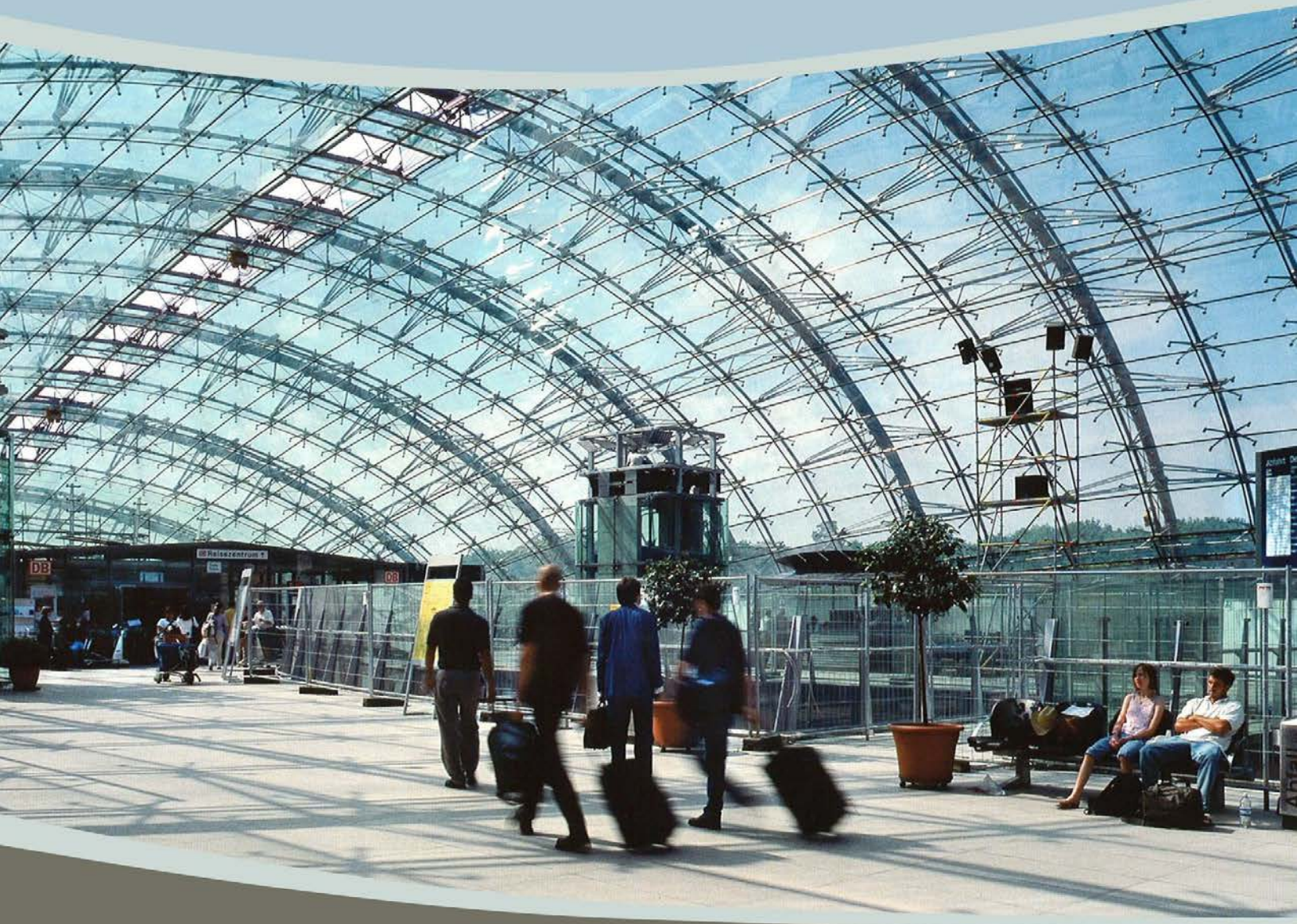

DIRIDON STATION AREA PLAN

ADOPTED JUNE 2014
AMENDED APRIL 2021

DIRIDON STATION AREA PLAN

Adopted by the City Council, June 2014
Amended April 2021

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C.1 Diridon Station Area Plan - Implementation Strategy Report - June 2014 Bound separately

C.2 Diridon Station Area Plan - 10-Year Horizon Analysis Report - June 2014 Bound separately

COMPANION DOCUMENTS

1. Diridon Station Area Plan - Project Environmental Impact Report - December 2013 Bound separately
2. Diridon Station Area Plan - Traffic Analysis - June 2013 Bound separately

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1. INTRODUCTION

1.1 Executive summary

The City of San José and the greater Bay Area region have the unique opportunity to build an internationally prominent transportation center and to develop a superb destination within the area around the Diridon Station. This Station Area Plan presents an overview, a direction, and many critical aspects for the successful future of the Diridon area. The Plan integrates open space, transportation and land uses to create an expansion of Downtown San José, while respecting existing environments. The City of San José adopted the Diridon Station Area Plan (Plan) in 2014 in anticipation of major transportation investments and a major league ballpark. Since the Plan's adoption, changes have occurred within the Plan area, including new development possibilities that integrate land uses, urban design, open spaces, and mobility to further enhance Downtown San José. The City is no longer pursuing a new major league baseball stadium and this amendment to the Plan weaves new ideas and new development possibilities within existing city fabric and strong neighborhoods. Large proposals, such as the California High Speed Rail Diridon Station and Google's Downtown West Mixed-Use Plan (Downtown West), are incorporated into the Plan. In addition, proposals are made to strengthen existing features of the area, such as Los Gatos Creek and the current Diridon Station.

The adoption of the Diridon Station Area Plan in 2014 was formulated with numerous stakeholders, including individuals, businesses, agencies, institutions, and many private and public entities. This amended Plan resulted following several public community meetings, and a considerable number of community events. It has been incredibly valuable to have such a wide and diverse dialogue about important issues concerning the future of the area, and it has been the team's purpose to include many of the creative ideas into the Plan.

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

Beginning with goals and objectives, the Plan describes the planning process and schedule followed by a description of the land uses, open space, and mobility for the Diridon Station Area. Design guidelines follow, which are a tool to guide the future implementation of the plan by public and private development. Then the Plan considers the next steps in the planning process, including environmental analysis and actions for implementation.

The Plan is comprised of this document in addition to several additional documents that were prepared as part of the 2014 DSAP process. These 2014 documents are provided for reference in the Appendices:

- 10-Year Horizon Analysis Report
- Implementation Strategy Report

In addition to these documents, DSAP companion documents include:

- Program Environmental Impact Report
- Transportation Impact Analysis (2014)

San José is poised to create a model urban transportation hub within an exciting and livable downtown environment. This Diridon Station Area Plan is a vital step on the way toward the creation of an innovative urban place, a place which has the potential to serve as a model for the United States and the world.

1.2 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. One aspect of the Grant Program is to fund city- sponsored planning efforts for areas around future BART stations.

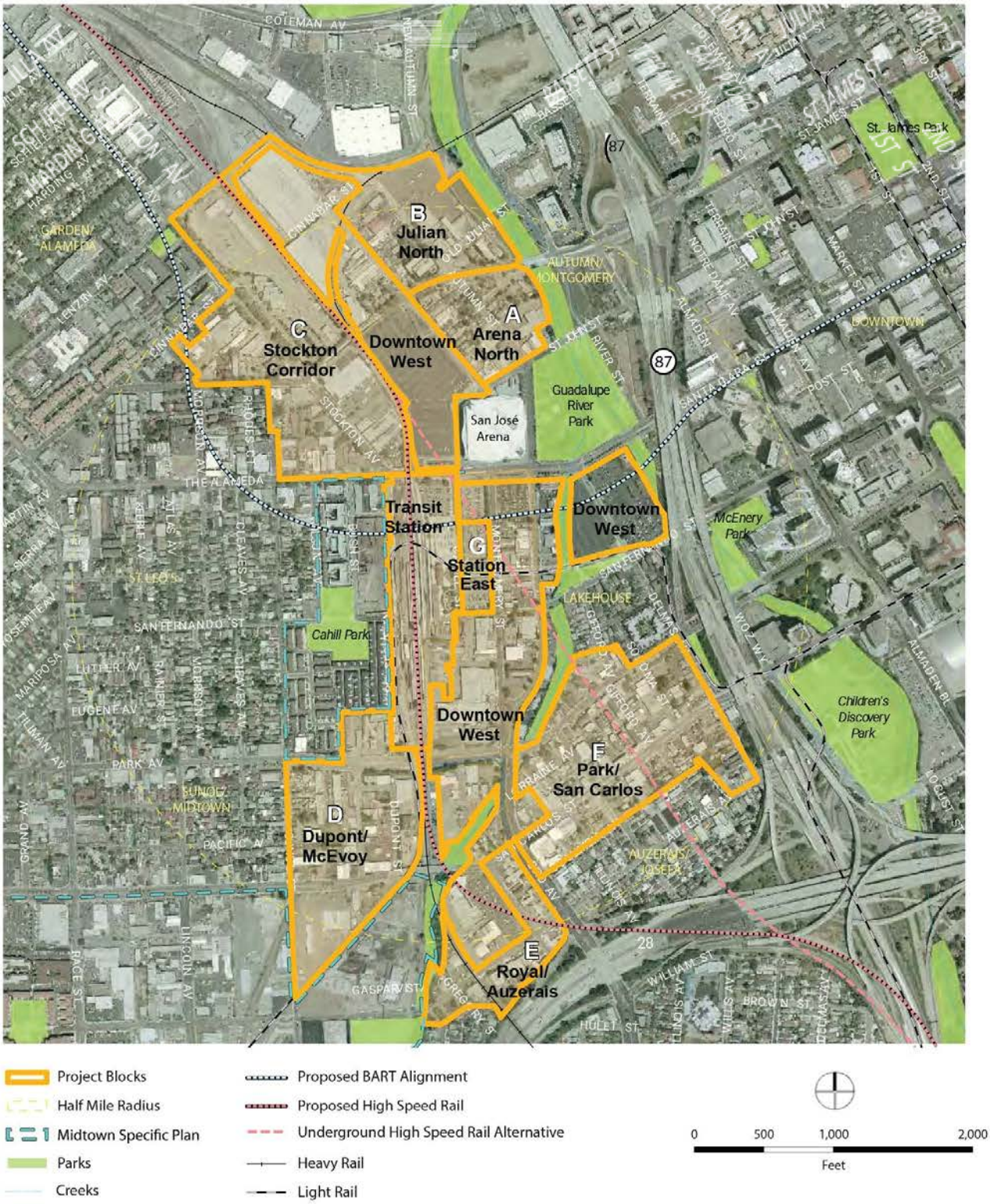
In November 2008 California voters approved Proposition 1A to fund the initial stages of developing a High Speed Rail (HSR) system linking Northern and Southern California. Diridon has been identified as one of the stations along the route, thus eventually establishing this location as one of the best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

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

This Plan builds upon the 2014 DSAP and the Existing Conditions Report, published in March 2010, which included an evaluation of existing and proposed land uses, market, regulatory, and infrastructure conditions, and the Alternatives Analysis Report, published in July 2010, which contained a summary of three project alternatives developed as part of the 2014 DSAP process and an evaluation of their relative merits, including feedback received from various stakeholders, as a basis for developing the Plan.

This amended Plan analyzes the expansion of the existing Diridon Station Area and the development of land uses within the 250 acre project boundary surrounding the station. The Plan establishes regulations, and implements strategies and detailed design guidelines to encourage appropriate transit-adjacent development within the Diridon Station Area.

FIGURE 1-2-1: DIRIDON STATION AREA IN CONTEXT (AMENDED)



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;
- ensure the continued vitality of the San José Arena, recognizing that the San José Arena is a major anchor for both Downtown San José and the Diridon Station area, and that sufficient parking and efficient access for San José Arena customers, consistent with the provisions of the Arena Management Agreement, are critical for the San José Arena's on-going success.
- 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 José 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.

1.3 Planning Process and Schedule

2014 DIRIDON STATION AREA PLAN

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 1-5), and has agreed to coordinate the planning effort with the Santa Clara Valley Transportation Authority (VTA). Throughout the study, extensive efforts have been 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 foundation for establishing the constraints, opportunities, emerging themes and specific goals for the 2014 DSAP.

Between February and July 2010 the design team developed three project alternatives which were presented to the public for comment and feedback at a second community workshop. This feedback, along with input from City and Agency staff, stakeholders and transit operators was incorporated into the evolving design and helped to guide the design team towards the selection and refinement of the 2014 DSAP.

In April 2011, the City Council accepted the draft DSAP - Final Plan Report that defined the maximum development potential for the area, and the project description, and directed the design team to begin the environmental analysis.

The final Diridon Station Area Plan was adopted by the San José City Council in June 2014.

2021 AMENDED PLAN

In 2018, the City launched a public engagement process to ask community members about their vision for the Diridon Station Area given the changes in circumstances since the plan's adoption. These changes included the following:

- The City is no longer planning for a ballpark;
- City Council adopted comprehensive Downtown Design Guidelines and Standards (DDG) in 2019. The DDG applies generally to the General Plan Downtown Growth Area, including the Diridon Station Area, with the exception of properties within Google's Downtown West Mixed Use Plan, which are required to comply with the Downtown West Design Standards and Guidelines (DWDSG) and DDG standards that are not superseded by the DWDSG;
- City Council approved a policy to allow for greater building height;
- City staff initiated updates to park and trail planning in the area;
- The City initiated a Diridon Parking Study to identify parking supply and management strategies;
- The Diridon Integrated Station Concept Plan (DISC) was initiated by the City and partner agencies;
- A Downtown Transportation Study was initiated;
- Google LLC submitted the Downtown West Mixed-Use Plan (Downtown West) development proposal at the core of the Diridon Station Area in October 2019. The City Council approved the Downtown West project in __ 2021 (City Council File No. __).

While the City is undertaking a broader amendment to the DSAP, this amended DSAP reflects the project-specific General Plan and DSAP amendments for Downtown West.

1.4 Themes and goals

The DSAP envisions the transformation of the Diridon Station Area into a dynamic mixed-use urban neighborhood. Consistent with the Envision San José 2040 General Plan, the DSAP authorizes the re-designation of lands from mixed industrial-commercial to mixed residential-commercial or non-employment uses. This direction is also consistent with this Plan's goal to transform the Diridon Station Area into a destination, with transit supportive employment uses focused within walking distance of the station. Given these goals, the Plan looks at ways of enhancing existing neighborhoods and adding residential-commercial mixed-use development to allow for more urban vitality and economic activity.

