What is the best way of connecting the underground station to the rest of the development?
- What are the impacts of the Kiss and Ride area on pedestrian circulation?
- What are the implications of an airport-style layout on the circulation
- How do the differences between services which terminate at the station versus those which pass through station affect the layout?
- How will pedestrians transfer amongst the different transportation modes?
- How should the station design address security issues?
- What is the impact of the planned ballpark and HP pavilion on the station?
- How should the Santa Clara Street underpass be addressed?
- If high speed rail is located below grade in this area, what is the preferred alignment?

Alternatives Refinement

Using the station designs developed by the design charrette participants, the alternatives from the three different alignment options were further refined based on viability of ideas, common elements between designs, and concepts that merited further review. The alternatives were eventually refined into three broad categories: a 'linear' option, a 'compact' option, and a 'skewed' option. The linear option reflected a station design where most of the station elements were located along a linear plane adjacent to the railroad right of way. The compact option place the station elements in a compact configuration that minimized the land take within the station area. Finally the skewed option reflected the high speed rail alignment option that is below ground at an angle

to the existing Diridon Station.

Within the three categories of station designs, there were a number of ideas that garnered further review which included:

- Underground bus transit center
- Off-site bus transit center exclusively for layovers
- Additional pedestrian/bicycle access to the neighborhoods to the west of the station
- Locate high speed rail program above/below the rail tracks

In addition to refining the station elements, other factors affecting the station design were taken into account. These included:

- Future potential ballpark
- Incorporating an iconic structure or gateway into the station design

3.6 Station Alternatives Description

The development of the station alternatives emerged from the station designs created at the Station Design Charrette and further refined by the consultant team. During the refinement process, the station planning objectives created at the onset of the planning effort were incorporated into the station designs. An underground bus facility was considered but ultimately rejected for all three alternatives due to physical site constraints. A more detailed analysis of an underground bus facility is included in Appendix C.

Site plans and three dimensional massing ideas were created for each alternative. The site plan details the station configuration, which includes the commuter and high speed rail station buildings, bus transit center, and various pedestrian and bicycle circulation elements. The massing ideas begin to highlight many of the site and context relationship issues that will be evident as the process goes forward. They are included as conceptual representations, not specific building designs.

ALTERNATIVE A – LINEAR

Description

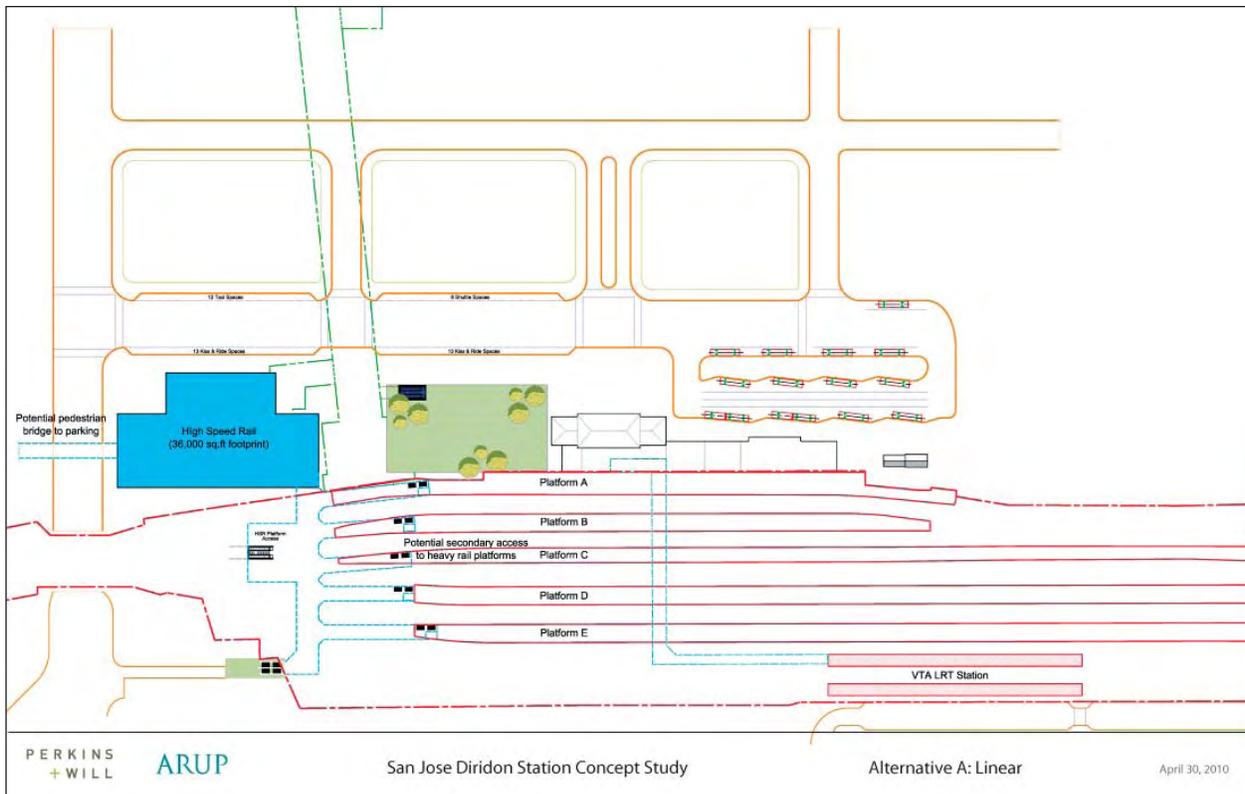
Alternative A locates a new freestanding high speed rail station building at the corner of Cahill Street and W. Santa Clara Street. The existing historic depot building continues to be used for commuter rail services. A major plaza would be located between the two station buildings, providing pedestrian connections as well as open space, public art and landscaping opportunities. BART is located below the north end of the plaza, with opportunities for station portals into the plaza as well as directly into the new high speed rail station. The bus transit center is located at the southern end of the site at the intersection of Cahill Street and W.

San Fernando Street. The resulting arrangement creates a linear station campus along Cahill Street, with distinct “terminals” for high speed rail and commuter rail.

This alternative was developed to correspond with a below-grade high speed rail alignment, with platforms located below the existing commuter rail platforms. A similar station footprint would also be compatible with aerial high speed rail platforms on the same alignments.

This alternative is illustrated in Figure 3.1.

FIGURE 3-1: ALTERNATIVE A SITE CONCEPT PLAN



Assuming an underground high speed rail alignment, a new pedestrian tunnel would cross under the existing commuter rail tracks. This tunnel would provide access to the underground high speed rail platforms, and could also potentially provide secondary access to the commuter rail platforms and a station entrance west of the tracks. With an elevated high speed alignment, this connection could be provided via mezzanine level above the existing commuter rail tracks and below the high speed rail tracks.

At the historic depot, the SP Baggage building could be modified to provide additional circulation area, including improved ADA accessible vertical circulation to the existing commuter rail tunnel. The station back of house facilities currently located within the building could be relocated into the new High Speed Rail station.

This alternative shows less commuter station building space compared to Alternative B and C, assuming that additional back of house facilities would be located into the new high speed rail station building. . With the bus transit plaza directly adjacent to the building, more at grade circulation space was reserved between the commuter station building and the bus transit plaza.

Station Access

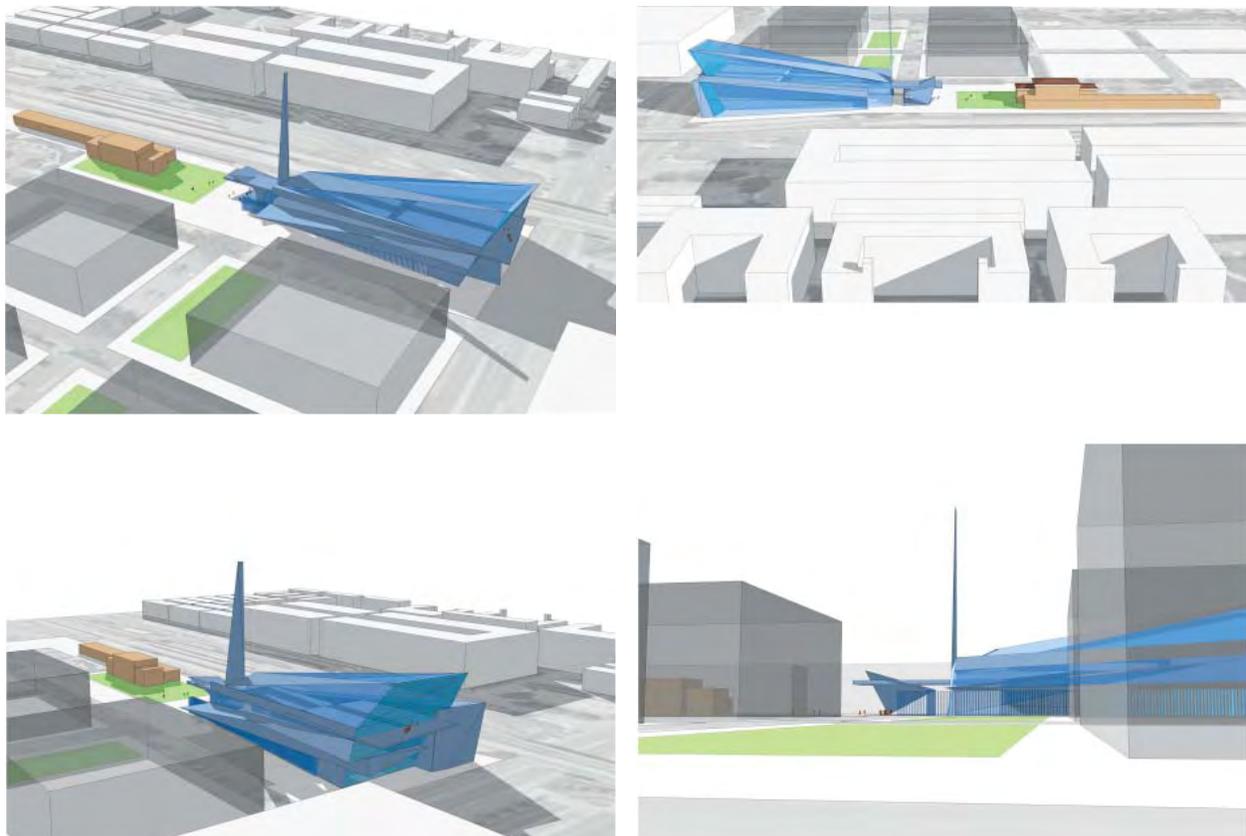
The main vehicular access to the station area is via Cahill Street and W. Santa Clara Street. Kiss and ride and taxi waiting areas front the station buildings along Cahill Street, and buses utilize Cahill Street and W. San Fernando Street in order to access the bus transit center. The main entrances to the stations are along Cahill Street. The existing pedestrian tunnel connecting the commuter rail station to the neighborhoods west of the railroad tracks remains and a new pedestrian tunnel is proposed to provide a second entrance on the west side of the tracks, near The Alameda. The two pedestrian tunnels would be open for bicyclists to walk their bicycles through to the stations or through to the connecting

bicycle routes along W. San Fernando Street.

Station Massing

With an underground platform, this station building represents a gateway to an underground circulation system. The new dynamic building concept is a linear massing that parallels the existing tracks and expresses the north-south travel direction. The concept has a grand expression at W. Santa Clara Street that adjusts in scale and massing as it moves south toward the existing station building. Together the two station buildings bookend a shared open space.

FIGURE 3-2: ALTERNATIVE A STATION MASSING



ALTERNATIVE B – SKEWED

Description

Alternative B locates a new freestanding high speed rail station building between Cahill Street and Montgomery Street. The existing historic depot building continues to be used for commuter rail services. New major plaza spaces would be located in front of both the rail stations, providing pedestrian connections as well as open space, public art and landscaping opportunities. The bus transit center is located north of the commuter rail station along Cahill Street and west of the new high speed rail station. BART is located below the bus transit center, with opportunities for station portals directly into the new High Speed Rail station and the bus transit center. The resulting arrangement creates a compact station design that utilizes both sides of Cahill Street through to Montgomery Street.

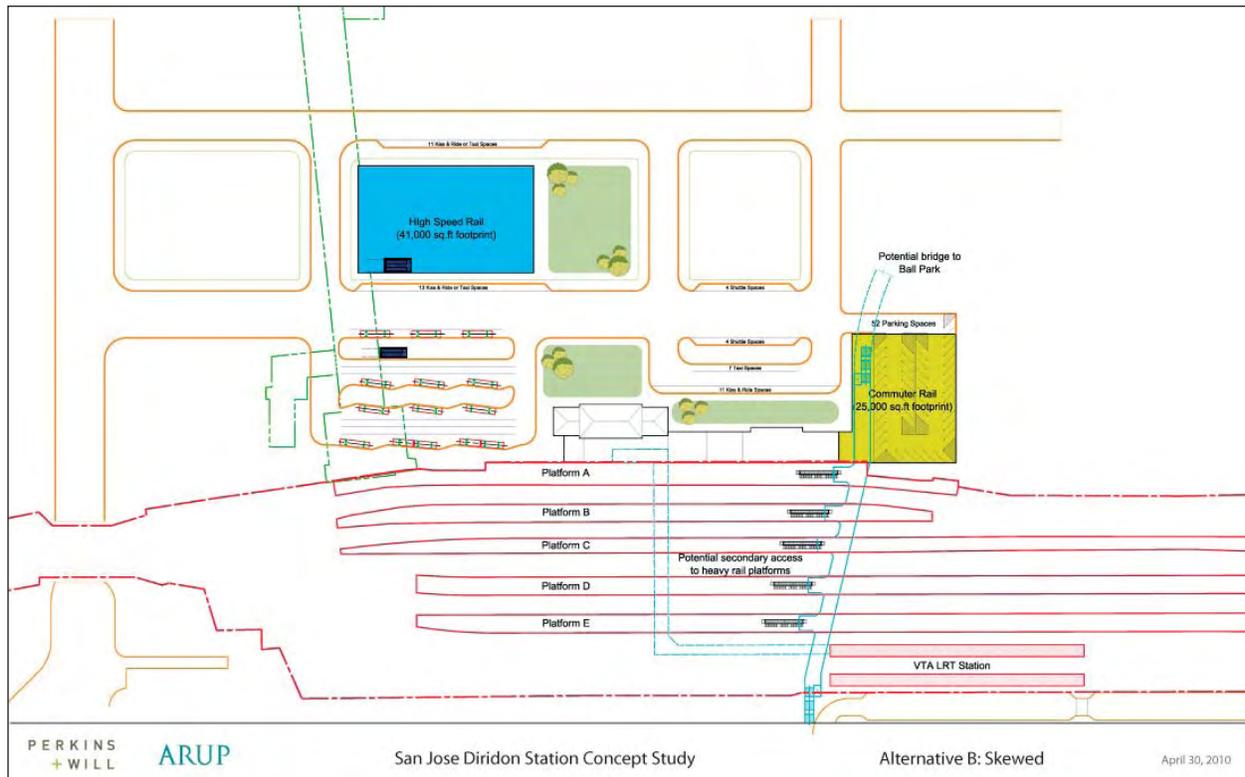
This alternative was developed to correspond with a below-grade skewed high speed rail alignment, with platforms positioned at an angle relative to the existing commuter rail tracks. This alternative was also developed based on the assumption that a new ball park is constructed south of W. San Fernando Street.

A new pedestrian crossing above the commuter rail tracks is included to connect the western neighborhoods, the commuter rail station, the ball park and the bicycle route on W. San Fernando Street. This could also provide a secondary access route to the commuter rail platforms.

At the historic depot, the SP Baggage building could be modified to provide additional circulation area, including improved ADA accessible vertical circulation to the existing commuter rail tunnel. Employee or short term on-site parking is located south of the depot building but integrated above or below commuter rail back of house station space.

This alternative is illustrated in Figure 3.3.

FIGURE 3-3: ALTERNATIVE B SITE CONCEPT PLAN



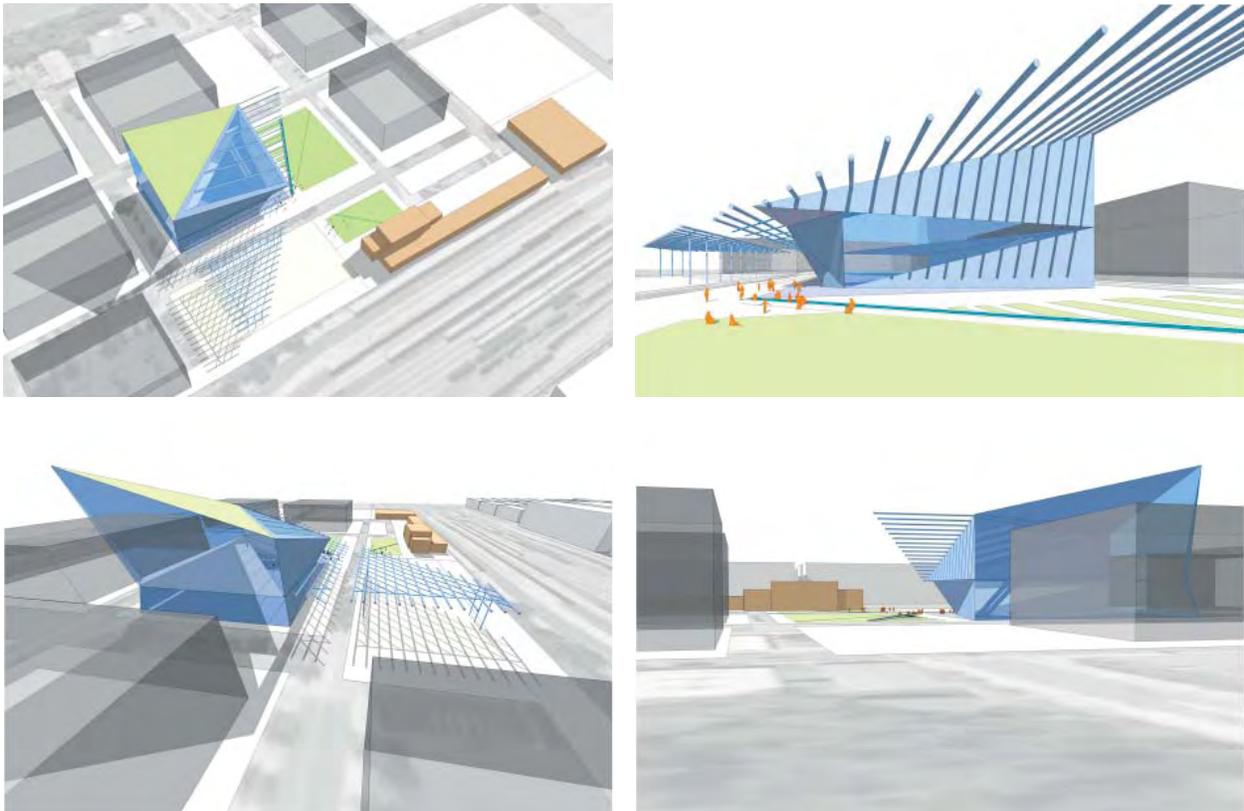
Station Access

The main vehicular access to the station area is centered along Cahill Street, although some traffic could be dispersed to Montgomery Street due to the multiple access points into the High Speed Rail station. Kiss and ride and taxi waiting areas are separated into three distinct areas; one directly outside the commuter rail station and two for high speed rail, one area along Cahill Street and the other on Montgomery Street. The bus transit center remains in its existing location, and buses will continue to use the same routes as today. Pedestrians will continue to use the existing tunnel to reach the commuter rail platforms. Those traveling to the High Speed Rail station can enter the station from multiple points. A new pedestrian and bicycle crossing will provide a secondary pedestrian and bicycle connection between the western neighborhoods to the station area. The crossing also provides close walking and bicycling access to future potential ball park.

Station Massing

The new station building concept places the terminal one block away from the existing tracks and creates a linked open space to the south (east of the existing station). The building concept attempts to hold the urban block edges while creating a dynamic, iconic gesture that expands its building expression beyond the block itself. A shaped and folded grand roof extends off the building to create a transportation area concept that includes cover for the bus terminal and the adjacent open space. This roof extension helps to create a grand gateway to the stations from Cahill Street.

FIGURE 3-4: ALTERNATIVE B STATION MASSING



ALTERNATIVE C – COMPACT

Description

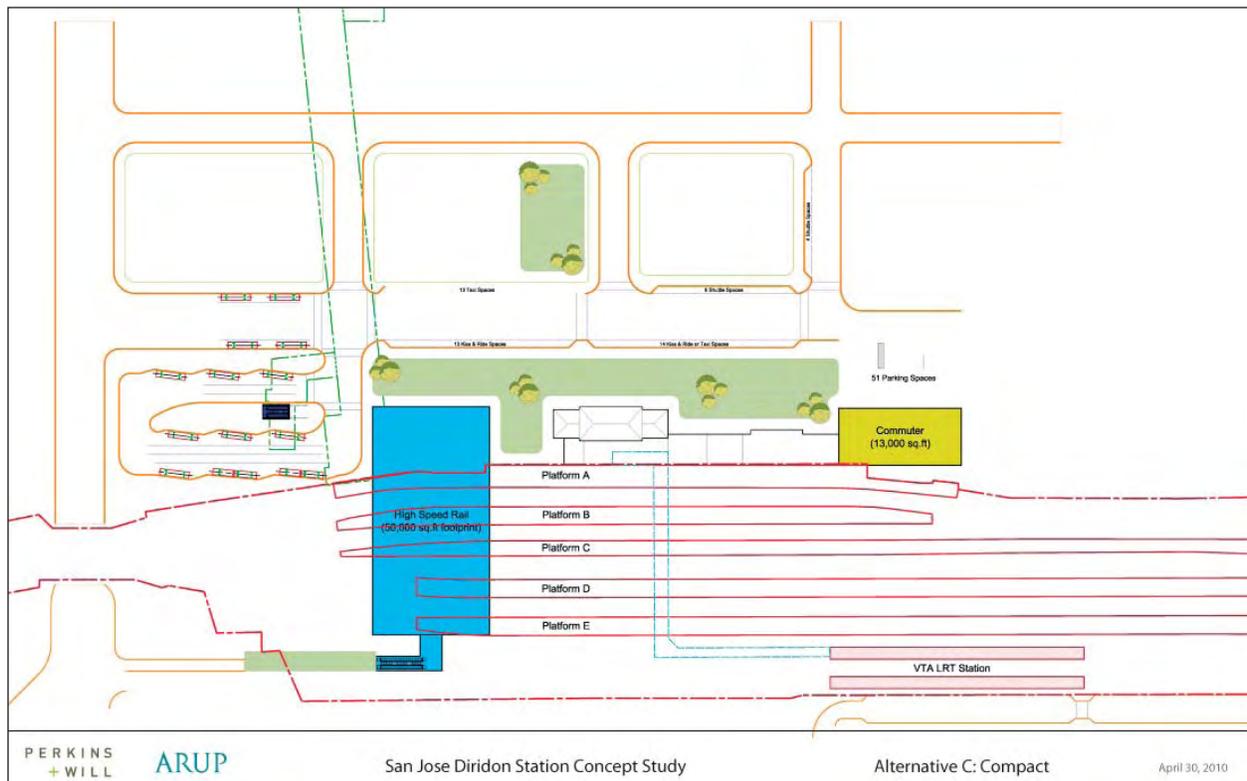
Alternative C locates a new freestanding High Speed Rail station building over the existing commuter rail tracks with a minimal ground level footprint. Much of the commuter rail program would be located on a mezzanine level above the existing commuter rail tracks and below elevated high speed rail platforms. The existing historic depot building continues to be used for commuter rail services. A linear plaza fronts along Cahill Street and connects the two station buildings, providing pedestrian connections as well as open space, public art and landscaping opportunities. Additional plaza space could be located across Cahill Street. The bus transit center is located at the corner of Cahill Street and W. Santa Clara Street. BART is located below the transit center. The resulting arrangement creates a compact station campus along Cahill Street that preserves the most parcels within the station area for redevelopment.

This alternative was developed to correspond with an above-grade high speed rail alignment, with platforms located above the existing commuter rail platforms. The High Speed Rail station mezzanine provides access down to the commuter rail platforms and up to the high speed rail platforms, as well as a second pedestrian and bicycle connection over the tracks to the west.

At the historic depot, additional back of house program space is located south of the existing building. An employee or short term on-site parking lot sits at the south end of the plaza along the northern edge of the future proposed ball park.

This alternative is illustrated in Figure 3.5.

FIGURE 3-5: ALTERNATIVE C SITE CONCEPT PLAN



Station Access

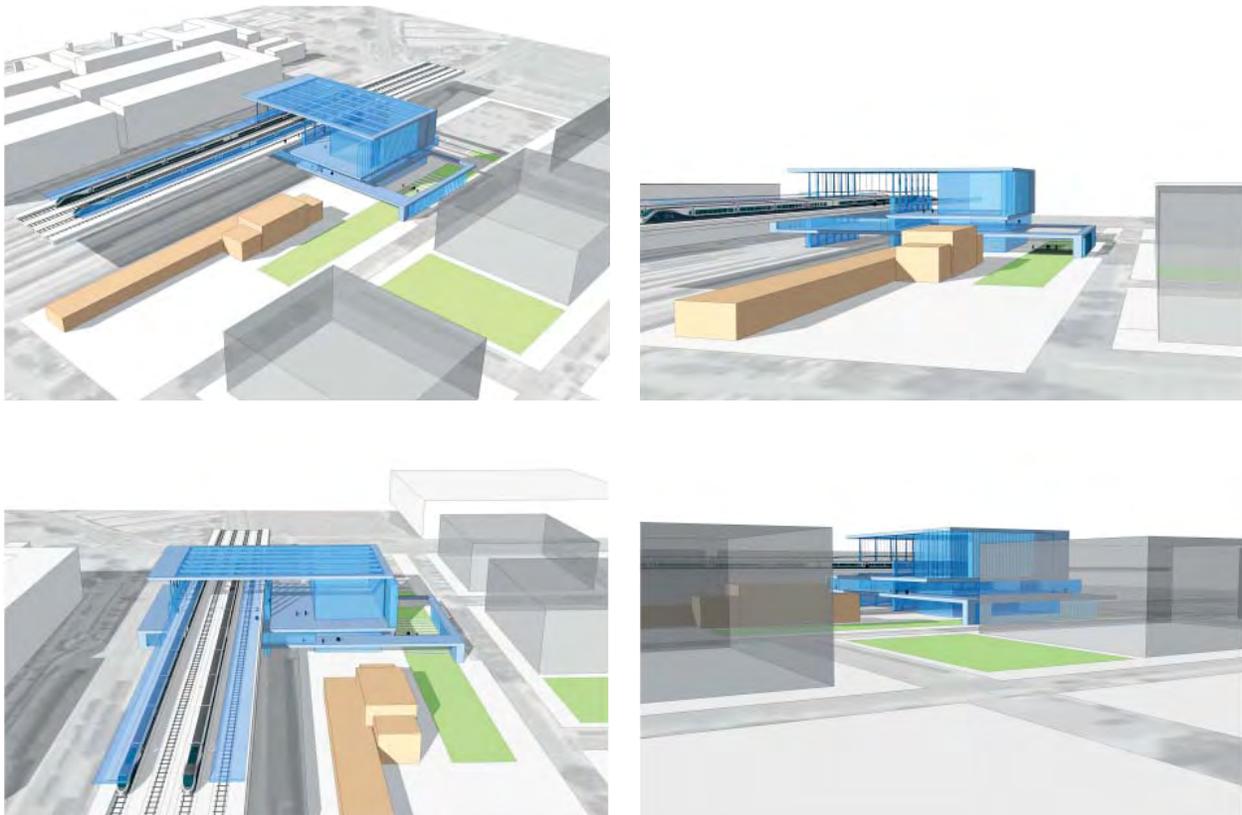
The main vehicular access to the station area is via Cahill Street and W. Santa Clara Street. Kiss and ride and taxi waiting areas front the linear plaza zone along Cahill Street in front of the commuter and high speed rail main station entrances. With the bus transit center shifting slightly north of its existing location to the corner of Cahill Street and W. Santa Clara Street, bus operations would remain relatively similar to current routes. The existing pedestrian tunnel connecting the commuter rail station to the neighborhoods west of the railroad tracks remains and the new High Speed Rail station provides a second entrance on the west side of the tracks, near The Alameda. Bicyclists would continue to walk their bicycles through the pedestrian tunnel to reach bicycle routes along W. San Fernando Street.

Station Massing

This new station concept literally embraces the transportation, providing the passengers with a unique view of and relationship with the trains and busses. The concept creates a grand roof and terminal that wraps the new elevated platforms, allowing for many places for great views of the transportation. It also forms a unique experience for the passengers as they pass through the new dynamic terminal. Both the existing and new stations front onto Cahill Street and share a new linear open space for waiting and passenger drop-off.

The design concept for this alternative is to integrate the elevated rail tracks and new high speed rail station in away that provides cover for passengers arriving and departing passengers and is also a dramatic and iconic entry point into San Jose. A variety of options for canopies could be explored; the early concept shown in Figure 3-6 includes small scale open canopies at the platforms similar to the existing butterfly canopies, with a singular large scale open roof feature extending from the station building over the platforms at the center.

FIGURE 3-6: ALTERNATIVE C STATION MASSING



3.7 Evaluation

EVALUATION CRITERIA

The three station design alternatives are evaluated using the station project planning goals developed at the onset of the planning effort. These goals are shown in Section 3.4 of this chapter. For the evaluation criteria, the goals were modified to reflect a qualitative criterion that could be used to identify the strengths and weaknesses of each alternative. The evaluation criteria and station planning goals are shown in Table 3.3 below.