The 2014 DSAP themes and goals were based on the collective input received during the Existing Conditions Report phase of the project, to gain consensus on the primary goals and objectives established in the 2014 DSAP. This amendment of the Plan reconfirms and adopts the following 2014 DSAP themes and goals.

OVERALL THEMES

- Establish the Station and surrounding area as the 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, distinctive civic spaces, and dynamic built environments.
- Create a strong sense of place for the Diridon area, and an identifier for San José as the center of Silicon Valley and the technological capital of the world.

SPECIFIC GOALS

- ***Urban Form and Structure.*** Create an urban district in the Station Area with buildings that maximize height potential. The Station Area should accommodate a mix of uses including commercial and office, residential and active uses.
- ***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 and Los Gatos Creek 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 access to open space* and 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.

1.5 Constraints and assumptions

Two very significant variables - the Downtown West high-density mixed-use project and the status of the State of California proposed high speed rail project - have had an important influence on the evolution of the Plan and are discussed below.

DOWNTOWN WEST

Google's Downtown West Mixed Use Plan proposes the redevelopment of approximately 80 acres of the Diridon Station Area Plan area. The boundaries of the Downtown West project are shown on Figure 2-1-1.

The Downtown West project approvals and project documents (City Council File No. ___) establish the land use regulations, approved land uses and development program for Downtown West, including permitted adjustments to land use square footages and modifications and/or additions of uses. The Downtown West Design Standards and Guidelines (DWDSG) establishes objective and mandatory standards and subjective guidelines for the development of Downtown West. These standards and guidelines balance new development flexibility, which allows for innovation and evolution, with specificity to ensure the delivery of high-quality urban spaces and building design. The DWDSG standards and guidelines are separate from - yet expand upon - the Downtown Design Guidelines and Standards (DDG) developed for Downtown San José and the Diridon Station Area, and the Complete Streets Design Standards and Guidelines (CSDSG). As set forth in the DWDSG, the development of Downtown West is subject to the DDG and the CSDSG unless a standard or guideline is expressly superseded by the DWDSG (see DWDSG Appendix D and E).

HIGH SPEED RAIL (HSR) ALIGNMENTS

The 2014 DSAP identified several HSR alignments and station alternatives. Planning for Diridon Station has continued since 2014, and although the concepts described in this Plan will not change, some specific elements are likely to be replaced. Because station layout remains in progress, the text regarding station alternative layouts has not been revised except where necessary to avoid references to 2014 DSAP elements (e.g., the ballpark) or documents (e.g., the "test fit") that are no longer included. The California High Speed Rail Authority (CHSRA) prefers an alignment through the Diridon Station Area along an elevated structure above the existing surface Amtrak/Caltrain/ACE tracks to the north of the station and at the station itself. To the south the alignment would curve to the east as it leaves the station heading south, and follow Interstate 280 and State Route 87. 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. Figure 2-2-3 shows the elevated HSR route alternative as it passes through the DSAP project area. An alternative underground alignment is shown

in Figures 2-1-1, 2-2-1, 2-2-2, and 2-6-10. The underground alternative will have no impact on the overall build-out and circulation plan, but would require an underground connection between the high speed train platforms and the new station building (see Figure 2-5-8).

OTHER CONSTRAINTS

The 2014 DSAP identified a "test-fit" that described a conceptual maximum possible build-out that could be achieved over time within the constraints and opportunities known in 2014. Planning for Diridon Station has continued since 2014 and this Plan builds on the 2014 DSAP to reflect certain changed conditions, including the development of Downtown West. References to the "test-fit", a 2014 DSAP element are no longer included in this amended Plan.

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 and are listed below.

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 the 2014 DSAP.

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. The 2014 DSAP shows this final piece in place as part of the approach to the distribution and connection of public open space.

San José Arena / Arena Management Agreement:
The City will pursue best efforts to maintain a sufficient supply of parking and efficient vehicular and pedestrian access for San José Arena customers in compliance with standards set forth in the San José Arena Management Agreement to ensure the continued vitality of the *San José Arena.*

1.6 Organization of this Plan

This Plan builds on the Envision San José 2040 General Plan, the 2014 DSAP, and other City plans to establish a framework for future public and private investment in the Diridon Station Area.

Chapter 2 includes a general description of multiple aspects of the Plan arranged into specific categories which discuss multiple topics related to development within the Diridon Station Area, including land use, affordable housing, infrastructure capacity and demand, and open space. Chapter 2 also includes a discussion of the Downtown West Mixed-Use project.

Chapter 3 contains some general design guidelines for size, shape and location of major built elements and public open spaces, including some general streetscape and landscaping guidelines.

Chapter 4, included as part of the 2014 DSAP, provided a detailed description of two specific aspects of the 2014 DSAP which required actual counts and calculations - the maximum build-out potential of the entire project area and the size, distribution and availability of parking supply to meet the predicted cumulative demand. These 2014 DSAP elements are no longer applicable and this Plan amendment removes such references in Chapter 4.

Chapter 5 describes how this report fits within the overall project framework and how the next steps in the process will be environmental analysis and clearance.

Appendix A illustrates and summarizes the information presented at Community Workshop #3, which was an integral part of the design process for the 2014 DSAP, and includes a summary report of community feedback received during the event.

Appendix B includes references used in this report and Appendix C states DSAP related and companion documents.

2. PLAN - GENERAL DESCRIPTION

2.1 Land Uses

This section presents the overall land use structure for the Plan. The Land Use Diagram and classifications provide guidance for the location and type of land uses proposed by the Plan, which are further refined by urban design direction presented in the following section.

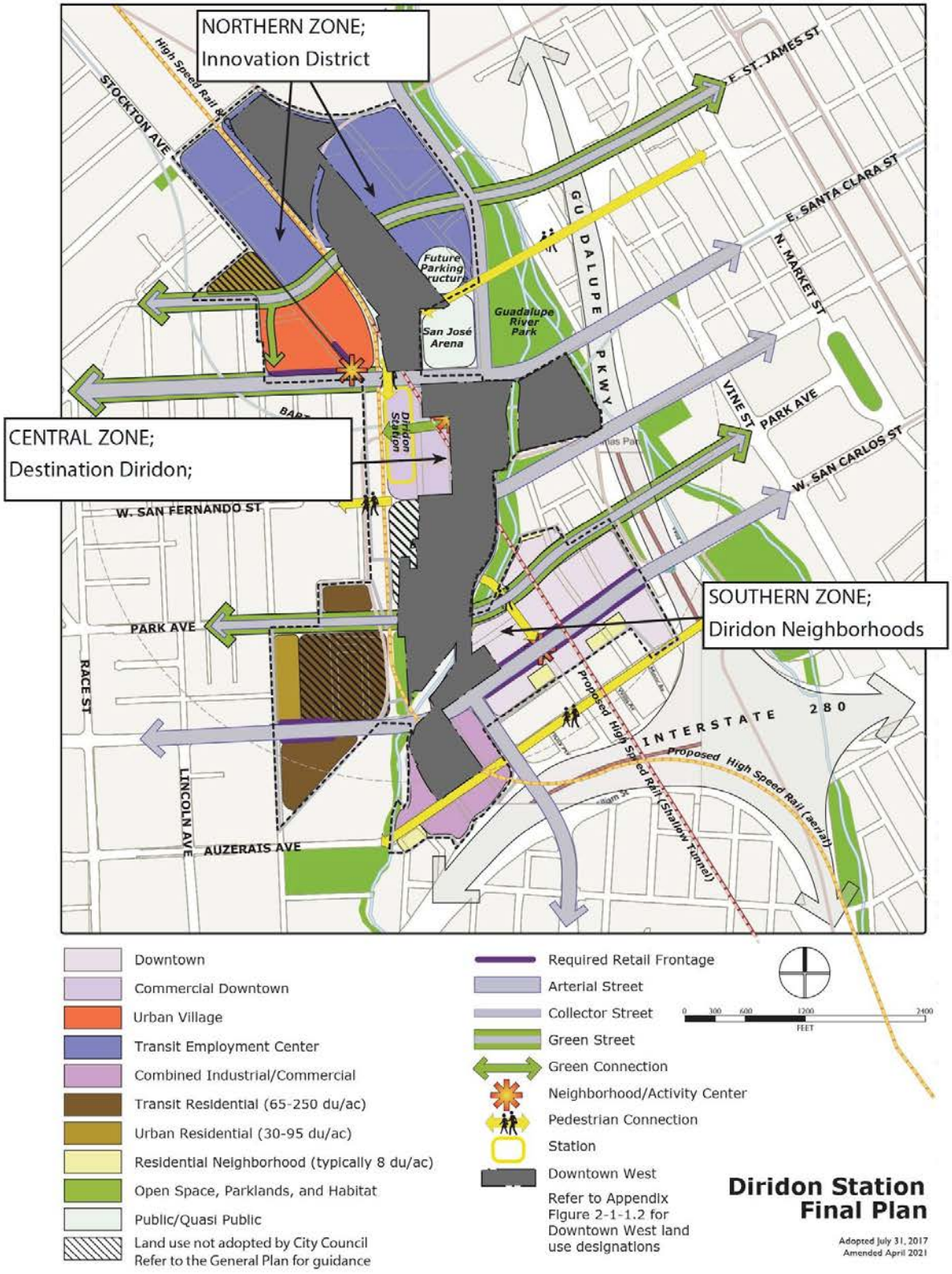
LAND USE DIAGRAM

The Plan establishes a mix of vibrant uses and districts that build off of the synergy and activity of the San José Arena, strengthen existing neighborhoods and features of the area such as the Los Gatos Creek, and an expanded Diridon Station. A mix of employment, residential, and retail uses are focused at the Diridon Station core to support transit activity and establish the area as a region- wide destination. Commercial uses are also located along the rail. Residential and supportive commercial/active uses are located in the urban neighborhoods section of the Plan adjacent to existing residential uses and are within an easy walk to the Station core. The neighborhood components are located strategically in order to minimize impacts from transportation infrastructure and to strengthen existing neighborhoods. Figure 2-1-1 illustrates the Land Use Designations for the planning area.

At the center of the Station Area, a mix of commercial uses, residential uses, and open space encompass the Station. Retail and active uses activate the ground level and are oriented along a linear park between San José Arena moving towards the southern end of the Station Area, as well as around a new public plaza adjacent to the Station. A mix of active retail and office uses could also be extended into the Station itself, increasing the opportunity for development in the immediate Station area.

North of Diridon Station, the Plan envisions a high-intensity business district in an urban format alongside some residential uses. Opportunities for innovative office, research and development, and incubator space for product and business development are focused in this area. Ancillary uses

FIGURE 2-1-1: DIRIDON STATION AREA - FINAL LAND USE PLAN (AMENDED)



might include some hotel, and active uses (which may include commercial retail/restaurant, arts, cultural, live entertainment, community center, institutional, childcare and education, maker spaces, non-profit, and small-format office space) as support for the area. West of Stockton Avenue, the uses are compatible with and build off of the mixed-use neighborhood character of The Alameda and existing high density residential uses along Stockton Avenue. The mix of uses includes retail at the ground level, focused along The Alameda, and residential uses primarily along the west side of Stockton Avenue.

The southern area of the Station Area is primarily residential uses; residential development proposed south of Los Gatos Creek is envisioned as creating continuity with the existing adjacent residential neighborhoods. Commercial use is also contemplated on sites designated as Commercial Downtown or in the ground floor of new residential buildings. Access along Los Gatos Creek would be enhanced with new open spaces along the riparian corridor.

Several zones in the planning area are designated for required retail frontage along a main arterial. These areas include the West San Carlos Street corridor east of Autumn Street* and west of the VTA light rail corridor, and development along The Alameda. Additional required retail frontage for the Diridon Station Area are set forth in the Downtown Design Guidelines (DDG) and the Downtown West Design Standards and Guidelines (DWDSG) for Downtown West.

Since its opening some two decades ago as the home of the San José Sharks, the San José Arena has consistently ranked among the 10 busiest indoor facilities for non-sporting entertainment events. Preserving the extraordinary success of Downtown's "anchor tenant" appears paramount and is reflected in the Land Use Plan.
Although densities will increase, and parking ratios will drop over time, it is imperative that Diridon's development occurs in a coordinated fashion with its transportation infrastructure to ensure adequate parking supply for the San José Arena and avoid traffic problems in each phase of development

** On January 5, 2021, City Council approved a proposal to rename portions of North Autumn Street, South Autumn Street, Bird Avenue, and South Montgomery Street to Barack Obama Boulevard. The DSAP does not show the renamed portions of the street since the street renaming process occurred concurrently with this DSAP amendment. The renamed portions of the streets will be shown in the City's official maps.*

LAND USE CLASSIFICATIONS

The land use designations below define the uses and urban form of future development in the Diridon Station Area Plan area. These land use designations are not specific to this Plan but are existing designations within the Envision San José 2040 General Plan and are applied elsewhere in the City. In addition to being consistent with the given land use designation below, new development should also be consistent with the San Jose Downtown Design Guidelines and Standards and the urban design guidelines and other policies set forth in this Plan.

Downtown

Approximately half the area within Downtown West, as well as other areas in the southern zone outside of Downtown West, is designated with a Downtown land use designation. This land use designation supports residential uses as well as non- residential uses including office, retail, service, hotel, medical, and entertainment uses. The designation also supports residential and commercial uses in a mixed-use format.

As described in the Envision San José 2040 General Plan, the Downtown designation allows residential densities up to 800 units to the acre and Floor Area Ratios (FAR's) up to 30.0. Actual residential densities and commercial FAR may be lower in certain areas given the height guidelines of this Plan and the need for new development to be compatible with the surrounding neighborhood. New development should, however, be built at relatively high densities/intensities consistent with the Plan's height guidelines (Figure 3-2-1) and compatible with the surrounding residential neighborhood.

All development within this designation should support pedestrian and bicycle circulation, and encourage transit ridership. Uses that are automobile oriented are discouraged and drive-through uses are not supported. To help activate the corridor, new residential development along West San Carlos Street should incorporate ground floor commercial uses along this street.

Commercial Downtown

This designation is located throughout the Diridon Station Area Plan, including within Downtown West, to create a mixed-use urban neighborhood. The Commercial Downtown designation includes office, hotel, retail, service, and entertainment uses consistent with those supported by the Downtown designation. Residential uses are not permitted in the Commercial Downtown designation.

In order to intensify development adjacent to the station, development adjacent to the station should generally be built at higher FARs. The maximum FAR permitted in this Commercial Downtown designation is 15.0. Development within this designation should enhance the "complete community" in downtown, support pedestrian and bicycle circulation, and increase transit ridership.

Urban Village

Two areas are designated with an Urban Village land use

designation. The first is located on the west side of Stockton Avenue between The Alameda and Julian Street and the second area is located on the east side of Stockton Avenue between Julian Street, the Union Pacific Railroad and The Alameda. The Urban Village land use designation supports a wide variety of commercial, residential, and institutional land uses with an emphasis on establishing an attractive and pedestrian-oriented urban form. This land use designation supports a floor area ratio (FAR) of up to 10.0 and a residential density of up to 250 dwelling units to the acre. Given the building height limits in the Urban Design Chapter (Figure 3-1-1), the intensities and densities of new development under this land use designation would, however, be significantly lower than these upward maximums. New development along The Alameda and the portion of Stockton Avenue adjacent to the intersection of The Alameda would be required to include active and functional retail space fronting the street, consistent with the location shown on Figure 2-1-1: Diridon Station Area Land Use Plan.

To further the City's Envision San José 2040 goal of transforming San José from the bedroom community for Silicon Valley to a regional employment center, and to support locating transit supportive employment uses adjacent to the Diridon Station, the Urban Village land use designation, as applied to Diridon, has a minimum commercial FAR of 0.5 for projects containing residential uses. This designation would therefore only support residential development in a vertical or horizontal mixed-use format that includes commercial uses or square footage that is equal to or greater than a 0.5 FAR for a given project. The commercial component of a project would need to be built simultaneously or prior to the construction of the residential component.

Transit Employment Center

The properties west of the rail to Stockton Avenue, between the Alameda and Lenzen Avenue, and the area east of North Montgomery Street, north of the San José Arena are designated Transit Employment Center to provide lands for dense Driving Industry type uses within walking distance of the Diridon Station. The Driving Industry type businesses envisioned in this area include high technology and green tech type businesses that would place a premium on being adjacent to the Diridon Station and the high level of transit access it provides and will provide. Per the Envision San José 2040 General Plan the uses allowed in this land use designation include office uses and industrial-type uses including research and development, manufacturing, assembly, and testing. Retail shops and services are also permitted in the first two floors of buildings. Given the proximity of transit, uses that have a high number of employees relative to building square footage are anticipated, with uses that have few employees likely to locate in other less transit accessible areas in the city. Regardless of use, new development should orient buildings towards public streets and include features to provide an enhanced pedestrian environment.

Combined Industrial/Commercial

This designation is applied to the portion of the Diridon Station area generally south of Auzerais, west of Bird Avenue as well as between Bird Avenue and Royal Avenue. This area is envisioned as a location for Driving Industry types of uses as well as neighborhood and downtown serving commercial uses along Bird Avenue.

As discussed in the Envision San José 2040 General Plan, this category allows a significant amount of flexibility for the development of a varied mixture of compatible commercial and industrial uses. Given the desire for flexibility the allowed FAR varies from 0.25 to 12.0; however, given the urban design guidelines of this Plan, the FAR will not likely exceed 8.0 to 10.0.

Transit Residential (65-250 du/ac)

This classification is intended for transit integrated residential development and/or vertical or horizontal residential/commercial mixed use development within walking distance of the Station and along key transportation corridors like West San Carlos Street. While this land use designation allows between 50 to 250 dwelling units to the acre in the Envision San José 2040 General Plan, the sites designated Transit Residential in the Diridon Master Plan have a minimum residential density of 65 dwelling units to the acre to facilitate the development of residential densities that are supportive of the planned High Speed Rail and BART systems and the existing Caltrain system. Furthermore, while the upward density maximum is 250 dwelling units to the acre, the densities on Transit Residential properties are not anticipated to exceed a density of 175 dwelling units to the acre given the urban design guidelines of this Plan. The commercial mixed use portions of the properties designated Transit Residential should be focused as retail frontage along West San Carlos Street as identified in the Land Use Diagram. Hotels are a permitted use under this Land Use Designation. For the properties designated Transit Residential just north of Park Street to West San Carlos Street, commercial or the non-residential components of residential projects (i.e. parking lots or structures, open spaces, etc.) should be located adjacent to the existing Union Pacific Railroad tracks and planned High Speed Rail viaduct. Given the potential noise, vibration, and aesthetic impacts, residential uses should not be located directly adjacent to these train lines unless a residential projection can be designed to mitigate these impacts and create a high quality living environment.

All development within the Transit Residential Designation is required to be pedestrian oriented with emphasis on activating the

ground level; pedestrian entries and windows should be located along the sidewalk and buildings should include architectural elements (like awnings, changes in materials, articulated building façade, etc.) that add visual interest. Average building heights should be between four and six stories, with up to ten stories where heights and neighborhood compatibility allow.

Urban Residential (30-95 du/ac)

Sites with this designation are intended for relatively high density urban residential development in 1) the Delmas Park Neighborhood between Park Avenue to the north and Columbus Avenue to the south; 2) the area northwest of the intersection of Stockton Avenue and The Alameda; and 3) in select locations west of the Union Pacific railroad tracks, providing a transition to lower density residential uses. A mix of residential densities and housing types is encouraged under this designation, with a density range of 30 to 90 dwelling units per acre. Emphasis on contextually appropriate design and densities will ensure compatibility with existing residential uses. The City may reduce allowable density adjacent to low density residential uses for design compatibility. Development along the street edge should have individual entries to maintain the pedestrian orientation of the neighborhood. Predominant building heights should range from three or four stories adjacent to lower density residential development to six stories near higher intensity development.

The Urban Residential designation also allows commercial uses to be mixed with residential uses in a vertical or horizontal arrangement. The commercial uses are intended to provide shops and services to nearby residents, employees and transit riders. The commercial spaces could take the form of live/work units or flex space that could be used initially as living space but could be converted to commercial or live work space over time. The

commercial uses in this land use designation should be focused along West San Carlos Street and along or adjacent to The Alameda. The minimum combined FAR for both commercial and residential uses is 1.0 with a maximum combined FAR of 4.0.

Residential Neighborhood (typically 8 du/ac)

This land use designation is broadly applied to the established single family neighborhoods, both suburban and traditional residential neighborhoods that comprise most of San José. The densities of new residential development within lands designated Residential Neighborhood should reflect the existing residential densities within a given neighborhood, which in San José is typically 8 dwelling units to the acre. In the Diridon Station Area Plan this land use designation is only applied to the properties located on the south side of Auzerais Avenue, just east of Los Gatos Creek, which form the northern boundary of the established Hannah Gregory Neighborhood. This designation would allow commercial development on these properties provided such development does not negatively impact the Hannah Gregory Neighborhood to the south.

Open Space, Parklands, and Habitat

Park and recreation areas are essential for new and existing neighborhoods within the Diridon Station Area. While this land use designation are not planned within the Downtown West boundaries, Downtown West proposes parks and open spaces as set forth in the DWDSG and other applicable project approvals and project documents. Additional parks and open space is proposed throughout new residential and mixed-use development within the Diridon Station Area and include open space, parks, recreation areas, public plazas, and development of public facilities such as playgrounds, educational and visitor centers that serve these facilities. This plan also includes existing and recommends new open space and habitat area along Los Gatos

Creek within the planning area. Figure 2-1-1 identifies the private properties along the westside of Los Gatos Creek between San Fernando and Park Streets as Park/Open Space, because these properties are identified in the Downtown Strategy for additional park land. Until the City can purchase these properties for parkland, they could be redeveloped, consistent with the Envision San José 2040 General Plan, which designated them as Commercial Downtown. A more detailed explanation of open space can be found in Section 2.3, Landscape and Open Space.

Public/Quasi Public

Uses permitted within this classification include government, civic, cultural, educational, and public services such as the San José Arena and related parking facilities.

Required Retail Frontage

Retail plays a role in defining key pedestrian streets and neighborhood centers by providing restaurants and services to residents and workers in the area. The Required Retail Frontage aims to ensure that retail and commercial uses are available within residential areas to reduce the need for driving in the planning area. The street frontages with required frontage at the ground level are shown in Figure 2-1-1.

2.2 Urban Design and place making

INTRODUCTION

It became clear to the design team early in the design process for the 2014 DSAP that the project study area could naturally be broken down into three primary sub-areas, each of which has different characteristics and opportunities for development potential. These three sub-areas are illustrated in Figure 2-2-1 and can geographically be described as;

- NORTHERN ZONE – all land to the north of Santa Clara Street
- CENTRAL ZONE – all land between Santa Clara Street and San Fernando Street, centered on the new and expanded station
- SOUTHERN ZONE – the predominantly residential/mixed- use districts south of San Fernando Street

IDENTITY

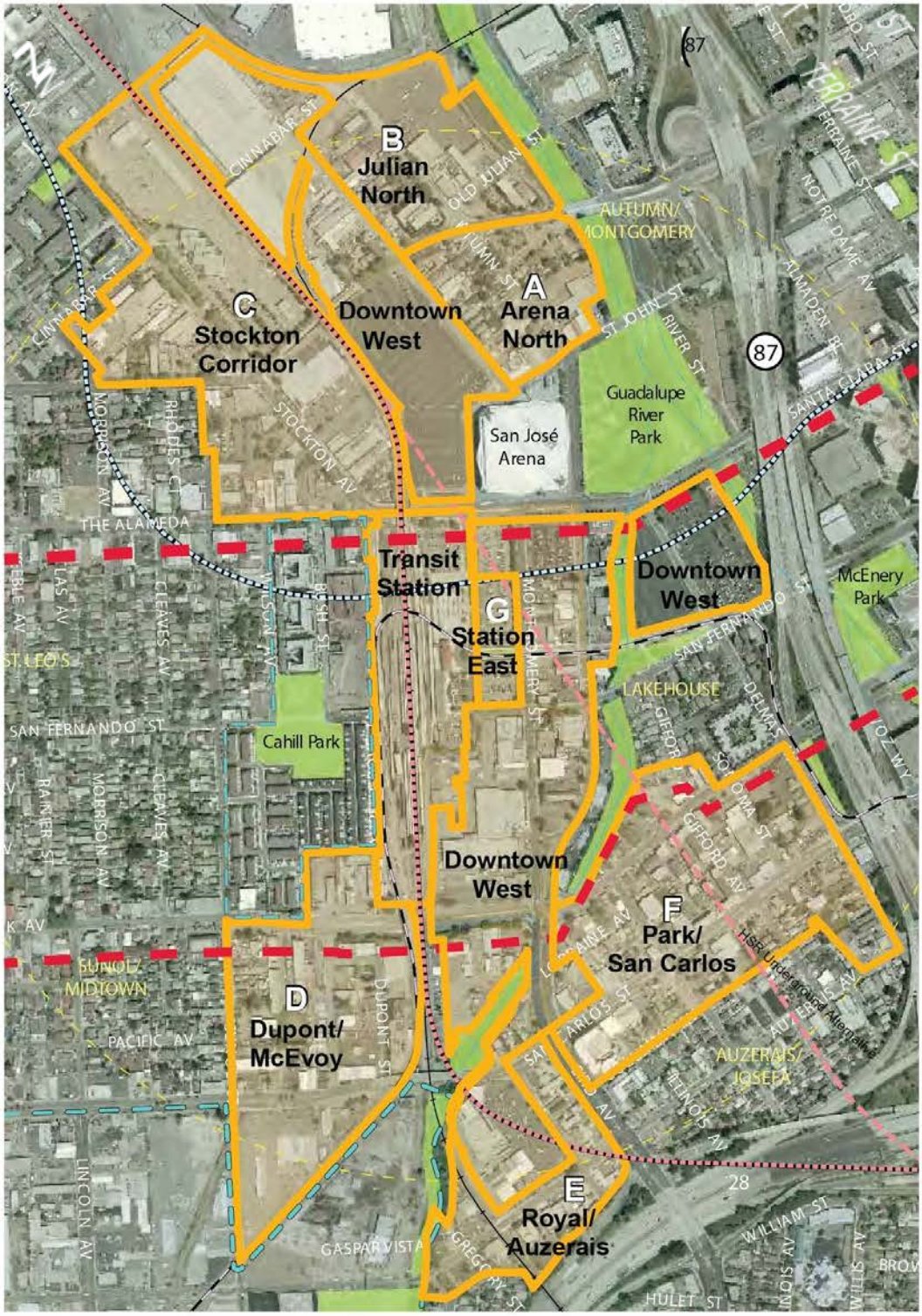
The new and existing developments in each of these three zones could be arranged around east-west spines creating three main street axes, each lending a unique characteristic to the Plan.

FIGURE 2-2-1: PRIMARY ZONES (AMENDED)

NORTHERN ZONE

CENTRAL ZONE

SOUTHERN ZONE



Aerial alignment through Diridon Station area provided by HSR Business Plan 11/11/11.

- NORTHERN ZONE– Julian Street for business and freeway access
- CENTRAL ZONE– The Alameda and Santa Clara Street for retail, commercial and entertainment access and direct connection to downtown
- SOUTHERN ZONE– San Carlos Street for access to the various neighborhoods and concentration of neighborhood serving retail

CONNECTIVITY

During the outreach process in the early information gathering phase for the 2014 DSAP, many stakeholders expressed a strong desire to see stronger east-west connections to help overcome the physical presence of the freeway and railroad overpasses which cut north-south through the area. The intensification of development along each of the three primary spines described above will give them a pivotal presence in each zone and will also help to extend the connectivity to the neighborhoods beyond the Diridon Station Area, especially the residential communities to the west and downtown to the east.

In addition to these east-west connections, it is important to identify strong north-south connections to help tie the three zones together and facilitate ease of movement between them.

The north-south connectivity which Autumn Parkway will provide is intended primarily for vehicles. In addition to this, there are opportunities to provide separate connections and routes for bikes and pedestrians. However, with the completion of the Los Gatos Creek Master plan and creek-side trail between Santa Clara Street and Park Avenue, along with improvements to the intersection of Park Avenue and Bird Avenue, the trail network is significantly enhanced. This will provide pedestrian and bike connections right through the project study area and beyond, linking to a much wider trail network which extends to the San Francisco Bay in the north into the Santa Cruz mountains in the south.