TABLE 3-3: EVALUATION CRITERIA

CATEGORY	GOAL
Station Design	<ul style="list-style-type: none"> • Incorporate sustainable design principles • Protect and enhance the existing historic station building • Create an iconic civic structure and gateway to the City of San Jose • Allow for the installation of a significant public art installation
Station Access and Community Integration	<ul style="list-style-type: none"> • Optimize legibility and wayfinding • Integrate with and complement adjacent land uses • Prioritize Access for pedestrians, bicycles, and transit
Transit Operations	<ul style="list-style-type: none"> • Optimize function for transit operators and passengers • Provide sufficient capacity to meet future demand and operational requirements • Minimize conflicts between modes • Ensure flexibility for new transit systems to be added over time • Maximize intermodal connectivity • Maximize passenger comfort and experience
Cost and Implementation Opportunities	<ul style="list-style-type: none"> • Allow for phased implementation while minimizing service disruptions • Manage costs and create an implementable plan

ALTERNATIVES EVALUATION

Across all three alternatives, there a number of common strengths and weaknesses repeated throughout each scheme. These common themes include:

Strengths

- All alternatives have the ability to incorporate an iconic station element into the design
- All alternatives will incorporate sustainable design principles
- All alternative retain the use of the historic depot for commuter rail use
- All alternatives provide opportunity for direct HSR - BART connections
- All alternatives include a new pedestrian connection across the existing heavy rail tracks to the west

Weaknesses

- All alternatives provide less combined kiss & ride and taxi curb than indicated in preliminary calculations
- All alternatives assume some station-related curb side activity is located on the east side of Cahill Street
- All alternatives have relatively long connections between VTA light rail & high speed rail
- All alternatives have significant cost implications for upgrading the existing facility and new station

TABLE 3-4: ALTERNATIVE A (LINEAR BELOW GROUND) - EVALUATION CRITERIA

EVALUATION CRITERIA	STRENGTHS	WEAKNESSES
Station Design	<ul style="list-style-type: none"> + Energizes the corner of Cahill and W. Santa Clara Street with the new high Speed Rail station building + New High Speed Rail station is very visible from W. Santa Clara Street and downtown, optimizing the possibilities for a visible iconic station + The plaza space acts as a circulation transition architecturally and functions as a connecting point between the two station buildings + Large plaza could be designed to be an important public space with significant opportunities to accommodate public art. + New High Speed Rail station, while within the National Register Boundary, is located away from the historic depot building, and is not likely to have a significant visual impact on the depot building or other historic resources 	<ul style="list-style-type: none"> - To avoid conflicts with the BART station the High Speed Rail station footprint will require multiple levels to provide the necessary levels for circulation space, retail opportunities and natural lighting - High Speed Rail station is removed from the commuter rail station, with a very large plaza between the two. Scale of plaza may be overly large given the scale of surrounding buildings. - South Bay Historic Railroad Society commented that this alternative would impact the historic connection between the Alameda SPRR overpass and the station by potentially creating a visual barrier.
Station Access and Community Integration	<ul style="list-style-type: none"> + If the New High Speed Rail concourse is underground, it provides opportunities to connect commuter rail platforms and BART concourse + Preserves parcels east of Cahill Street for redevelopment + Provides a new pedestrian/bicycle crossing of the commuter rail tracks for a second access point to the western neighborhoods as well as direct access to high speed rail + The station design mimics a "airport" style configuration with high speed rail and commuter "terminus" that provides wayfinding and branding opportunities to optimize visibility 	<ul style="list-style-type: none"> - Concentrates station vehicular and pedestrian access on Cahill St. Pedestrians must cross heavily trafficked roadway -Linear arrangement increases walking distances for intermodal transfers

EVALUATION CRITERIA	STRENGTHS	WEAKNESSES
Transit Operations	<ul style="list-style-type: none"> + BART is centrally located between high speed rail and commuter rail terminals. Potential for direct connection to below grade high speed rail concourse + Bus transit center location on San Fernando Street provides convenient bus access to Autumn and San Fernando Street corridors + Provides better auto/bus traffic separation away from the Cahill Street/W. Santa Clara Street intersection + Provides a contiguous station campus west of Cahill Street with ample internal pedestrian circulation. + Provides VTA desired 13-bay bus program 	<ul style="list-style-type: none"> - Bus transit center is located farther from BART and high speed rail than in other alternatives - Does not accommodate on-site short term/employee parking - Smallest commuter rail station footprint of the three alternatives
Implementation Opportunities & Challenges	<ul style="list-style-type: none"> + + Spacing between station components increases opportunity for phased implementation 	<ul style="list-style-type: none"> - High speed rail alignment on existing commuter rail alignment complicates construction

TABLE 3-5: ALTERNATIVE B (SKEWED BELOW GROUND)- EVALUATION CRITERIA

EVALUATION CRITERIA	STRENGTHS	WEAKNESSES
Station Design	<ul style="list-style-type: none"> + New High Speed Rail station is a free standing building in a prominent location, optimizing the possibilities for a visible iconic station + The High Speed Rail station faces a plaza that is also oriented to the historic depot. The plaza could be designed to be an important public space with significant opportunities to accommodate public art + The new public plaza incorporates the historic depot in a meaningful way and also allows for a good relationship between the High Speed Rail station and the historic depot. + The large High Speed Rail station footprint and its location directly above rail platforms provides opportunities to bring natural light and views into underground concourse levels since they are directly below the station + New High Speed Rail station and underground platforms, is outside of the National Register Boundary and will not have an impact on the depot building or other historic resources 	
Station Access and Community Integration	<ul style="list-style-type: none"> + Disperses kiss and ride activity in the station area and reduces concentration of activity along Cahill Street. + Creates the potential for redevelopment of the parcel on Cahill Street and W. Santa Clara Street + A new pedestrian/bicycle overcrossing provides direct access to the western neighborhoods. Creates the potential for direct connection to the ballpark and the commuter rail platforms 	<ul style="list-style-type: none"> - There is no direct pedestrian/bicycle access to the High Speed Rail station from the western neighborhoods - Separate high speed rail and commuter rail stations may complicate wayfinding for unfamiliar users - High Speed Rail station location and circulation reduces redevelopment potential east of Cahill Street

EVALUATION CRITERIA	STRENGTHS	WEAKNESSES
Transit Operations	<ul style="list-style-type: none"> + Bus transit center is integrated with the BART portal and is conveniently located between high speed rail and commuter rail + Bus transit center maintains operations in the event of road closure on San Fernando Street during ball park events + Provides short term/employee parking on-site + High Speed Rail station is centrally located above the platforms 	<ul style="list-style-type: none"> - Pedestrians must cross Cahill Street to transfer between high speed rail and commuter rail or buses - Meets VTA requested 12-bay bus program but does not meet desired 13-bay bus program - Increased potential for conflicts between bus, private vehicles and pedestrian movements
Implementation Opportunities & Challenges	<ul style="list-style-type: none"> + The separate high speed rail alignment avoids conflicts with existing rail operations at Diridon Station + Greatest opportunity for phased implementation 	<ul style="list-style-type: none"> - -Construction of new pedestrian overcrossing has potential to conflict with commuter rail operations

TABLE 3-6: ALTERNATIVE C (COMPACT) - EVALUATION CRITERIA

EVALUATION CRITERIA	STRENGTHS	WEAKNESSES
Station Design	<ul style="list-style-type: none"> + With overhead platforms and tracks, the new High Speed Rail station will be very visible from W. Santa Clara Street and downtown, optimizing the possibilities for a visible iconic station + Linear plaza which fronts the High Speed Rail station and the historic depot provides a buffer between the building and the curb and could be designed to be an important public space with significant opportunities to accommodate public art 	<ul style="list-style-type: none"> - It is unclear if a station mezzanine level above the commuter platforms and below the high speed rail platforms would offer a comparable passenger environment compared to the other alternatives - Major components of the High Speed Rail station are located in a elevated concourse that is located below the platforms, with fairly low ceiling heights and few opportunities for natural light - Relatively small station footprint on Cahill Street limits the ability to provide station functional program and retail services at the street level - Overhead high speed rail tracks and platforms will have a significant visual impact on the historic depot and the butterfly sheds - The structure required to support overhead platforms and tracks is likely to have a physical impact on the butterfly sheds and platforms - The new High Speed Rail station is located closer to the existing historic depot than in the other options and could overwhelm the depot building. Since it is located within the National register boundary, the station will need to be compatible with the historic structures
Station Access and Community Integration	<ul style="list-style-type: none"> + The above grade mezzanine provides a second access point to the western neighborhoods as well as direct access to high speed rail + Preserves parcels east of Cahill Street for redevelopment + Compact station design simplifies wayfinding for unfamiliar users 	<ul style="list-style-type: none"> - Large mass of the High Speed Rail station and overhead tracks and platforms may create a visual block between east and west neighborhoods, and may overwhelm some of the existing buildings - Concentrates station vehicular and pedestrian access on Cahill Street Pedestrians must cross heavily trafficked roadway

EVALUATION CRITERIA	STRENGTHS	WEAKNESSES
Transit Operations	<ul style="list-style-type: none"> + Bus transit center is located close to W. Santa Clara Street adjacent to existing bus and future BRT stops + Bus transit center maintains operations in the event of road closure on San Fernando Street during ball park events + Provides a contiguous station campus west of Cahill Street with ample internal pedestrian circulation + Provides short term/employee parking on-site + Compact station design minimizes travel distances for intermodal transfers + The location of the bus transit center separates bus traffic from cars at the earliest point along Cahill Street 	<ul style="list-style-type: none"> - Meets VTA desired 13-bay bus program however 4 are located on Cahill Street - Bus transit center is farther from commuter rail than in other alternatives
Implementation Opportunities & Challenges		<ul style="list-style-type: none"> - High speed rail alignment on existing commuter rail alignment complicates construction - Most difficult for phased implementation

3.8 Conclusions

The evaluation of the three alternative station expansion options are summarized below.

Alternative A benefits from its flexibility to work with both an above or below-grade high speed rail alignment. The arrangement of two terminals separated by a major plaza presents attractive building and open space design opportunities, while also limiting impacts on historic resources. In addition, this alternative separates different station activities, simplifying wayfinding and minimizing conflicts between buses, private automobiles and pedestrians. However, the arrangement tends to increasing walking distances for intermodal transfers, and as currently shown does not provide on-site employee or short term parking.

Alternative B provides a new High Speed Rail station east of Cahill Street corresponding to the potential below-grade, skewed high speed rail alignment. Like Alternative A, this arrangement allows for the construction of a new freestanding high speed rail station and major new public plaza that links the new station and the historic depot. Further, this alternative locates most of the new station construction outside of the National Register Boundary. Functionally it benefits from dispersing some station activity off of Cahill Street and maintains the bus transit center in its current location. This arrangement, however, requires some transferring high-speed rail passengers to cross Cahill Street and generally increases the potential for conflicts between buses, private vehicles and pedestrians.

Alternative C places a new High Speed Rail station above the existing commuter rail tracks, creating an opportunity for a highly visible and iconic station building immediately adjacent to the existing depot. The resulting station is compact, minimizing intermodal transfer distances while maximizing developable land. However, this alternative provides limited ground-floor station program area, will be the most complex to phase incrementally, has the greatest potential to impact historic resources and to create a physical and visual barrier to the neighborhoods to the West of the Station Area.

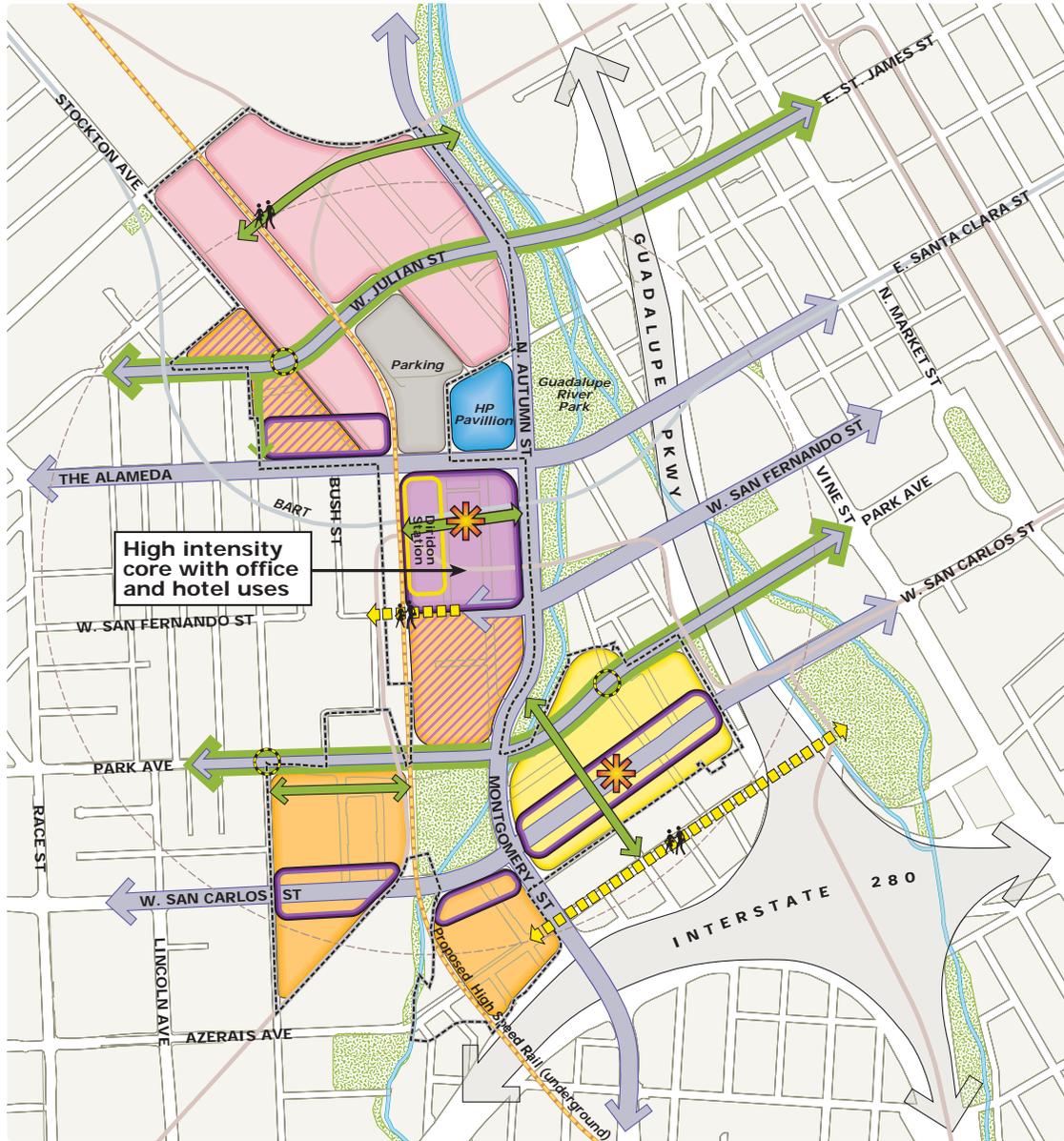
Each of the alternatives have different strengths and weaknesses. The selection of a preferred station expansion alternative is directly related to the high speed rail alignment that is selected. Alternative B illustrates that an attractive, multiple terminal station configuration can be created with the below-grade skewed alignment. With a high speed rail alignment along the existing heavy rail right-of-way, alternatives A and C present two different ways the expanded station could be implemented. The strengths and weaknesses of these options must be considered by the stakeholders in the context of both the station area plan and high speed rail planning processes.

4. ALTERNATIVE A

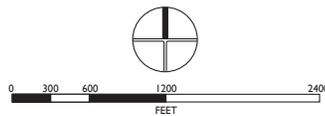
4.1 Land Use

Alternative A establishes a balance between residential and employment uses, with an emphasis on creating and reestablishing residential districts throughout the Station Area. The scheme is anchored by a high-intensity mixed use core with office, hotel, and retail uses adjacent to the Station. Just south of this core is an urban, high density residential district with supportive neighborhood and retail services. Additional new high density residential neighborhoods are focused to the southwest along West San Carlos Street and around a new eight-acre park at Montgomery Street and Park Avenue. East of Montgomery Street, the Delmas Park neighborhood is redefined with medium density residential development. Complementing these new and intensified residential uses, pedestrian-oriented retail and neighborhood services along West San Carlos Street establish this area as a self-sufficient, cohesive residential district.

Figure 4-1: DIRIDON STATION LAND USE PLAN - ALTERNATIVE A



- | | | | |
|---|---|---|------------------------------|
|  | Mixed Use (Non-Residential) |  | Arterial Street |
|  | Mixed Use (Residential) |  | Collector Street |
|  | Employment District |  | Green Street |
|  | Medium High Density Residential |  | Green Connection |
|  | Medium Density Residential |  | Neighborhood/Activity Center |
|  | Park/Open Space |  | Pedestrian Connection |
|  | Pedestrian-oriented Ground-level Retail |  | Station |
| | |  | Traffic Circle |



4.2 Urban Design

The primary urban design and placemaking proposals for this alternative can be broken down into the following list of ideas which inform each of the three main districts within the project study area:

NORTHERN DISTRICT

- A series of green fingers which stretch out from the Guadalupe Parkway into the new district, including one which extends from Julian Street to the Alameda
- Intensification of commercial and research + design facilities to increase the employment base, with new buildings arranged to overlook the green fingers
- Intensification of the HP Pavilion surface parking lot with a new multi-level parking structure to meet the combined demand of the HP Pavilion and the projected increased demand of the transit operators at the new station
- Improved pedestrian and bike connections throughout the area
- Some infill residential uses on the Western side of Stockton Street
- Parking structures used to create a buffer zone between the railway tracks and the occupied buildings



Green finger



Pedestrian and bike connection



High density commercial with ground floor retail



Formal urban plaza



Higher density residential development



Residential infill



Main street neighborhood retail



Large community park

CENTRAL DISTRICT

- Linear station layout with underground HSR route below existing tracks
- Emphasis on business district with ground floor retail uses on all buildings
- Two high-end hotels immediately adjacent to the new HSR terminal
- A linear public open space in front of the new station terminal connecting to Autumn Parkway and Los Gatos Creek
- A formal outdoor public plaza between the new and existing station terminals
- Parking structures used to create a buffer zone between the railway tracks and occupied buildings
- Higher density residential developments toward the southern end of the district, overlooking the new public park across Park Avenue

SOUTHERN DISTRICT

- Green fingers stretching out from Los Gatos Creek through the district to link the three neighborhoods within the district
- Improved pedestrian and bike connections throughout the area
- Respect the character of the existing neighborhoods with sensitive infill which increases overall density but maintains the general scale and grain of the existing street patterns
- Large new park on the existing fire department training site
- Neighborhood retail concentrated along San Carlos Street to build upon and strengthen the existing retail and to strengthen the east-west axis linking to downtown.

FIGURE 4-2: DIRIDON STATION LAND USE DIAGRAM - ALTERNATIVE A

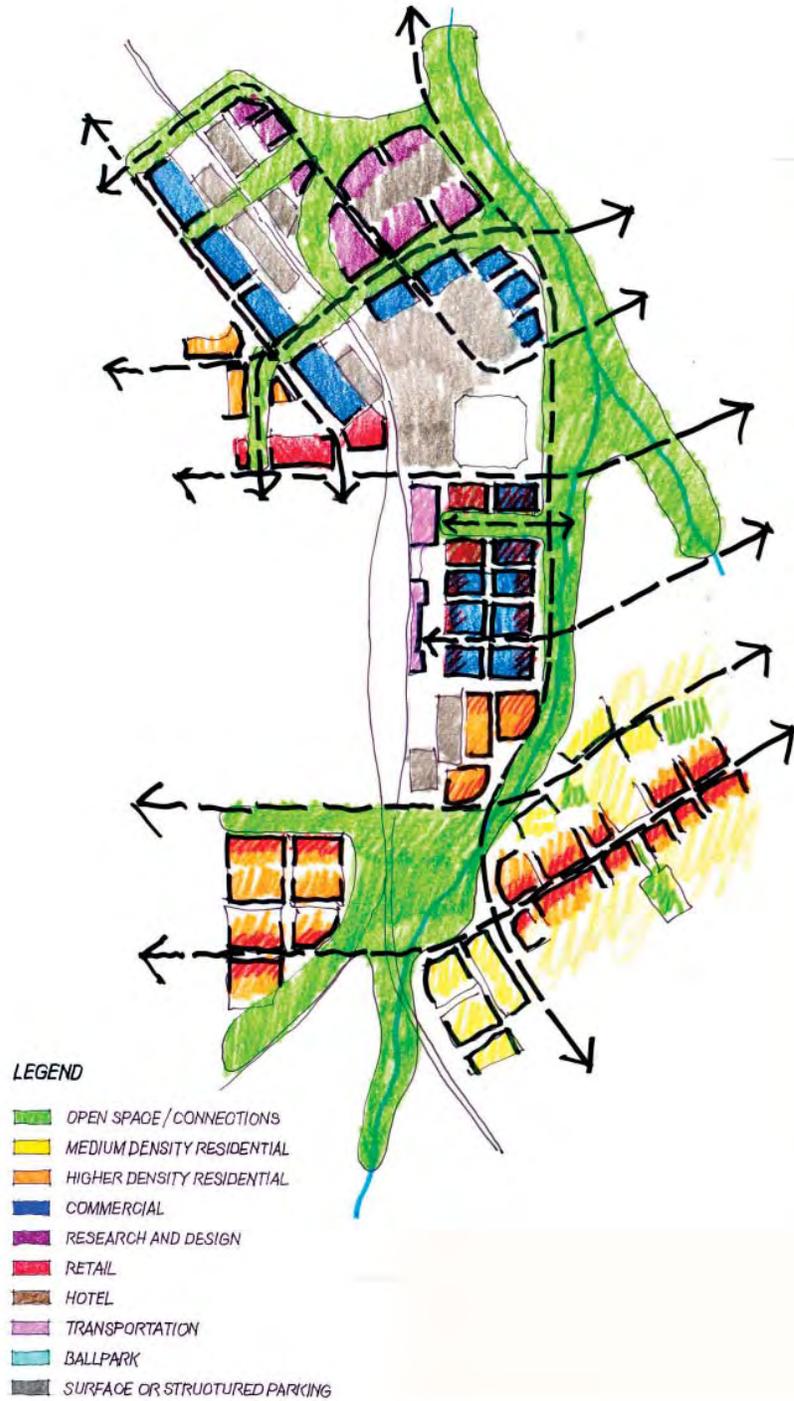


FIGURE 4.3-: DIRIDON STATION LAND USE ILLUSTRATIVE PLAN - ALTERNATIVE A

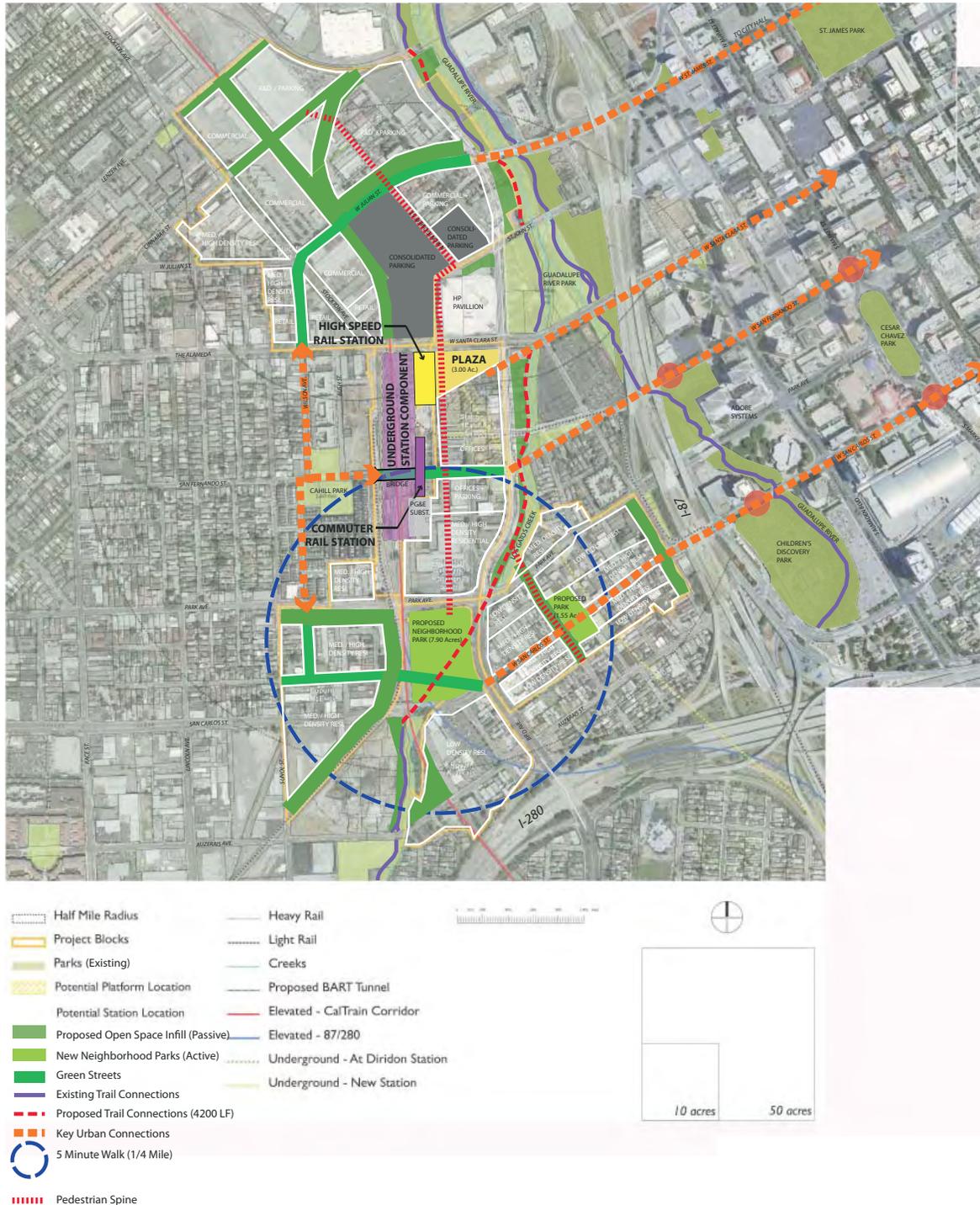


4.3 Open Space

Alternative A proposes a network of 'Green Fingers' (both north-south and east-west) to help connect the under-served neighborhoods west of the railroad lines and north of the Alameda with the new amenities being planned within the Study Area. In addition to the open space components which are common to all three alternatives (described in Chapter 2), the key components of this alternative include:

- A small park (approx. 1.55 acres) is proposed on San Carlos St. west of the Los Gatos Creek, serving the proposed medium density residential / retail neighborhood in the east.
- Green fingers which connect the different neighborhoods back to the central trail system will be designed as "green infrastructure", integrating urban design and infrastructure with natural systems. Elements of this system could include ecological storm water treatment systems, vegetated parking areas, and street side and median boulevard parks.
- A north-south pedestrian route along Cahill Street and past the west side of the HP Pavilion helps connect the office uses in the north to the large Community Park in the south.

FIGURE 4-4: DIRIDON OPEN SPACE DIAGRAM - ALTERNATIVE A



4.4 Station Expansion

Alternative A was developed to correspond with a below-grade high speed rail alignment, with platforms located below the existing commuter rail platforms. A similar station footprint would also be compatible with aerial high speed rail platforms on the same alignments.

This alternative locates a new freestanding high speed rail station building at the corner of Cahill Street and W. Santa Clara Street. The existing historic depot building continues to be used for commuter rail services. A major plaza would be located between with two station buildings, providing pedestrian connections as well as open space, public art and landscaping opportunities. BART is located below the north end of the plaza, with opportunities for station portals into the plaza as well as directly into the new high speed rail station. The bus transit center is located at the southern end of the site at the intersection of Cahill Street and W. San Fernando Street. The resulting arrangement creates a linear station campus along Cahill Street, with distinct “terminals” for high speed rail and commuter rail.

Please refer to section 3.6 of this report for additional information on the station expansion plans

4.5 Access and Circulation

This Alternative is characterized by having the most residential uses of all of the alternatives, “green finger” connections, and no ballpark. A new street connection is proposed to connect Autumn Street to Montgomery Street. The “green fingers” (a network of green space) will enhance pedestrian and bicycle circulation and promote connections to the Guadalupe River/Los Gatos Creek trails, Downtown, and Julian Street to The Alameda.

Key transportation considerations for Alternative A include:

- Promoting easy access to the station from residential developments. Residents who live within 1,200 feet of a transit station are significantly more likely to ride transit than those who live from 1,200 feet to 2,500 feet away. For this reason, the more residents that can be accommodated near the station, the less traffic will be generated by residential development.
- Integrating “green fingers” with the pedestrian and bicycle trail connections. The green fingers not only represent an opportunity to provide green space but also an important connection for walking and bicycling.
- Incorporating all new street connections to improve walking and bicycling access within the station area. Increasing the intersection density of the station area will promote easy walking and bicycling access in the station area.

4.6 Parking Supply and Demand

Proposed Development

The building characteristics and proposed development capacity associated with Alternative A includes a high intensity core with high density office, hotel, and residential uses near the proposed station; primarily in Subareas G and H. Office and industrial uses are planned in Subareas A, B, and C in the northern portion of the study area; whereas Subareas D and E, would include a substantial concentration of high density residential development. Additional residential neighborhoods are planned in the southeast quadrant of the study area, located in Subarea F. Refer to Figure 1.1 for location of the sub areas.

Proposed Parking Demand

Parking demand projections under Alternative A were based on the current City of San Jose Downtown Zoning Regulations, as established in the Chapter 20.70 of the City Municipal Code. Parking ratios for commercial, industrial, retail, restaurant, residential, and hotel uses were applied in the analysis. These ratios include the number of required parking spaces per unit type (by 1,000 gross square feet or dwelling unit). Although parking is not provided for retail/restaurant uses within the boundaries of the downtown area, the analysis applied a ratio of 4 spaces per 1,000 gross square feet of development for all planned freeway-oriented retail development near the station area. The ratios based on the current land use regulations in the downtown area are outlined below:

- Commercial/industrial – 2.13 spaces per 1,000 gross square feet
- Retail/Restaurant (downtown) – 0 spaces per 1,000 gross square feet
- Retail/Restaurant (freeway) – 4 spaces per 1,000 gross square feet
- Residential – 1.5 spaces per dwelling unit
- Hotel – 0.35 spaces per unit

Based on these planned developments, the total projected parking demand would yield approximately 16,315 parking spaces to accommodate this development. This is detailed by land use type in Table 4.1 below,

TABLE 4.1: ALTERNATIVE A - PARKING DEMAND BY LAND USE

ALTERNATIVE A	Commercial/Light Industrial (sq.ft.)	Retail/ Restaurant (sq.ft.)	Residential (units)	Hotel (rooms)
North				
A. <i>Arena North</i>	645,000			
B. <i>Julian North</i>	1,390,000			
C. <i>Stockton Corridor</i>	700,000	60,000	250	
South				
D. <i>Dupont/McEvoy</i>		67,000	1,480	
E. <i>Royal/Auzerias</i>		24,000	810	
F. <i>Park/San Carlos</i>		90,000	1,310	
Central				
G. <i>Ballpark</i>	450,000	60,000	660	
H. <i>Station East</i>	1,230,000	200,000		480
Total	4,415,000	501,000	4,510	480
Project Parking Demand	9,382	-	6,765	168
Weighted Parking Rate	2.13	0	1.5	0.35

Note: Parking is not provided for new retail/restaurant premises within the boundaries of the City-defined Downtown core, except for larger freeway-oriented retail developments which are provided with structural parking. Under Alternative A, no freeway-oriented retail developments are proposed; therefore no parking demand could be determined.

The northern subareas (Subarea A, B, C) would include 2,735,000 gross square feet of commercial and industrial use; approximately 60,000 gross square feet of retail and restaurant use; and 250 residential units. This proposed development capacity would require 6,187 parking spaces based on current downtown parking ratios.

The planned residential uses in the southern subareas (D, E, F) includes 3,600 residential units as well as 181,000 gross square feet of retail and restaurant use. Based on the current downtown parking rates, these proposed uses would require approximately 5,400 parking spaces.

The core region, including Subareas G and H would be comprised of 1,680,000 gross square feet of commercial and industrial uses, 480 hotel units, 600 residential units, and 260,000 gross square feet of retail and restaurant use. Based on the current downtown parking ratios, the proposed uses would require approximately 4,728 parking spaces.

Proposed Parking Supply

Parking supply includes the proposed off-street parking developments within the station area and these developments are comprised of various new surface, structured, and underground parking facilities. On-street parking supply was not included in the overall parking supply because, managed properly, it exists to serve short-term needs of retail and restaurant uses in the study area.

Under Alternative A, the estimated parking supply would include 14,390 parking spaces. Of the total estimated parking supply, approximately 12,300 spaces will be located in off-street surface lots and structured parking garages and the remaining 2,090 spaces will be provided in underground parking facilities. It should be noted that the proposed parking supply does not include planned station parking to accommodate local and regional transit patrons or potential high speed rail patrons.

In the northern region of the station area, approximately 4,650 parking spaces will be provided in surface and/or structured parking facilities. An estimated 840 parking spaces will be provided in off-street, underground parking areas. In the southern subareas of the station area, approximately 4,450 spaces will be provided in surface lots and/or structured parking garages and no subterranean parking facilities are planned in these areas. Central subareas surrounding the proposed station would include 3,200 surface and/or structured parking spaces and an estimated 1,250 underground parking spaces.

Projected Parking Surplus/Deficit

The parking demand associated with the proposed developments in Alternative A would require approximately 16,315 parking spaces to accommodate short-term and long-term users. The projected parking supply for the station area equates to 14,390 parking spaces under this proposed alternative. As a result, there would be an estimated parking deficit of 1,925 parking spaces throughout the station area. Expansion of off-street parking supply and/or implementation of applicable parking demand management strategies would be recommended to mitigate parking deficiencies and improve the transportation network in and around the station area.

4.7 Infrastructure Capacity and Demand

STORMWATER FACILITIES

Hydrograph Modification. Alternative A's large residential usages limit the space available for implementing hydrograph modification improvements at the project site level. Subregional facilities within the open space areas or public streets may be needed to implement an overall Hydrograph Modification Plan.

Stormwater Quality Management. The 'Green Fingers' provide ideal opportunities for integrated stormwater treatment facilities.

WASTEWATER FACILITIES

Wastewater Generation. Based on the land use and associated generation rates, the comparative wastewater generation for Diridon Station Specific Plan Alternative A is approximately 1.8 million gallons per day assuming that wastewater generation is 90% of the domestic water consumption. Utilizing a plan area peaking factor of 2.5, yields a peak wastewater flow of 4.6 million gallons per day.

WATER FACILITIES

Water Demand Analysis. Based on the land use and associated consumption rates, the comparative water demand for Diridon Station Specific Plan Alternative A is approximately two million gallons per day.

GPD = Gallons per day
 GPM = Gallons per minute
 MGD = Million gallons per day

TABLE 4.2: ALTERNATIVE A - WATER USAGE

Land Use	WATER USE		CONSUMPTION RATE		WATER DEMAND	
	Total	Unit	Rate	Unit	GPM	MGPD
Commercial	4,415,000	SF	0.18	GPD/SF	552	0.79
Retail	501,000	SF	0.50	GPD/SF	174	0.25
Residential	4,510	Units	200	GPD/UNIT	626	0.90
Hotel	480	Rooms	175	GPD/UNIT	58	0.08
Ball Park	-	Seats	5	GPD/SEAT	-	-
Total					1,411	2.03

4.8 Economic Viability and Market Demand

The Base Case Market Analysis forecasts the development potential for 2,700 to 4,400 residential units in this Specific Plan Area over the next 20 years. The actual development of higher density residential neighborhoods (up to 4,510 total units) enjoys some opportunities but also faces a number of constraints:

Opportunities

- Proximity to Downtown San Jose and its employment concentration.
- Superb transit service including intercity high speed rail link to Southern California and the Central Valley.
- Proximity to public amenities such as the Guadalupe River Park, the HP Pavilion and cultural facilities in the downtown.

Constraints

- Aircraft noise from being under the flight approach to San Jose International Airport.
- Potential noise and visual effect of aerial alignment of High Speed Rail.
- High volumes of automobile, bus and pedestrian traffic due to proximity to the Diridon Station.
- High volumes of automobile, bus and pedestrian activity and noise due to events at HP Pavilion, a potential Major League Baseball Stadium and the associated bar and restaurant development.

Key economic aspects of the three primary sub-areas are described below.

North

Because of the traffic from the employment uses and HP Pavilion events and noise from aircraft approaching San Jose International Airport, this North Subarea is less than ideal for the creation of residential neighborhoods. The 250 residential units proposed for this subarea is essentially higher density residential infill on the identified opportunity sites could increase the overall density of the neighborhood and provide more patrons for the proposed new and existing businesses on The Alameda.

Central

Without a new Major League Baseball Stadium strengthening this Central Subarea as an entertainment destination, the 260,000 SF of retail space proposed is likely more than can be supported by local employees and transit users. Considering that shoppers will need to compete against office employees and transit users for expensive and probably not very convenient parking, residents of surrounding neighborhoods will not likely support much retail in this Central Subarea. A more realistic level of retail/restaurant development for this subarea is 130,000 SF or about half the amount proposed.

South

The 3,600 housing units planned for this South Subarea is ambitious considering the many other areas in San Jose that are superior for residential development. However, given the transit rich environment and the long term perspective, 3,600 units and 181,000 SF of retail space are appropriate as an upper limit.

4.9 Affordable Housing Component

MEDIUM HIGH DENSITY RESIDENTIAL

The area just south of Park Avenue is within one half mile of mid-town shopping, adjacent to a proposed park/open space area and within easy walking distance of Diridon Station. The proximity to the High Intensity Core suggests the possibility of employment at the transit hub, offices or hotel and therefore workforce housing such as studios could be appropriate here.

The area south of West San Carlos Street and northwest of Interstate 280 will have some sound buffering requirements for any housing type. This might suggest placing parking adjacent to Interstate 280 to buffer the traffic noise.

MEDIUM DENSITY RESIDENTIAL

The Park/San Carlos area (sub area F) is adjacent to the Guadalupe River Park and less than one quarter mile from Discovery Meadow and the Children's Discovery Museum. This, in addition to the Neighborhood/Activity Center focus suggests the possibility of family housing and senior housing. This location would score well in competitive applications for tax credits for stand alone affordable housing projects. The upper floors above the San Carlos Neighborhood/Activity Center could become excellent housing locations for special needs tenants or artists' studios. In addition, this area is within one half mile of the downtown Safeway.

Land Use Concept "A" projects 4,510 dwelling units. Based upon the 20% inclusionary requirements, there would be approximately 902 affordable dwelling units created through the inclusionary requirements alone.

4.10 Public Art

ALTERNATIVE A: NATURE, CULTURE & COMMUNITY

This scheme emphasizes the natural environment and environmental stewardship. It envisions the parks as the “green lungs” of the city and the art being highly integrated into the built and natural environment, building upon the resources currently at hand. It is the scheme most tied to San Jose’s history, embracing and celebrating the quirky character of old commercial signs, mature trees, and the river and creek. The nature, culture and community scheme is designed to achieve the following:

- Focus on creating an urban oasis, connecting the station, Los Gatos Creek and Guadalupe River Park
- Reveal environmental and functional systems
- Interlace the past and present with the future
- Embrace quirkiness, anomalies, and historic remnants
- Cultivate a spirit of neighborliness and respond to cultural diversity
- Improve connections between east side and west side of Diridon Station through art in the landscape
- Make the Diridon Station area a place for community gathering, interaction and celebration
- Enhance local and regional focus and connectivity within the city



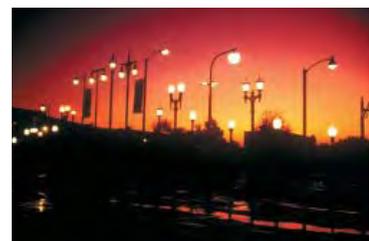
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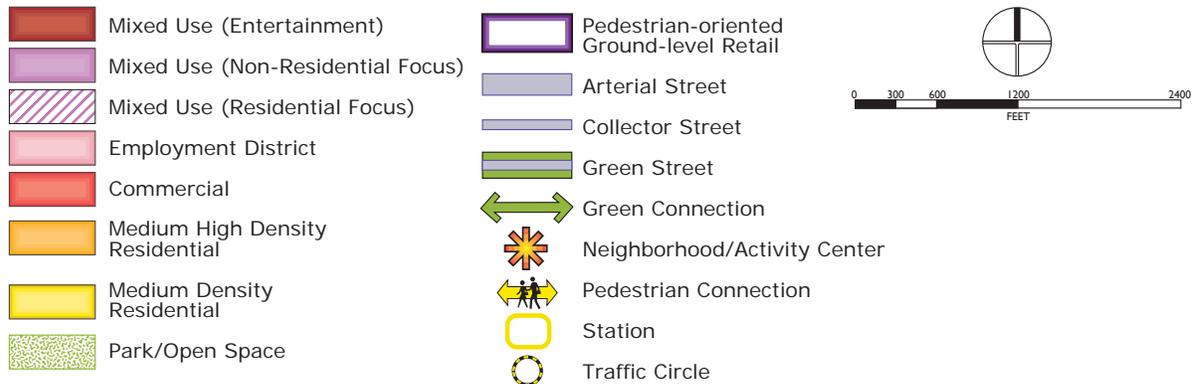
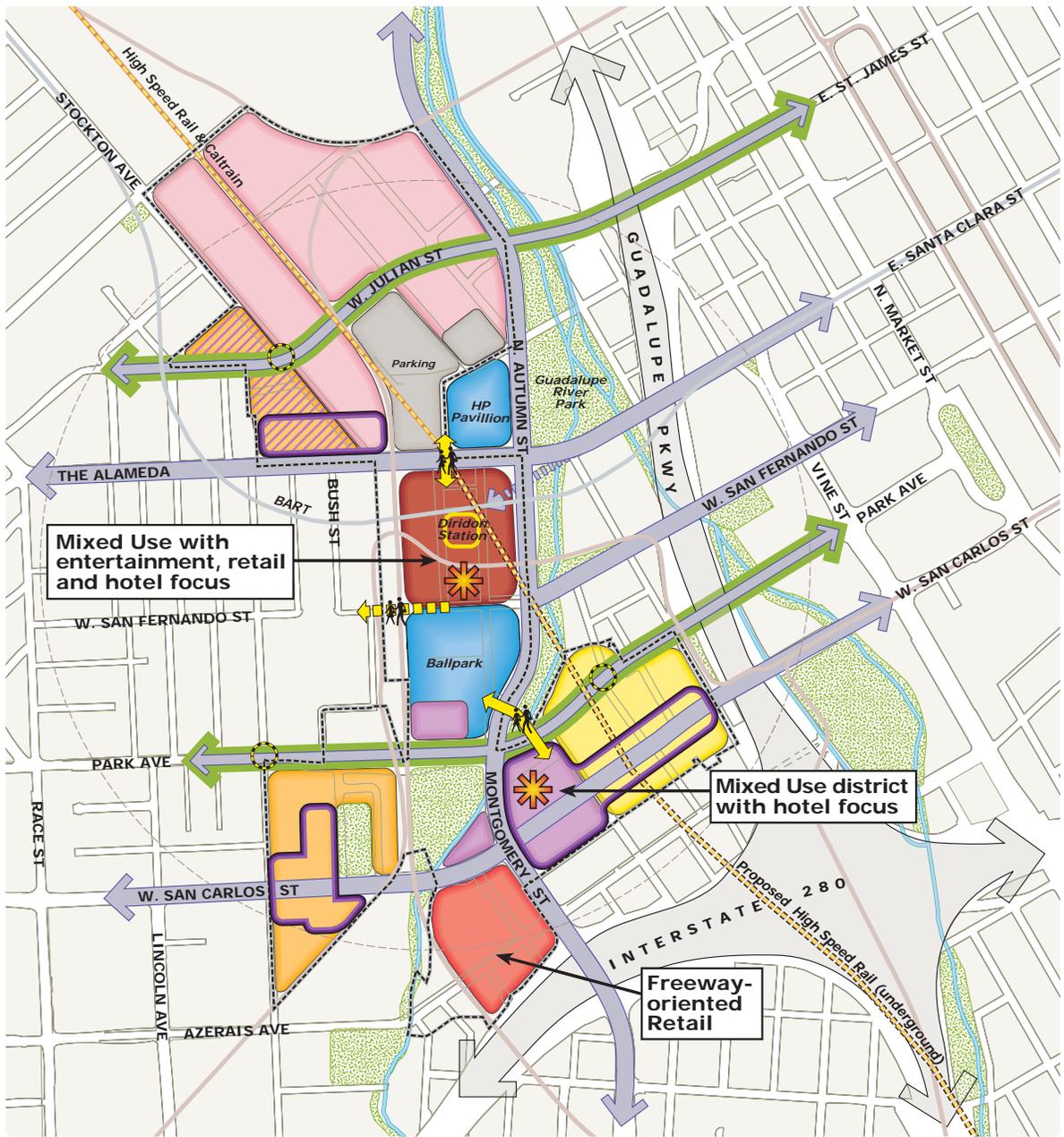
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5. ALTERNATIVE B

5.1 Land Use

Building off of the synergy and activity of the proposed Ballpark and HP Pavilion, Alternative B establishes a mix of vibrant uses and districts. At the center of the Station Area, a high-intensity, entertainment-oriented mixed-use core surrounds the Station. Hotel, retail, and entertainment uses provide an active link between the Pavilion and Ballpark, further establishing the area as a citywide and regional destination. To the south of the proposed Ballpark along Montgomery Avenue, a mixed use hotel-oriented district establishes a new activity center along West San Carlos Street with easy access to the proposed Ballpark and I-280. Likewise, commercial development is intensified just to the south to capitalize on freeway visibility and access. Similar to Alternative A, residential uses are established and intensified along West San Carlos Street to the east and west, with supporting retail and neighborhood services.

Figure 5-1: DIRIDON STATION LAND USE PLAN - ALTERNATIVE B



5.2 Urban Design

The primary urban design and placemaking proposals for this alternative can be broken down into the following list of ideas which inform each of the three main districts within the project study area:

NORTHERN DISTRICT

- Public plazas or squares at the heart of each neighborhood, surrounded by buildings of an appropriate height and scale to create a sense of enclosure within an outdoor civic room
- Intensification of commercial and research + design facilities to increase the employment base, with new buildings arranged to overlook the new plazas or squares
- Some ground floor retail facing onto Autumn Parkway to compliment the leisure activities within the Guadalupe River Park
- Intensification of the HP Pavilion surface parking lot with a new multi-level parking structure to meet the combined demand of the HP Pavilion, the new ball park and the projected increased demand of the transit operators at the new station
- Improved pedestrian and bike connections throughout the area
- Some infill residential use on the Western side of Stockton Street
- Parking structures used to create a buffer zone between the railway tracks and the occupied buildings



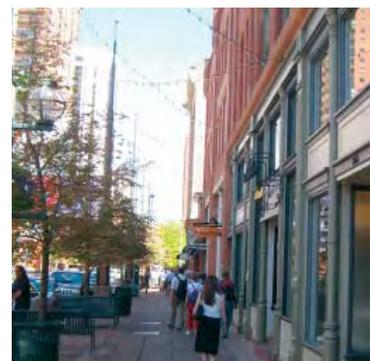
Pedestrian and bike connections



Higher density commercial development with ground floor retail



Residential infill development



Main street neighborhood retail



Green square



Sports and entertainment district



Signlines and focal point



Ballpark



Station plaza

CENTRAL DISTRICT

- HSR station terminal is located directly above the underground HSR route following diagonal alignment through the district
- Due to the diagonal underground alignment, the new HSR terminal is located on one of the blocks to the East of Cahill Street. The trade-off for this is an additional commercial building on Santa Clara Street on the Western side of Cahill Street, overlooking the above ground tracks
- High density commercial district with ground floor retail uses on all buildings around the station area
- Ground floor retail to include a sports and entertainment emphasis in the zone between the HP Pavilion and the ball park
- Diagonal sight lines into the district from Santa Clara Street and San Fernando Street with landmark features on the HSR terminal and the ball park terminating these formal axes
- New large public plaza at the heart of the neighborhood with both the existing historic station and the new HSR terminal facing it
- Ball park at the southern end of the district with a strong axis linking it to the HP Pavilion, lined with ground floor entertainment uses
- Hotel beside the ballpark overlooking the new public park

SOUTHERN DISTRICT

- Public plazas or squares at the heart of each neighborhood with neighborhood retail concentrated around the new squares
- Improved pedestrian and bike connections throughout the area
- Respect the character of the existing neighborhoods with sensitive infill which increases overall density but maintains the general scale and grain of the existing street patterns
- Large new park on the existing fire department training site
- Hotels around the edge of the Park/Delmas district overlooking the large new public park
- Freeway based retail in the Auzerais district

Figure 5-2: DIRIDON STATION LAND USE DIAGRAM - ALTERNATIVE B



Figure 5-3: DIRIDON STATION LAND USE ILLUSTRATIVE PLAN - ALTERNATIVE B



5.3 Open Space

Alternative B proposes a series of “Green Squares” acting as open space amenities serving office uses in the north, commercial uses adjacent to the station & Ball Park in the middle, and neighborhood retail uses proposed in the south. In addition to the open space components which are common to all three alternatives (described in Chapter 2), the key components of this alternative include:

- A Plaza space (approx. 3.40 acres) adjacent to the Station is proposed that will act as the main Civic arrival space for future users of the Diridon High Speed Rail Station.
- A small neighborhood park (approx. 2.10 acres) is proposed on Pacific Ave., west of the proposed larger Community Park, serving the high density residential developments proposed in that area.
- A “Town Square” (approx. 1.55 acres) is proposed on San Carlos St. east of the Los Gatos Creek, serving the proposed medium density residential / retail neighborhood in the east.
- An “Office Square” (approx. 1.80 acres) is proposed on W. Julian St., serving the office and R&D uses in the north.
- A north-south pedestrian route along Cahill Street and past the west side of the HP Pavilion helps connect the office uses in the north to the large Community Park in the south.

Figure 5-4: DIRIDON OPEN SPACE DIAGRAM - ALTERNATIVE B



5.4 Station Expansion

Alternative B was developed to correspond with a below-grade skewed high speed rail alignment, with platforms positioned at an angle relative to the existing commuter rail tracks. This alternative was also developed based on the assumption that a new ball parking is constructed south of W. San Fernando Street.

This alternative locates a new freestanding high speed rail station building between Cahill Street and Montgomery Street. The existing historic depot building continues to be used for commuter rail services. New major plaza spaces would be located in front of both the rail stations, providing pedestrian connections as well as open space, public art and landscaping opportunities. The bus transit center is located north of the commuter rail station along Cahill Street and west of the new high speed rail station. BART is located below the bus transit center, with opportunities for station portals directly into the new High Speed Rail station and the bus transit center. The resulting arrangement creates a compact station design that utilizes both sides of Cahill Street through to Montgomery Street.

Please refer to section 3.6 of this report for additional information on the station expansion plans

5.5 Access and Circulation

This Alternative is characterized by having the most retail/restaurant use, and the least amount of commercial and industrial of the alternatives. It also includes the proposed ballpark located just south of Diridon Station and a town square. Retail uses in the core would be pedestrian-oriented and activate the street, particularly near the station in order to draw people into the district.

Key transportation features of Alternative B include:

- Promoting easy walking access from the station to commercial developments. With an emphasis on retail and restaurant uses in conjunction with the ballpark, wide sidewalks along many streets will be important to accommodate peak walking demands and provide sidewalk seating space.
- Additionally, promoting bicycle access from surrounding neighborhoods to the district will be important. Bicycle parking should be visible and accessible so that traveling to the area by bicycle is a visible option. Bike sharing demand would also be very high with this option.
- Incorporating all new street connections to improve walking and bicycling access within the station area. Because streets would be oriented around town squares, some candidate locations for roundabouts may not be appropriate with this alternative.

5.6 Parking Supply and Demand

Proposed Development

The building characteristics and proposed development capacity associated with Alternative B includes a multitude of entertainment, retail, and hotel uses near the proposed station; primarily in Subarea G and H. Office development, industrial uses, and a large-scale retail development uses are planned to be located in the northern portion of the station area. New, mixed use developments including high density retail and ground-floor retail as well as freeway-oriented retail uses are proposed in the southern portion of the station area. Hotel uses along with additional mixed use development are planned in the southeast region of the station. Notably, Alternative B includes a proposed ballpark that will host a professional sports team. The ballpark will be located in the central area of the station area, and will be built directly south of the station. Several pedestrian paths and walkways have been planned in order to increase access and walkability to the proposed ballpark as well as the station. Refer to Figure 1.1 for location of the sub areas.

Projected Parking Demand

Parking demand projections under Alternative B were based on the current City of San Jose Downtown Zoning Regulations, as established in the Chapter 20.70 of the City Municipal Code. Parking ratios for commercial, industrial, retail, restaurant, residential, and hotel uses were applied in the analysis. These ratios include the number of required parking spaces per unit type (in 1,000 gross square feet or dwelling unit). Although parking is not provided for retail/restaurant uses within the boundaries of the downtown area, the analysis applied a ratio of 4 spaces per 1,000 gross square feet of development for all planned freeway-oriented retail development near the station area.

The ratios based on the current land use regulations in the downtown area are outlined below:

- Commercial/industrial – 2.13 spaces per 1,000 gross square feet
- Retail/Restaurant (downtown) – 0 spaces per 1,000 gross square feet
- Retail/Restaurant (freeway) – 4 spaces per 1,000 gross square feet
- Residential – 1.5 spaces per dwelling unit
- Hotel – 0.35 spaces per unit

The total projected parking demand under Alternative B would yield approximately 14,765 parking spaces to accommodate the proposed developments. This is detailed by land use type in Table 5-1 below,

TABLE 5.1: ALTERNATIVE B - PARKING DEMAND BY LAND USE

ALTERNATIVE B	Commercial/Light Industrial (sq.ft.)	Retail/ Restaurant (sq.ft.)	Residential (units)	Hotel (rooms)
North				
<i>A. Arena North</i>	830,000			
<i>B. Julian North</i>	1,600,000			
<i>C. Stockton Corridor</i>	730,000	50,000	290	
South				
<i>D. Dupont/McEvoy</i>		55,000	1,600	
<i>E. Royal/Auzerias</i>		220,000		200
<i>F. Park/San Carlos</i>		35,000	1,080	190
Central				
<i>G. Ballpark</i>				
<i>H. Station East</i>	1,180,000	170,000		200
Total	4,340,000	530,000	2,970	590
Project Parking Demand	9,223	880	4,455	207
Weighted Parking Rate	2.13	4.00	1.5	0.35

Note: Freeway-oriented retail was comprised of 220,000 gross square feet in Royal/Auzerias (Subarea E).

The majority of planned uses will be located in the northern subareas (Subarea A, B, and C); which is comprised of 3,160,000 gross square feet of commercial and industrial use; approximately 50,000 gross square feet of retail and restaurant use; and 290 residential units. This proposed development capacity would require 7,150 parking based on current downtown parking ratios.

The planned uses in the southern subareas (D, E, and F) include a substantial concentration of residential, retail, and restaurant uses. Approximately 2,680 residential units and 310,000 gross square feet of retail and restaurant use are planned in these subareas. Of the retail, approximately 220,000 square feet are considered freeway character and have been allocated 4 spaces per 1000 square feet. All other retail have no parking assigned. Additionally, there are 390 planned hotel units in this area, primarily due to the close proximity to the proposed ballpark and entertainment uses. As a result of the proposed uses, the project parking demand would yield 5,037 parking spaces.

Development would be relatively limited in the central subareas, primarily due to the presence of the proposed ballpark. Under Alternative B, the central area would be comprised of 1,180,000 gross square feet of commercial and industrial use, 200 hotel units, and 170,000 gross square feet of retail and restaurant use. Based on the current downtown parking rates, the proposed uses would require approximately 2,578 parking spaces.

Proposed Parking Supply

Parking supply includes the proposed off-street parking developments within the station area and these developments are comprised of various new surface, structured, and underground parking facilities. On-street parking supply was not included in the overall parking supply because, managed properly, it exists to serve short-term needs of retail and restaurant uses in the study area.

Under Alternative B, the estimated parking supply would include 13,020 parking spaces. Of the total estimated parking supply, approximately 10,735 spaces will be located in off-street surface lots and structured parking garages and the remaining 2,285 spaces will be provided in underground parking facilities. It should be noted that the proposed parking supply does not include planned station parking to accommodate local and regional transit patrons or potential high speed rail patrons.

In the northern region of the station area, approximately 5,430 parking spaces will be provided in surface and/or structured parking facilities. An estimated 1,225 parking spaces will be provided in off-street, underground parking areas. In the southern subareas of the station area, approximately 4,155 spaces will be provided in surface lots and/or structured parking garages and no subterranean parking facilities are planned in these areas. Central subareas surrounding the proposed station would include 1,150 surface and/or structured parking spaces and an estimated 1,060 underground parking spaces.

Projected Parking Surplus/Deficit

The parking demand associated with the proposed developments in Alternative B would require approximately 14,765 parking spaces to accommodate short-term and long-term users. The projected parking supply for the station area equates to 13,020 parking spaces under this proposed alternative. As a result, there would be an estimated parking deficit of 1,745 parking spaces throughout the station area. Expansion of off-street parking supply and/or implementation of applicable parking demand management strategies would be recommended to mitigate parking deficiencies and improve the transportation network in and around the station area.

5.7 Infrastructure Capacity and Demand

STORMWATER FACILITIES

Stormwater Conveyance. Alternative B provides opportunities within the realigned and widened portions of Autumn Street, new stormwater trunk line mains are conceived to collect runoff from the specific plan area. Additionally stormwater upgrades to W. Julian Street, Park Avenue, and W. San Carlos Street are anticipated.

Hydrograph Modification. Stormwater detention/retention at both the site specific project level and the Diridon Station Area Plan level, similar to Alternative A, may be needed to attenuate the stormwater levels in the creek watershed so as not to inundate downstream properties. Alternative B's smaller residential component and increased retail component may provide additional space for HMP facilities.

Stormwater Quality Management. As with Alternative A, this plan should address the potential for treating stormwater runoff in vegetative treatment systems integral with the parks and open spaces. A portion of the 'Green Squares' area should be programmed for implementing sub regional stormwater quality measures.

WASTEWATER FACILITIES

Wastewater Generation. Based on the land use and associated generation rates, the comparative wastewater generation for Diridon Station Specific Plan Alternative B is approximately 1.6 million gallons per day assuming that wastewater generation is 90% of the domestic water consumption. Utilizing a plan area peaking factor of 2.5, yields a peak wastewater flow of 4.1 million gallons per day.

WATER FACILITIES

Water Demand Analysis. Based on the land use and associated consumption rates, the comparative water demand for Diridon Station Specific Plan Alternative B is approximately 1.8 million gallons per day (MGPD).

TABLE 5.2: ALTERNATIVE B - WATER USAGE

Land Use	WATER USE		CONSUMPTION RATE		WATER DEMAND	
	Total	Unit	Rate	Unit	GPM	MGPD
Commercial	4,340,000	SF	0.18	GPD/SF	543	0.78
Retail	530,000	SF	0.50	GPD/SF	184	0.27
Residential	2,970	Units	200	GPD/UNIT	320	0.48
Hotel	590	Rooms	175	GPD/UNIT	72	0.10
Ball Park	36,000	Seats	5	GPD/SEAT	125	0.18
Total					1253	1.80

GPD = Gallons per day

GPM = Gallons per minute

MGPD = Million gallons per day

5.8 Economic Viability and Market Demand

The City of San Jose has been entertaining the idea of relocating the A's American League Baseball Franchise from Oakland to this location. The A's have shown interest; however, the decision rests primarily with Major League Baseball. Because Major League Baseball considers Santa Clara County part of the territory of the San Francisco Giants, the relocation of the A's into Giants' territory will ostensibly cause the Giants Franchise to suffer long term financial losses. Such a relocation will not be permitted by Major League Baseball unless the action is specifically approved by three-quarters of the owners of all the Major League Franchises. Such approval is unlikely without a compensating financial settlement for the San Francisco Giants, and San Jose may need to consider participation in that financial package to facilitate the A's relocation.

Key opportunities and constraints for this alternative are described below.

Opportunities

- Because the area will enjoy great regional access by becoming a transit hub and is already well served by the freeway system, it is a good location for a future baseball stadium.
- Proximity to Downtown San Jose allows downtown employees to walk to ball games after work.
- The new baseball stadium will bring economic activity to Downtown San Jose not only because of the fans coming from within the region but also because of personnel from visiting teams coming from across the country.
- A dining and entertainment strategy for this district would complement the HP pavilion and the new baseball stadium and would benefit from proximity to the employment concentration in Downtown San Jose.

Constraints

- The primary decision to locate the A's here will be made by Major League Baseball and not by the City of San Jose or the Oakland A's.
- The land required for a new baseball stadium and its associated parking will preempt other land uses such as major retail or office uses.

Key economic aspects of the three primary sub-areas are described below.

North

Because of the traffic from the employment uses and HP Pavilion events, and noise from aircraft approaching San Jose International Airport, this North Subarea is less than ideal for the creation of residential neighborhoods. The 290 residential units proposed for this subarea is essentially higher density residential infill on the identified opportunity sites which will serve to increase the overall density of the neighborhood and provide more patrons for the proposed new and existing businesses on The Alameda.

Central

Because it will be both a rail and highway hub, this Plan Area is well suited for a new Major League Baseball Stadium. A dining and entertainment strategy would complement both HP pavilion and the new stadium. The location of a baseball stadium here will preempt other uses like major retail, intensive office and extensive residential uses. However, it would stimulate the development of dining and entertainment venues, and the 170,000 SF of retail and restaurant space planned is appropriate. The hotel by the baseball stadium shown in this scheme is sized at 200 rooms but the demand could exist for a large hotel of 300 to 350 rooms.

South

The scale of residential, retail and hotel development planned appear to be appropriate for the expected market demand

5.9 Affordable Housing Component

GENERAL

The combination of the Mixed Use core at Diridon Station, the proposed Oakland A's Ballpark and the Mixed Use Area with Hotel Focus, make this plan a "job rich" Concept Plan that promises ample full, part-time and seasonal employment opportunities. This suggests housing types such as studio/efficiencies, special needs housing and senior housing.

The Medium High Residential Area and Medium Density Residential offer the same opportunities as discussed for Land Use Concept A.

Land Use Concept "B" projects 2,970 dwelling units. Based upon the 20% inclusionary requirements, there would be approximately 594 affordable dwelling units created by the inclusionary requirements alone.

5.10 Public Art

ALTERNATIVE B: SPECTACULA

This scheme is aligned with making the Diridon area a highly active and interactive zone with flamboyant artwork of heroic proportions. It emphasizes using lighting for dramatic effects and looks for opportunities to present somewhat outrageous artwork. It is the scheme most oriented toward festivals and special events and embraces an approach to temporary art installations for drama and ongoing interest. The *spectacula* scheme is designed to achieve the following;

- Focus on creating a theatrical environment
- Emphasize drama/play/movement
- Cultivate a spirit of excitement
- Make the ordinary extraordinary through art in infrastructure
- Emphasize connections to downtown through special artistic lighting and dramatic elements
- Incorporate unusual features in the natural landscape
- Provide a local, regional, national focus through permanent art and temporary art, performance and celebration



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leo.jpg © Sheila Klein

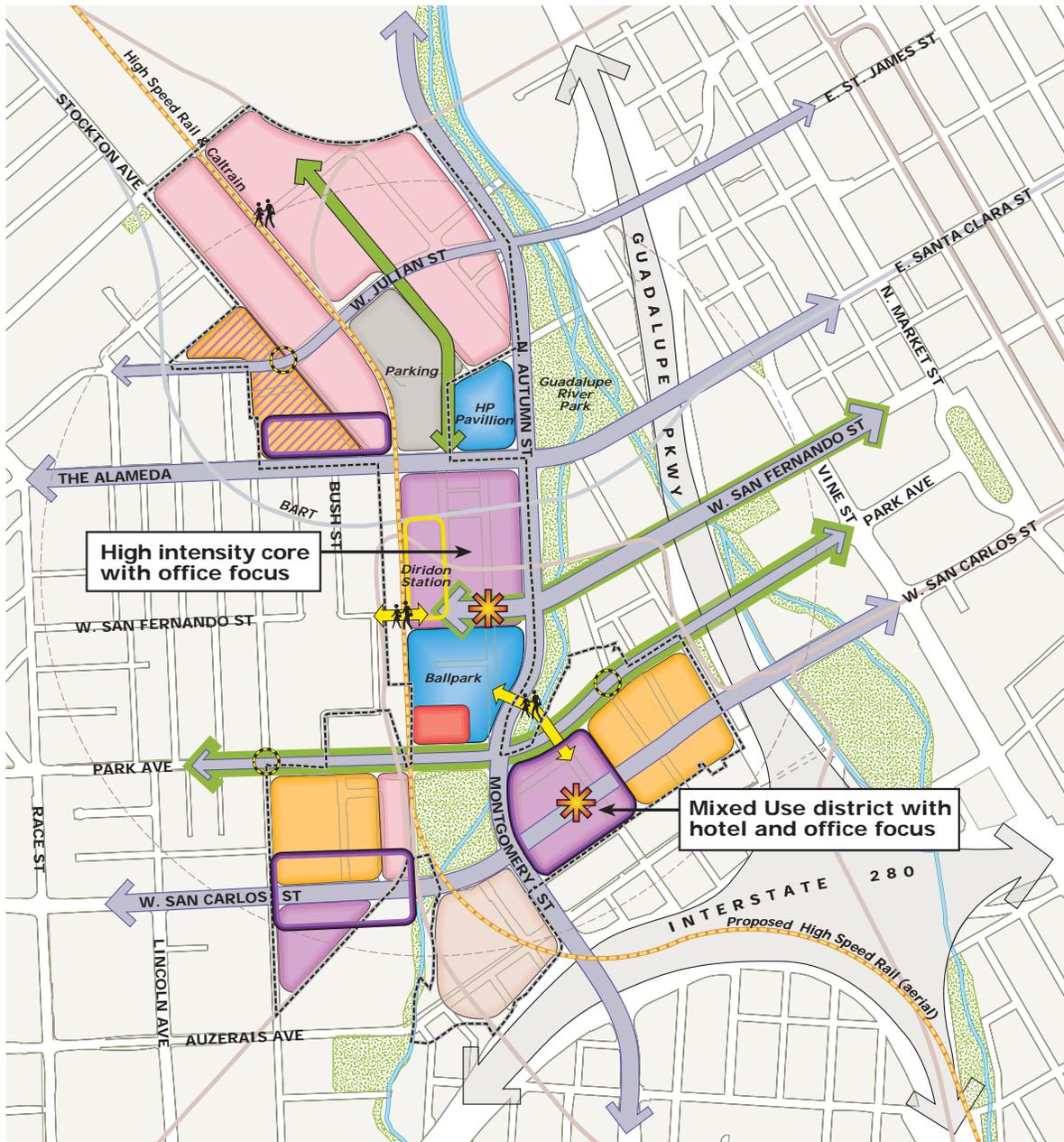


6. ALTERNATIVE C

6.1 Land Use

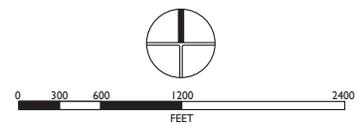
Alternative C establishes the Station Area as a region-wide destination for employment opportunities and entertainment. An urban, high-intensity office and retail core surrounds the Station, maximizing employment uses adjacent to transit and providing ground floor retail uses that complement Pavilion and Ballpark activity. This urban scale is extended to the south along Montgomery Street where a high-intensity office and hotel district is established along West San Carlos Street, with high density residential development flanking the district to the east. West of Montgomery Street, a mix of uses is employed along West San Carlos, including high density residential development, employment, and commercial uses. (See Figure 6.1).

Figure 6-1: DIRIDON STATION LAND USE PLAN - ALTERNATIVE C



- Mixed Use (Non-Residential)
- Mixed Use (Residential)
- Commercial
- Employment District
- High Density Residential
- Park/Open Space
- Light Industrial
- Pedestrian-oriented Ground-level Retail

- Arterial Street
- Collector Street
- Green Street
- Green Connection
- Neighborhood/Activity Center
- Pedestrian Connection
- Station
- Traffic Circle



6.2 Urban Design

The primary urban design and placemaking proposals for this alternative can be broken down into the following list of ideas which inform each of the three main districts within the project study area

NORTHERN DISTRICT

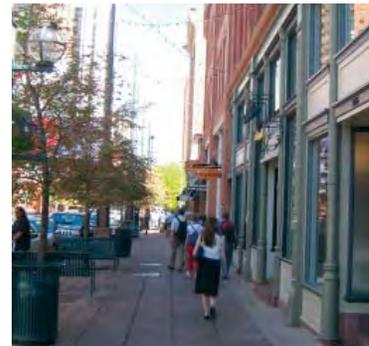
- A green ‘belt’ at the heart of the district, surrounded by commercial buildings which overlook it and the Guadalupe River Park
- Intensification of commercial and R+D facilities to increase the employment base, with new buildings facing the green belt
- Existing PG+E research and storage facility on Stockton Street retained and supplemented by higher density research + design facilities with shared multi-level parking replacing the existing surface parking lots
- Intensification of the HP Pavilion parking lot as per alternative A
- Improved pedestrian and bike connections throughout the area
- Some infill residential use on the Western side of Stockton Street and mixed-use medium density buildings on The Alameda with street-facing ground floor retail
- Parking structures used to create a buffer zone between the railway tracks and the occupied buildings



Pedestrian and bike connections



Higher density residential infill



Main street neighborhood retail



Iconic station architecture



High density commercial development with ground floor retail



Community park



Ballpark



Sightlines and focal point

CENTRAL DISTRICT

- Compact station plan with elevated HSR tracks following the existing alignment of the Caltrain/Amtrak/ACE tracks
- Potential for large iconic station shed, in the grand tradition of railway engineering, arching over the combined track and concourse arrangement
- Elevated HSR concourse offers opportunities for more high-level pedestrian connections across the railway tracks, improving east-west connectivity in the wider area
- Emphasis on business district with ground floor retail uses on all buildings in front of the station
- Linear east-west green connection located on axis with the existing historic station connecting to Autumn Parkway and placing emphasis on the existing pedestrian and bike connections to downtown
- New ball park at the southern end of the district
- New commercial building adjacent to the ball park and facing the new public park across Park Avenue

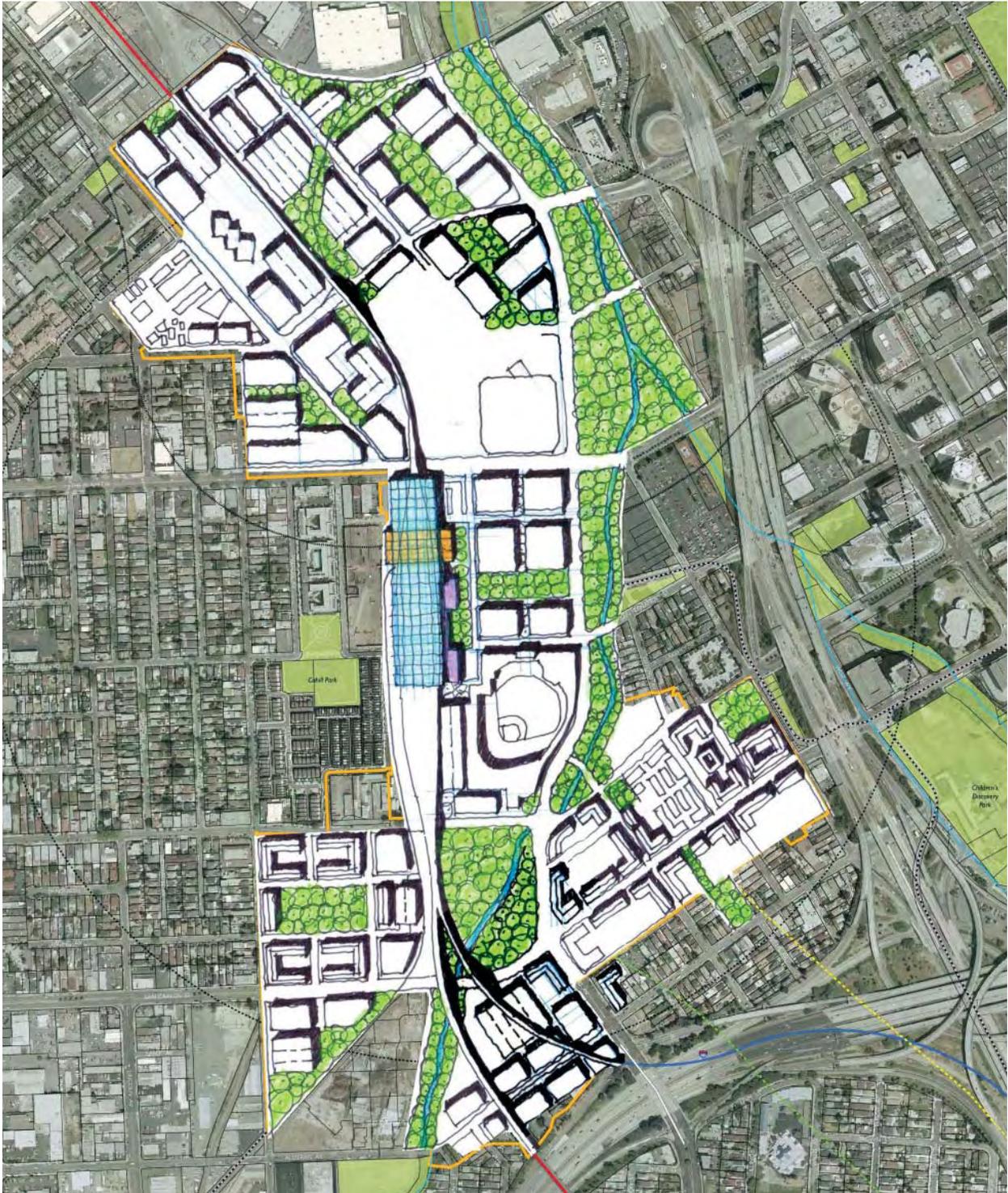
SOUTHERN DISTRICT

- Green spaces of different sizes and shapes, tuned to the needs and scale of the neighborhoods they serve
- Improved pedestrian and bike connections throughout the area
- Respect the character of the existing neighborhoods
- Large new park on the existing fire department training site
- Larger retail buildings and parking supply used as a buffer zone along the light rail tracks in the Dupont/McEvoy area
- Light industrial or R+D below the elevated HSR tracks in the Auzerais district
- Hotels located for freeway visibility
- Josefa Street becomes the heart of the Park/San Carlos district, lined with new neighborhood retail and extended north with a new pedestrian and bike connection to the central district.