A second north-south primarily pedestrian spine has also been identified which passes through the heart of the Plan area and could connect some portions of the route that already exist and place a pedestrian emphasis on this connectivity. This could become a key 'urban' spine over time. The route extends from Lenzen Avenue in the north, crosses Julian Street and then travels north- south alongside the western edge of the San José Arena. After crossing Santa Clara Street, the route could pass through the plaza in front of the new station and follow an extension of Cahill Street south of Park Avenue. Wayfinding features should be incorporated into this pedestrian corridor to enhance it's identity.

Due to the nature of the existing pieces of this route, it probably won't be a direct straight line, but it is important to establish the route as a continuous one and for City staff to be vigilant in ensuring that new sections are added into the route as the various parcels along the way come up for redevelopment. The route could also be a catalyst for an Art Program to enhance the pedestrian experience.

2.3 Landscape and 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 José 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.

Consistent with this Plan's goal of enhancing and expanding access to open space and establishing an open space system integrated with Los Gatos Creek and Guadalupe River, the Downtown West project envisions an open space framework that complements the existing neighborhoods that surround Downtown West, provides a vibrant and inclusive public realm for residents, employees, and visitors, and enhances connectivity along the riparian corridors. The design standards and guidelines applicable to open space located within Downtown West are set forth in the DWDSG and other applicable Downtown West project approvals and documents. As described in the DWDSG, the development of open space within Downtown West seeks to build on the City's Los Gatos Creek Trail Master Plan vision to continue the trail system within Downtown West and to provide better connections between adjacent neighborhoods, Downtown San José, and the existing regional trail network and envisions a network of parks and open spaces that are easily accessible to nearby neighborhoods.

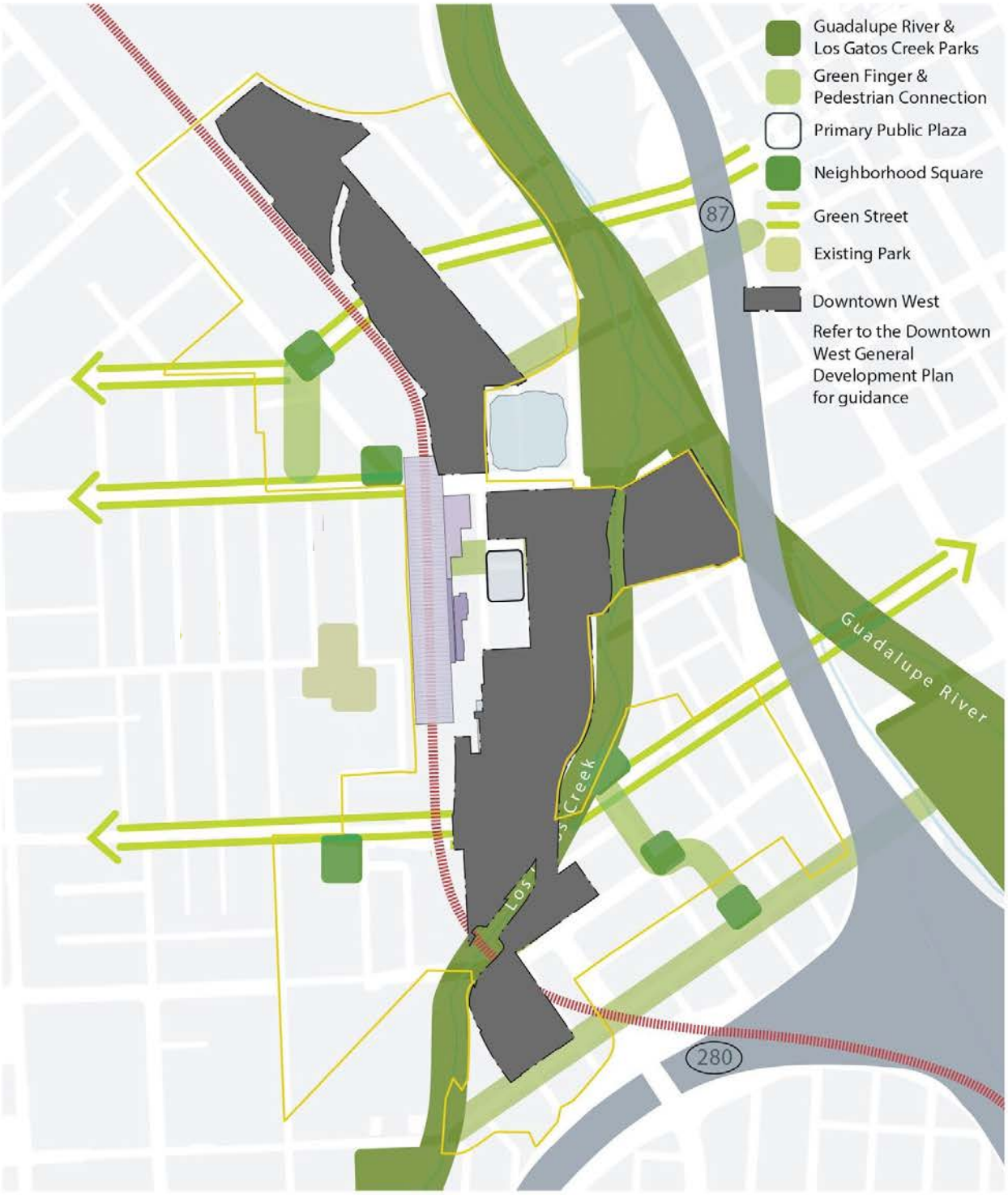
EXISTING FRAMEWORK

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. The area west of the existing railway lines and north of The Alameda is also not well connected to Downtown for pedestrians and cyclists.

STRATEGY

Various landscape and open space amenities are described in this section of the Plan. These proposals should be viewed as manifestations of the larger landscape and open space vision. Figure 2-3-1 illustrates the landscape and open space strategy for the Diridon Station Area and beyond. It shows that the range of ideas can be viewed as part of a system of open spaces, working from the City-wide context down to individual components at the local level. The following describes the types of open spaces which this Plan envisions will contribute to the environment and character of the station area plan.

FIGURE 2-3-1: LANDSCAPING AND OPEN SPACE STRATEGY (AMENDED)



1. THE GUADALUPE RIVER AND LOS GATOS CREEK

The plan for the Guadalupe River and Los Gatos Creek, including parks and trails, is found in the existing master plan, including The Guadalupe Parkway and the Los Gatos Creek Master Plan. The completion of the Los Gatos Creek improvements between Santa Clara Street and Park Avenue will be the final section of a much larger trail and open space network which connects San José with surrounding communities and countryside, from the San Francisco Bay to the Santa Cruz mountains. This trail and park system passes through the heart of the Diridon Station area and will provide improved recreational opportunities and enhance north-south pedestrian and bike connections to the whole of San José, including residents and visitors to the Diridon area. The design of these areas will meet the established standards of existing Master Plans.

2. COMMUNITY PARK

The 2014 DSAP included an 8-acre Community Park, most of which would be located on land that is now included in Downtown West. Downtown West includes a trail segment and publicly accessible park space on the former planned community park site, as well as additional parkland and open space elsewhere on the Downtown West site, as described below.

3. GREEN FINGER AND PEDESTRIAN CONNECTION

Overlaid onto the Guadalupe Parkway and Los Gatos Creek is the network of "green fingers" and pedestrian connection, which are intended to reach out and connect the larger public open spaces with the various neighborhoods within the plan area and to provide pleasant pedestrian and bicycle connections between the districts.

The green fingers, planned outside the Downtown West boundary, are envisaged to have a continuous, integrated bicycle and pedestrian pathway system, punctuated by active and passive programmed spaces. The green fingers will be designed for continuity and each could have a unique character expressed through program, plantings, furnishings and paving.

Some of the green fingers contain roads. These will be of sufficient width to allow separation of pedestrian and bike paths from the roads.

Pedestrian connections are streets and pathways that emphasize pedestrians and bicycles. They are a minimum of 20 feet wide as pathways and have wide sidewalks and bicycle routes when along a vehicular street. Downtown West may include some pedestrian connections that are narrower than 20 feet, as set forth in the DWDSG and other applicable Downtown West project approvals and documents.

Passive and active program elements and features along the green fingers and pedestrian connection may include:

- Quiet seating in contemplative garden spaces
- Interpretive elements and signage
- Social seating and picnic areas
- Game tables (chess/checkers)
- Children's play areas
- Sport courts (basketball, volleyball, tennis)
- Fitness circuit
- Drinking fountains
- Wayfinding and themed signage program

4. PRIMARY PUBLIC PLAZA

A new public plaza will be associated with the new high speed rail terminal and large enough to allow the visual impact of the terminal to be fully appreciated. The space, adjacent to the Station and outside of Downtown West, will have a civic as well as a commercial focus. It will be quite different than any other public open space in San José; it will demonstrate the City's commitment to creating a new transitional space and gathering place with a predominantly urban focus.

As the transition space, the plaza will accommodate high volumes of movement in different directions and provide a transition from the station area to the City. This is where the City welcomes the resident or visitor. Easy orientation will be essential; orientation to other transportation modes, pick-up areas, information points, destinations and a visible connection to downtown. Examples of civic spaces in the U.S. that function as both transition and gathering spaces include Pioneer Square in Portland, Oregon and Bryant Park in New York City.

The public plaza will be highly visible to street frontage on at least one side of the plaza. Key features of the plaza include:

- Central, large multi-use space open for flexible set ups and large public gatherings
- Built-in audio/visual infrastructure for events
- Restrooms
- Smaller, quieter, subzones with trees, shade, and seating
- Integrated bike and pedestrian circulation through the plaza, connecting with adjacent through bike and pedestrian routes

Alternative plaza configurations are described in section 2.4 of this Plan. It is important that the new plaza be visible, at least partly, from Santa Clara Street, San José's primary civic thoroughfare, so

Pioneer Square in Portland, Oregon

Bryant Park in New York City

that people who are moving through the area on foot, bike and car are aware of the presence of the plaza and are suitably intrigued to want to investigate and explore, either at that time or at a later date.

The land uses and block layout of the central core capitalize on the presence of the San José Arena and the Station to the west. The urban plaza, which is intended to be used as an outdoor room with a well programmed range of activities will be centrally located within this mixed-use zone and will be readily accessible by a diversity of patrons.

5. NEIGHBORHOOD SQUARES

At the local level, a network of smaller squares and plazas are distributed throughout the project area creating a focal point within each of the different neighborhoods. Figure 2.3.1 illustrates a network of possible nodes throughout the Plan area, many centered on significant intersections which could become memorable places. These nodes are located at a frequency which makes walking from one space to the next quick and easy, so that the entire Plan area benefits from improved pedestrian connectivity through an awareness of an evenly distributed and enjoyable collection of outdoor urban spaces. Equally important will be the connections between each of these spaces. The routes which connect these spaces to each other and to the surrounding neighborhoods should be understandable, pedestrian friendly and enjoyable environments in their own right.

Neighborhood squares would include places for community gathering, children's play, and multi-use lawn, and ample shade. They could typically be located at new or existing intersections and could be defined by the buildings around the edges being 'set-back' on one or more corners. This arrangement could create room for activity areas, outdoor dining, playgrounds, passive areas, landscaping, trees and shade. Although they are not labeled 'Neighborhood Squares' Downtown West includes several parks that meet this definition, as shown in the DWDSG and other applicable Downtown West project approvals and documents.

6. GREEN STREETS

Green streets are major east-west streets connecting the downtown with the Diridon Station Area and neighborhoods to the user. They are complete streets, meaning they amply accommodate all forms of transport, including bicycle and pedestrians. In addition, they are green because they have landscaping and seasonal street trees, which not only provide shade and seasonal color, but also can supply the means to treat stormwater run-off in bio-swales and other organic treatments. As shown in Figures 2-1-1 and 2-3-1, The Alameda, Julian Street, and Park Avenue are designated as green streets.

EAST-WEST CONNECTIONS

Figures 2-3-3 and 2-3-4 illustrate how the existing east-west connector streets could be differentiated in terms of their mode share emphasis. Julian Street, The Alameda/Santa Clara, Park Avenue and San Carlos Street all serve important roles as primary cross-routes for vehicular movement. As a companion to these, St. John Street, San Fernando Street and Auzerais Avenue could receive streetscape improvements which de-emphasize vehicular travel and promote these cross-route as primary pedestrian and bicycle corridors.

THE WIDER CONTEXT

The network of public open spaces within the project area relate to the network of existing parks and plazas in the surrounding neighborhoods. Emphasizing the connections between these places will become an important aspect of integrating the study area into its wider context. The connections also address community desires for east-west connectivity by promoting a well-connected city-wide grid of great outdoor spaces, many of which happen to be in the Diridon Station Area.

FIGURE 2-3-3: EXISTING EAST WEST CONNECTIONS - VEHICULAR EMPHASIS (AMENDED)

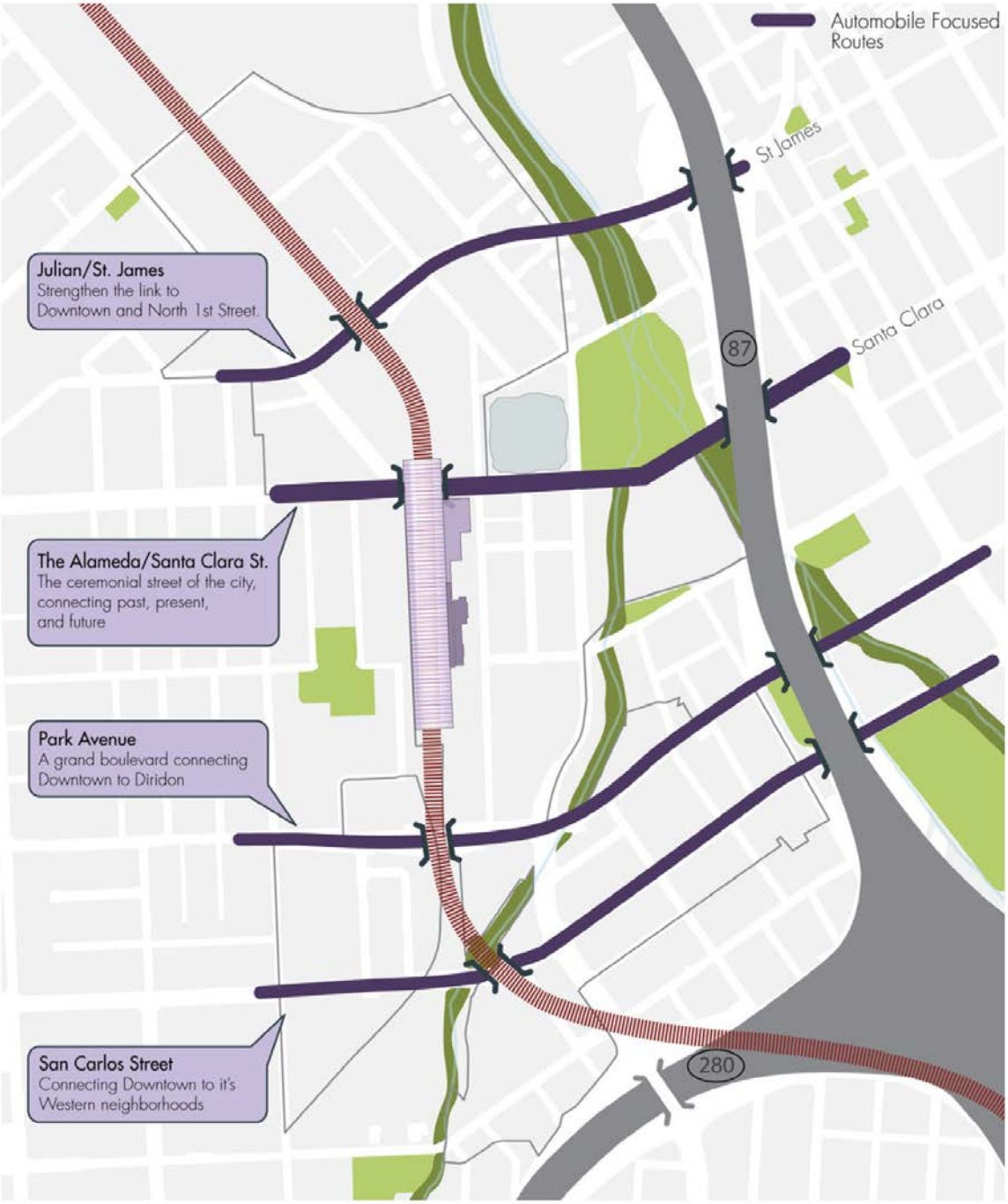
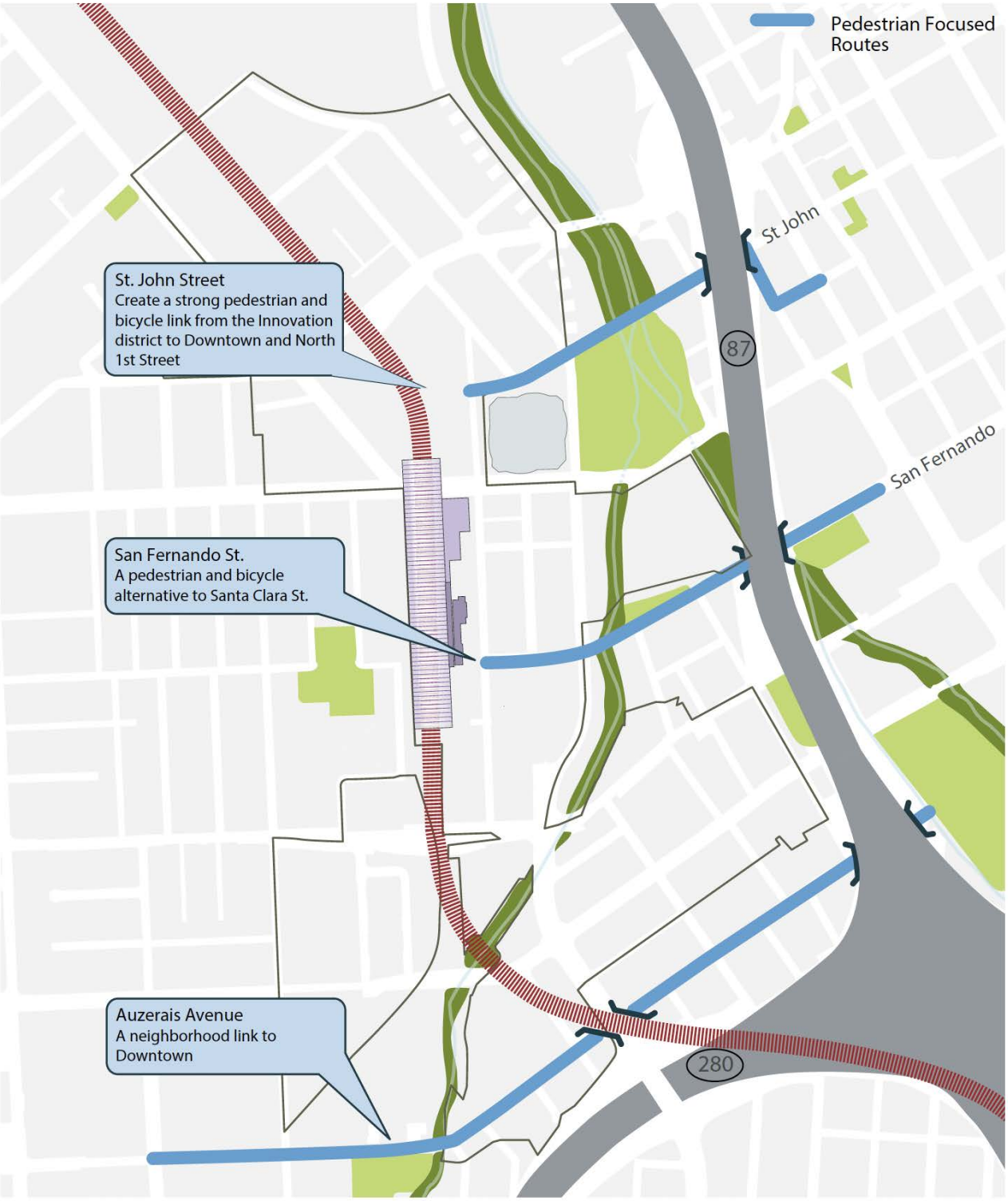


FIGURE 2-3-4: EXISTING EAST WEST CONNECTIONS - PEDESTRIAN AND BICYCLE EMPHASIS (AMENDED)



2.4 Primary public plaza concepts

The new HSR terminal building represents an opportunity for the City of San José to create an iconic gateway that can create deep, memorable mental images of San José. The station could be considered the "new cathedral" of the City: It is a landmark of symbolic importance for a 21st century transportation-based society. It is a place where people come, go, and meet. A central and appropriately-sized public plaza that could serve as the station's natural extension reinforces its civic role and ensures its functionality.

A public plaza that serves as a gathering and celebratory space for the central core area is a critical component of the plan. The new primary public plaza is the place where the City welcomes its visitors and residents. It needs to accommodate high volumes of movement in different directions and a wide variety of activities and functions. As described in Section 3.2, Public Open Space, additional public spaces will be integrated throughout the core area to complement the primary plaza: adjacent to the new terminal building; on the mezzanine level above the terminal; on circulation roadways such as Cahill and Santa Clara Street; BART station portals; spaces adjacent to the historical Caltrain depot; terminal foyer entrances areas; and at drop-off areas or multi-use streets within the area. It is imperative that the creation of a public plaza in the core area of the development be balanced with the shared goals of the City and the two local transit agencies who currently own the property in the core area, to 1) create a highly functional, mixed use development with densities necessary to support the planned high levels of public transportation in this area and 2) to create a highly active and lively pedestrian environment with excellent connectivity to downtown and transit. The plaza should be designed as a "place as art" where the art is an integral and intentional component of the place, where the design of the space itself contributes to and heightens the artistic quality.

Plans for Denver Union Station Plaza to open in 2014

It is the City's vision that the primary public plaza should provide:

- A focal point of the central core area that provides sufficient open space for a wide variety of activities
- Pedestrian and bike routes and facilities which would be visually reinforced
- Orientation and information about destinations, transit connections, and other transportation modes
- A comfortable place for meeting people, waiting, drop-off, and pick-up
- A transition from the station to the city through visual and physical connections to the station, the new district including the San José Arena and downtown
- A center of activity during the day and night with distinctive lighting that creates a sense of dynamism at night
- Space for cultural and special events, retail, entertainment, and cafés with outdoor seating
- A place where art is integral to the overall experience and creates an iconic identity for the plaza and the station
- Provide opportunities and facilities for small and temporary retailers such as food carts, farmers markets, and other retail vendors by providing necessary water and electrical hookups. Food stalls, retail vendors and holiday merchants could tap into the needed infrastructure to enliven the plaza area.
- New buildings surrounding the plaza should provide shade and protection from rain through the inclusion of arcades, awnings, and canopies.

A new plaza which has the new high speed rail terminal as an integral part of its surrounding fabric would be quite different than any other public open space in San José and would demonstrate the City's commitment to creating a new gathering place with a predominantly urban focus, befitting the presence of high speed rail. In

order to

showcase and support the new terminal structure, public access and entry spaces, the plaza should be located alongside the new building with a direct connection that enables a natural flow of movement and integrated activities. The 2014 DSAP identified three example plaza concepts that can serve as an illustrative view of various plaza designs. The examples provided are only to be considered illustrative examples. The final determination of size, location, orientation and number of open spaces will be made during the master development process to be conducted for the terminal and Central Zone and may deviate from the illustrative concepts shown below. As part of the master development process, actual alternatives will be developed to ensure the plaza design works in conjunction with the scope, scale, architecture and economics of the overall core area plan. In addition, the plaza's size, location, design and overall feasibility would be affected by the financial feasibility of the overall master development plan for the core area.

In any of the following illustrative concepts, the City should consider adding and/or improving pedestrian connectivity with direct and convenient crosswalks across Autumn Street to encourage maximum connectivity between the plaza and the Los Gatos Creek Park.

CENTRAL SQUARE PLAZA: ILLUSTRATIVE CONCEPT

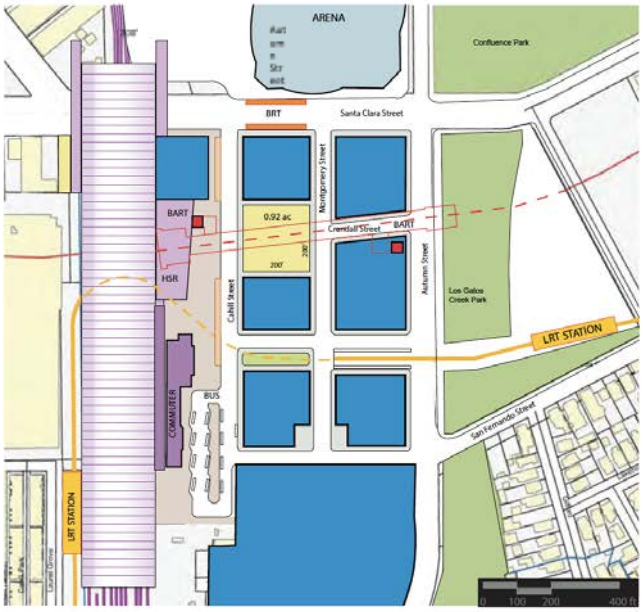
In this concept the proposed central square plaza is located on the east side of the new terminal between Cahill and Montgomery Street. Both the new station entrance areas and plaza are centered on the axis of a new east-west street connecting Montgomery with Autumn Street, which follows the alignment of the planned BART underground station. The square plaza and new street allow for a visual and physical connection between the new station and Los Gatos Creek Park. The plaza forms the center of the district and bundles

Main square in front of the HSR Station in Busan, South Korea

Union Station Plaza in Washington, DC

pedestrian movement in all directions. The square measures 200 feet on each side (0.92 acres) which equals the size of a typical walkable city block. The building blocks to the north and south front onto the plaza, allowing for ground floor uses to utilize and activate the plaza. The new station building leaves sufficient space for potential development on its north side, facing Santa Clara Street. Cahill Street remains the main access road to the station. With the plaza surrounded by streets on two sides and buildings on the other two sides, this concept emphasizes north-south vehicular circulation within the district and pedestrian

FIGURE 2-4-1: CENTRAL SQUARE PLAZA - ILLUSTRATIVE PLAN (AMENDED)



- Development Blocks
- Primary Plaza
- Station front plaza
- Drop-Off/ Taxi Areas
- Pedestrian Crossings/ Traffic Calming
- Green Network
- Existing Station Building
- New Terminal

movement in all directions. The urban character of the square plaza underlined by its symmetrical shape and a clear spatial definition through the buildings on all four sides. The block shapes and sizes allow for a high level of development flexibility.