Figure 6-2: DIRIDON STATION LAND USE DIAGRAM - ALTERNATIVE C



Figure 6-3: DIRIDON STATION LAND USE ILLUSTRATIVE PLAN - ALTERNATIVE C

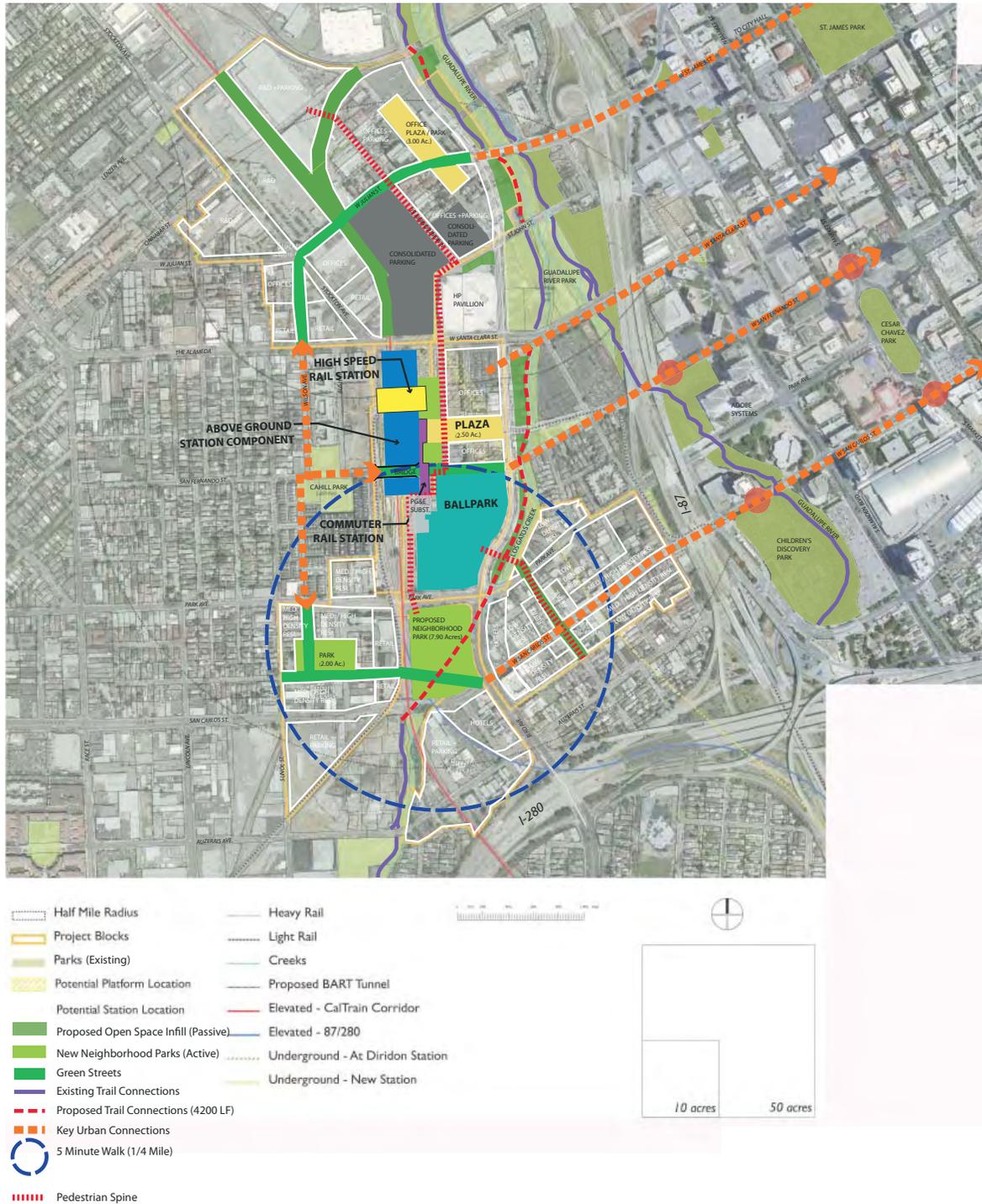


6.3 Open Space

Similar to Alternative B in many ways, this alternative proposes three distinct & large “Plazas and Parks” acting as open space amenities serving office and R&D uses in the north, commercial uses adjacent to the station & Ball Park in the middle, and neighborhood retail uses proposed in the south. In addition to the open space components which are common to all three alternatives (described in Chapter 2), the key components of this alternative include:

- A Plaza space (approx. 2.50 acres) adjacent to the Station is proposed that will act as the main Civic arrival space for future users of Diridon Station.
- A small neighborhood park (approx. 2.0 acres) is proposed on Pacific Ave., west of the proposed larger Community Park, serving the high density residential developments proposed in that area.
- An “Office Plaza” (approx. 3.0 acres) is proposed on W. Julian St., serving the office and R&D uses in the north.
- A north-south pedestrian route along Cahill Street and past the west side of the HP Pavilion helps connect the office uses in the north to the large Community Park in the south.

Figure 6-4: DIRIDON OPEN SPACE DIAGRAM - ALTERNATIVE A



6.4 Station Expansion

Alternative C was developed to correspond with an above-grade high speed rail alignment, with platforms located above the existing commuter rail platforms. The High Speed Rail station mezzanine provides access down to the commuter rail platforms and up to the high speed rail platforms, as well as a second pedestrian and bicycle connection over the tracks to the west.

This alternative locates a new freestanding High Speed Rail station building over the existing commuter rail tracks with a minimal ground level footprint. Much of the commuter rail space program would be located on a mezzanine level above the exiting commuter rail trans and below elevated high speed rail platforms. The existing historic depot building continues to be used for commuter rail services. A major plaza fronts along Cahill Street and connects the two station buildings, providing pedestrian connections as well as open space, public art and landscaping opportunities. Additional plaza space could be located across Cahill Street. The bus transit center is located at the corner of Cahill Street and W. Santa Clara Street. BART is located below the transit center. The resulting arrangement creates a compact station campus along Cahill Street that preserves the most parcels within the station area for redevelopment.

Please refer to section 3.6 of this report for additional information on station expansion plans.

6.5 Access and Circulation

This Alternative is characterized by having the most commercial and industrial use and the least retail use of the alternatives. It also includes the proposed ballpark located just south of Diridon Station. Key transportation features of Alternative C include:

- Promoting easy walking access from the station to commercial developments. While transit riders generally are willing to walk up to a half mile or more to their destination, promoting easy walking and bicycling connections will extend the zone within which residents will choose not to use their cars for local trips.
- Incorporating new street connections to improve walking and bicycling access within the station area. While some industrial uses may not be as conducive to walking and bicycling, they could be developed with alleys and small streets to promote a fine grained network of walking paths similar to the SOMA district in San Francisco.

6.6 Parking Supply and Demand

Proposed Development

The building characteristics and proposed development capacity associated with Alternative C includes a concentration of office uses near the proposed station. Additional high intensity office development is planned to be located in the northern portion of the station area as well. High density residential and neighboring mixed-use development is planned for the southern region of the station area along with freeway-oriented retail uses. Hotel uses along with additional office development are planned in the southeast region of the station. Notably, Alternative C includes a proposed ballpark that will host a professional baseball team. The ballpark will be located in the central area of the station area, and will be built directly south of the station. Several pedestrian paths and walkways have been planned in order to increase access and walkability to the proposed ballpark as well as the station. Refer to Figure 1.1 for location of the sub areas.

Proposed Parking Demand

Parking demand projections under Alternative C were based on the current City of San Jose Downtown Zoning Regulations, as established in the Chapter 20.70 of the City Municipal Code. Parking ratios for commercial, industrial, retail, restaurant, residential, and hotel uses were applied in the analysis. These ratios include the number of required parking spaces per unit type (in 1,000 gross square feet or dwelling unit). Although parking is not provided for retail/restaurant uses within the boundaries of the downtown area, the analysis applied a ratio of 4 spaces per 1,000 gross square feet of development for all planned freeway-oriented retail development near the station area.

The ratios based on the current land use regulations in the downtown area are outlined below:

- Commercial/industrial – 2.13 spaces per 1,000 gross square feet
- Retail/Restaurant (downtown) – 0 spaces per 1,000 gross square feet
- Retail/Restaurant (freeway) – 4 spaces per 1,000 gross square feet
- Residential – 1.5 spaces per dwelling unit
- Hotel – 0.35 spaces per unit

The total projected parking demand under Alternative C would yield approximately 15,396 parking spaces to accommodate the proposed developments. This is detailed by land use type in Table 6-1 below.

TABLE 6.1: ALTERNATIVE C - PARKING DEMAND BY LAND USE

ALTERNATIVE C	Commercial/Light Industrial (sq.ft.)	Retail/Restaurant (sq.ft.)	Residential (units)	Hotel (rooms)
North				
<i>A. Arena North</i>	750,000			
<i>B. Julian North</i>	1,440,000			
<i>C. Stockton Corridor</i>	750,000	65,000	150	
South				
<i>D. Dupont/McEvoy</i>		135,000	980	
<i>E. Royal/Auzerias</i>	660,000			200
<i>F. Park/San Carlos</i>		60,000	1,480	300
Central				
<i>G. Ballpark</i>	160,000	20,000		
<i>H. Station East</i>	1,250,000	180,000		
Total	5,010,000	460,000	2,610	500
Project Parking Demand	10,646	460	3,915	175
Weighted Parking Rate	2.12	4.00	1.5	0.35

Note: Freeway-oriented retail was comprised of 115,000 gross square feet in Dupont/McEvoy (Subarea D).

The majority of planned uses will be located in the northern subareas; which are comprised of 2,940,000 gross square feet of commercial and industrial uses; approximately 65,000 gross square feet of retail and restaurant uses; and 150 residential units. This proposed development capacity would require 6,566 parking spaces to accommodate these developments.

The planned uses in the southern subareas include a mixture of office, residential, retail, and restaurant uses. Approximately 2,460 residential units and 195,000 gross square feet of retail and restaurant use, and 660,000 gross square feet of commercial use are planned in these subareas. Of the retail, approximately 115,000 square feet are considered freeway character and have been allocated 4 spaces per 1000 square feet. All other retail have no parking assigned. Additionally, there are 300 planned hotel units in this area, primarily due to the close proximity to the proposed ballpark and entertainment uses. As a result of the proposed uses, the project parking demand would yield a demand for 5,547 parking spaces.

Development would be relatively limited in the central subareas, primarily due to the presence of the proposed ballpark. Under Alternative C, the central area would be comprised of 1,410,000 gross square feet of commercial and industrial uses, and 200,000 gross square feet of retail and restaurant use. Based on the current downtown parking rates, the proposed uses would require approximately 3,283 parking spaces.

Proposed Parking Supply

Parking supply includes the proposed off-street parking developments within the station area and these developments are comprised of various new surface, structured, and underground parking facilities. On-street parking supply was not included in the overall parking supply because, managed properly, it exists to serve short-term needs of retail and restaurant uses in the study area.

Under Alternative C, the estimated parking supply would include 13,410 parking spaces. Of the total estimated parking supply, approximately 10,540 spaces will be located in off-street surface lots and structured parking garages and the remaining 2,870 spaces will be provided in underground parking facilities. It should be noted that the proposed parking supply does not include planned station parking to accommodate local and regional transit patrons or potential high speed rail patrons.

In the northern region of the station area, approximately 4,800 parking spaces will be provided in surface and/or structured parking facilities. An estimated 1,440 parking spaces will be provided in off-street, underground parking areas. In the southern subareas of the station area, approximately 4,420 spaces will be provided in surface lots and/or structured parking garages and no subterranean parking facilities are planned in these areas. Central subareas surrounding the proposed station would include 1,320 surface and/or structured parking spaces and an estimated 1,430 underground parking spaces.

Projected Parking Surplus/Deficit

The parking demand associated with the proposed developments in Alternative C would require approximately 15,396 parking spaces to accommodate short-term and long-term users. The projected parking supply for the station area equates to 13,410 parking spaces under this proposed alternative. As a result, there would be an estimated parking deficit of 1,986 parking spaces throughout the station area. Expansion of off-street parking supply and/or implementation of applicable parking demand management strategies would be recommended to mitigate parking deficiencies and improve the transportation network in and around the station area.

6.7 Infrastructure Capacity and Demand

STORMWATER FACILITIES

Hydrograph Modification. Stormwater detention/retention at both the site specific project level and the Diridon Station Area Plan level, similar to Alternative A and B, may be needed to attenuate the stormwater levels in the creek watershed so as not to inundate downstream properties. Alternative C's consolidated parks and open space may have limited use in providing HMP facilities. Additional refinement would be needed to determine suitable HMP measures.

Stormwater Quality Management. As with Alternative A and B, this plan should address the potential for treating stormwater runoff in vegetative treatment systems integral with the parks and open spaces. A portion of the 'Green Belt' and park area should be programmed for implementing sub regional stormwater quality measures.

WASTEWATER FACILITIES

Wastewater Generation. Based on the land use and associated generation rates, the comparative wastewater generation for Diridon Station Specific Plan Alternative B is approximately 1.6 million gallons per day assuming that wastewater generation is 90% of the domestic water consumption. Utilizing a plan area peaking factor of 2.5, yields a peak wastewater flow of 4.1 million gallons per day.

WATER FACILITIES

Water Demand Analysis. Based on the land use and associated consumption rates, the comparative water demand for Diridon Station Specific Plan Alternative C is approximately 1.8 million gallons per day.

TABLE 6.2: ALTERNATIVE C - WATER USAGE

Land Use	WATER USE		CONSUMPTION RATE		WATER DEMAND	
	Total	Unit	Rate	Unit	GPM	MGPD
Commercial	5,010,000	SF	0.18	GPD/SF	626	0.90
Retail	460,000	SF	0.50	GPD/SF	160	0.23
Residential	2,610	Units	200	GPD/UNIT	290	0.42
Hotel	500	Rooms	175	GPD/UNIT	61	0.09
Ball Park	36,000	Seats	5	GPD/SEAT	125	0.18
Total					1,262	1.82

GPD = Gallons per day
 GPM = Gallons per minute
 MGPD = Million gallons per day

6.8 Economic Viability and Market Demand

From an economic perspective, this alternative is very similar to Alternative B. The differences are that it has 660,000 SF of office in the East Royal / Auzerais District and slightly less retail, residential and hotel uses as compared to Alternative B.

North

Because of the traffic from the employment uses and HP Pavilion events and noise from aircraft approaching San Jose International Airport, this North Subarea is less than ideal for the creation of residential neighborhoods. The 150 residential units proposed for this subarea is essentially higher density residential infill on the identified opportunity sites which will serve to increase the overall density of the neighborhood and provide more patrons for the proposed new and existing businesses on The Alameda.

Central

Because it will be both a rail and highway hub, this Plan Area is well suited for a new Major League Baseball Stadium. A dining and entertainment strategy would complement both HP pavilion and the new stadium. The location of a baseball stadium here would stimulate the development of dining and entertainment venues, and the 200,000 SF of retail and restaurant space planned is appropriate. Although the hotels in this alternative are located in the Southern sub-area to take advantage of freeway visibility, the inclusion of at least one hotel in the Central section (to take advantage of the proximity of the station and ballpark) may be worthy of further consideration if this scheme is taken forward into the Preferred Plan. Because they generate transient occupancy tax, hotel uses are a strong source of General Fund revenue.

South

The scale of residential, retail and hotel development planned appear to be appropriate for the expected market demand. The proposed 660,000 SF of office space in the East Royal / Auzerais District may orient more to the I-280 rather than be an integral part of Downtown San Jose.

6.9 Affordable Housing Component

GENERAL

This Concept Plan offers the least dwelling units but is employment rich with opportunities for full and part-time workers at the ballpark, the high intensity core, mixed use district and adjacency to the Industrial/Commercial Area. This suggests a focus on workforce housing in close proximity to these employment centers and possibly a focus on smaller dwelling units such as efficiency apartments and one bedroom apartments. The High Density Residential at West San Carlos Street adjacent to Guadalupe Parkway is in close proximity to parks, transit and shopping and would likely score well in competitive finance applications for housing proposals seeking tax credits.

Land Use Concept "C" projects 2,610 dwelling units. Based upon the 20% inclusionary requirement, there would be approximately 522 affordable dwelling units created by the inclusionary requirements alone.

6.10 Public Art

ALTERNATIVE C: CONNECTIVITY & THE GLOBAL VILLAGE

This scheme builds upon San Jose’s reputation as a center for innovation and technology. Artwork in this scheme could be an extension of the approach adopted for the airport that includes “platforms” for technologically-based art that can change periodically. The watch word for this approach is experimentation. This approach would actively encourage public art in private development that could enhance the identity of the technology industry leaders, such as Adobe and Cisco, etc., that call San Jose home. The connectivity and global village scheme is designed to achieve the following:

- Focus on the future for inspiration
- Emphasize art/technology connection
- Cultivate a spirit of adventure and experimentation
- Use kinetic and digital art to emphasize connections to east and west from Diridon
- Demonstrate ecological innovation through unique artistic expressions of environmental sustainability
- Celebrate San Jose as an incubator of new ideas
- Provide international focus/connectivity to the world through art and technology



columnseum14.jpg ©Sheila Klein



BBB.bike.backlight ©Dan Corson



Detail-Constellation wall © Michael Davis



Carpenter © Ed Carpenter

7. SUMMARY OF LAND USE PLAN ALTERNATIVES

7.1 Alternatives Evaluation

ALL ALTERNATIVES

EVALUATION CRITERIA	STRENGTHS	WEAKNESSES
<i>Land Use</i>	<ul style="list-style-type: none"> • High intensity mixed-use core adjacent to station • Intensification of employment uses north of The Alameda/Santa Clara Street • Expanded neighborhood services along The Alameda and W. San Carlos Street • Extension of mixed use development along The Alameda • Intensification and redevelopment of residential uses within Delmas Park neighborhood 	<ul style="list-style-type: none"> • Location of single-use parking adjacent to the station, north of Santa Clara Street • Minimal residential development within a 1/4-mile of the station, particularly in the station core and to the north of Santa Clara Street
<i>Infrastructure Capacity and Demand</i>		
Stormwater Facilities	<ul style="list-style-type: none"> • Replaces aging stormwater infrastructure and reduces potential for flood inundation 	<ul style="list-style-type: none"> • Requires fill or pumping to remove areas from flood plain • Replacement or new outfalls to creeks and river may be needed
Wastewater Facilities	<ul style="list-style-type: none"> • Replaces aging wastewater infrastructure • Reduces inflow and infiltration flows and the associated need to treat these flows at the wastewater treatment plant 	<ul style="list-style-type: none"> • Wastewater flow increase above existing conditions may require new or replacement siphons
Water Facilities	<ul style="list-style-type: none"> • Replaces water system replacement to meet both the domestic and fire demands 	<ul style="list-style-type: none"> • Water demand increase above existing conditions • May require water infrastructure improvements outside the Area Plan to serve the Area Plan

ALTERNATIVE A

EVALUATION CRITERIA	STRENGTHS	WEAKNESSES
<i>Land Use</i>	<ul style="list-style-type: none"> • Has the greatest amount of residential development within a half-mile of the station, including within the station core • Creates a cohesive residential district to the south of the station with existing and new residential development • Redevelopment and intensification of the older commercial/industrial area along I-280 and Montgomery Street 	<ul style="list-style-type: none"> • Has the least amount of new employment and commercial development
<i>Access and Circulation</i>	<ul style="list-style-type: none"> • Promotes easy walking access to the station from residential developments. • Integrates “green fingers” with the pedestrian and bicycle trail connections. The green fingers not only represent an opportunity to provide green space but also an important connection for walking and bicycling. • Incorporates new street connections which improve walking and bicycling access within the station area. 	<ul style="list-style-type: none"> • Although this alternative incorporates some new street connections, it does not have a high intersection density that is conducive to “good” walking and bicycling access in the station area.
<i>Parking Supply and Demand</i>	<ul style="list-style-type: none"> • Good diversity of uses • Highest overall parking demand • Uses less land for parking in core areas • Has dense pockets of development that support connectivity and services • High connectivity and access that supports transit, a bicycle network, and pedestrians • Has a diverse mix of uses that supports shared parking 	
<i>Infrastructure Capacity and Demand</i>	<ul style="list-style-type: none"> • Provides dispersed ‘green finger’ approach that could implement vegetative treatment systems to treat urban stormwater runoff 	<ul style="list-style-type: none"> • Larger residential component limits the space available for implementing stormwater hydrograph modification improvements at the project site level • Highest wastewater generation of all alternatives • Highest water demand anticipated of all alternatives

<p><i>Economic Viability and Market Demand</i></p>	<ul style="list-style-type: none"> Residential development enjoys proximity to Downtown San Jose jobs, public amenities and cultural facilities. 	<ul style="list-style-type: none"> Residents of surrounding neighborhoods will not likely support much retail in this Central Subarea because they will need to compete against office employees and transit users for expensive and probably not very convenient parking. Without a new Major League Baseball Stadium strengthening this Central Subarea as an entertainment destination, the 260,000 SF of retail space proposed is likely more than can be supported by local employees and transit users. A more realistic level of retail/restaurant development for this subarea is 130,000 SF or about half the amount proposed..
<p><i>Affordable Housing Component</i></p>	<ul style="list-style-type: none"> Contains substantially more dwelling units and is therefore closer to helping the City of San Jose achieve its projects housing needs Large cluster of residential adjacent to the Guadalupe River Park, Discovery Meadow and Children’s Discovery Museum, suggests potential for more family housing than the other schemes 	

ALTERNATIVE B

EVALUATION CRITERIA	STRENGTHS	WEAKNESSES
Land Use	<ul style="list-style-type: none"> • Provides a synergistic mix of supportive entertainment, shopping, and commercial uses between the HP Pavilion and proposed ball park • Provides opportunity for expanded hotel development south of the proposed ball park • Redevelopment and intensification of the older commercial/industrial area along I-280 and Montgomery Street 	<ul style="list-style-type: none"> • Lack of residential presence adjacent to the station • Lack of development intensity/transit supportive uses south of San Carlos Street
Access and Circulation	<ul style="list-style-type: none"> • Promotes easy walking access from the station to commercial developments. • Promotes bicycle access from surrounding neighborhoods to the district. • Incorporates new street connections which improve walking and bicycling access within the station area. 	<ul style="list-style-type: none"> • Separated land uses in different parts of the station area (i.e. all commercial/ research and development in the north part of the station area) generate more traffic and less transit ridership than integrated, mixed use districts.
Parking Supply and Demand	<ul style="list-style-type: none"> • Lowest parking demand- due to 0 parking requirement • Has dense pockets of development that support connectivity and services • High connectivity and access that supports transit, a bicycle network, and pedestrians • Has a diverse mix of uses that supports shared parking 	
Infrastructure Capacity and Demand	<ul style="list-style-type: none"> • Smaller residential component and increased commercial component may provide more opportunities for locating hydrograph modification facilities and on-site stormwater treatment facilities • Lowest water and wastewater generation rates 	<ul style="list-style-type: none"> • 'Green squares' land plan may present the most difficulties for treating public roadway network

<p>Economic Viability and Market Demand</p>	<ul style="list-style-type: none"> • The new baseball stadium will bring economic activity to Downtown San Jose not only because of the fans coming from within the region but also because of personnel from visiting teams coming from across the country. Proximity to Downtown San Jose allows downtown employees to walk to ball games after work. • A dining and entertainment strategy for this district would complement the HP pavilion and the new baseball stadium and would benefit from proximity to the employment concentration in Downtown San Jose. 	<ul style="list-style-type: none"> • The decision to locate a new A's baseball stadium into this project area belongs to the owners of major league baseball teams with three-quarters of the owners needing to vote in the affirmative.
<p>Affordable Housing Component</p>	<ul style="list-style-type: none"> • Because of the proposed Ball Park, Mixed Use Core and Hotels, these two schemes offer the possibility of entry level jobs in close proximity to housing. 	

ALTERNATIVE C

EVALUATION CRITERIA	STRENGTHS	WEAKNESSES
Land Use	<ul style="list-style-type: none"> • Highest intensity of development closest to the station • Locates higher intensity residential development in Delmas Park, close to the station • Greatest amount of employment development 	<ul style="list-style-type: none"> • Lack of residential presence adjacent to the station • Lack of development intensity/transit supportive uses south of San Carlos Street
Access and Circulation	<ul style="list-style-type: none"> • Promotes easy walking access from the station to office developments surrounding the station. • Integrates “green fingers” with the pedestrian and bicycle trail connections. The green fingers not only represent an opportunity to provide green space but also an important connection for walking and bicycling. • Incorporates new street connections which improve walking and bicycling access within the station area. 	<ul style="list-style-type: none"> • Separated land uses in different parts of the station area (i.e. all commercial/ research and development in the north part of the station area) generate more traffic and less transit ridership than integrated, mixed use districts.
Parking Supply and Demand	<ul style="list-style-type: none"> • Uses less land for parking in core areas • Has dense pockets of development that support connectivity and services • High connectivity and access that supports transit, a bicycle network, and pedestrians 	
Infrastructure Capacity and Demand	<ul style="list-style-type: none"> • Largest commercial component may provide the greater opportunities for locating hydrograph modification facilities and on-site stormwater treatment facilities • Lower water and wastewater generation rates 	<ul style="list-style-type: none"> • ‘Green belt’ land plan may present difficulties for treating public roadway network

<p>Economic Viability and Market Demand</p>	<ul style="list-style-type: none"> • The new baseball stadium will bring economic activity to Downtown San Jose not only because of the fans coming from within the region but also because of personnel from visiting teams coming from across the country. Proximity to Downtown San Jose allows downtown employees to walk to ball games after work. • The location of a baseball stadium here would stimulate the development of dining and entertainment venues, and the 200,000 SF of retail and restaurant space planned is appropriate. 	<ul style="list-style-type: none"> • The decision to locate a new A's baseball stadium into this project area belongs to the owners of major league baseball teams with three-quarters of the owners needing to vote in the affirmative. • By not having a major hotel that is designed to serve the ballpark and the high speed rail station in this Central Subarea, an opportunity is being missed. Because it generates transient occupancy tax, hotels are a strong source of General Fund revenue.
<p>Affordable Housing Component</p>	<ul style="list-style-type: none"> • Because of the proposed Ball Park, Mixed Use Core and Hotels, these two schemes offer the possibility of entry level jobs in close proximity to housing. 	

8. TRANSPORTATION AND PARKING STRATEGY

8.1 Parking Management

The supply of parking spaces which has been calculated and described in sections 4.6, 5.6 and 6.6 of this report has been derived by applying established City policies and parking ratios for the different proposed land uses. Because of the potential for large scale redevelopment in the area, the subsequent parking numbers are quite high and the vehicular activity associated with this amount of parking may be inconsistent with the goals of the project and the often stated desires of the community to reduce automobile based activity in the area and to promote other methods of transit, especially walking and cycling. In light of this potential conflict, this chapter describes various policies and initiatives which are available to The City as possible tools for addressing this conflict as the project moves into the next phase of developing a preferred plan.

These different types of strategies work together to manage demand, use primary and secondary location of parking supply, time limits, parking pricing and parking supply to best use parking resources. By increasing efficiency, these strategies can increase person carrying capacity, which is the maximum number of trips of all modes that can be made to and through the entire system. A diagram of parking management strategies is presented in Figure 8.1.

The parking management strategies and tools can be viewed in broad categories as described below:

- 1. Demand management strategies.** These strategies, such as flex work options, transit subsidies, parking cash out, carsharing, and bike parking, reduce parking demand in the project area. Demand based parking management programs use an 85 percent utilization rate as a guideline to determine if parking is “full” and to prompt the need for a parking management program. When parking is at this level (particularly on-street parking), it is appropriate to implement strategies that reduce the demand of parking resources. There may be a series of strategies such as improved transit service, incentives to use alternative modes, “park once” programs, or additional enforcement.

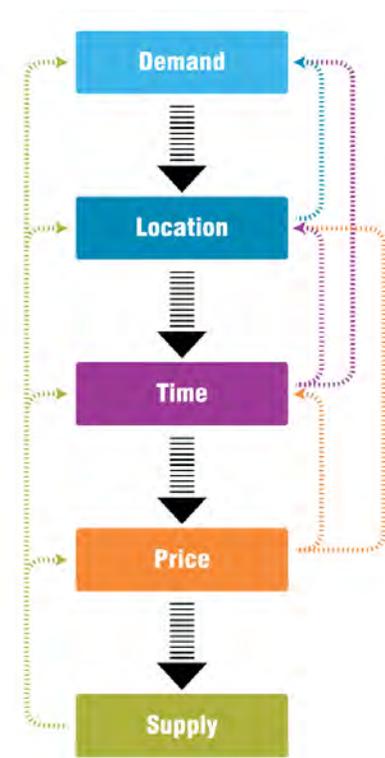


FIGURE 8-1: PARKING MANAGEMENT STRATEGIES

- 2. Location tools strategies.** Location strategies shift parking demand from primary to secondary parking resources such as less utilized satellite parking on the periphery of the study area. This may include better utilization of existing off-street parking (shared use) or the creation of peripheral parking lots along transit corridors that access station areas. Other examples of location strategies include developing signage, wayfinding, universal valet, or parking requirements that support shared parking (parking trade programs) to increase usage of underutilized parking in the project area. It also includes new information technology to allow users and potential developers to understand parking supply and demand issues, thereby creating incentives to spread parking demand over a wider area.
- 3. Time management strategies.** There are various time limits and parking restrictions that can be used to manage a parking system. In a destination station area, the purpose of the time limits should be to maximize access, encourage turnover and better use of parking resources. Time limits may be used to reduce the impact of spillover from commuter parking areas. Other time limit strategies include the use of loading zones, combination zones, or short-term time limits in a systemic approach that helps manage on-street parking.
- 4. Pricing strategies.** If location and time management strategies do not alleviate demand issues, the next step is to implement pricing strategies. In some areas, the on-street parking price may need to be established to create an incentive for off-street parking operators to open their parking facilities. In other areas, pricing can create an incentive for commuters to park in other locations or even to leave their car at home. Pricing may be used to develop reserved commuter parking system. Pricing strategies include unbundling the cost of parking from rent, on-street parking pricing, off-street parking pricing, and variable pricing. Pricing strategies are critical in areas looking at the development of parking structures or underground parking facilities.

- 5. Supply strategies.** If the demand, location, time and pricing strategies do not reduce demand, the next step is to increase parking supply. Parking supply can be added in areas with high current and future demand, reducing spillover and impacts on neighborhoods. In some cases, this can include additional on-street parking supply or parking supply for bicycles and motorcycles. Parking supply includes building new parking (or new types of parking, such as motorcycle and bicycle), changing parking rules and regulations (minimum parking requirements), or implementing parking trade programs.

The section above should be used as a guide and an overview to develop a parking management plan for the Diridon Station Area.