Central Square Plaza: Advantages

- Urban character
- Edges defined by buildings
- Simple and recognizable form that provides a focus to the new station building
- Central location forms the "heart" of the district
- Regular shaped building blocks surrounding the plaza
- Ground floor uses can connect to the plaza on two sides
- Visual connection between station and Los Gatos Creek Park, subject to the limitations of the BART portal locations and sizes

Central Square Plaza: Limitations

- Limited visibility from Santa Clara Street
- Relatively small size and symmetrical shape of the plaza is more difficult to use for different events
- The lack of an east-west street connection along plaza creates large north-south oriented block
- Eastern BART entrances can not be located on the square
- The east-west vehicular circulation is interrupted by the square plaza and may cause unnecessary traffic volumes on the other area roadways
- Given the size of this plaza a major public artwork may conflict with other activities, thus creating some limitations for the siting a major public artwork.
- Limited service access locations for event set-up and facilitation

Central Plaza in front of the central station in Milan, Italy

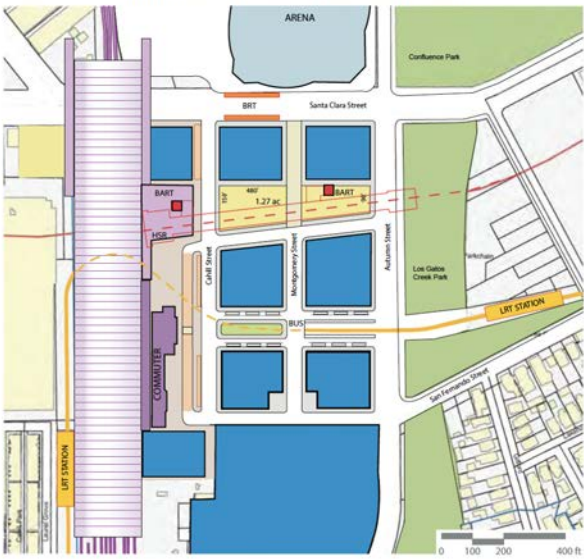
Exchange Square in Manchester, UK, is a triangular-shaped plaza

Schouwburgplein in Rotterdam, The Netherlands, is lined with buildings and streets that are limited access or include traffic calming features

TRIANGULAR PLAZA: ILLUSTRATIVE CONCEPT

This public space layout responds to the diagonal direction of the planned BART underground station by placing a similarly oriented east-west street on the south side of the plaza while maintaining a building edge parallel to Santa Clara Street on its north side. The triangular-shaped plaza makes a strong urban statement through its clear east-west orientation and serves as a generous connection between the station and Los Gatos Creek Park. It measures about 1.27 acres, with a maximum length of 150' and 90' on its short ends and an overall length of two blocks (approximately 480'). The new station building forms the visual terminus on the plaza's west side. The plaza is bisected by Montgomery Street, which can be designed to allow for limited access or temporary closure in order

FIGURE 2-4-2: TRIANGULAR PLAZA - ILLUSTRATIVE PLAN (AMENDED)



- Development Blocks
- Primary Plaza
- Station front plaza
- Drop-Off/ Taxi Areas
- Pedestrian Crossings/ Traffic Calming
- Green Network
- Existing Station Building
- New Terminal

to facilitate a direct pedestrian connection between the plaza and the San José Arena during large events. The two distinct zones of the plaza allow for different programming and events. Ground floor uses in the building blocks fronting on the plaza can activate it and draw on pedestrian movement towards the creek and the San José Arena. The plaza layout structures the district in east-west direction and ensures easy orientation and pedestrian movement towards downtown. The new corridor open plaza intersects with Montgomery Street as the main connector between the San José Arena and southern Station Area, thus contributing to overall connectivity. The eastern BART entrances can be integrated in the plaza, making them visible and easily accessible.

Triangular Plaza : Advantages

- Unique and memorable shape
- Distinctive visual and physical connection between the station and Los Gatos Creek Park/ downtown, subject to the limitations of the BART portal locations and sizes
- High visibility and presence within the district and from Autumn Street/ Los Gatos Creek Park
- Buildings front onto the plaza and provide opportunities for pedestrian-oriented ground floor uses
- The plaza structures the district in east-west direction and improves overall connectivity
- The additional east-west street south of the plaza helps distribute vehicular traffic to the station
- Curb lines along the plaza's south side can provide for additional drop-off/ waiting areas

The planned esplanade in Liège, Belgium, will connect the new HSR Station to the river

A limited access road at the main square in Delft, The Netherlands, makes the street part of the plaza

The main plaza in front of the central station in Antwerp, Belgium

Pedestrian crossings in front of the central station in Frankfurt, Germany

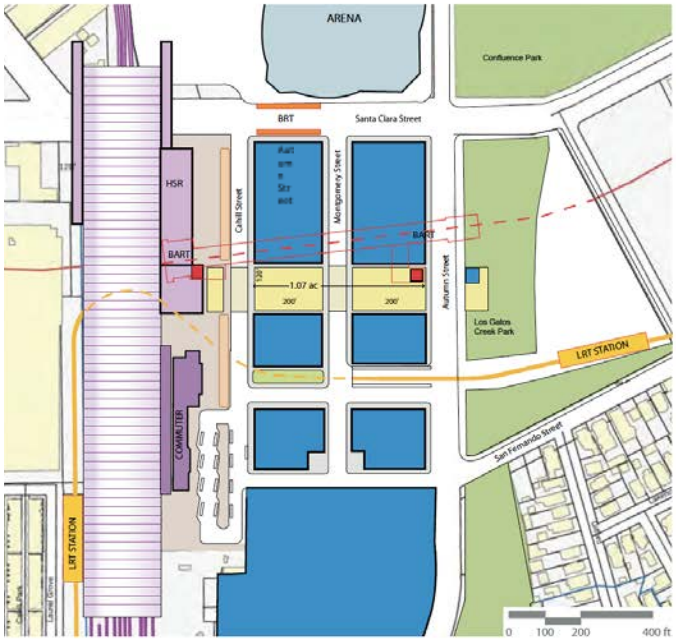
- Development Blocks
- Primary Plaza
- Station front plaza
- Drop-Off/ Taxi Areas
- Pedestrian Crossings/ Traffic Calming
- Green Network
- Existing Station Building
- New Terminal

- The long shape of the plaza allows for different zones and programming
- The northern portion of Montgomery Street can be designed for limited access or temporary closure
- The eastern BART entrances can be located on the plaza
- Development opportunity north of the new terminal building
- Multiple service access locations for event set-up and facilitation
- “Expose” the iconic terminal and create a grand boulevard
- Strong axis can reinforce a robust urban design framework

Triangular Plaza : Limitations

- Plaza is framed by buildings on three sides only

FIGURE 2-4-3: LINEAR PLAZA - ILLUSTRATIVE PLAN (AMENDED)



- Linear shape may reduce the spatial cohesiveness of the plaza, particularly if Montgomery Street remains open for traffic
- Size and orientation of the plaza may make it difficult to activate all areas at all times
- Pedestrian-oriented ground floor uses are only directly connected to the plaza along its northern edge

Plaza del Pilar in Zaragoza, Spain, is a linear public space

Linear plaza in the city center of Bristol, UK

LINEAR PLAZA : ILLUSTRATIVE CONCEPT

Similar to the triangular corridor space, this concept also stresses east-west connectivity by placing a linear plaza between the new station building and Los Gatos Creek Park. The plaza has a simple rectangular shape with the new station building serving as its western endpoint and the park as it eastern endpoint. The plaza stretches over two blocks and measures about 1.07 acres with a length of 120' on its short side. By locating the plaza at the center of the district and closer to the existing station building, the plaza bundles pedestrian movement from and to both buildings. The blocks between the plaza and Santa Clara Street are larger than in the other two alternatives and offer greater flexibility for development. However, building on top of the planned BART underground station increases structural complexity and requires thorough planning and construction coordination. Buildings and active ground floor uses frame the plaza along its entire length on the north and south side, which helps activate the plaza. The eastern BART entrance can be integrated in the plaza with an optional second entrance further to the north in Montgomery Street. The two long center blocks require vehicular circulation to primarily move in north-south direction.

Linear Plaza : Advantages

- Simple and recognizable shape in central location of the district
- Emphasis on east-west pedestrian connectivity and north- south vehicular circulation
- Plaza bundles movement from the old and new station
- Large blocks on the north side of the plaza
- Plaza lined with active ground floor uses on two facing sides
- The plaza serves as an extension of the open space network
- Narrow plaza width responds to the human scale while the plaza's length allows for different zones and programming
- Eastern BART entrance can be incorporated in the plaza
- Desirable for public artworks for the extension into Los Gatos Park

Linear Plaza : Limitations

- Due to its linear shape, the plaza's character may be perceived as a connecting space rather than an intimate urban place
- Depending on the height of the surrounding buildings, the space could feel 'canyon-like'
- Streets may interrupt the cohesiveness of the plaza; textured pavement can help provide pedestrian crossings and visual continuity
- Following the rigidity of the street grid, the plaza requires design features that add interest
- Large blocks limit vehicular connectivity
- Montgomery Street cannot be easily closed during events
- The BRT station is not well connected to the plaza
- Of the three illustrative concepts shown, this plaza configuration is the least visible from Santa Clara Street
- Limited service access locations for event set-up and facilitation

2.5 Station concept and layout

INTRODUCTION

San José Diridon Station will be the best connected transportation hub on the West Coast with the convergence of virtually every mode of public transportation. Activity will increase dramatically with the addition of high speed rail and the extension of Bay Area Rapid Transit (BART) to Diridon Station, combined with significant growth by current intercity rail, commuter rail, light rail and bus operators. These new services and growth in demand will create the need for a significant expansion of the existing station. New development will also drive ridership growth, as described in the Station Area Plan. The station expansion will serve as a centerpiece of the station area and is an opportunity to build an iconic gateway to San José and Silicon Valley.

This section presents the preferred alternative for the Diridon Station Expansion Plan as of the adoption of the 2014 DSAP. The preferred alternative was selected based on the evaluation against the Station Planning Goals described in the Diridon Station Area Plan Alternative Analysis Report.

Planning for Diridon Station has continued since 2014, and although the concepts described below will not change, some specific elements are likely to be replaced. Because station layout remains in progress, the text below has not been revised except where necessary to avoid references to 2014 DSAP elements (e.g., the ballpark) or documents (e.g., the “test fit”) that are no longer included.

The 2014 preferred alternative was developed assuming an elevated high speed rail alignment; however, it could be modified to accommodate an underground high speed rail alignment. The necessary modifications to the plan with underground high speed rail are described in the sections below.

A new station building would be constructed north of the existing historic rail depot. The historic depot would remain in operation as part of the passenger rail facility. A future extension of BART would be accommodated below ground and would be directly connected to the new station building with a wide underground concourse that could support commuter-retail opportunities.

The Diridon Station Expansion Plan is intended to provide a framework for future planning and design efforts for the station. The plan presented in this section represents a general arrangement and master plan for the facility and contains alternatives that were intended as planning tools for the 2014 DSAP. It identifies an approximate building space program based on information currently available, and locates the major building and transportation program elements on a station site plan. Additional effort is required to determine the ultimate architectural and detailed design. No new fixed facilities envisioned in this Plan should preclude the expansion of future high speed rail platform or tracks.

Since adoption of the 2014 DSAP, the City of San José, the Peninsula Corridor Joint Powers Board (PCJPB, also known as Caltrain), Santa Clara Valley Transportation Authority (VTA), and the California High-Speed Rail Authority (CHSRA) (the "Partner Agencies") formed a public agency partnership in July 2018 to work on a station design effort called the Diridon Integration Station Concept Plan (DISC). The DISC planning is ongoing and transportation strategies in this section are conceptual and illustrative. In February 2020, the San José City Council, PCJPB and CHSRA endorsed the preferred Concept Layout, which included the three following design principles: the station should be elevated; there should be entrances at Santa Clara and San Fernando streets; and track approaches should generally stay within the existing northern and southern rail corridors. The VTA board endorsed the preferred Concept Layout in June 2020. The three station alternatives described in this Section were developed as part of the 2014 DSAP process. The final station layout, exact location, and rail alignment will be finalized through the ongoing DISC process.

PHYSICAL SPACE PROGRAMMING

In order to develop future space requirements for the station, a two-step approach was taken: First, design capacity for the station was identified based on available ridership forecasts. Second, the ridership capacity was used to estimate physical space requirements.

RIDERSHIP PROJECTIONS

Transit ridership projections for the horizon year 2030 were collected from all operators that provide service to Diridon Station. The projections provide an overview of the expected ridership demand from each of the transit operators and the station facility needs that will be required for that level of ridership.

Figure 2-5-1 summarizes the existing and future design ridership used for the space programming analysis. It should be noted that a comprehensive ridership forecasts have not been completed. It is recommended that ridership forecasts be updated with a consistent set of assumptions regarding transit service and station area land use as part of future station planning and design efforts.

FIGURE 2-5-1: EXISTING AND FUTURE RIDERSHIP

	2009 Weekday			Future (2030-2035) Weekday		
	Daily			Daily		
	Trains	Passengers		Trains	Passengers	
		Boarding	Alighting		Boarding	Alighting
ACE	6	300	300	12	1,800	1,800
Amtrak Capitol Corridor	14	225	225	32	460	460
Amtrack Coast Starlight	2	n/a	n/a	n/a	100	100
BART	*No existing service*			n/a	10,510	10,510
Caltrain	96	3,000	3,000	172	10,125	10,125
High Speed Rail	*No existing service*			228	12,100	12,100
VTA Light Rail	n/a	485	485	n/a	1,150	1,150
Total		**4,010**	**4,010**		**36,245**	**36,245**

SOURCES

- VTA, Diridon/Arena Station Profile (2009) based on 2003 data
- Capital Corridor, Monthly Station Ridership Activity (FY 2008-2009)
- Caltrain, Average Weekday Ridership Counts (2009)
- VTA, Average Weekday Ridership Counts (October 2008, March 2009)
- Capital Corridor Satisfaction Study (June 2009)
- VTA, Light Rail Platform Intercept Survey (2008)
- Caltrain, Onboard Survey Results (October 2007)
- Stacy Cocke PCJPB, "Caltrain Ridership Forecasts (personal communication, January 2010)
- CHSRA, Station Area Parking Guidance Technical Memorandum, July 2010

PHYSICAL SPACE PROGRAM

The ridership projections were used to develop a building space program. This process was described in greater detail in the Diridon Station Area Plan Alternative Analysis Report. The expanded station campus will be comprised of several major components including:

- Rail Tracks and Platforms. VTA Light Rail, conventional diesel and electrified heavy rail, High Speed Rail
- Station Concourse. Includes passenger circulation, processing and back-of-house support areas. Station concourse requirements have been estimated for both high speed and conventional rail services
- Diridon/San José Arena BART Station. The physical program and design of the future underground BART station is proposed to be fixed based on the Silicon Valley Rapid Transit (SVRT) Project's 65% Engineering Plans. The exceptions are the station portals, 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

STATION BUILDING PROGRAM

Figure 2-5-2 summarizes the building space program needs for both high speed and commuter services. Area for rail platforms would be in addition to the values shown.

FIGURE 2-5-2: SPACE PROGRAM NEEDS

Program Element	**Area (ft^2)**
Commuter Rail Services	
Public Concourse Zone	29,500
Controlled Concourse	6,500
Station Support Areas	16,200
Commuter Rail Services Total	*52,200*
High Speed Rail Services	
Public Concourse Zone	24,100
Controlled Concourse to High Speed Rail Platforms	5,200
Station Support Areas	16,100
Station Platforms	27,600
High Speed Rail Services	*73,000*

PREFERRED STATION ALTERNATIVE

DESCRIPTION

The Diridon Station Area Plan Alternatives Analysis Report prepared for the 2014 DSAP described three potential station arrangements. The preferred station alternative is the Alternative A "Linear" scheme, modified to accommodate elevated High Speed Rail platforms and tracks. Figures 2-5-3 to 2-5-7 illustrate the general arrangement each level of the Station Expansion Plan.

The preferred station arrangement balances the multiple functions of the station, including:

- A high volume ***commuter facility*** that is integrated into surrounding urban fabric;
- An ***intermodal passenger hub*** providing seamless transfers between multiple modes of transportation; and
- A ***long-distance train station*** serving passengers who may be frequent, infrequent or first time users of the station.

This concept arranges the station program components linearly east Cahill Street between W. Santa Clara Street and the PG&E substation south of W. San Fernando Street. A new station building would be located near the corner of Cahill Street and W. Santa Clara Street. The new station building presents a major design opportunity and would serve as the gateway to San José for arriving passengers. It would provide a new street-level grand entrance, a large concourse for passenger circulation and waiting, ticketing and passenger support functions as well as station support and back-of-house areas. In addition, the new station building would accommodate street and station-oriented retail and could have the potential for additional joint development.

The existing historic depot building would remain in its current location and would continue to be used for passenger rail functions. It is envisioned that the SP baggage building be reconfigured and be used primarily for passenger circulation, with the station support facilities relocated to the new station building. Vertical circulation from the depot to the existing pedestrian tunnel would also be improved to meet ADA requirements.

The station would include two rail platform levels. Conventional heavy rail platforms would be located at-grade and configured as currently being constructed in the South Terminal Improvement Project. High speed rail tracks and platforms would be elevated approximately 60 feet above existing grade. An intermediate mezzanine level would provide access to the rail platforms above and below, as well as bridge across the rail tracks and W. Santa Clara Street to provide new station access opportunities. The mezzanine level would also provide a pedestrian link across the tracks generally aligned with San Fernando Street to improve connectivity between the east and west side of the tracks.

A plaza and portico would be located between with two station buildings, providing pedestrian connections as well as public art and landscaping opportunities. BART would be located below the north end of the plaza and the new station building, with the ability to have station portals in the plaza as well as directly into the new building.

The 2014 DSAP also identified two options for the bus transit center. Planning for Diridon Station has continued since 2014 and the bus transit center layout remains in progress. The text below has not been revised except where necessary to avoid references to 2014 DSAP elements (e.g., the ballpark) or documents (e.g., the “test fit”) that are no longer included. The two bus transit center options described in this Section were developed as part of the 2014 DSAP process. The final layout and exact location will be finalized through the ongoing DISC process. The “Bus Plaza” option would locate the bus transit center at the southern end of the station site at the intersection of Cahill Street and W. San Fernando Street. The “Transit Mall” option would locate the bus transit center on Crandall Street between Cahill Street and Autumn Parkway. These options are further described in the following section.

Underground High Speed Rail Option

If the underground high speed rail alignment is selected, the general arrangement of the station and street level circulation would be the same as described above, with the following exceptions:

1. A below-grade pedestrian connection would be required to connect the new station building to the high speed rail platforms. This connection would be parallel and adjacent to the BART station concourse.
2. Elevated high speed rail platforms and canopies would not be required.
3. The floor area of the mezzanine level could be reduced in size. The additional connection points to and across the conventional heavy rail tracks would remain as part of the expansion plan.

FIGURE 2-5-3: UNDERGROUND LEVEL PLAN

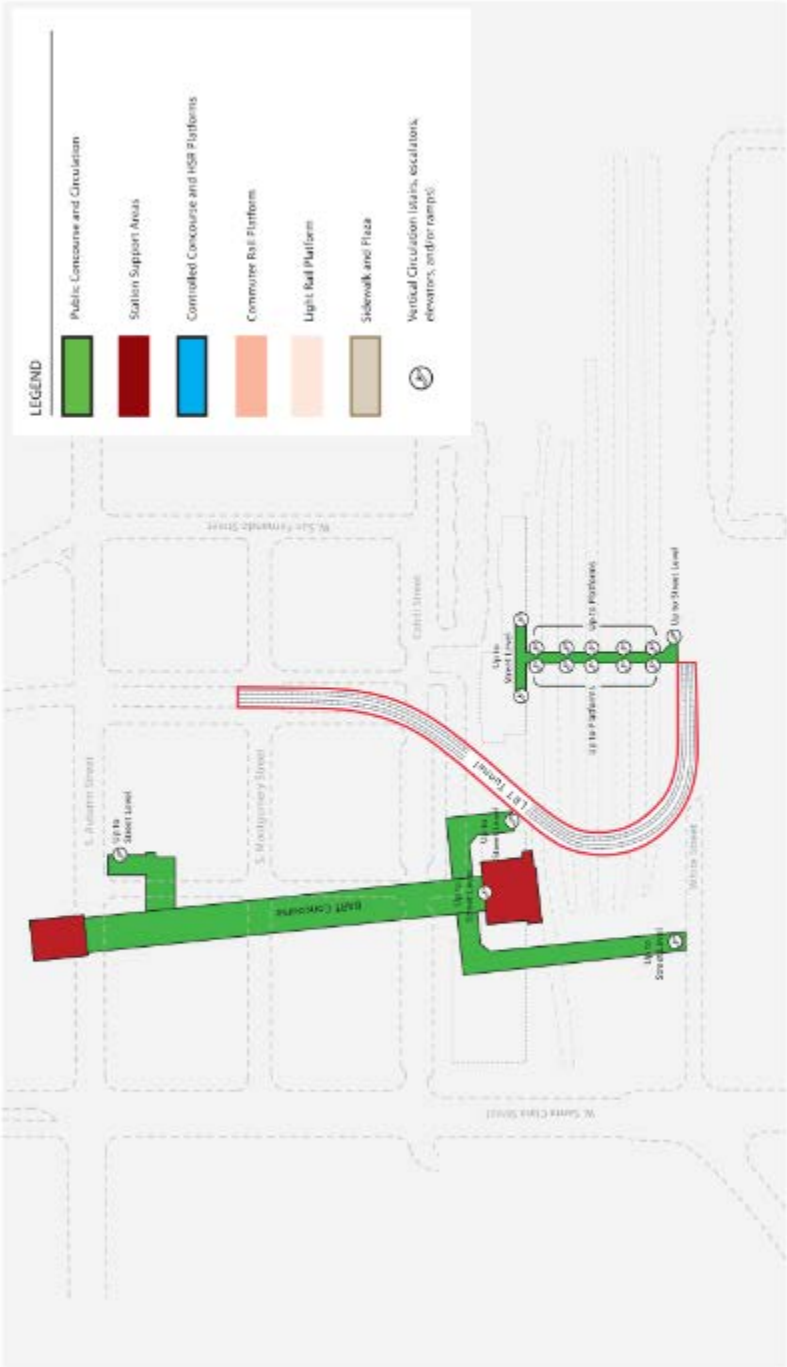

LEGEND
Public Concourse and Circulation
Station Support Areas
Controlled Concourse and HSR Platforms
Commuter Rail Platform
Light Rail Platform
Sidewalk and Plaza
Vertical Circulation (stairs, escalators, elevators, and/or ramps)
S. Fulton Street
Up to Street Level
S. Montgomery Street
EAST Concourse
Up to Street Level
Up to Platforms
Up to Platforms
Up to Street Level
LRT Tunnel
Up to Street Level
Up to Street Level
Up to Street Level