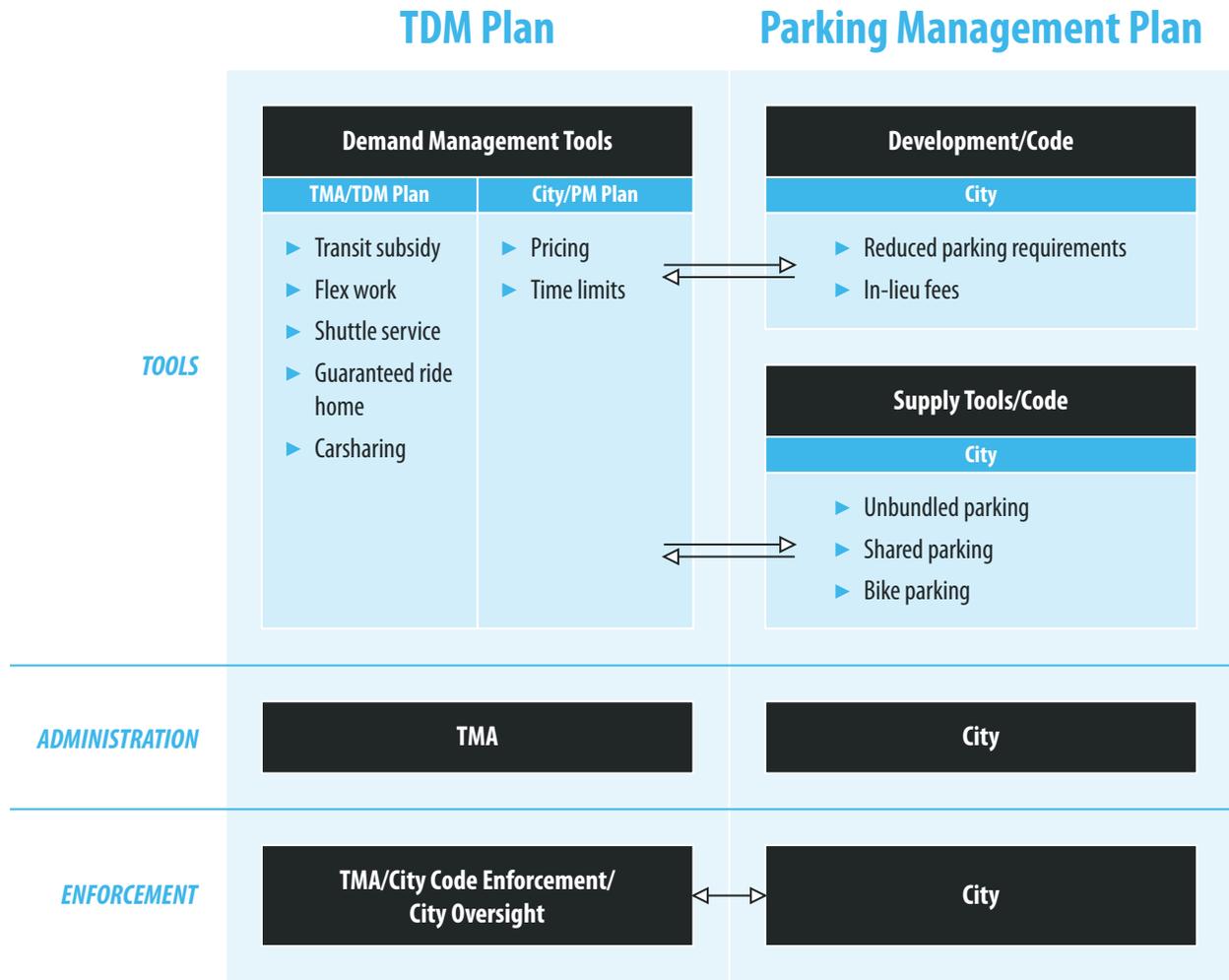
8.2 Transportation Demand Management

A Transportation Demand Management (TDM) plan should be developed to support the development goals of the Diridon Station area – which includes supporting increased density, mixed use and increasing alternative mode share. As outlined in the discussion above, demand management is an essential element to a successful parking management program, but parking is only one piece of a comprehensive TDM program. Other elements include congestion and traffic reduction, livability, and improved access. Additionally, A TDM program is further defined with respect to how it is administered and enforced. A parking management program is typically managed by the city and the TDM program is typically managed by a transportation management association (TMA) set up specifically for a defined district.

A TDM plan generally includes strategies that aim to promote and encourage more efficient use of transportation resources. A TDM plan may comprise of a multitude of solutions and evaluative techniques that provide information on measures to increase transportation system efficiency. Most importantly, an effective TDM plan coordinates and encourages the interaction and participation between the community, local government agencies and stakeholders. This cooperation creates a framework for implementing key transportation strategies that establish specific goals and objectives important to both entities.

As the project evolves, the team is working with Caltrain to help them project required parking supply as part of a more holistic view of transit ridership and parking demand for all of the transit services at the expanded station. This includes an analysis of the proximity and amount of proposed available parking supply to the commuter terminal. Caltrain's goal is to increase the number of patrons who arrive at the station by non-auto modes and they recognize that the supply of available parking spaces is a factor in influencing how people chose to arrive at the station. All parties agree that this extra work is needed to ensure that the station area plan provides sufficient transit parking and appropriately balances

TABLE 8-1: RELATIONSHIP BETWEEN PARKING AND TRAFFIC MANAGEMENT



TDM = Transportation demand management
 TMA = Transportation management association

all access modes.

The transportation network in and around the proposed station area is and would continue to be challenged by increasing roadway congestion. As very limited opportunities exist to increase traffic capacity near the site, effective management of travel demand becomes a critically important tool to accommodate future development and economic growth. Given the location and the nature of the station area, along with the high amount of traffic, transit, bicycle, and pedestrian activity in and around the station area; pedestrian and bicycle safety as well as traffic congestion and transit circulation become key issues of concern within the local community. In order to address these issues, effective TDM strategies are necessary to facilitate and manage travel demand in and around the station area while promoting safety for patrons and residences of the area.

Given the nature of the proposed station area, an effective TDM plan would need to focus on balancing short-term and long-term parking demand, while continuing to maintain a viable, transportation network that allows all patrons access to various modes of transportation. Table 8.2 lists various TDM measures that are applicable to the proposed station area.

TABLE 8-2: POTENTIAL TDM STRATEGIES FOR DIRIDON STATION

TDM Strategy	Type	Purpose	Goals Supported	Target Audience	Implementation	Coordination/Monitoring
Wayfinding	PP/I	Enhance accessibility/ Promote “Park Once” Initiative	Traffic reduction/ Improve circulation/ Assist short-term demand	Visitors/ Short-term user groups	City/TMA	City/TMA
Bicycle Storage	I	Increase bicycle mode of travel/ Create “bike station” areas	Traffic reduction/ Liveability	Residents/ Employees	City/TMA	City
Bikesharing	PP	Reduce auto-based demand/ Increase accessibility	Traffic management/ Liveability/ Accessibility	Residents/ Employees	City/TMA/ PPP	City/TMA/ PPP
Transit Subsidies/ EcoPass	PP	Encourage alternative modes of travel/ Reduce auto-based demand/ Enhance multimodal environment	Parking management/ Traffic reduction/ Improve circulation/ Liveability	All study area	City/TMA/ Private businesses	TMA
TDM Coordinator/ Rideshare	PP	Reduce employee-based demand	Parking management/ Enhance transit usage/ Traffic reduction	Employers/ Employees	City/ Private businesses	City/ Private businesses
Carsharing	PP	Reduce single-occupancy vehicle demand/ Reduce cost of private ownership/ Increase accessibility	Traffic management	Residents/ Employees	City/TMA/ PPP	City/TMA/ PPP
Flex Work	PP	Reduce peak demand	Traffic management	Employers/ Employees	Private/Public businesses	Private/Public businesses
Shuttle Service	PP	Encourage transit usage/ Enhance mode share goals	Traffic management/ Accessibility	Employers/ Employees	Private/Public businesses	Private/Public businesses
Guaranteed Ride Home	PP	Reduce auto dependency	Accessibility	Employers/ Employees	Private/Public businesses	Private/Public businesses
Parking Cash-Out	PP	Reduce employee-based demand	Parking management/ Traffic reduction	Employers/ Employees	City/Private businesses	City/Private businesses
Parking Pricing	PP	Reduce short-term demand/ Improve off-street parking efficiency/ Promote turnover in high activity zones	Parking management/ Maximize parking efficiency	Visitors/ Employees	City/TMA	City/TMA
Unbundled Parking	PP	Reduce cost of parking development/ Allocate parking needs in required areas	Parking management	Residents/ Developers	City	City
Reduce Parking Standards	PP	Reduce cost of parking development/ Avoid oversupply of parking/ Enhance mode share goals	Parking management	All study area	City	City

Notes:

PP – Policy/Program Strategy

I – Infrastructure Strategy

TMA – Transportation Management Agency

PPP – Public Private Partnership

8.3 Transportation - Mode shift goals

In parallel with this Diridon Station Area Plan, The City of San Jose is in the process of updating its General Plan in accordance with State requirements. This document is called 'ENVISION SAN JOSE 2040' and many of its components are being developed by a dedicated Task Force. One of the responsibilities of the Task Force is to make recommendations on a transportation mode shift goal for the General Plan update. This will indicate the City's goal for the percentage distribution within San Jose of future daily commute trips between single-occupant auto (drive-alone), carpool, transit, pedestrian and bicycle modes of travel. City staff have been assisting the Task Force in defining these goals and developing recommended policies for implementation in order to meet both the long term goal (2040) as well as intermediate goals within a phased approach towards achieving planned reductions.

City staff have been exploring policy changes that could increase the future share of commute trips conducted through alternative modes (e.g., non-single-occupant auto, bicycling) mode and decrease the total vehicle miles traveled (VMT) to better align with the following Task Force Land Use and Transportation Guidelines:

- Plan for people not cars
- Reduce vehicle miles travelled and green house gasses
 - Manage congestion
 - Absorb growth in transportation demand through transportation mode shift
- Create walkable and bike friendly "neighborhood villages"
- Create complete and vibrant regional "hubs"

At a recent General Plan Task Force meeting, staff identified a set of mode shift and VMT reduction goals to help implement these Guidelines. Table 8.3 defines different mode shift and VMT reduction goals that could be included as part of the General Plan Update.

TABLE 8-3: POTENTIAL TRANSPORTATION MODES SHIFT GOALS

Mode Share	Model Results	10% VMT Reduction	20% VMT Reduction	40% VMT Reduction
Drive Alone	69%	61%	55%	40%
Carpool	19%	15%	12%	10%
Transit	9%	12%	15%	20%
Bike	1.50%	6%	9%	15%
Walk	1.50%	6%	9%	15%

Staff is currently recommending that the Task Force adopt a 40% VMT reduction goal for the life of the General Plan (2040) with a phased approach to implementation of this goal as follows:

- 10% VMT Reduction (Horizon 1) – Upon adoption of the General Plan Update, begin implementation of policies to achieve a 10% VMT reduction. These policies include requirements generally supported by the Task Force and additional developer incentives added at the Task Force’s request.
- 20% VMT Reduction (Horizon 2 or later) – The 20% VMT reduction program can be implemented during a future Horizon Year for the General Plan. Staff is recommending that as part of a City Council review conducted 8-10 years after initial approval of the General Plan Update, the City Council consider implementation of the next tier of VMT reduction policies that support a 20% VMT reduction goal, based on an evaluation of the success of the initial VMT reduction program and the status of the City’s progress toward achievement of other General Plan goals.
- 40% VMT Reduction (Regional Cooperation) – Achievement of up to an additional 20% VMT reduction (40% VMT reduction goal) will require regional congestion pricing policies. The possible VMT level reductions will be determined by the cost and aggressiveness of the proposed regional policies. As part of the General Plan transportation goals and policies, the City should

express support for regional adoption of regional “pricing” solutions to encourage a higher level of mode shift. Successful implementation of these type of policies required regional cooperation and staff is not recommend that San Jose unilaterally attempt their implementation. Implementation of regional policies could occur in parallel with implementation of the recommended local policies.

TRANSPORTATION MODE SHIFT POLICIES

In order to achieve these goals, City staff have developed policies (illustrated in Table 8-4) that could be implemented to achieve the proposed VMT reductions in each of the three horizons, for further review and discussion by the Task Force.

It is recommended that all of the parking and transportation initiatives described in this chapter be considered for inclusion in initial discussions during the next phase of the project, during which a preferred Station Area Plan will be developed. Managing traffic and parking supply and demand will be a critical component of the Plan.

TABLE 8-4: LOCAL AND REGIONAL POLICIES TO ACHIEVE UP TO 10%, 20% and 40% VMT REDUCTION

Local Policies (Up to 20% VMT Reduction)	
10% VMT Reduction	20% VMT Reduction
<p>Enhance facilities for walking and biking per proposed General Plan Policies</p> <p style="text-align: center;">Increase transit frequency along major transit corridors</p> <p>Reduce automobile lane capacities and reallocate street space for other modes</p> <p style="text-align: center;">Reduce Minimum Parking Requirements at Mixed-Use and TOD sites</p> <p style="text-align: center;">Require TDM measures for new development</p> <p style="text-align: center;">Allow for unbundled parking as part of development</p> <p>Allow the use of City parking facilities to meet parking requirements</p> <p style="text-align: center;">Allow participation in car share programs to meet parking requirements</p>	<p>Enhance facilities for walking and biking per proposed General Plan Policies</p> <p style="text-align: center;">Increase transit frequency along major transit corridors</p> <p style="text-align: center;">Reduce automobile lane capacities and reallocate street space for other modes</p> <p style="text-align: center;">Reduce Minimum Parking Requirements citywide</p> <p>Require & monitor TDM measures for new development with penalties for non-compliance</p> <p style="text-align: center;">Require some unbundled parking for developments at mixed-use and TOD sites</p> <p>Require some use of City parking facilities to meet parking requirements</p> <p style="text-align: center;">Require some participation in Car Share Programs for new development in mixed used and TOD sites</p> <p style="text-align: center;">Establish Maximum Parking Caps</p>

Regional Policies (Up to 20% VMT reduction)	
<p>To achieve and up to an additional 20% of VMT reductions will require regional pricing solutions. The level will be determined by the cost and aggressiveness of the proposed regional policies. As part of the General Plan the City would express support of these type of "pricing" regional type solutions to encourage mode shift, but would not propose implementation by City of San Jose alone</p>	<p style="text-align: center;">Vehicle Taxes to Fund Transportation Infrastructure</p> <p style="text-align: center;">Congestion Pricing for travel through Santa Clara County</p> <p style="text-align: center;">Toll Roads on all major freeways and expressways</p>

9. NEXT STEPS

9.1 Task 3 - Preferred Plan

The three station concept and land use plans have consistently been presented to key stakeholders (listed in Section 2.1 of this report) and members of the community as 'works in progress' to encourage as much input as possible. It has also been explained to the community that there is a range of ideas illustrated in the three alternatives for which there is a great deal of flexibility in terms of combining different aspects of them in different ways. This flexibility allows for a great deal of latitude in identifying preferred parts of the three alternatives for eventual consolidation into the preferred plan.

The next phase of the project, Task 3 - Preferred Plan, will review all of the ideas and their comparative analyses which are summarized in this report, along with feedback from key stakeholders and the community in response to this report and at the community workshops. All of this information will be used as a solid foundation for narrowing down the options into a preferred plan. It is anticipated that this will not simply be a straight forward choice between alternatives A, B or C, but some hybrid scheme which incorporates the preferred aspects of each of the schemes into a new station concept and land use plan.

As previously stated, there are two significant variables which are outside the control of the Diridon Station Area Planning team;

1. A decision for a ball park or no ball park
2. Selection of a preferred High Speed Rail alignment

It is anticipated that as more information becomes available, the preferred direction for these two aspects of the plan will become clearer and that this will also help shape the Preferred Plan.

APPENDIX A: PUBLIC WORKSHOP #2

A.1 Agenda

INTRODUCTION

Sketch Plan Ideas Workshop held on Saturday; March 27 2010, 9am to 12pm.

AGENDA

Welcome

1. Project Overview
2. Workshop Overview
3. Community Outreach Feedback to Date
4. Existing Conditions, Opportunities, and Key Findings
 - a. Land Use
 - b. Transportation
 - c. Economics/Market
5. Emerging Themes/Guiding Principles
6. Sketch Plan Ideas
 - a. Sketch Plan A
 - b. Sketch Plan B
 - c. Sketch Plan C
 - d. Development Possibilities
7. Sketch Plan Art Approaches
8. Small Table Discussion:
 - a. Emerging Themes Confirmation/Changes
9. Self-Directed Open House
 - Land Use
 - Urban Design and Open Space
 - Public Art
 - Transportation and Connections
10. Ideas Stations Feedback
11. Wrap Up and Next Steps



The public workshop on March 27 was well attended and participants provided a lot of valuable feedback

A.2 Emerging Themes

Key ideas gained in feedback from the first community workshop and stakeholder interviews held in Summer 2009 is organized into themes. The themes outline the overall spirit and characteristics that the community would like to see as the Station area develops, and will provide the basis for evaluating development choices, and framework for Station Area Plan policies.

OVERALL

- Establish the Station and surrounding area as a *local, citywide, and regional destination* where residents and visitors alike can live, work, and play.
- 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 area, and an identifier for San José as the center of Silicon Valley.

SPECIFIC COMPONENTS

- **Urban Form and Structure.** Create a high-intensity *urban district* next to the Station with taller buildings at the core. This district would accommodate a mix of uses including commercial, office, and residential development.
- **Connectivity.** 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.
- **Transportation.** Prioritize *pedestrian circulation and transit*. Improve pedestrian and bicycle connection to Guadalupe River from the area.
- **Compatibility with surrounding neighborhoods.** Ensure *sensitive transitions* in scale and design to surrounding residential neighborhoods.

- **Land Use.** Provide a range of commercial and residential uses. Commercial uses would include *neighborhood services* for surrounding residential areas, and a *synergistic mix* of entertainment, hotels, shopping, restaurants, and offices.
- **Open Space.** Enhance and expand *recreational opportunities* in the Station area, and establish an open space system integrated with Los Gatos Creek and Guadalupe River Park.
- **Art.** *Activate the streets, parks, and Station with art* that engages visitors and residents alike. Integrate art into infrastructure to humanize and enliven standard features.
- **Parking.** *Disperse parking* in different locations in the planning area to ensure easy walking access to destinations.

A.3 Ideas Station Presentation Material

In addition to the power point presentation and group discussions, the design team set up four large free-standing 'ideas stations' which contained all of the graphics used in the presentation and additional supporting technical information. Each of the ideas stations included a number of questions and members of the community were encouraged to use post-its to either answer the questions or provide any other pertinent comments.

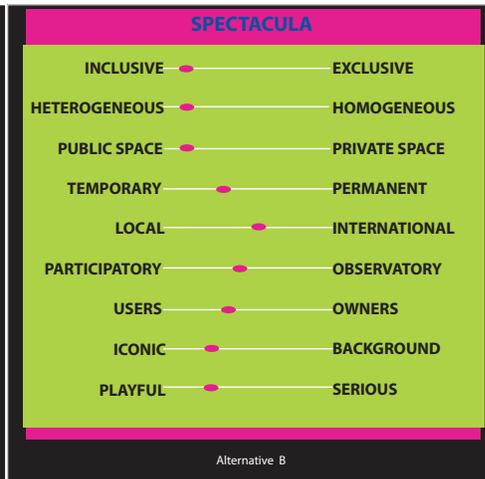
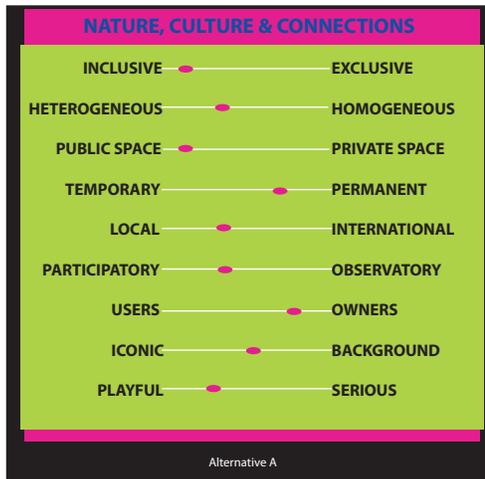
The graphics for each of the four ideas stations are illustrated in this section of the report.

FIGURE A-1: IDEAS STATION #1 GRAPHICS

DIRIDON STATION AREA PLAN: SKETCH PLAN IDEAS
Public Art

A

B



- Focus on creating an urban oasis, connecting the station, Los Gatos Creek and Guadalupe River Park
- Reveal environmental and functional systems
- Interlace the past and present with the future
- Embrace quirkiness, anomalies, and historic remnants
- Cultivate a spirit of neighborliness and respond to cultural diversity
- Improve connections between east side and west side of Diridon Station through art in the landscape
- Make the Diridon Station area a place for community gathering, interaction and celebration
- Local, regional focus, connectivity within the city

- Focus on creating a theatrical environment
- Emphasize drama/play/movement
- Cultivate a spirit of excitement
- Make the ordinary extraordinary through art in infrastructure
- Emphasize connections to downtown through special artistic lighting and dramatic elements
- Incorporate unusual features in the natural landscape
- Local, regional, national focus through permanent art and temporary art, performance and celebration

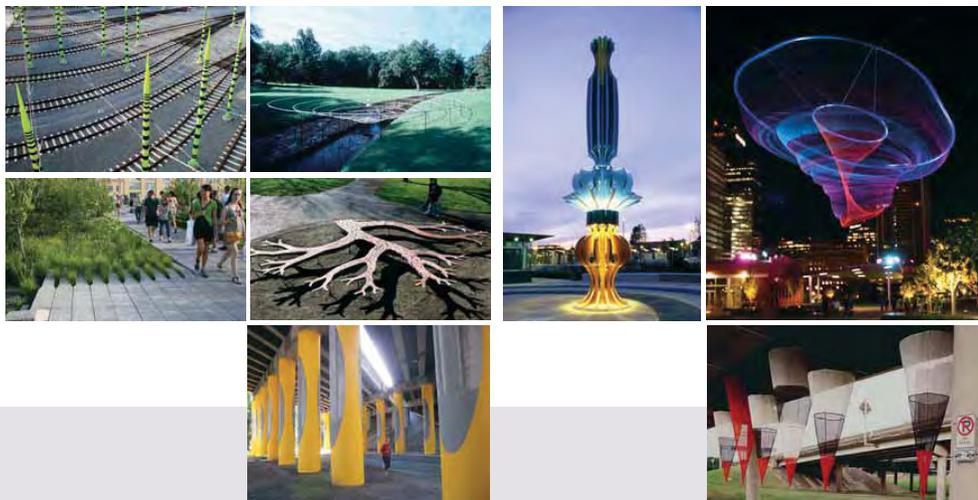


FIGURE A-2: IDEAS STATION #1 GRAPHICS

DIRIDON STATION AREA PLAN: SKETCH PLAN IDEAS

Public Art

C

CONNECTIVITY & THE GLOBAL VILLAGE

INCLUSIVE	EXCLUSIVE
HETEROGENEOUS	HOMOGENEOUS
PUBLIC SPACE	PRIVATE SPACE
TEMPORARY	PERMANENT
LOCAL	INTERNATIONAL
PARTICIPATORY	OBSERVATORY
USERS	OWNERS
ICONIC	BACKGROUND
PLAYFUL	SERIOUS

Alternative C

- Focus on the future for inspiration
- Emphasize art/technology connection
- Cultivate a spirit of adventure and experimentation
- Use kinetic and digital art to emphasize connections to east and west from Diridon
- Demonstrate ecological innovation through unique artistic expressions of environmental sustainability
- Celebrate San Jose as an incubator of new ideas
- International focus/connectivity to the world through art and technology















WRITE IT DOWN OR DRAW IT!

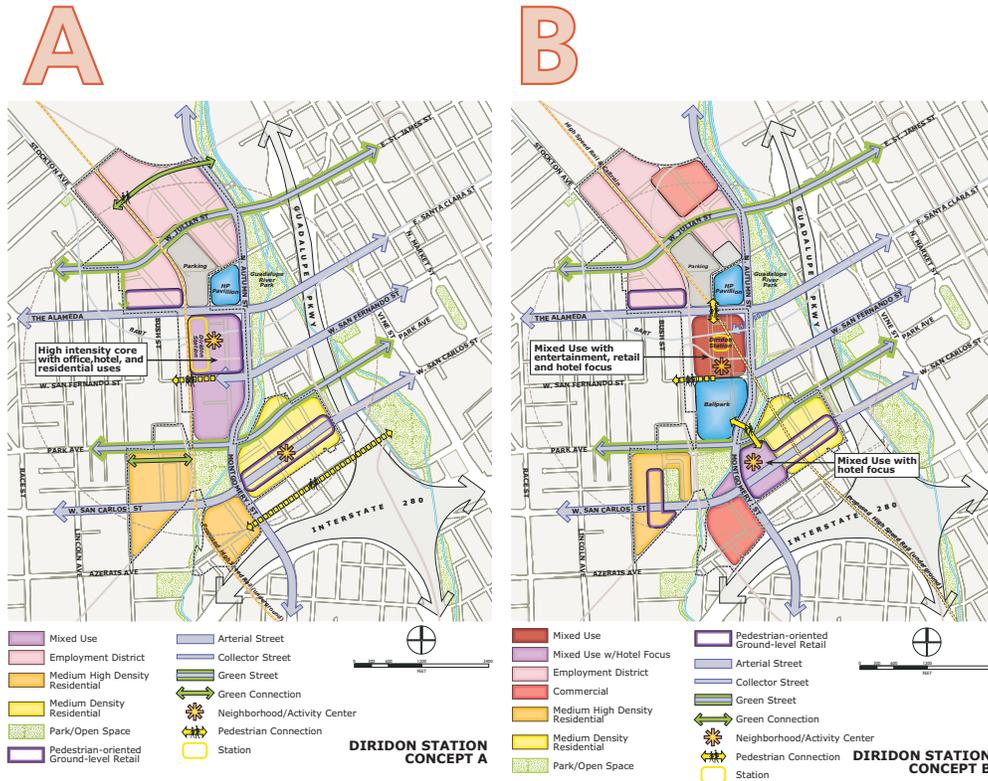





FIGURE A-3: IDEAS STATION #2 GRAPHICS

DIRIDON STATION AREA PLAN: SKETCH PLAN IDEAS

Land Use Concepts



KEY IDEAS

- Balance between residential and employment uses.
- Central mixed use residential and office core with pedestrian-oriented retail at ground level in proximity to the Station.
- Creation and reinforcement of neighborhoods, each with "main street" amenities and services.
- Emphasis of green fingers connecting new and existing neighborhoods to the Guadalupe River and Los Gatos Creek corridor.
- High speed rail alignment below-ground with a linear station concept.

KEY IDEAS

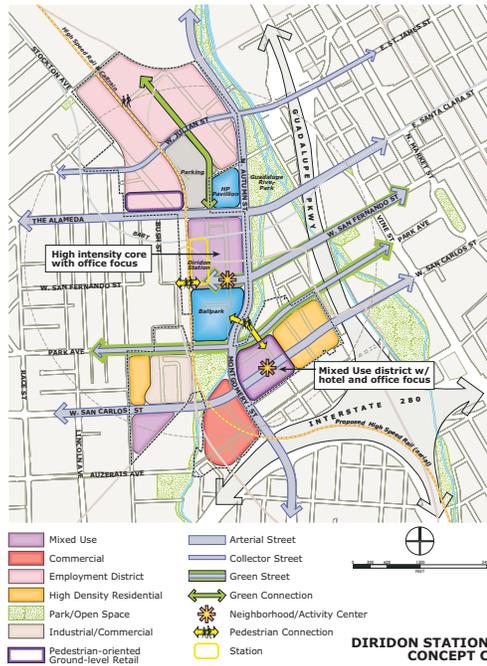
- High-intensity mixed-use district with entertainment-oriented retail, restaurants, hotels, and office space anchored by the proposed Ballpark and HP Pavilion.
- Sightlines are established between the Station and Santa Clara Street/City Hall and from the Ballpark to San Fernando Street/San José State University.
- New residential neighborhoods and office development are oriented to town squares with open space and supporting retail and services.
- Mixed use residential and commercial district with a hotel focus located just south of the proposed Ballpark.
- HSR alignment is below-grade with a skewed station platform.

FIGURE A-4: IDEAS STATION #2 GRAPHICS

DIRIDON STATION AREA PLAN: SKETCH PLAN IDEAS

Land Use Concepts

C



KEY IDEAS

- Regional destination for business and commerce. A high-intensity commercial/cultural district includes offices, hotels, and supportive retail uses.
- Grand, green belt open spaces provide structure to the area, defining key connections and districts.
- The core retail and office district extends into a higher intensity mixed use retail and residential district to the south along W. San Carlos Street.
- A high-intensity business district is located to the north between Stockton Avenue and Autumn Street Parkway.
- HSR alignment is above-grade and occupies a compact station footprint.

FIGURE A-5: IDEAS STATION #3 GRAPHICS

DIRIDON STATION AREA PLAN: SKETCH PLAN IDEAS

Urban Design & Open Space



FIGURE A-7: IDEAS STATION #4 GRAPHICS

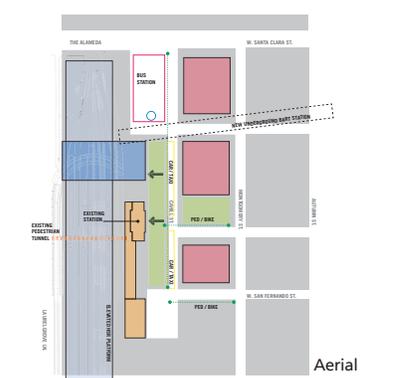
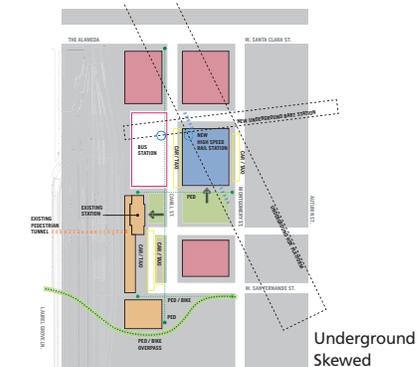
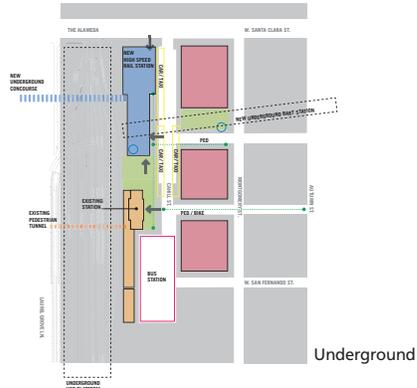
DIRIDON STATION AREA PLAN: SKETCH PLAN IDEAS

Transportation

Existing and Planned Transit



Station Options



Station Precedents



FIGURE A-8: IDEAS STATION #4 GRAPHICS

DIRIDON STATION AREA PLAN: SKETCH PLAN IDEAS

Transportation

Transportation Improvement Opportunities

LOCATION-SPECIFIC OPTIONS

Pedestrian friendly Underpasses



- Increase sidewalk width where feasible and provide additional enhancements

Pedestrian Crossings



- Signalized intersection with dedicated pedestrian phase

Roundabouts



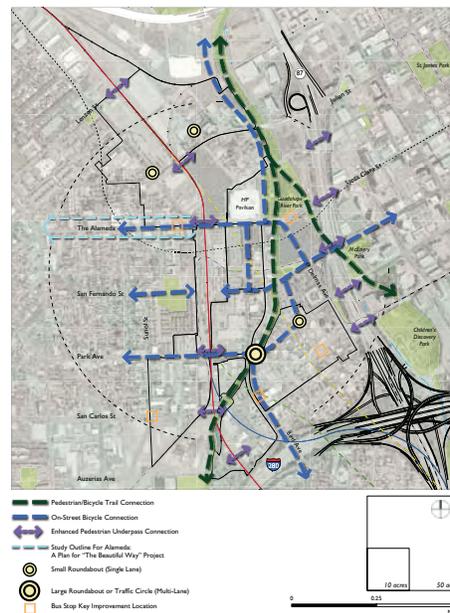
- Modern Roundabout
- Traffic Circle

Enhanced Bus Stops



- Bus transit stop with enhanced architecture, landscaping, lighting and wide sidewalks

EXISTING AND PLANNED TRANSIT



AREA-WIDE OPTIONS

Bicycle Sharing and Facilities



- Area wide, on demand, bicycle rental

Enhanced Streetscape Environment



- Streets with enhanced pedestrian crossings, pedestrian bulb-outs, wide sidewalks, on-street parking, and other improvements
- Fine Grain Street Grid
- Many pedestrian connections
- Coarse grain street grids discourage pedestrian activity

Transportation Demand Management



- Focused strategies to encourage alternative commute modes
- Car Sharing
- On demand hourly car rental

FIGURE A-9: IDEAS STATION QUESTIONS

DIRIDON STATION AREA PLAN: SKETCH PLAN IDEAS

Public Art

DIRIDON STATION AREA PLAN: SKETCH PLAN IDEAS

Land Use Concepts

DIRIDON STATION AREA PLAN: SKETCH PLAN IDEAS

Urban Design & Open Space

DIRIDON STATION AREA PLAN: SKETCH PLAN IDEAS

Transportation

Are there specific activities or approaches to public art that you would like to see?

Are there ideas not represented in these schemes that should be considered?

Is there a scheme that best resonates with your vision for the Station Area?

What mix of land uses do you prefer adjacent to the Station?

What uses are missing from the Sketch Plan ideas? Where should these be located?

Is there a Sketch Plan that best resonates with your vision for the Station Area?

What types (recreation, town squares, greens, etc.) and locations of open spaces shown in the Sketch Plans represent your vision for the Station Area?

Where do you expect to see taller buildings?

What other ideas would you like to see explored in the Sketch Plans?

Where are the important connections to the Station? Have we captured all of them?

Where should the front door of the Station be located? Should there be an entrance west of the tracks?

Are there any other key pedestrian connections or transportation improvements that should be explored?

Are there specific activities or approaches to public art that you would like to see?

Are there ideas not represented in these schemes that should be considered?



High intensity core with office, hotel, and residential uses



Mixed Use with entertainment, retail and hotel floors

A.4 Summary Report

SUMMARY OF WORKSHOP #2 SKETCH PLAN IDEAS

The second community workshop for the Diridon Station Area Plan was held on March 27, 2010, at San José City Hall. Over 60 people attended the two-and-a-half-hour event. The purpose of this workshop was to provide community members the opportunity to weigh in on the range of ideas to be included in the alternatives for the Station Area Plan. The workshop was held at the midpoint of the development of alternatives, and provided the planning team the opportunity to present initial Sketch Plan Ideas to the community and receive focused input on key topics.



The workshop was structured to provide an interactive setting, where community members could participate in both group dialogue and individual discussion of key ideas. Participants were seated in groups around eight tables, which served as the setting for the initial presentation and group discussion. Following the group discussion, workshop participants were invited to provide individual feedback through a self-directed open house with City staff and consultants. The workshop agenda (A-1) consisted of four major components:

- **Overview.** The presentation began with an overview of the planning process, initial feedback from the first community workshop and the resulting Emerging Themes, and an explanation of existing conditions and opportunities in the Station Area. This was followed by an introduction to the Sketch Plan Ideas, including key land use, urban design, and public art components.
- **Activity 1: Confirmation of Emerging Themes.** This exercise included a facilitated group discussion of the Emerging Themes identified by initial community outreach. Participants were asked to confirm and suggest changes to the themes, which will serve as guidance for the development of the Station Area Plan. Many group discussions expanded to include the overall direction of the Sketch Plan Ideas, which served as a key generator for individual feedback during the subsequent open house activity. (See Appendix A-6 for complete notes from each table.)
- **Activity 2: Self-Directed Open House.** Workshop attendees were asked to spend time at and provide feedback on questions posed at each of the four “Ideas Stations”, where drawings and ideas from the initial presentation of the Sketch Plans were provided on kiosks. The stations were topic-oriented: Land Use, Urban Design and Open Space, Transit and Connections, and Public Art. City staff and the planning team were at hand at each station to provide one-on-one clarification and answers to questions. As they moved through the open house stations, workshop participants posted their ideas and answers to the questions on each kiosk. (See Appendix A-5 for a list of questions posed and the responses for each Ideas Station.)
- **Ideas Station Report Back.** At the end of the open house activity, a representative from the planning team reported back to the larger group on their initial impressions of feedback for each of the four Ideas Stations. Workshop



participants were prompted to add their own impressions to the report back to ensure the full range of perspectives was captured and presented.

KEY FINDINGS

While the workshop was organized into two separate activities to garner focused feedback on the Emerging Themes and Sketch Plan ideas, there were several common issues and themes that arose in each discussion. These issues provide an overview of the feedback received and will serve as guidance in subsequent stages of the Station Area Plan process.

Establishing a Viable Land Use Mix

While participants agreed with the overall range of land uses presented in the Emerging Themes and Sketch Plans, many expressed concern for how and where these uses would be located, mixed, and activated. There was unanimous support for establishing a high-intensity mixed-use core around the station. Everyone agreed that the core should include a mix of retail, entertainment, and employment uses—however, whether this mix should include residential uses was a question for many, particularly for those in support of maximizing job creation in the Station Area. Those in support of residential uses in the core felt that it would help activate the area, supporting transit, retail uses, and the area’s long-term viability. However, all did agree that the core should be activated by uses day and night to ensure safety and to solidify the area as a destination. Participants wanted to see land uses that would provide daily activity as a complement to periodic bigger events at destinations like the HP Arena and potential ballpark.

Outside of the mixed-use core, participants were generally supportive of the range and distribution of land uses, including employment-oriented and retail development to the north, and a mix of residential, commercial, and hotel uses to the south. Some participants supported maximizing residential development in the Station Area and wanted to see more north of the station near The Alameda and Stockton, and near the Guadalupe River

Park. Conversely, other participants felt that there should be more commercial and employment uses throughout the Station Area, including office uses to the north and in the mixed-use core and neighborhood-oriented retail to the south along W. San Carlos Street. Participants felt that commercial development, in particular, should be planned carefully—both in finding the right balance between retail and office and employment uses, but also in differentiating the Diridon Station Area from employment and retail districts in Downtown, Valley Fair and Santana Row.

Ensuring Connectivity

Ensuring that the Station Area Plan is driven by transit and connectivity to the station was a key concern for everyone. Bicycle and pedestrian linkages were of greatest concern, particularly the provision of a more extensive bicycle network with bike lanes and trails to support commuter bicycle routes. Pedestrian connections were also an important issue for everyone, especially those from surrounding neighborhoods and Downtown, where underpasses, the rail corridor, and streets like Santa Clara Avenue would need improvement.

In addition to connectivity to the station by foot and bicycle, transit connections to and from major destinations like the Airport, Downtown, Valley Fair, Santana Row, as well as locations within the Station Area were also emphasized. Many participants felt that these services would further support the need for less parking in the Station Area as well as help mitigate traffic impacts from new development.

Creating a Destination

There was a unanimous desire to establish a strong character for the Diridon Station Area, particularly for the station itself and the surrounding core. This would be expressed by well-designed, iconic architecture, public art, open space, signage, lighting, and preservation of the area's historic buildings and "quirkiness." One of the key ideas that arose from the workshop was establishing a river walk destination—potentially located along Los Gatos Creek—which would be anchored by a variety of active uses from



shopping and dining to residential development.

Activating the Public Realm

There was desire for maintaining an active public realm both within the station core area, as well as throughout the Station Area. This activity would be supported by ground floor uses like retail, entertainment, and public plazas and gathering spaces, all of which would be essential around key destinations like the station, the potential ballpark, HP Arena, and Los Gatos Creek. Workshop participants wanted to ensure that there would be no “dead zones”, particularly around the potential ballpark and large parking structures. Parking in particular, therefore, should be either underground or structures wrapped by retail or office uses.

Providing Active Open Space

The type and quality of open space was also a key concern for workshop participants. Overall, there was a desire for spaces that would contribute to the recreational, social, and economic needs of the community. These spaces would include civic squares and plazas, outdoor event venues for music, entertainment, and markets, as well as youth-oriented recreational fields and parks. The concept of “green fingers” resonated with almost everyone, and supporters encouraged expanding on the concept to incorporate nodes of activity as well as larger parks.

Creating a Sense of Permanence

While everyone expressed support and excitement over the ideas presented for public art in the Station Area, there was an underlying concern for establishing a sense of permanence and perpetuity. Some participants were concerned that temporary installments may be costly and difficult to maintain, while others wanted to see art as a more permanent element of the area’s infrastructure. Art could be integrated into site design, building structures and design, or open spaces, becoming a key component of the Station Area’s identity and character.

Emerging Themes

Overall

Establish the Station and surrounding area as a local, citywide, and regional destination where residents and visitors alike can live, work, and play.

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 area, and an identifier for San José as the center of Silicon Valley.

Overall agreement on the general direction of the themes, although greater emphasis could be placed on creating a public realm and activities that attract and are inclusive for everyone—all ages, cultures, types of users, etc.

Specific Components

Urban Form and Structure. Create a high-intensity urban district next to the Station with taller buildings at the core. This district would accommodate a mix of uses including commercial, office, and residential development.

Confirmation of a mixed-use, high-intensity urban district, with emphasis on a vertical mix of uses. However, the specification of residential uses in the core might need to be more flexible. Additionally, identifying a distinct character by district or throughout the Station Area, through development scale, design, art, and preservation could also be emphasized.

Connectivity. 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.

Confirmation of the need to improve connectivity throughout the Station Area, especially to and from the station along underpasses and across Stockton and Santa Clara streets. There could be greater emphasis on bicycle access, particularly for commuters with more bicycle lanes on streets. Finally, potential connections to surrounding destinations like Valley Fair via transit or shuttles could also be prioritized.

<p>Transportation. Prioritize pedestrian circulation and transit. Improve pedestrian and bicycle connection to Guadalupe River from the area.</p>	<p>Confirmation of the theme in general, but could further emphasize mitigation of traffic impacts, particularly during events. Additionally, there was interest in adding that the Station itself should be established as a destination with a mix of active uses and transit opportunities.</p>
<p>Compatibility with surrounding neighborhoods. Ensure sensitive transitions in scale and design to surrounding residential neighborhoods.</p>	<p>Confirmation over the need for sensitivity of transitions into existing residential neighborhoods; however, pedestrian connections and noise/environmental impacts could also be added.</p>
<p>Land Use. Provide a range of commercial and residential uses. Commercial uses would include neighborhood services for surrounding residential areas, and a synergistic mix of entertainment, hotels, shopping, restaurants, and offices.</p>	<p>Overall, confirmation of the land uses within the Station area, but could clarify that active uses should surround the Station and potential ballpark. Residential uses could also be expanded upon to specify a range of affordability for new housing.</p>
<p>Open Space. Enhance and expand recreational opportunities in the Station area, and establish an open space system integrated with Los Gatos Creek and Guadalupe River Park.</p>	<p>In need of expansion/greater clarification: Open space should be identified as a destination, like the San Antonio Riverwalk—as a focus for commercial and residential uses. Open space should be a complete network, with fingers, trails with nodes, and a mix of outdoor spaces, from hosting community and citywide events to recreational fields and small spaces for gathering.</p>
<p>Art. Activate the streets, parks, and Station with art that engages visitors and residents alike. Integrate art into infrastructure to humanize and enliven standard features.</p>	<p>Confirmation, although could be expanded to address underpasses and clarified to emphasize a sense of permanence by integrating art into architecture, and employing iconic architecture as art.</p>
<p>Parking. Disperse parking in different locations in the planning area to ensure easy walking access to destinations.</p>	<p>Confirmation of dispersed parking, but could also emphasize visibility and ease of access; as well as capitalizing on shared parking opportunities between commercial and residential uses.</p>
<p>Additional Theme for Sustainability?</p>	<p>Ensure that the City’s vision for sustainability is reflected, with emphasis on job retention and creation, attraction of clean technologies, and sustainable energy and building solutions.</p>

DISCUSSION OF EMERGING THEMES - FOCUSING THE VISION

For the first workshop exercise, participants were asked to discuss and confirm the Emerging Themes that evolved from the first phase of the planning process. Overall, there was general agreement on the behalf of workshop participants on the direction provided by the Emerging Themes and the initial wording provided. Based on the comments received, the table below describes potential changes that could be incorporated into the Emerging Themes. Complete written comments from each group discussion are provided in Appendix A-6.

IDEAS STATION FEEDBACK

The second half of the community workshop was comprised of a self-directed open house. Four “Ideas Stations”, including Land Use, Urban Design and Open Space, Transportation and Connections, and Public Art were set up to provide an overview of Sketch Plan ideas by topic. Each Station provided drawings and details about the key ideas, as well as several questions to elicit focused feedback on the ideas presented and to identify any that were missing. Participants were asked to provide their individual input on sticky notes and post them onto the Station kiosks. Key members of the planning team were present at each Station to help answer questions and facilitate feedback from community members. The responses and feedback from these stations are summarized below. A complete list of all comments by question is included in Appendix A-5.

LAND USE

- **What mix of land uses do you prefer adjacent to the Station?**

Overall, workshop participants desired a mix of uses that would maximize quality of life and create a destination that would draw people to the Station Area. This area would have a continuous activity level during the day and night, with uses that would be independent of HP Arena and ballpark events. As to the

composition of this mixed use core, responses were split between the inclusive mixed use of Sketch Plan A with housing, retail, and office uses, and the retail/entertainment/office focus of sketch plans B and C. High density housing was preferred as a component of mixed use development around the station by approximately half of respondents. Residential uses in the area would provide 24-hour activity and support for retail and employment; as well as contribute to a vibrant atmosphere with housing, retail, and entertainment with open space and outdoor cafes. However, the other half of participants felt that commercial uses should be emphasized around the station, with a mix of retail, hotel, entertainment, and professional office space as in sketch plans B and C. Retail uses in the core would be pedestrian-oriented and activate the street, particularly near the station in order to draw people into the district.

- **What uses are missing from the Sketch Plan ideas? Where should these be located?**

River Walk

A key opportunity that workshop participants felt had been missed was the creation of a river walk destination, which would serve as a focal point in the Station Area, rather than the station itself. The San Antonio Riverwalk was a popular example, with people envisioning hotels, shops, cafes, cultural venues and businesses oriented to the water. Suggestions for the river walk location included the area along Los Gatos Creek and Montgomery Street or adjacent to the Guadalupe River.

Commercial and Business Development

Balancing the desire to create a city- and region-wide destination out of the Station Area and potential river walk, many participants felt that the plans needed a greater emphasis on smaller-scale, more neighborhood-oriented retail uses. These neighborhood-serving uses would be focused to the south in mixed-use residential areas along W. San Carlos Street. Additional commercial development opportunities in the Station Area included wrapping parking structures for HP Arena with retail and office uses; and

allowing mixed-use live/work space in industrial areas and bed and breakfasts in residential areas.

Several comments also addressed the type and quality of retail development that should be located in the Station Area. These included employing higher-intensity retail models with compact, two-story retail spaces and structured parking; and maximizing viable retail opportunities by attracting unique, internationally-based retailers to differentiate the area from Downtown, Valley Fair, and Santana Row. Additionally, providing incubator space for growing, creative industries was also mentioned, with emphasis on providing flexible spaces to accommodate shared retail spaces, business travelers, and telecommuters.

Residential Development and Green Spaces

A few participants felt that more residential development should be located adjacent to the Station, particularly to act as a connection and anchor near the The Alameda and to Guadalupe River Park. Community and rooftop gardens were also mentioned as a potential land use throughout the Station Area.

- **Is there a Sketch Plan that best resonates with your vision for the Station Area?**

While there was no overwhelming majority that preferred one sketch plan over the other, Sketch Plan C was preferred by almost half of the respondents. Participants liked the proximity and intensity of commercial and hotel uses next to the station, both for their location next to the freeway and San José Convention Center, as well as their contribution to the City's employment and tax base. Sketch Plan A was preferred by a third of the respondents. Participants appreciated the focus on connectivity, both to The Alameda and Downtown, as well as the integrated green fingers throughout the Station Area. Many liked the absence of the ballpark, which allowed for a focus on people, everyday life and an inclusive mix of uses. Sketch Plan B was preferred by a quarter of the respondents, particularly for its creation of a destination around the Station with sight lines and opportunities for "world class buildings."

URBAN DESIGN

- **What types (recreation, town squares, greens, etc.) and locations of open spaces shown in the Sketch Plans represent your vision for the Station Area?**

Open Space Concepts

The majority of participants shared a preference for the concept of “green fingers” as suggested in Sketch Plan A. Participants liked the idea of creating a network of green space to enhance pedestrian and bicycle circulation. Key connections cited included green fingers to the Guadalupe River/Los Gatos Creek and trails, Downtown, and Julian Street to The Alameda. Many also saw the green fingers as an opportunity to create vibrant, active destinations by lining open spaces and creeks with retail, dining, and entertainment uses. The San Antonio Riverwalk was cited as an example by several times: “Allow for a San Antonio “riverwalk” development along Los Gatos Creek fronting on Montgomery Street...Let’s really embrace the water!”

Those respondents who preferred the town square concept of Sketch Plan B placed emphasis on ensuring sustainability, providing outdoor activities for youth, and using open space to make connections—to the past, through urban gardens, and geographically, across the tracks. Many suggested that the town square concept should be expanded to include the green finger concept: “Combine with fingers – “node” on trail rather than isolated.”

Types of Open Space

Providing expanded opportunities for recreation and outdoor activities was an important aspect for many. People wanted to see a range of activities from play areas and ball fields to a variety of outdoor event venues for game playing, live entertainment and even product shows. The focus was upon creating energy and activity around open spaces, with one participant emphasizing the point with “No dead concrete!” where inactive public spaces could detract from the public realm. Around the Station, participants

wanted to see an iconic plaza or public square that would build on potential view corridors (Santa Clara Street, HP Arena, or the proposed ballpark). Clear signage to key destinations was also mentioned.

Additionally, improvements to open space connections were also suggested, including daylighting the Los Gatos Creek and reconnecting the trail at Park Avenue and Montgomery Street, and building pedestrian overpasses with art and green space.

- **Where do you expect to see taller buildings?**

Overall, there was support for taller, well-designed buildings throughout the Station Area, as long as key views and sensitive transitions to surrounding neighborhoods were maintained. However, a few respondents wanted to see taller buildings remain in Downtown. Important views to maintain included the rail station, creeks, and the east foothills.

- **What other ideas would you like to see explored in the Sketch Plans?**

Participants expressed a desire to establish a unique character for the Diridon Station Area. This character would be defined by world-class, iconic architecture, as well as activities and spaces that would attract a variety of users and visitors—from a skate park and x-game event venue to unique retail destinations and open spaces. Participants wanted to ensure an active public realm with vibrant activity at the street level, along park spaces, and at the Station. Ideas generated included designing spaces for the “creative economy” with artist lofts and studios, lining open spaces with active uses like retail and event spaces, and building off of the unique retail choices already found in areas like West San Carlos Street.

Additional ideas included: lining parking structures with active uses at the street level; creating better connections to the proposed park at W. San Carlos Street and Montgomery Street; creating vertical urban gardens; and providing community spaces such as a library or disaster relief area.

TRANSPORTATION

- **Where are the important connections to the Station?
Have we captured all of them?**

For the majority of workshop participants, bicycle and pedestrian connections in the Station Area were of the highest priority. Extension of bicycle lanes and completion of trail networks, in particular, were cited as key opportunities for increasing bicycle use and commuting, especially if designed to maximize safety on both vehicular and off-road routes. Key connections cited included between the Station, Downtown, San José State, and the San Fernando Mall. Important pedestrian connections included those to surrounding neighborhoods and The Alameda, trail networks, and transit. Improvements should include east-west connectivity across the tracks as well as under SR-87. Pedestrian connectivity within the transit station itself was also emphasized, to minimize obstacles and travel time between transit modes.

Complementing the discussion of pedestrian connectivity, several participants stressed the need to provide wayfinding and information for visitors to direct people between transit and key destinations (shopping, hotels, Downtown, The Alameda, Guadalupe Park, etc.). Others felt that these connections to nearby destinations should be provided as free transit/shuttle services. Suggested destinations included Downtown, Valley Fair and Santana Row, and nearby community facilities.

Transit service to the San José Norman Y. Mineta International Airport was also cited as a key connection from the Station. Suggestions included improved bus service, a rapid shuttle, or a people mover to provide a free connection to the Airport, rental car lots, and long term parking. Bus Rapid Transit (BRT) was also cited as a potential extension of transit connectivity in the Station Area.

- **Where should the front door of the Station be located?
Should there be an entrance west of the tracks?**

All respondents were in support of a west station entrance that would connect to BART and the HSR facilities. Many felt this connection would be a vital access point for nearby neighborhoods, particularly residents along The Alameda. On the other side of

the tracks, preferences for the location of the station's front door were focused on orienting to Downtown and an open plaza, with a possible view corridor along Santa Clara Street. Other suggestions included providing a more "grand" entry space that would include small shops and retail, and orienting the door to the east or south to maximize daylight access.

- **Are there any other key pedestrian connections or transportation improvements that should be explored?**

Bicycle and pedestrian connectivity were again greatly emphasized in participant responses. Improvements to bicycle routes and amenities to facilitate bicycle commuting were highlighted. These included the extension of the Bird Avenue (and the future Autumn Street) bike lanes to the north, provision of additional bike lanes throughout the Station Area, completion of trails, and bicycle/pedestrian priority signalization. Bike parking was also emphatically endorsed by many, as illustrated by one comment: "Bike racks. Bike racks. Bike racks. Bike racks."

Additional suggestions included: increasing safety of bicycle/pedestrian trails for evening commutes; closing off low volume streets to cars; creating bike boulevards, pedestrian paseos, and "green fingers" to facilitate access; and separating bicycle transportation from pedestrians. The need for improved north-south connectivity was also mentioned—particularly from the northern employment area to entertainment venues with safe and convenient pathways, as well as connecting southern residential areas to the north.

Transit connectivity and improvements were also important to participants, particularly those that would provide greater connectivity between the station and key destinations. Expanded transit capacity and options were stressed, with suggestions for increasing light rail capacity along the existing line and providing BRT along The Alameda and W. San Carlos Street.

- **Additional Feedback**

In addition to the feedback received on the focused questions above, participants shared additional thoughts regarding station design, parking and circulation. Reflecting the desire to establish

the Station Area as a key destination, many community members wanted to ensure that the station design and layout would be both iconic and conducive to fostering an active and inclusive public realm. Many wanted to see multiple activities within and around the station, including art and public event space, dining, and shopping. Furthermore, parking at the station for transit and surrounding development should be dispersed or shared among multiple uses, and located in strategic areas with easy freeway access. Participants wanted to see less parking in the area overall, with “satellite” parking outside of the Station Area, and unbundling of parking spaces from development. Further perpetuating the transit focus of the Station Area, several comments included suggestions for no car zones in order to prioritize pedestrian and bicycle circulation.

PUBLIC ART

- **Are there specific activities or approaches to public art that you would like to see?**

Workshop participants wanted to see a range of approaches tested in the Station Area—from the integration of the natural environment and local history into art, to the creation of iconic art, architecture, and venues. Respondents were eager to see unique, identifiable art and spaces in and around the Station in particular. Wayfinding and displays, natural elements like the creek, and the design of outdoor spaces were all opportunities for expressing and defining an art palette for the Station Area. Suggested outdoor venues included a demonstration or performance area for artists, music, and plays, as well as a permanent location for local artists to sell artwork.

- **Are there ideas not represented in these schemes that should be considered?**

Participants expressed a real desire to establish an interactive and engaging public realm. While some expressed the need for both passive and interactive spaces, most felt that there should be opportunities for visitors and residents to experience and “play” in the Diridon Station Area, with spaces and art that expresses San José’s quirky and playful side. Ideas focused on the expression of

growth and natural systems, as well as capturing the senses through taste, sight and activities. Suggestions included public gardens, “agricultural” green roofs, food-centric events, and a river walk; as well as using infrastructure and lighting to create art (like building skins and nighttime light shows).

Additional ideas that participants wanted to see tested included addressing transition zones through public art and hosting temporary art or festivals to help finance continued public art and events.

- **Is there a scheme that best resonates with your vision for the Station Area?**

For the most part, responses to this query focused on preferences—and concerns—for ideas reflected in the sketch plan ideas. Overall, however, there was an underlying theme of the need for permanence, of integrating art into the infrastructure of both open and built spaces. Many responses, for example, were focused on the use and connectivity to nature, particularly the expression of the creek and trail system as key components of a public art scheme. Others suggested that the built environment could also become art in itself, whether it would be a restored historic building, existing “quirky” sign, or a world-class iconic station structure.

Finally, a few participants felt that no one scheme should be applied to the whole area; instead, the final uses of the preferred plan, as well as the geographic area, should define each theme.

CONCLUSION AND NEXT STEPS

Conclusions

While there was no unanimous preference for one Sketch Plan scheme over another, there was general agreement over the types of land uses and character that should occur throughout the Station Area. Everyone agreed that the Station Area should be a destination, anchored by a high-intensity mixed-use core, with primarily commercial uses to the north, a mix of commercial, residential, and mixed-use development to the south, and a potential mixed-use river walk along Los Gatos Creek/Guadalupe River. The key issue of concern regarding the area’s land use mix

was to what extent residential uses should be integrated both in the mixed-use core, and to the north near The Alameda.

Community members also agreed that there should be a focus on improving connectivity to transit and dispersing parking to encourage transit use and prioritize pedestrian and bicycle circulation. Emphasis was mostly placed on improving connectivity to surrounding neighborhoods and key destinations from the transit station, including Downtown, HP Arena, the potential ballpark, and nearby destinations like the Airport, Valley Fair and Santana Row. Freeway underpasses and The Alameda/Santa Clara Street were of highest priority, as were expansion of bicycle lanes and facilities throughout the Station Area.

Finally, there was an overall understanding that the area needed a strong identity and character, which would be accomplished through the design of buildings and open spaces, as well as through public art and preservation of the area's unique spaces. Furthermore, community members agreed that the Station Area should be inclusive, attracting a range of users and communities to ensure both a highly-attractive destination as well as a sense of ownership by surrounding neighborhoods.

Next Steps

The feedback gathered in this community workshop will help inform the subsequent phases of the Diridon Station Area planning process, including development of the preferred plan. A third workshop will be held once the preferred plan process is underway. Community members will be invited once again to participate and provide direction for further refinement.

A.5 Ideas Station Comments

QUESTIONS & RESPONSES

LAND USE

What mix of land uses do you prefer adjacent to the Station?

Mixed use retail

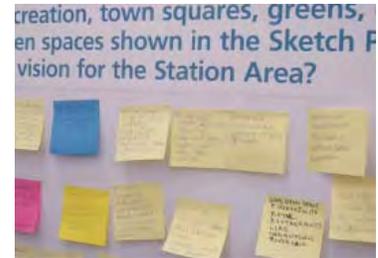
- Must activate the spaces, especially the core! No dead nighttime.
- Area should draw people in. Do not make this an extended "bedroom community"
- Mix of uses that maximizes quality of life and financial stability for all San Jose residents
- Neighborhood grocery stores, sidewalk cafes, ped/bike malls
- Neighborhood serving retail

Mixed Use Core with Housing

- Housing should be included in the center/inner core to make the station active 24hrs.
- High density residential, mixed use to support retail and jobs
- High density housing, retail, entertainment. Outdoor café with music.
- Bike paths, open air plazas, pedestrian oriented retail, homes above retail, r&d
- Prefer high density housing adjacent to station and mixed use
- Retail and residential with open space for entertainment. Links to knowledge-based commercial.
- Some high density residential should be moved north of the Alameda, closer to station than planned to the south – also closer to existing park facilities that presently exist

Mixed Use Core without Housing

- Retail and professional office space
- Need adequate business for city tax base and jobs – B or C
- B & C – no freeway oriented retail – keep it at the Station, near Coleman Shopping
- Plan B – Mixed Use with entertainment, retail and hotel focus, except with HSR above grade (less expensive)



- I like B – level and mix of commercial, office, retail
- B – prefer mixed use next to station
- C preferred – SJ needs more jobs! Increase green space. Ensure user friendly connectivity. Interactive green tech art emphasis.
- C. Why waste commercial at the station in central? Commuters will walk the half-mile to office because predictable. Better to use space at central to make destination.
- Commercial, retail
- Minimize residential – too many environmental impacts on people (noise, traffic, parking)

Other

- Want plaza with much bike and pedestrian access
- No vehicle allowed areas
- No hotels – use downtown inventory
- Careful planning for parking – reduce impact on existing neighborhoods
- Interfaces with adjoining neighborhoods need to be compatible and preserve historic nature of neighborhoods
- Stadium is poor use of valuable land – vastly underutilized, small number of days, small, isolated periods of time, poor economic return, little to no property tax

What uses are missing from the Sketch Plan ideas? Where should these be located?

Riverwalk

- A riverwalk like San Antonio, restaurants, to me a train station area is not a destination
- Allow San Antonio River walk development along Los Gatos Creek and Montgomery Street
- Developing Guadalupe as a focal point of whole plan; Hotels, shops, tourist attractions, History Museum, Nature Museum, etc.

Retail

- Smaller retail encouraging less large shopping trips but more frequent smaller trips to local markets – more European style
- Wrap HP parking with retail on Alameda and Stockton
- Wrap ballpark with mixed use retail and office
- Neighborhood serving retail
- Any national retailer should be urban and compact; mixed use format if possible
- Plan more retail along San Carlos to augment existing retail corridor
- Not A – southern areas need more mixed use retail
- Commercial development needs to reinforce the downtown area not detract from commercial/entertainment in downtown area
- Max retail possibilities through product differentiation, stores that are unique, international; anchor stores to support smaller scale neighborhood retail
- Show off work; provide shared/rotatable showrooms/galleries in public space/buildings and in commercial spaces for resident business's product for events, for e-commerce businesses who need hands-on space
- Light industrial, while important, may not fit in with character of plan. Should focus on R&D, incubation, creative industries
- Keep San Jose virtual. My office is in Oakland. Allow for development that provides meeting rooms, incubes, etc. for telecommuters and business travelers.
- Keep San Jose weird. Allow for small (low rent) retail spaces for independent businesses. Allow them to share amenities or even multiple shops in one space.

Visitor Services

- B,C – mixed use hotel at W. San Carlos/Montgomery
- A – consider tasteful bed and breakfast inn in this area as zoning allows
- Housing
- If all residential units are located in the south, how do pedestrians walk to the north?
- North area should have housing near Alameda and Guadalupe Park
- Residential units need to be dense enough to support commercial

Other

- Community gardens, rooftop gardens, fruit trees
- Not C – pedestrian/bicycle malls closed to cars
- Start with the network grid first
- Subsidized artist live/work spaces in industrial area
- Great San Carlos town center concept
- I would like to see long term projections for effect on San Jose budget for each plan

Is there a Sketch Plan that best resonates with your vision for the Station Area?

Plan A

- A
- A
- A, especially no ballpark. Focus on people, everyday life, like green fingers
- A is best, want to see more mixed use; do not segregate uses
- Love the connectivity to the Alameda in Plan A. If the Alameda does become 2 lanes (instead of 4) with bike lanes, what can be done with this opportunity?

Plan B

- B – Site lines to world class buildings add to appeal of area as destination
- B – best use of open space and mixed use in southern area
- B – best because HSR is underground
- B

Plan C

- C is best for me – iconic station and most commercial
- C – without the ballpark
- C – hotels proximity to freeways and convention center is key (if ballpark doesn't happen, the use should be office/commercial heavy)
- C – best plan to provide revenue to city; above ground station would provide consistency with downtown's height, while de-emphasizing the 87 corridor separation. All urban development should focus on inter-connectivity for pedestrians, cars, and transit

C – green tech jobs

C – Integrate art with GRPG and other existing areas, with emphasis on green tech jobs; like use of “skins” of buildings

C – why can’t we put the green with the commercial? Why is this the high tech art theme?

Other

- A – great connectivity to downtown; B – great view corridors to an iconic train station and the ballpark; C – connectivity on west side of the arena
- C – where’s the destination? Where do people participate? Violates emerging theme #1
- A is the worst in my opinion of all plans with or without ballpark; not enough retail and commercial to provide critical revenue for city; Julian street is the most efficient arterial in and out of downtown especially with Autumn Street, so don’t constrict it
- Corridor – this area should not be something to avoid when going from downtown/Jtown/N 1st to Midtown or Willow Glen. I would like it to be the best way to bike/transit for short (less than 10 mile) trips
- Improve Julian Street for pedestrian and bicycle traffic. Needs to be safer and more inviting.
- Urban village with easy access to high density office to north and downtown

URBAN DESIGN

What types (recreation, town squares, greens, etc.) and locations of open spaces shown in the Sketch Plans represent your vision for the Station Area?

- Good open space; not enough economic base

Open Space Idea Preferences

- Think “green finger” space would benefit residents and visitors, while pocket parks are more for residents
- I like Green Fingers and connectivity. Important for pedestrians and bike safety.
- A – I like green fingers connecting the area. Like parks and open space.

- A – green fingers to Guadalupe
- Prefer green fingers
- Fingers! With connection to neighborhoods, downtown, and creek trails
- Love the green fingers (especially Julian to the Alameda)
- Green fingers better than squares
- Love the finger idea that links open space; ped, bike, alternate transit friendly
- A – like green fingers, Julian walkway. Want LG open at Park/ Bird, want San Fernando Plaza east from Diridon
- A – Julian Park fingers into the Alameda
- A – remodeled train station with 2nd level green riverwalk
- I like A's Park/Open Space plan – lots of connectivity
- Green finger sweeping – bikes get flats when streets/lanes have glass, sticks, metal, etc. are not removed regularly. Can considerations be made to keep Green Fingers safe?
- Fingers idea very good; San Antonio Riverwalk; ground level "open" retail between baseball stadium and Shark Tank
- Line open space fingers with retail, restaurants, like San Antonio Riverwalk
- Face the river – trails and businesses
- Guadalupe River and development maximized for entertainment, dining, open space
- Allow for a San Antonio "riverwalk" development along Los Gatos Creek fronting on Montgomery Street while still maintaining trail system and respecting natural stream area. Let's really embrace the water!
- Plan A – like the idea of the open space "fingers" to encourage pedestrian/bike usage, but overall Plan B is best.
- B – like park-centric destinations (identities); Combine with fingers – "node" on trail rather than isolated.
- B – green space should connect with valley's history. Trees should be fruit urban gardens
- B – needs more fingers
- B – emphasis outdoor activities for youth in green spaces
- B – too segregated; not enough mixed use
- B – don't like freeway oriented retail; large scale retail development on Autumn
- B and C; emphasis green, solar, and urban wind where

suitable; use of recyclable water, native gardens

- C – love the east-west retail corridor between tracks at the Station/Rail Row
- C – like the San Fernando green way east from Diridon

Types and location of open spaces

- Park should be “active” space (playing fields) at least in part – office workers during weekdays (lunch), recreational leagues: evenings & weekends
- Active play areas at large park in south
- Parks need to be at the very least 2 street sides and contain active recreational uses
- Free the Los Gatos Creek at Park & Autumn
- Rebuild Park/Montgomery intersections so that Los Gatos Creek is open and trail is separate and continuous.
- An area for car shows sponsored by Ebay; not just a parking lot but an outdoor car, boat, motorcycle area that allows people to get close to the pedestrian attractions along creek
- Need a small mini shoreline or Hollywood Bowl venue that can allow bands to play for free
- Outdoor world of war craft area
- Community garden
- Use open space design concepts that have proven successful elsewhere
- LCD screen displaying events, like baseball games
- NYC highline type pedestrian overpasses with art and green space
- What does 87 do to sight lines from Santa Clara (Station) to San Fernando (baseball)?
- Multiuse for baseball and soccer
- Make sure open space areas connect to existing trails and parks
- No car zones; bike lanes; lots of green
- Walking/biking access north/south and east/west
- No “box” architecture; create a “themed” district to be reflected in architecture and open space
- No dead concrete! Little concrete pockets like the NE corner of City Hall Plaza and the SE corner of HM Elementary School deaden hundreds of valuable sq feet of urban space

Station Plaza

- Want plaza in front of Station
- Plaza between Santa Clara and Station – view corridor and HP Pavilion
- Times Square style public square
- Signage with destinations to help tourists

Where do you expect to see taller buildings?

- Anywhere outside restricted fly zones
- We've already hidden access to downtown creek with buildings. Any new development should encourage use for something besides office views.
- Keep at least one view of the east foothills.
- No further west on San Carlos than Sunol
- Clustered with lower rise nearer neighborhoods
- Tall buildings between HP and Diridon
- Keep taller (10+ stories) near San Jose's core (Santa Clara and First Street). Make the corridor to the rail apparent from the core.
- Between the ballpark and arena. Along San Carlos street.
- Taller buildings should be close to stadium and house office and commercial. Land use should help pay for underground station.
- Wherever is fine with me, just make sure they have interesting "skins"

Other

- C - Good for jobs and increase economic base
- OEI? Still hasn't been addressed by City Council

What other ideas would you like to see explored in the Sketch Plans?

Architecture

- Iconic buildings create a sense of place and destination
- World class architecture on new buildings and train station
- Best world class architecture and design possible

Art

- Art studios as public art
- Include artist lofts as part of growing our "creative economy"

Parks

- Put retail on corners of new park to the south to give people a reason to stay and visit
- The “new” park on WSC and Sunol – open up to park and create easier access to Diridon
- There has been no public discussion regarding the “new” park at WSC and Sunol – does not comply with existing plans or park policies
- Take into consideration existing use housing/unique retail on WSC/ Sunol
- B – vertical urban gardens reflecting Valley of Delights; use senses: smell, vision, etc.
- Native gardens
- Turn towards the river; trails, retail, cafes; more vibrant riverwalk that is really usable
- Need an x games park to attract teens; a place that will attract traveling shows like Nitro Circus
- There has to be interesting unique activities in each area that a family can agree on for four hours. Landscape changes, music, restaurants, etc.

Other

- No parking structures between HP/Diridon at street level; use street actively with retail
- Julian Street expansion (look at Taylor St) that will connect to the Alameda, Sharks Tank, train station
- Office to north commercial will conflict with commercial center on Taylor
- C – use aerial HSR station as meeting place – vibrant and beautiful
- Event crowds – plan alternative corridors to function during event crowds, the “mass exits”
- Public safety
- Disaster relief areas/spaces since this area is prone to earthquakes
- Possible branch library/reading room area
- Synergy from connectivity to downtown between San Carlos and Santa Clara/Alameda
- A – How do the plans with intensified retail/housing align with Midtown Plan and WSC economics plan?

TRANSPORTATION

Where are the important connections to the Station? Have we captured all of them?

Bike paths

- Develop walk-bikeway from Diridon to downtown and San Jose State, San Fernando Mall
- Bike connection – safe bike parking serves commuters and travelers
- Complete river trails and pedestrian/bike paths
- We must complete bike paths!
- Need more bicycle access, bike lanes, dedicated signals, bike parking. Connect the trails!
- Design trails to serve as transit: wide, grade separate, well lit with good sightlines and curves

Pedestrian/Neighborhood Connections

- View corridors to/from downtown not possible – highway 87 blocks all views. Pedestrian connections are more important.
- Pedestrian paseos! East-west linkages
- Easy access from Valley Fair/Santana Row
- Connect to Valley Fair
- Downtown! Alameda! All neighborhoods
- Design trails to serve as transit: wide, grade separate, well lit with good sightlines and curves
- Don't divide HP Arena from Arena Green/Guadalupe River Park; Control traffic on Autumn
- Reduce outreach and escorts by having better transportation from senior center and particularly the Village of Verbe Buena
- Major promenade to Diridon that is halfway done to be completed

Connection to Airport

- People mover on Autumn/Coleman to Airport; bike option on Gaudalupe to Airport
- People mover from HSR station to SJC airport (and rental car lots)
- Rapid shuttle from HSR station and rental car pickup (at airport?)
- Connectivity to San Jose airport needed for this to be a world class transportation hub
- Quick easy access to airport/rental cars
- Airport to Diridon: improve the #10 bus at airport end

Transit signage

- All shopping centers have signs directing people to public transit, including distance
- Better signage at stops – directions to shopping, etc.
- Create system where public transit is listed in directions to places on all city information pamphlets
- Get hotels to have public transportation directions all concierge desks

Rail

- Connections within the station are important. How do you connect BART, HSR, Caltrain, light rail, buses, etc? Preferably without having to cross streets.
- We need a proliferation of “park and ride” lots outside the core to bring us on green transport to the high speed rail
- Station should be attractive and easily accessible to all – including handicapped, children, elderly
- More BRT
- BRT Connectivity
- Long-term parking?

Where should the front door of the Station be located? Should there be an entrance west of the tracks?

- West Entrance
- Yes, west entrance
- West entrance would make for easier access for residents in Santa Clara high density housing area
- West is a must!
- Yes! West entrance is vital.
- Serve midtown. Yes. A west entrance encourages use by a neighborhood with great mixed use buildings, business, quirkiness
- Yes, there should be a west entrance, but front door should face downtown
- Yes, there should definitely be a west entrance that connects to all BART and HSR
- Yes, east and west entrances

Other Entrances

- Facing downtown, preferably along a view corridor lined up with Santa Clara street. Entrances should be provided on both sides of the tracks.
- Green front door. Face the public plaza and/or face south or east to maximize daylight
- Front door of the station is fine where it is. However, make something more grand in the parking lot (small shops, retail, etc.)

Other

- I vote for the Aerial Station Option – much less expensive than underground
- Plan B – underground HSR option – best for city of San Jose and surrounding neighborhoods
- What I like about both Berlin and Antwerp Stations is the plexiglass dome roof (cover) which should help reduce noise reaching the surrounding neighborhood

Are there any other key pedestrian connections or transportation improvements that should be explored?

North

- North to South Connectivity?
- Connect North Employment Area with safe and convenient pathways to entertainment venues
- If all residential units are located in the south, how do pedestrians walk to the north?
- B – where's the pleasant connection from North Commercial to Central? Why aren't you taking advantage of complete reconstruction of W. Santa Clara due to HSR? (both above and below)
- B – How are people expected to walk from W. Santa Clara without the Viaduct? Pathways – not park at Dupont/McEvoy

Bike Lanes/Pedestrian Paseos

- Extend Bird Ave bike lane north to connect to trails
- Bicycles as a legitimate form of transportation, not just an afterthought
- Bike lanes for commuters should be emphasized more

- We must complete bike paths!
- More bicycle connections, bike lanes, trails, bike parking, bike signals
- Close off low volume streets and make ped/bike only
- Close off some streets to cars. Bike/ped only
- Bike boulevards! Pedestrian paseos!
- Design bike lanes to be swept (regularly) of glass and sticks
- Don't mix bicycle transportation with pedestrians
- Bike sharing
- Trail needs to be usable in evenings. People can walk/bike to activities but won't because they can't get home safely on trail after dark.
- Bicycle and pedestrian routes are important. Bicycle parking.
- Bike racks. Bike racks. Bike racks. Bike racks.
- Remember first line of transit is by foot. Scale to pedestrians. Plan for pedestrians first.
- Plaza view – maximize exposure to green/open space from station buildings. It makes going from one train to the other a pleasure.
- Maintain green fingers for facilitating pedestrian and bike access
- Roundabouts and pedestrian crossings
- Assume foot traffic.
- Street crossing on the diagonal.

Airport Access

- SJC connect for free. A bus to connect Diridon to SJC at no charge – we don't need a charge to train to the airport (ala BART to SFO, OAK)
- Need airport access

Transit

- Do not increase car capacity without first increasing transit
- From Diridon Station, transport in and around downtown, something like Disney transportation from the parking area to disneyland
- Yes! Transit connections all over the city to be able to bring riders to downtown – transit needs to get riders there in a reasonable amount of time!

- Connect Diridon to Valley Fair and Santana Row via dedicated transit
- BRT on WSC
- BRT down Santa Clara and Alameda
- Increase light rail capability instead of one lane lines
- Final HSR design should not divide San Jose and surrounding neighborhoods
- You mention 1 story light industrial under HSR, but HSR has been telling us nothing can go underneath.
- Cannot intensify around Auzerais area without addressing the small 1 lane bridge that exists along with the fact that existing rail lines shut down Auzerais

Connectivity

- Make convenient connections between transportation modes – use “state of the art” design
- We aren’t mentioning how this relates to other areas of city. Connectivity throughout entire city.
- More transportation from villages
- Yes! Roundabouts!
- Roundabouts good for smooth transit

ADDITIONAL COMMENTS

Station

- High priority – multimodal station that is people friendly in accessibility and use, walkable area
- Skewed station with plaza is best option
- Hopefully the light rail station will be iconic. It should serve needs other than basic utilitarian purposes. Art, music, dining, shopping?

Transit

- Transit focus, not cars
- One card: allow for common payment cards and “recharge” locations throughout

Parking

- Parking needs to be dispersed, shared, and located in strategic areas with easy freeway access
- Two large parking garages (Tamien and Tasmin) for people to leave their vehicles to take public transit
- Less parking to encourage bike/ped
- Less parking. Unbundle parking. Listen to Prof. Shoup.
- Satellite parking

Other

- Incorporate comments given by Diridon Good Neighbor Committee
- Get regional outreach input for all phases of area plan

PUBLIC ART**Are there specific activities or approaches to public art that you would like to see?*****Identifiable***

- Develop unique, identifiable art that can double as “wayfinding”
- Iconic art with iconic green architecture
- Transit station terminals (BART, HSR) should be functional but beautiful
- LED screens displaying events

Natural

- Use the river to connect the bikes and walking trails of the city; don’t turn your back on the water
- Natural habitat and green open space is public art
- Use natural environmental elements in public art. Ex: Andy Goldwerthy

Venues for the Arts

- Permanent outdoor venue for local artists to sell art work, maybe demonstration area
- B – outdoor theatre space for summer plays similar to Ashland’s Shakespeare Festival
- C – create huge piazza at HSR Station with permanent outdoor amphitheater for music, jazz

Past

- Love interlacing past with present in A
- C – Public art piazza reflecting culture contributions of San Jose history/residents

Other

- Guadalupe River Park must be cleaned up and move transients out of the area
- Encourage public participation
- Long term maintenance costs/issues should be considered for art installations; budget for maintenance

Are there ideas not represented in these schemes that should be considered?

Unified

- Art continuity – make them part of one must see complete collection
- Art mix should be very inclusive, even mix of a unified theme, public, more permanent, mix of local and international, mix of participatory and observatory, very iconic, mostly playful

Interactive

- Integration with green tech; make sure there is a synergistic connection with existing art
- Layering of visitors; capture arrival and patterns make visible
- Transition zones addressed
- Like playful, quirky art
- Make art that folks can play with; climb on, splash in, manipulate
- Permanent and playful art
- Interactive seasonal nature area; agricultural roof; integrate green – birds, bees, and butterflies
- Public gardens that include raised beds for wheelchair access and include fruits and veggies
- All schemes – artwork and retail focus towards a riverwalk rather than streets
- Food – San Jose’s strongest expression is diversity of ethnic cuisines; combined with Bay Area foodism makes for Food-centric events
- Make park land look unique; light shows/interactive light shows look interesting

Temporary

- I like visual art i.e. larger lights vs. stationary art; visual that is always changing
- Great idea of changing building skins like the Chanel building in slideshow

Iconic

- Like a story – human component; skin of building; “Berlin Stumbling Stones” tie to place
- Iconic like Denver bear
- Real art, not just benches and tree grates
- Practical elements looking extraordinary
- Want art that is pleasing at daytime and nighttime – not so much of nighttime light shows
- Day and night
- No kiddie art!
- Art needs to be financially sustainable, and create an iconic sense of place. Art should reflect natural and innovative themes. Temporary art or festivals needs to be financially sustainable.

Other

- Don’t need money for fun; special gathering places for free
- Draw “creatives” by making more artist live/work spaces in industrial areas
- Support the creative economy; it makes our whole community more vibrant

Is there a scheme that best resonates with your vision for the Station Area?**Sketch Plan A**

- Use theme A as a transition to Guadalupe River Park and to improve Los Gatos Creek
- Theme A – nature and more multicultural art
- A is consistent with goal to be a green city; B would be nice if parts of it would be incorporated into A
- Yes to community gathering, green fingers and connections

Sketch Plan B

- Spectacular but sense of solidity, strength, and permanence would be a positive combo
- Put spectacle next to noisy stuff – baseball, HSR, arena.
- Don't like spectacles – too much ongoing commitment

Other

- World class architecture will incorporate public art. Public art should not be a "band-aid" to poor architectural and urban design
- Restored historic buildings are public art
- We love quirks – San Jose has a wealth of old signs and other visual quirks. Celebrate them with us!
- Unearth first the creek and trail system as natural art
- Naturally beautiful infrastructure – habitat for wildlife and to look like trees, gorges, etc.
- Multicultural and local artists
- Inclusive public art
- Final approach should reflect a combination based on type of final uses
- Disagree with how you describe each theme. Each section should have own theme.

A.6 Emerging Themes Group Discussions

TABLE 1

LAND USE

- Need all mixed-uses – all three approaches – plans with tech, housing, entertainment
- Villages with different themes/ideas to attract people to area
- “Community Villages” – as in GP (Mountainview, Castro, Saratoga, Fillmore, M. Beach, Willow Glen, etc.)
- Big small town – now; tomorrow – keep small town feeling, not too intense, not Manhattan
- “Green Vision Plan” – include in all plans – jobs, clean tech, solar
- Jobs north of HP are mostly in retail. Some more retail and mixed use North (not just retail and housing).
- Housing – affordable for workers – Consider all of HP
- B&Bs in A – small hotels

Station Core Area

- Soccer, with ballpark and arena?
 - Shared parking
 - Walk to all venues, events
- If no ballpark?
 - Include soccer field? League?
 - Other venue? Attraction?
- x-games, skateboard parks, more young person outdoor places
 - paintball
- Public Art and Events/plaza piazza (City Hall)
 - Gathering, amphitheater – music, plays
 - Mini-stadium
 - Urban gardens – vertical
- Weather – San Jose has great weather (better than SF)

TRANSPORTATION AND CONNECTIONS

- Bicycle paths – for all ages
 - Split walking and bikes
- Pedestrian Friendly – needs to be better, better connections and 87 barrier and views
- Connections
 - Diridon to Valley Fair – BRT?
 - Diridon to Coleman retail
- SB 375, AB 32, mention and state in plans

Rail/Station

- BRT – mention and include mode
- What is the destination?

ART

- Art, better crossings of 87, help new corridor

TABLE 2**LAND USE**

- Large-scale (to the north only) retail – should be urban and compact (2-story Best Buy, for example)
- Retail – attracting international retailers to have unique draw
 - Balance between Valley Fair and Diridon
 - Product differentiation
- Look at housing to the north
- Underpass to Arena, Stockton Ave – more development and improvements to activate the connections
- Parking at HP to be wrapped with retail
 - Structured even below-grade
- Light industrial to the south – out of place
 - Better located to the north

Station Core Area

- Ballpark – residential uses, plazas instead
 - Wrap with retail/office
 - Programming so that its always active
 - Strong connection of residential to the ball park
 - Anchor at San Carlos and Josefa and Alameda and Stockton
- Stadium needs to be next to the transit/Station because of limited parking
 - Transit needs to be there

OPEN SPACE

- Open space fingers
 - Connecting squares
 - Network, “river walk”
 - Businesses and cafes along “river walk”
- Destination – river walk w/adjacent active uses (restaurants, retail, housing)
 - San Antonio River walk

TRANSPORTATION AND CONNECTIONS

- Transitions
 - Noise as well as scale of development
- View corridors – 87 interrupts

Station

- Avoid a dead night space at the station core
 - Eyes on the street at night
 - Night-time uses/activities
 - Residential uses?
- Station - Amtrak Station in L.A.
 - Really active and nice connections to Dodger Stadium

TABLE 3**LAND USE*****Residential***

- Would like to see some residential component, not necessarily big box retail, but this area could support it
- Would like to see residential in this area, what is the financial effect of it?
- Economic impacts??? Which theme best suits/supports the long-term viability? More commercial? If you are not going to put residential this would be the place to do it. Best long-term viability.

Station Core Area

- Best destination can be achieved with scenario B with ballpark, not residential
- Likes: site views, landmark features of option B – view corridor idea, more of a destination

Parking

- Parking seems to be a lot in scenario C due to offices/commercial but we want to discourage driving and increase transit use
- Incorporate parking within buildings as much as possible
- Dispersed parking is good, not an eyesore but incorporate signage so people are not driving everywhere looking for parking
- Like the UG parking at Safeway downtown (dispersed parking concept)

OPEN SPACE

- Table agrees with the land use statement
- Parks within commercial or office buildings do not seem inviting enough or of a connectivity issue

TRANSPORTATION AND CONNECTIONS

- Avoid neighborhood increased traffic
- Like A – connectivity to Alameda through green fingers
- Wider streets potentially with Julian realignment to mirror

Taylor Bride area

- Better connectivity to marketplace (Coleman)
- Would like to see more bike lanes, not only trails – improve commuter bike trail
- Connect to existing downtown core. Bring the downtown over to this extended area of entertainment for synergy – more people back and forth won't see it as an issue (highway 87)
- Northern district connection
- Like San Carlos connection

Rail

- UG options for HSR makes east-west connectivity better
- See HSR as a catalyst for more jobs in this area. Jobs, jobs, jobs.

ART

- World class architecture is art in itself
- Sharks art is good
- Incorporate art within structures, not an afterthought
- Think of lower maintenance art or of a way to maintain it
- Think of the sustainability of art and permanence. Find a way to pay for maintenance.

TABLE 4**LAND USE*****Station Core Area***

- Less focus on ballpark/big events
- More focus on a place for everyday living
- Destination for many activities/times of day
- Beef up activities
- Promotion of HP Pavilion as regional event center, especially if no ballpark
 - However, not at expense of vibrancy of other cultural facilities
- Theme: gathering point for informal events
 - Non/paid
- No dominant activity – all days/times, not just during games/big events
- Make inclusive/accessible to people of various incomes
 - Also start up companies of different sizes
- People = success
- People hanging out = success
- Be inclusive for everyone
 - All ages, seniors to kids
 - All cultures/ethnicities/incomes
 - Students and workers
 - Inclusivity all around!

URBAN DESIGN

- Introduce theme of multiculturalism (e.g. through art and events)
- Design for people to attract people
- Community gardens/fruit trees
 - Rooftop gardens
- Look forward and celebrate San Jose's rich history

OPEN SPACE

- Yes to open spaces/fingers/plazas connecting/public and private spaces/open and accessible spaces
- Parks provide destinations for many activities and focal points serve workers and residents

TRANSPORTATION AND CONNECTIONS

- Pedestrian/transit focus great!
- More bike access – not just trails. Everywhere.
- Emphasis on alternative transit
- Connection to Valley of Hearts Delight

Station

- HSR station – catalyst for new tech start-ups
- Focus high techs
- Incubators – add economic theme

TABLE 5**LAND USE**

- More housing to make retail work
- Daytime users – office space
- Vertical mixing of uses (e.g. hotel and residential in same building w/ground floor retail)
- More office and commercial, entertainment
- Synergies of high density residential with office and commercial

Station Core Area

- Ballpark important for creating city center, support entertainment uses, good restaurants
- Need “something to do” to keep people in the area
- Central gathering space between ballpark, HP, and Station
- Area as arts center, varying art districts – ways to keep people downtown

Parking

- Parking – dispersed, underground if possible, with fronting retail
- Strategically located parking, no surface parking

URBAN DESIGN

- History – balance between historic uses and new buildings
- Celebrate the older neighborhoods
- Form-based codes for area
- Iconic architecture – no “boxes”

OPEN SPACE

- Open space – green fingers to promote connectivity and linkages
- Support history of agricultural uses (e.g. in open space fingers, farmers markets, etc.)
- San Antonio River Walk as good example

ART

- Art – natural art – works well with fingers
- Enduring art, viewable from afar
 - Art in the architecture, not temporary

TRANSPORTATION AND CONNECTIONS

- Good transitions between new and existing neighborhoods
- Consider relation to downtown – supporting uses, better connections
- Connectivity important, have uses oriented along green connections

Station

- Plan for most intense development – to support long-term transportation plan
- More residential within a short walk of the station

TABLE 6

- Reflects workshop 1 discussion

URBAN DESIGN

- More clearly articulate how this manifests itself in terms of size, scale/form
- Articulate this is a cultural shift from suburban/low rise to urban/density form
- Need to have design guidelines that ensure distinctive/urban character and relationship to street/community
- Make form iconic/innovative
- Vibrant realm: want free and paid events/facilities/spaces
- Make sure it makes San Jose identifiable
- Spirit of innovation to future and past

OPEN SPACE

- Link parks together
- Make parks/river creek relevant to urban forms by facing development toward parks/creek/river (e.g. San Antonio River Walk in a "San Jose way")
 - San Luis Obispo River Walk development as well
- Design space to accommodate pedestrians well

TRANSPORTATION AND CONNECTIONS

- Sensitive transitions to existing residential
- Retail accessible from parks/café
- Civic square/gathering place
- Neighborhoods service important
- Need more retail for small/neighborhood businesses
- Reinforce connectivity to east-west
- Traffic management for egress of events
 - Multiple alternates for exits

Parking

- Parking and traffic impacts are huge
 - Need to have paid parking under high rises that could be used by residents and commercial users
- Combo of structured and dispersed parking
- Existing parking issues – ongoing problem
- If want retail must be sensitive to parking needs

ART

- Art as defining feature is important
- Art as infrastructure
- Art as appropriate scale for place/interactive/human scale/participatory/continuity-sequential
- Art be more community specific
- LCD screens outside

TABLE 7**LAND USE**

- Mix of uses – not just all commercial – emphasis
- Figure out what kind of retail will work best
- Create a reason for people to come

Parking

- Disperse parking
- Attractive parking structure at Arena

TRANSPORTATION AND CONNECTIONS

- Connectivity – make it work at human scale
- Interconnections – make it livable
- Transitions
- Connect airport
- East-west connection
- Complete network
- Pedestrian/Bike access

Station

- Prioritize station to spur economic activity
- Multi-layered station/retail destination
- Regional station
 - Emphasize alternate modes of access
- HSR is key to Plan and what is done

ART

- Existing art – connect to themes, e.g. Guadalupe Park
- Integrate art and green technology
- Roundabout – art opportunity
- Regional Input – outreach
- “Skins of buildings”

FINANCE

- Business/Community to support City Budget
- Gap in Themes related to Finance – public benefits, parks, city budget
- Want to see financial evaluation
- Open space – how to pay?
 - Enough development
 - Not enough
- Priorities and phasing

TABLE 8**LAND USE**

- More use you get out of an area the safer it is – a 24/7 district
- Design for safety
 - Openness (no dark alleys)
- Plan for area under high tracks – don't make an after thought
 - design to be inviting under (not blight)

URBAN DESIGN

- Architecture iconic, no boxes, all architecture, not just station
- Theme of innovation
- Design for all ages
- Preserve historic water co. buildings
- Preserve/adapt historic buildings (public art)
- Need communication plan from beginning on character of district
- Signage and lighting are critical

OPEN SPACE

- Love the fingers
- Examine River Walk San Antonio
- Integration and accessibility areas connected to each other
 - Fingers/network more than parks
- Trails with nodes (cross between A and B) – connect parks
- Uncover Los Gatos Creek
- Habitat of creek but could creek accommodate outdoor events

PUBLIC SPACE

- Destination oriented – things that make you want to go there
- Places to go and linger
- Public paces that are public – not just green views for offices
- Need neighborhood serving retail in any plan

TRANSPORTATION AND CONNECTIONS

- Networks need to be in place before design buildings
- Trails are for transit
- Connect neighborhoods by walking/bike
- Multi-functional (Paseo San Antonio)
- Emphasize plaza connections of station to Downtown/SF State (Like C)
- Extend Bird Ave bike lane north to connect trails
- To encourage walking to station from up to 1 mile away (like SF, Arlington), experience needs to be safe and pleasant (i.e. intersections)

Parking and Increased Transit Use

- Disperse parking
- Encourage people to park local and come in on transit
- Start off with presumption that some part of area will be a no car zone
- Goal to increase transit use by 50%
- Maximize parking at other stations (i.e. Tamien, Mountainview, Campbell, Tasmin, Los Gatos)
- Incentivize people to use transit
- Remove all “obstacles” from transit use (i.e. universal tickets, single pass)
- Cheaper to subsidize transit than build parking lots
- Parking in San Jose downtown and Diridon areas is too cheap
- Use parking meter money to pay for street improvements

Station

- Prefer 280/87 HSR align
- Prefer HSR underground
- Make stadium transit-centric and station
- Have opportunity to change mindset from beginning – transit-centric
- Transit-centric should be an overall theme, not just a component
- See letter to envision 2040 from Larry Ames
- Incorporate comments from Diridon Good Neighbor Committee

ART

- Art should have natural components – use nature, seasons
“valley of heart’s delight” – history
- Historic trail of agriculture, etc.
- Theme – iconic and quality
- Wayfinding and signage incorporated into public art

EVALUATION FORMS FEEDBACK

- Create a San Antonio River Walk type of development
- Build on the City’s “high-tech”, “green” reputation and keep auto traffic coming into the core to a minimum. Dispersed parking is a great idea to encourage people to use public transportation into the city.
- Include county and regional park/open space representatives for ideas.
- Encourage uses that are free in addition to the arena/ball park events (i.e. festivals, concerts, performances, show rooms, exhibits, walking tours).
- Provide more images of parks and open spaces.
- Preserve/celebrate San José’s old signs and other visual quirks.
- Incorporate the Good Neighbor Committee process. There is too much of an overlap to ignore the common interests and themes. Start a working group NOW to involve the neighborhoods with defining the transit opportunities.

APPENDIX B: MAXIMUM BUILD-OUT MATRICES

B.1 Methodology

In order to provide a like-for-like baseline for comparison and evaluation by the technical sub consultants within the design team (included in Chapters 4, 5 and 6 of this report), each of the three alternative land use plans, as presented at the second community workshop on 27 March 2010, was calculated for a maximum possible theoretical build-out. This assumes that all development illustrated on each of the three plans could be completed and occupied by 2035. While we recognize that this is probably unlikely and that actual build-out could differ from the three possible illustrations, it was felt that the maximum theoretical possible development should be defined and carried forward for analysis during the environmental clearance phase of the project, to allow for the greatest possible flexibility in encouraging and approving future development proposals which are consistent with the goals of the Final Station Area Plan.

For each of the three alternatives, a block diagram with proposed building sizes, heights and uses was prepared as a basis for areas/units/parking count calculations. The three massing and use diagrams are illustrated in figures B-1, B-2 and B-3.

Building areas were calculated and summarized by project sub-area (A through G) and these were tabulated in the maximum build-out matrices shown in section B3 of this appendix.

FIGURE B-1 : ALTERNATIVE A - MASSING AND USES

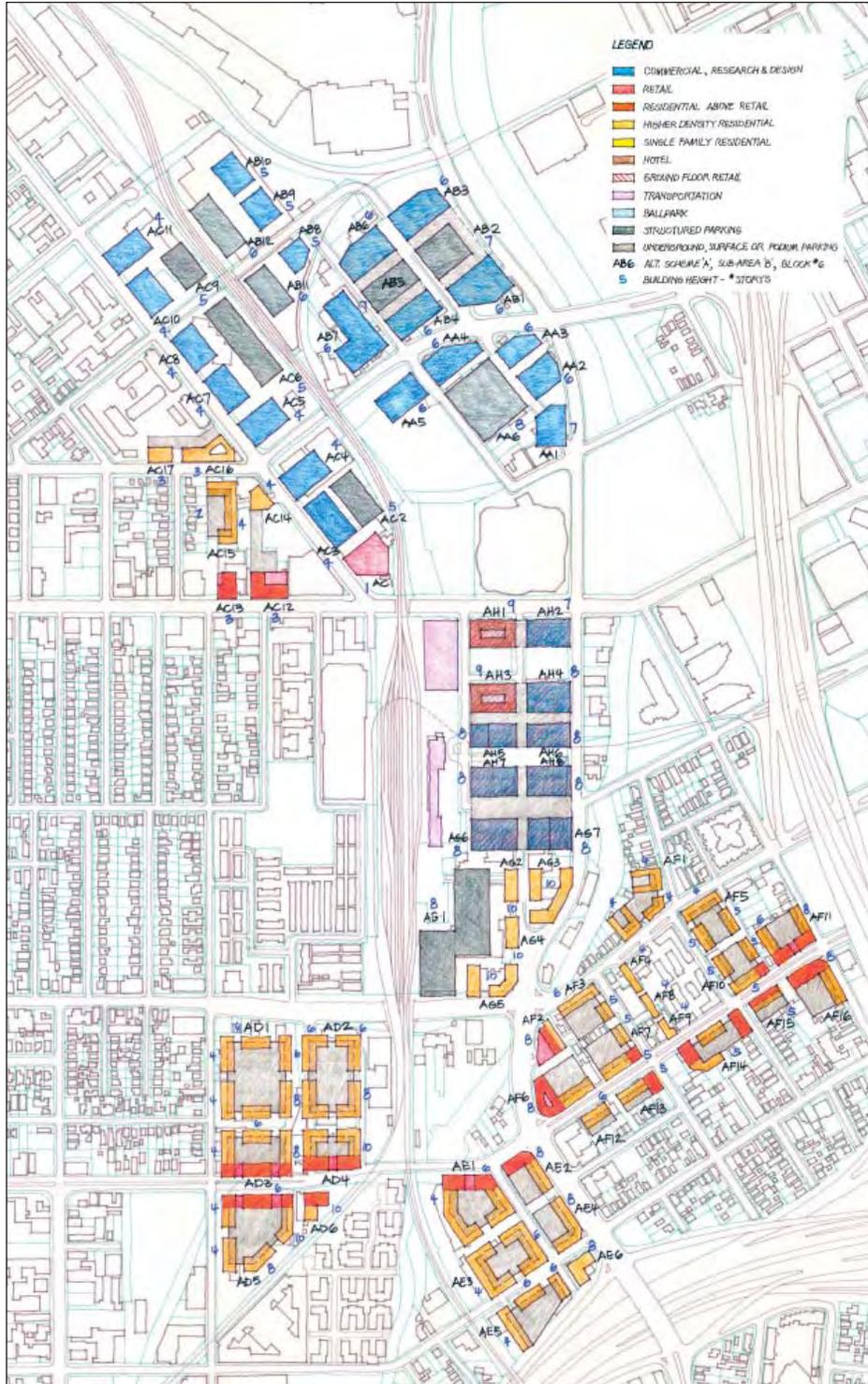


FIGURE B-2 : ALTERNATIVE B - MASSING AND USES

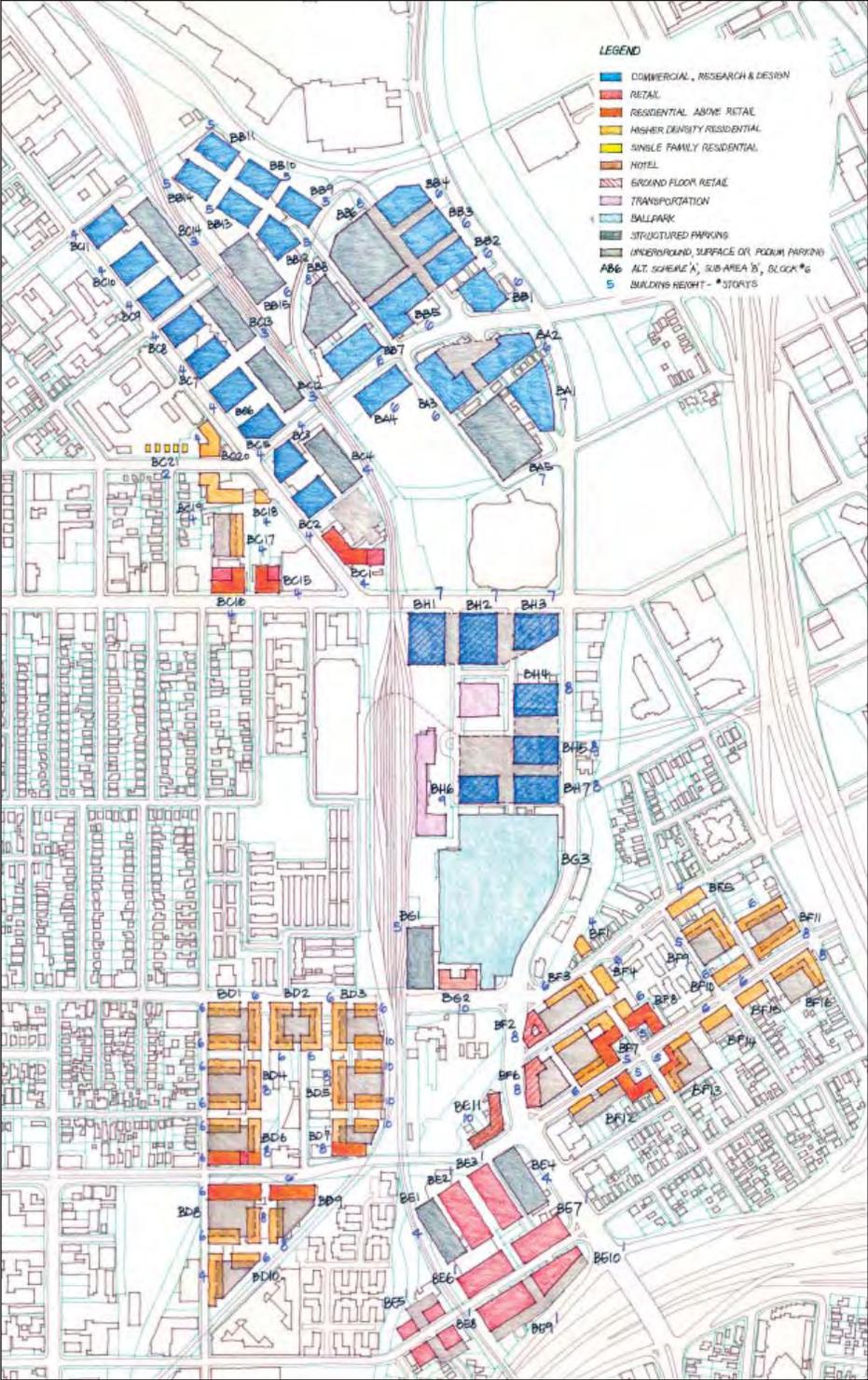
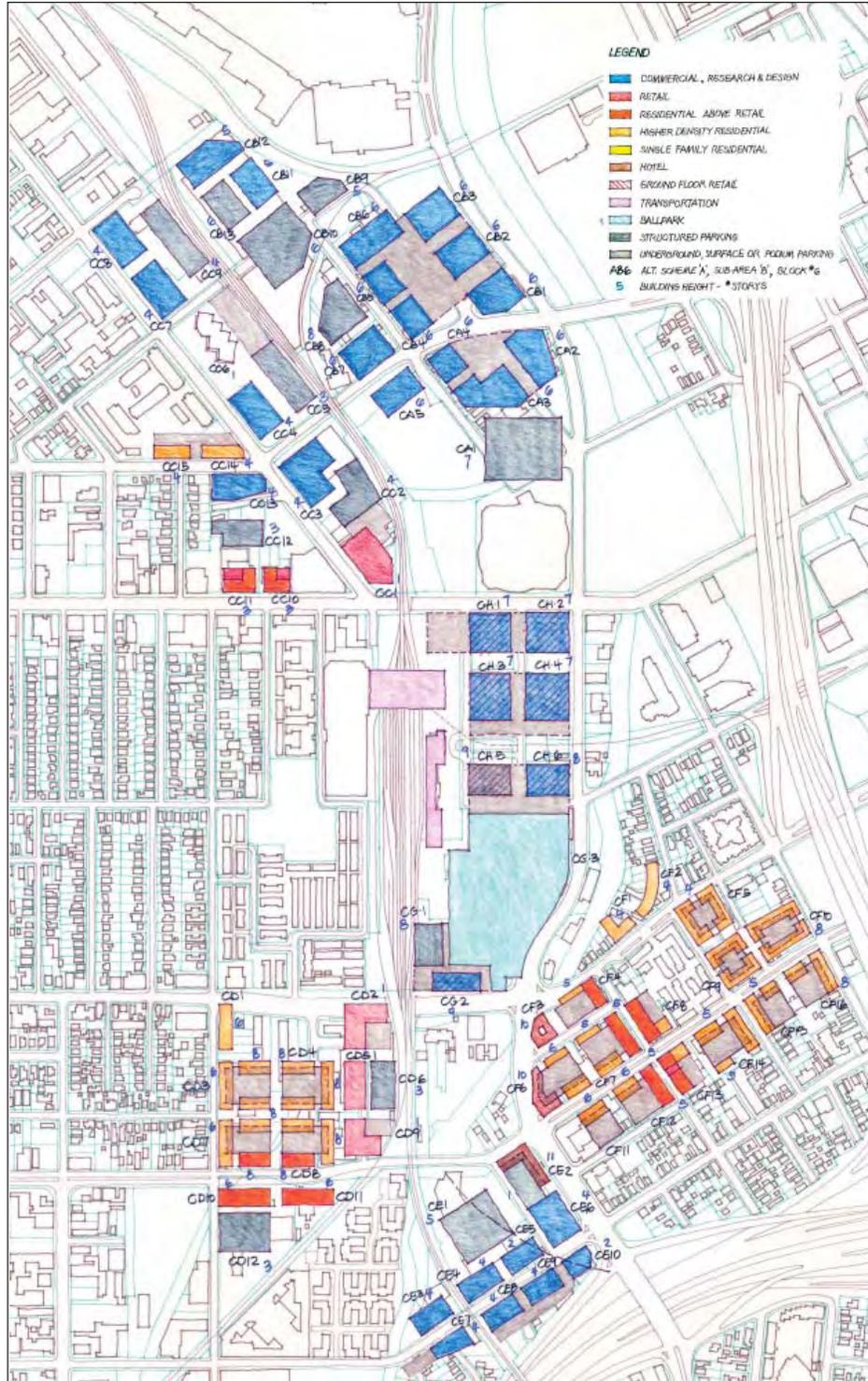


FIGURE B-3 : ALTERNATIVE C - MASSING AND USES



Parking demand calculations were based on the proposed areas and uses of new development, using established City of San Jose parking ratios for the Downtown Core, within which most of the study area is located.

Parking supply was also calculated for each of the project sub-areas in an effort to match supply with maximum theoretical demand. This was achieved by identifying a combination of underground parking spaces below commercial properties, 'wrapped' podium parking within residential properties, some limited surface parking areas on small or awkwardly-shaped properties and strategically located parking structures of various heights as required to meet demand. In planning the parking structures, every effort was made to locate them away from view by shielding them with other buildings.

The amount of new or replacement on-street parking for the network of new and existing streets within each of the three alternatives was calculated and tabulated separately.

Height constraints are discussed further in section B2 and a list of assumptions made during the calculation process are listed in section B4.

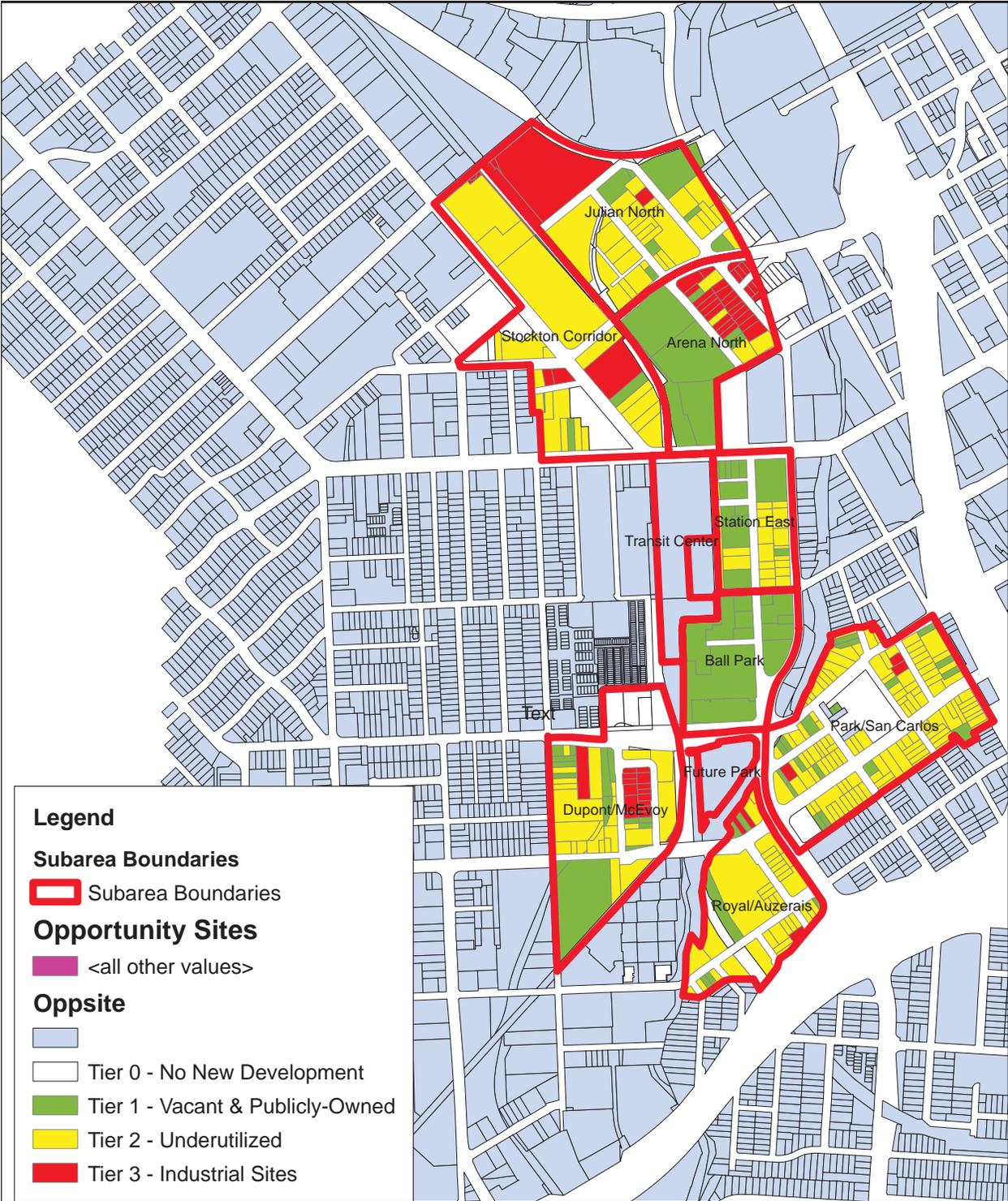
B.2 Constraints and Relevant Documents

OPPORTUNITY SITES

Figure B-4 illustrates the project opportunity sites used for establishing the maximum development potential for each of the three alternatives. An earlier version of this diagram was included in the Existing Conditions Report (Figure 2-6) and this diagram had been developed further in conjunction with City and Agency staff during this phase of the project.

Essentially all land within the project boundary could be considered as opportunity sites, with the exception of recently constructed or recently entitled projects. The are shown in white on figure B-4. All other land, regardless of parcel size or ownership is included within the three 'tiers' of opportunity. Tier 1 represents vacant and/or publicly owned land which could be developed soon, and tiers 2 and 3 represent underutilized and/or inappropriately used/zoned sites which could also be developed over time. Maximum build-out assumes that redevelopment of all properties within the three tiers is possible. Inevitably, this would occur in multiple phases over time. It is likely that the properties in tier 1 would be developed first and that properties within tiers 2 and 3 could follow. At this stage it is not possible to predict which properties or accumulations of properties would turn over sooner than others. As the purpose of this report is to predict the maximum possible build-out for all properties within all tiers for the three alternative plans, the phasing of the development is not directly relevant to the calculation process.

FIGURE B-4 : OPPORTUNITY SITES DIAGRAM



FLIGHT PATH RESTRICTIONS

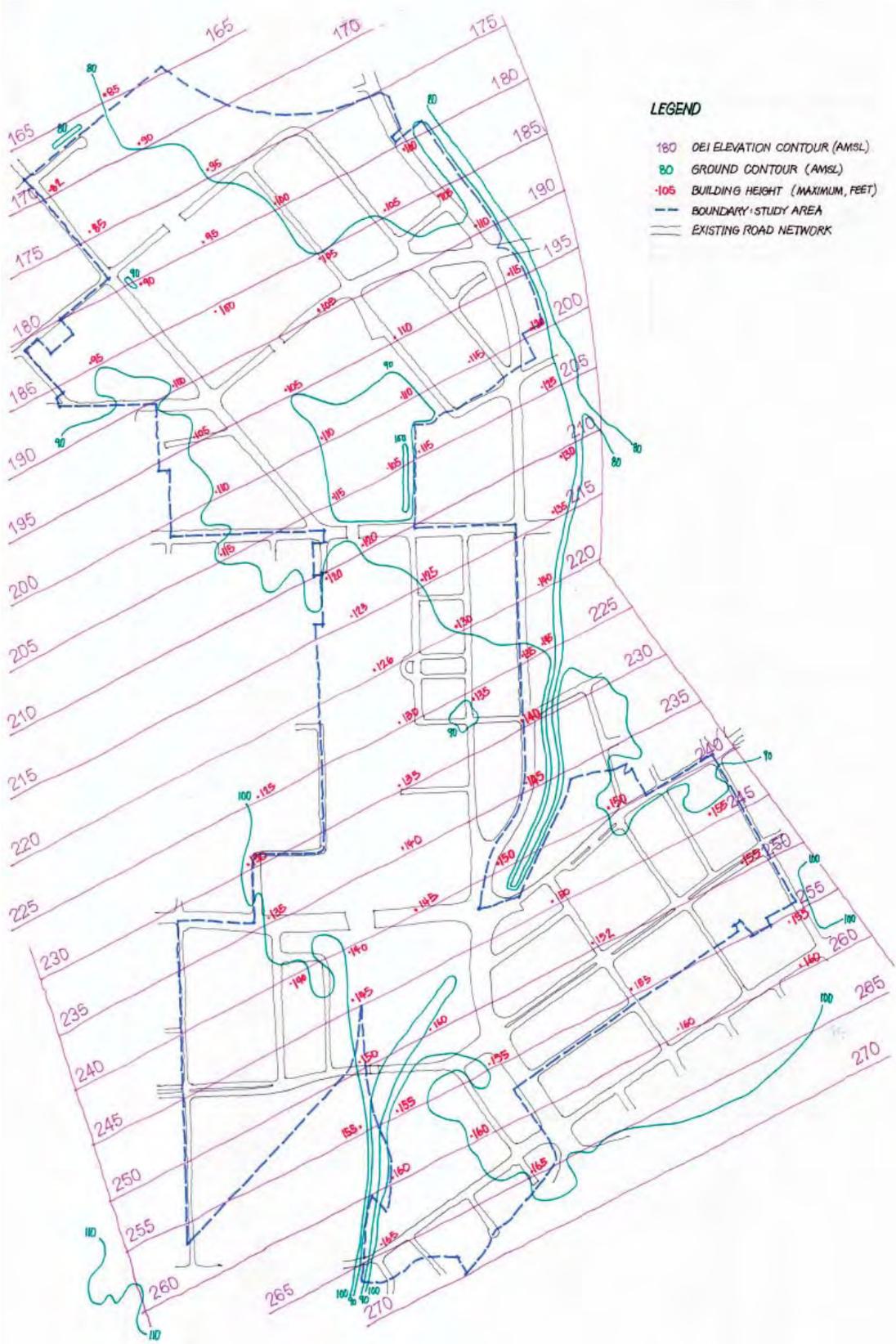
The design team were instructed by City and Agency staff to use the recently developed Federal Aviation Authority (FAA) One-Engine Inoperational (OEI) flight path data, illustrated in Jacobs Consultancy San Jose Airport Obstruction Clearance Study, dated October 2008, as a constraint for setting maximum building heights. The relevant portions of this map, which sit directly over the project study area, are illustrated in figure B-5. The OEI flight path is reserved for aircraft which are damaged or malfunctioning on or after take-off and the contour numbers represent the lowest flight paths required for aircraft needing to make an emergency landing. Therefore this represents the upper limit for building heights within the flight path zone.

Mapped onto the OIE data in figure B-5 is the available information on ground topography, showing contours at 10 foot intervals. The difference between the ground plane and the OEI flight path is the maximum possible height of buildings above existing ground level. These are indicated with spot elevations where the two sets of contours cross, along with some interpolations of heights at intermediate locations throughout the project area. As the ground contours are at 10 foot intervals, it should be noted that there is a margin of error of plus or minus 5 feet on the interpolations.

STRONG NEIGHBORHOOD INITIATIVE ZONES

Project sub-areas D (Dupont/McEvoy) and F (Park/San Carlos) both fall within existing SNI boundaries and both of these areas have had SNI Neighborhood improvement Plans and/or Business Improvement Plans prepared in the recent past. These documents give general guidance on preferred land uses, and desirable massing/heights/densities of buildings. The proposed uses, block and street patterns and building heights indicated in figures B-1, B-2 and B-3 are intended to be respectful of and consistent with these recommendations.

FIGURE B-5 : ONE ENGINE INOPERATIONAL (OEI) FLIGHT PATH HEIGHT RESTRICTIONS MAP



B.3 Maximum Build-out Matrices

	MAXIMUM DEVELOPMENT AND PARKING DEMAND					PARKING SUPPLY		
	Commercial/R+D/Light Industrial (sq. ft.)	Retail/Restaurant (sq. ft.)	Residential (units)	Hotel (rooms)	Ballpark	On-Street (spaces)	Off-Street - Surface or Structure (spaces)	Off-Street - Underground (spaces)
ALTERNATIVE A								
NORTH								
A. Arena North	645,000					135	400	
B. Julian North	1,390,000					200	2,550	840
C. Stockton Corridor	700,000	60,000	250			140	1,700	
SOUTH								
D. Dupont / McEvoy		67,000	1480			350	1,800	
E. Royal / Auzerais		24,000	810			150	1,000	
F. Park / San Carlos		90,000	1310			300	1,650	
CENTRAL								
G. Ball Park	450,000	60,000	660		No	100	3,200	400
H. Station East	1,230,000	200,000		480		180		850
TOTAL	4,415,000	501,000	4,510	480	No	1,555	12,300	2,090
Parking demand (spaces)	9382		6765	168				

	MAXIMUM DEVELOPMENT AND PARKING DEMAND					PARKING SUPPLY		
	Commercial/R+D/Light Industrial (sq. ft.)	Retail/Restaurant (sq. ft.)	Residential (units)	Hotel (rooms)	Ballpark	On-Street (spaces)	Off-Street - Surface or Structure (spaces)	Off-Street - Underground (spaces)
ALTERNATIVE B								
NORTH								
A. Arena North	830,000					100		300
B. Julian North	1,600,000					200	3,620	925
C. Stockton Corridor	730,000	50,000	290			180	1,810	
SOUTH								
D. Dupont / McEvoy		55,000	1600			250	1800	
E. Royal / Auzerais		220,000		200			985	
F. Park / San Carlos		35,000	1080	190		300	1,370	
CENTRAL								
G. Ball Park				200	Yes	50	550	
H. Station East	1,180,000	170,000				220	600	1060
TOTAL	4,340,000	530,000	2,970	590	Yes	1,300	10,735	2,285
Parking demand (spaces)	9,223	880	4,455	207				

	MAXIMUM DEVELOPMENT AND PARKING DEMAND					PARKING SUPPLY		
	Commercial/R+D/Light Industrial (sq. ft.)	Retail/Restaurant (sq. ft.)	Residential (units)	Hotel (rooms)	Ballpark	On-Street (spaces)	Off-Street - Surface or Structure (spaces)	Off-Street - Underground (spaces)
ALTERNATIVE C								
NORTH								
A. Arena North	750,000					90		420
B. Julian North	1,440,000					180	2,950	1020
C. Stockton Corridor	750,000	65,000	150			150	1,850	
SOUTH								
D. Dupont / McEvoy		135,000	980			310	1,420	
E. Royal / Auzerais	660,000			200		120	1,400	
F. Park / San Carlos		60,000	1480	300		340	1,600	
CENTRAL								
G. Ball Park	160,000	20,000			Yes	50	600	250
H. Station East	1,250,000	180,000				200	720	1180
TOTAL	5,010,000	460,000	2,610	500	Yes	1,440	10,540	2,870
Parking demand (spaces)	10,646	660	3,915	175				

B.4 Assumptions and Exclusions

The following assumptions have been made in calculating the areas for the three alternative matrices;

1. 100% build out of all properties, per each the alternative plans, regardless of whether the parcel is City/ Redevelopment Agency owned, private and underutilized, or private and fully utilized but the wrong use for the property.
2. The three alternative plans used for these calculations are those which were presented at the second Public Workshop on 27th March 2010.
3. Recently built projects and projects which have planning approval (but not yet built) were treated as 'existing to remain' with the exception of the McEvoy industrial development in sub-area D, which was considered to be a long-term inappropriate use for a predominantly residential neighborhood, to be replaced over time.
4. Existing or proposed streets, parks, trails, plazas and other such public open spaces are not included in these calculations.
5. The three alternative development proposals do not respect existing individual property lines but are organized and calculated on a block-by-block basis, which assumes the accumulation of individual parcels over time for efficient development.
6. Maximum permissible building heights within the OEI flight path constraints were assumed for study areas A, B, G and H. In the other study areas, heights were set to respect the scale of the adjacent neighborhoods and the recommendations in relevant SNI documents.
7. When calculating maximum building heights (and therefore numbers of occupied floors) below the OEI flight path constraint, a buffer zone of 10 feet was included to allow for elevator shaft overruns, rooftop equipment, architectural treatment to parapets, roof lines etc. etc.
8. Average residential unit size 1000 square feet.
9. Typical floor-to-floor heights;

Ground floor retail	20 ft
Prime office/R+D space	15 ft
Hotel rooms,	12 ft
Residential units	10 ft
Parking structures and podiums	11 ft

10. No new development to the East of the realigned Autumn Parkway within the study area. This land will be dedicated to public open space in accordance with the Guadalupe Parkway and Los Gatos Creek master plans.
11. Station program areas are approximately 98,000 square feet for all three alternative land use plans and HSR alignments and are not included in the matrices.
12. Parking ratios as defined in sections 4.6, 5.6 and 6.6 of this report were applied to all new development.
13. Underground parking was assumed to be economically feasible only on commercial developments, only one level below grade due to the high water table and only in large 'podium'-type arrangements where multiple buildings can sit above one large underground parking level for maximum efficiency.
14. Parking for residential developments was generally assumed to be of the 'podium'-type, typically two levels above grade and wrapped by outward facing residential or ground floor retail units. In a few cases where block sizes were too small to accommodate an efficiently-sized parking podium, the parking demand is met by parking structures or podiums on adjacent blocks and/or small amounts of surface parking areas within the same block.
15. On-street parking assumes 9-10 spaces per typical block face on a typical 250-300 ft long block
16. Parking is not provided for new retail/restaurant premises within the boundaries of the City-defined Downtown core, except for larger freeway-oriented retail developments which are provided with structured parking at a ratio of 4 spaces per 1000 square feet.
17. Freeway-oriented light industrial uses in sub-area B, alternative C, are assumed to have the same parking ratio as general commercial office space.
18. The City-owned land adjacent to and behind The Arena has been 'ring-fenced' for the provision of a new parking structure above/below the existing surface parking lot. This will provide an additional 1000 to 1200 spaces for a new total of around 2500 spaces to meet the combined demand of The Arena, new ball park and the predicted increased demand of the new and existing transit operators combined. These numbers are not included in the attached matrices.

APPENDIX C: UNDERGROUND BUS STATION

SUMMARY

The option of an underground bus facility was proposed during the Diridon Station Design Charrette. An initial design study has been undertaken to determine the feasibility and effectiveness of providing an underground bus facility at this location. The design study considered possible underground locations, potential ramping and access alignments, as well as other design considerations.

LOCATION

The current site area plan has a number of above and below grade constraints to an underground bus facility. These include:

- Existing Historical Depot
- Existing Light Rail Alignment – The light rail alignment passes underground in an East – West direction, north of the historic depot
- Future BART station – North of the light rail alignment with the mezzanine and platforms underground.
- Existing Heavy Rail ROW – Passes through the station area plan west of the historic depot running north – south
- Future development blocks – Sites east of Cahill Street have been identified as prime development parcels

To ensure that the future underground facility provides good connectivity and integration to the future station plan, the underground bus station should be located west of Cahill Street to maintain a close proximity to the Historic Depot.

FIGURE 1 – POSSIBLE UNDERGROUND FACILITY LOCATIONS



FIGURE 2 – MINIMUM WIDTH FOR UNDERGROUND BUS FACILITY

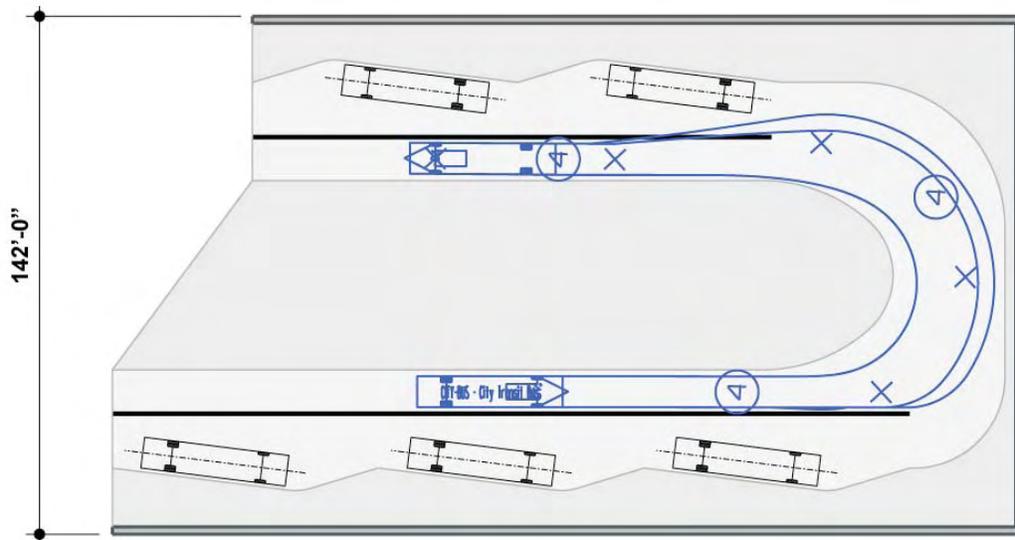


Figure 1 illustrates the areas that are not available for an underground facility due to conflicts with existing or planned underground features. Three remaining areas are potentially available for an underground facility:

- Area 1 – Located north of the planned BART station, this area is approximately 68,500 square feet.
- Area 2 – Located between the planned BART station and the existing underground light rail tunnel, this area is approximately 25,750 square feet.
- Area 3 – Located south of the existing underground light rail tunnel, this area is approximately 72,450 square feet.

Area 1 has approximately 68,500 square feet and provides minimum dimensions of approximately 300 feet x 200 feet.

Area 2 as shown on Figure 1 provides a footprint of only 25,750 square feet and is not adequate to accommodate the planned program. Therefore, this was not considered a suitable location for the underground facility.

Area 3 is the largest of the areas available with an approximate area of 72,450 square feet. However the narrow width of the footprint in the vicinity of the historic depot limits the viability of using this area for underground buses. The minimum width required to provide bus berths, circulation aisles and boarding areas within the basement is 142 feet. The footprint does not provide sufficient width to provide without extending under Cahill Street. Therefore this option was not considered further.

FIGURE 3 RAMP LOCATIONS



ACCESS TO UNDERGROUND FACILITY

The single remaining location for consideration of the underground facility (Area 1) has been assessed with regards to access. Regardless of the final ramp location, the length and grade of the ramp accessing the basement will be similar.

The preferred grade for the ramp into the basement is 6% (1:16.67), the maximum recommended grade for access into the basement is 8%. Grades steeper than 8% require transition grades and are

more difficult for buses to overcome. For the purposes of this study, the basement floor level is assumed to be 17 feet below grade. This provides the required headroom for buses of 10.5 feet, 2.0 feet for mechanical equipment (ventilation, lighting, signage etc) that may need to be suspended from the soffit, and 2.5 feet for the construction depth of the basement slab over the underground facility, with 2.0 feet landscaping / grading at ground level. With the above depth of the basement and the recommended ramp grades, the length of the ramp to access the basement will need to be approximately 212 feet (8%) to 283 feet (6%) in length. The ramps will need to be covered before crossing underneath Cahill Street in order to maintain the street connection.

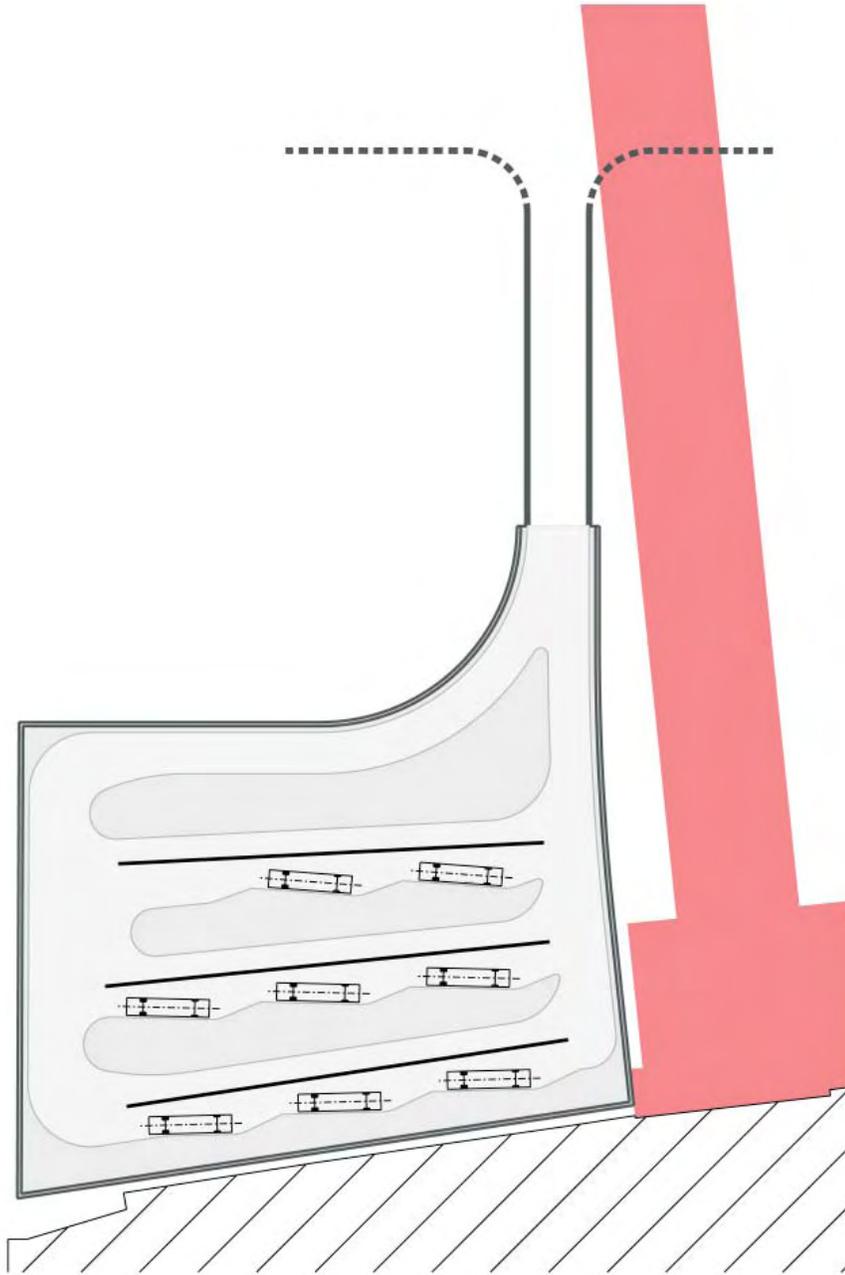
As shown in Figure 3, ramp arrangement options were examined to the east under Cahill Street and connecting to Montgomery Street, and to the west under the heavy rail tracks to White Street. Access from the depressed segment of W. Santa Clara Street was not considered due to lack of available width for a left turn lane into the bus entrance, sight distance constraints, resulting short spacing from adjacent signal controlled intersections at Cahill and White/Stockton, and conflicts with the historic rail undercrossing structure.

Ramp Connection to Montgomery Street

With an 8% grade, the ramp could run parallel to the future BART station and connect to Montgomery Street. This would, however, have several drawbacks, including:

- Grade in excess of the maximum preferred grade of 6%.
- Creation of a cut between Cahill Street and Montgomery Street (similar to the existing LRT ramp between Autumn Street and Montgomery Street) that occupies potentially developable area.
- Concentrates bus activity on Montgomery Street and requires out of direction travel by some bus routes.

FIGURE 4 - CONCEPTUAL BUS LAYOUT



Ramp Connection to White Street

Access from the west of the rail tracks, while feasible, presents several drawbacks

- Closure of White Street, replaced with ramps down below the tracks
- Alignment required to pass around BART substation at the south – east corner of Alameda and White intersection
- Distance of the bus entrance away from major transit corridors on Autumn Street and W. San Fernando Street would require significant out of direction bus travel

CONCEPTUAL BUS BAY LAYOUT

A conceptual layout was developed for an underground bus station location on Area 1. The layout assumes that all buses require independent movement and access is provided directly off Montgomery Street. The available area would be able to provide space for up to 8 bus berths within the underground facility (Figure 4). This would not meet the desired program of 12-13 bus bays.

RECOMMENDATION

It is recommended that an underground bus facility not be pursued for the following reasons:

- Inadequate space is available below grade within the station footprint to provide the required number of bus bays.
- The most attractive access ramp arrangement (to Montgomery Street) has several drawbacks, including a grade that exceeds the preferred maximum grade, creation of a cut between Cahill Street and Montgomery Street that occupies potentially developable area and concentration bus activity on Montgomery Street that requires out of direction travel by some bus routes.
- In addition, there are other drawbacks to an underground bus facility such as quality of the passenger experience is an enclosed space with low headroom, noise, air quality and the need to vent vehicle exhaust.

APPENDIX D: REFERENCES

Introduction

Members of the Diridon Station Plan team have had several meetings, telephone conversations and email contacts with transit operators. Objectives for these conversations were threefold:

1. Obtain information about current operations and future plans at Diridon Station.
2. Learn about agency priorities for an improved station.
3. Receive feedback on the objectives for the station planning process.

This section summarizes the agency outreach completed and major findings to date. Data obtained from the agencies has been incorporated into this report.

List of Meetings and Communications

- August 7, 2009. Meeting with City of San José staff to discuss priorities for the station.
- August 20, 2009. Meeting with PCJPB (Peninsula Corridor Joint Powers Board) staff to discuss coordination with High Speed Rail.

References

THE FOLLOWING DOCUMENTS WERE USED IN THE PREPARATION OF THIS REPORT AND IN CROSS-REFERENCES TO THE PREVIOUS EXISTING CONDITIONS REPORT:

Reforming Parking Policies to Support Smart Growth in Local Jurisdictions: Best Practices. Metropolitan Transportation Commission , Wilbur Smith Associates et al., 2007.

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