FIGURE 2-5-4: STATION STREET LEVEL PLAN

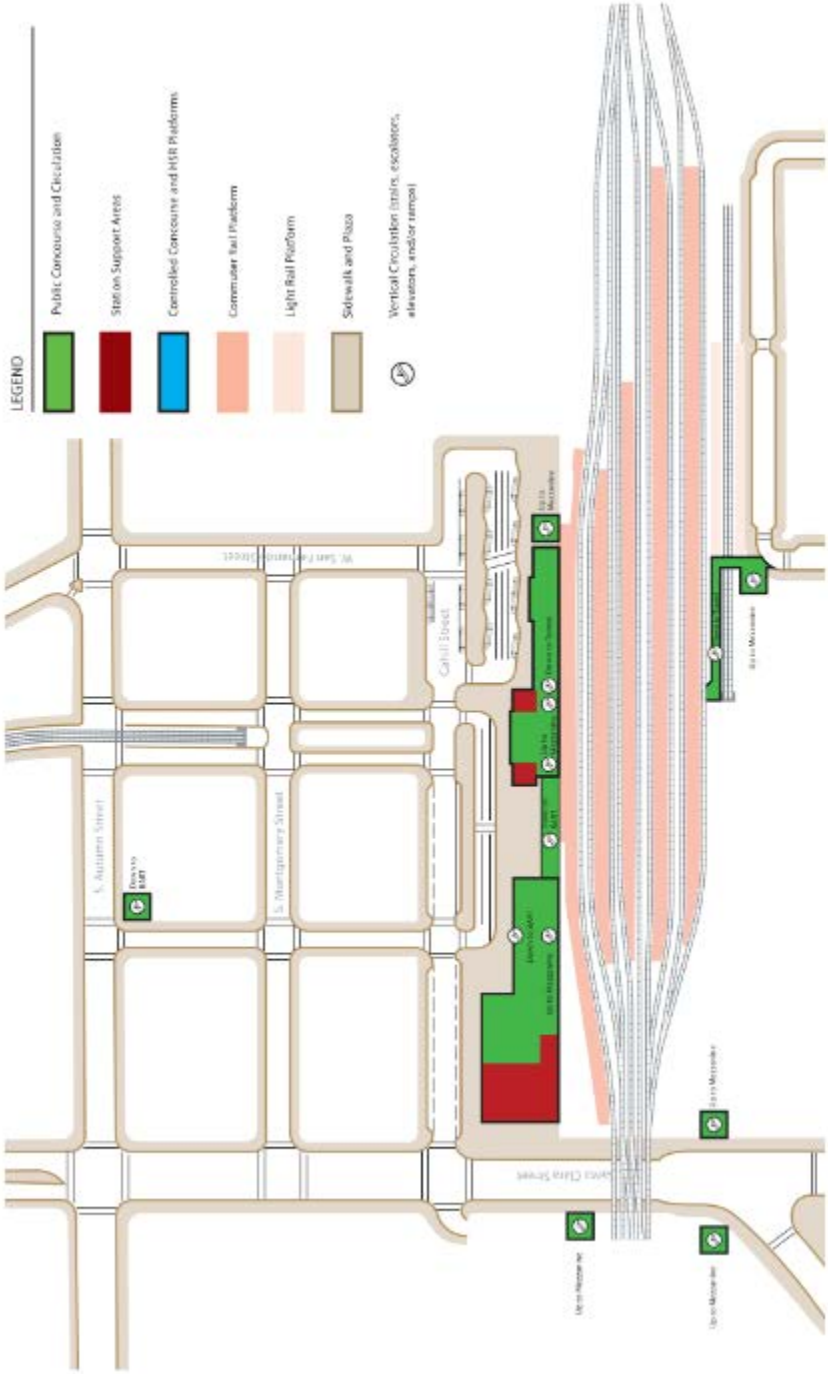


FIGURE 2-5-5: STATION STREET LEVEL ALTERNATIVE PLAN

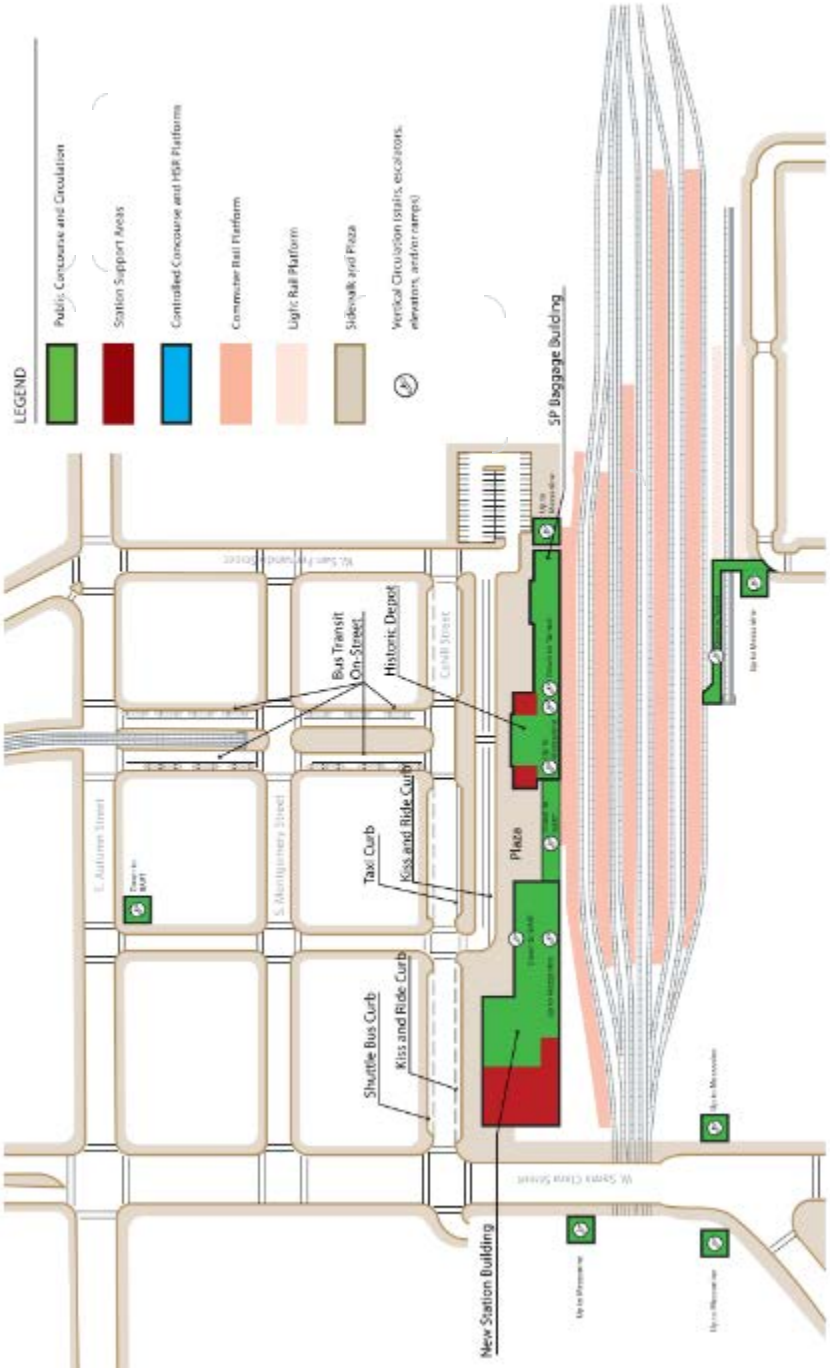


FIGURE 2-5-6: STATION MEZZANINE LEVEL PLAN

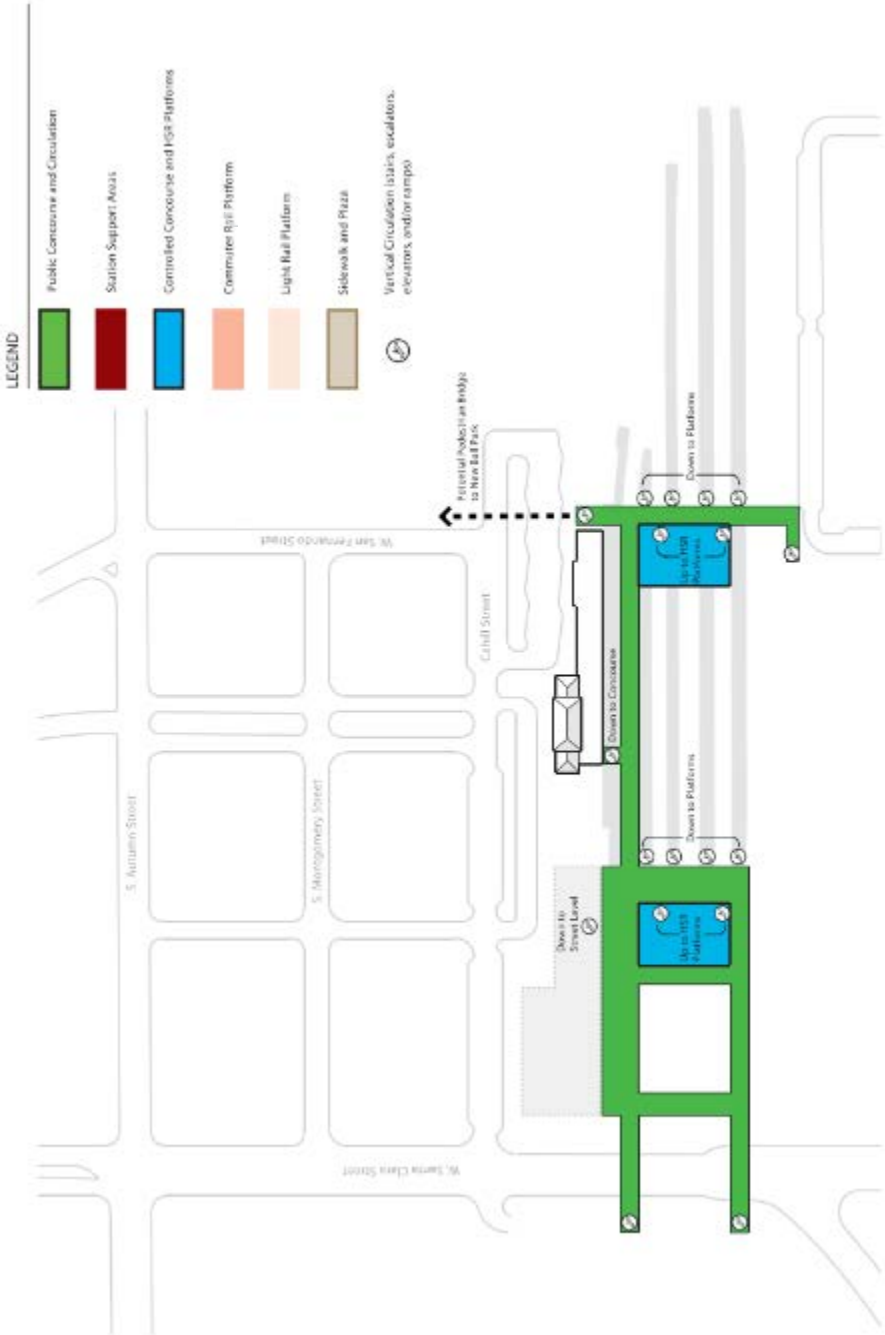


FIGURE 2-5-7: HIGH SPEED PLATFORM LEVEL PLAN

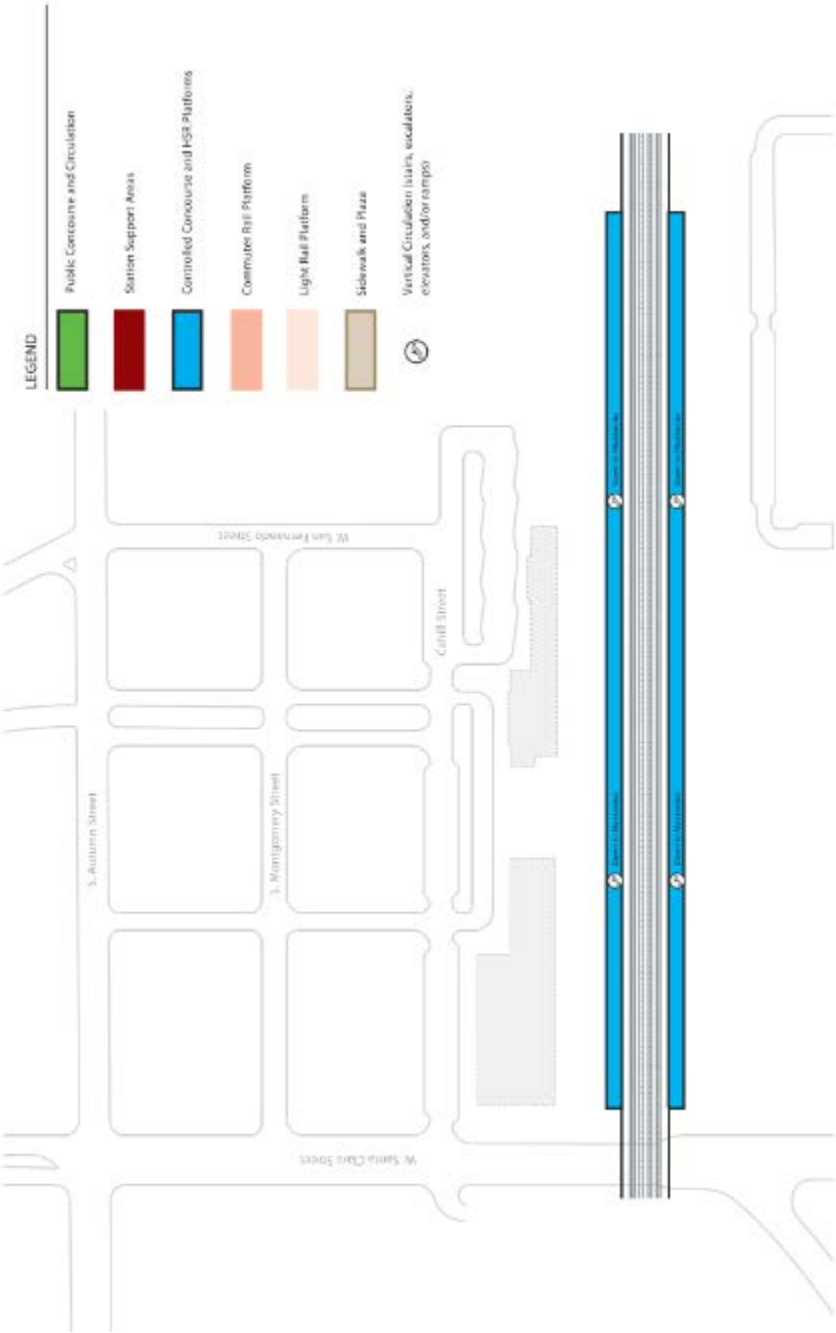
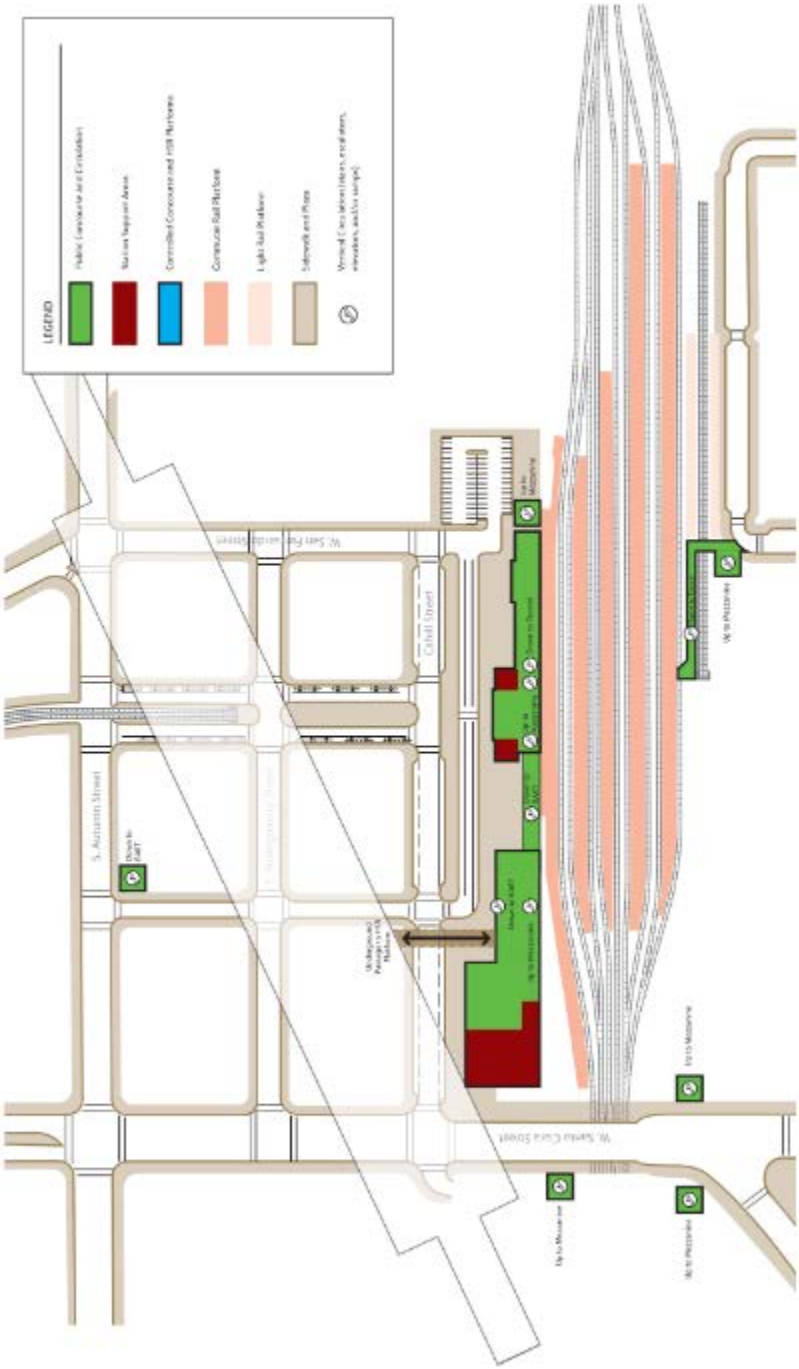


FIGURE 2-5-8: UNDERGROUND HIGH SPEED PLATFORM



ACCESS AND EXTERNAL CIRCULATION

As a commuter facility, the station should have multiple access points to the surrounding transportation network. Priority should be placed on access by pedestrians, bicycles and public transportation. The new station building will provide a new grand entrance to the station from the east. Further, the station mezzanine level will create the opportunity to bridge across W. Santa Clara Street and provide new entrances on both sides of the rail tracks. Modifications to baggage building would also create a new entrance at the southern end of the station campus.

As an intercity train station, it must be legible to unfamiliar users, with a clearly defined entry and orientation points. The linear arrangement of the new station and the historic depot would create two distinct entry points that could be branded for different rail services. Similar to airport terminals, this arrangement would aid wayfinding and distribute passenger demand. The new station building will be highly visible from W. Santa Clara Street and adjacent areas and is intended to be the “front door” for High Speed Rail and intercity rail passengers in addition to serving commuters. The historic depot and SP baggage building could be branded primarily as the commuter rail facility and for through access to communities east and west of the station.

While this branding strategy would be beneficial for unfamiliar users, once inside the station it would provide seamless connections between services. There will be multiple access points for all operators as described in the Internal Circulation section.

Vehicular access would be provided primarily from Cahill Street. A kiss and ride curb would be located in front of the new station building and the historic depot. Additional curb frontage on Cahill Street would accommodate private shuttle buses and taxis. Private

vehicles would be able to recirculate to the kiss and ride curb via Cahill Streets or other local streets to the east, as described in the Station Area Plan.

2014 TRANSIT CENTER OPTIONS

Diridon Station will continue to be a major transfer station between bus and rail, with approximately 10 bus lines stopping or terminating at Diridon Station. It is necessary to accommodate bus activity in a way that provides for efficient bus operations, while also facilitating passenger transfers and complimenting the local land use and urban design objectives. As previously shown in Figures 2-5-4, 2-5-5, and 2-5-6, this section discusses the three transit center options developed as part of the 2014 DSAP process. The final transit center layout and location will be finalized through the ongoing DISC process.

Bus Plaza Option (Figure 2-5-4)

The 2014 DSAP Bus Plaza option would create a partially off-street bus transit facility at the southern end of Cahill Street at W. San Fernando Street. Buses would circulate in both directions on Cahill Street and around a center island located west of Cahill Street in front of the SP baggage building. Bus access to the transit center would be via W. San Fernando Street and Cahill Street. In the event of the closure of W. San Fernando Street, buses accessing from the east and south would be rerouted to Crandall Street (if left turns are permitted to and from Autumn Street) or via W. Santa Clara Street and Cahill Street. This option is provided for illustrative purposes only.

Transit Mall Option (Figure 2-5-5)

The 2014 DSAP Transit Mall option would create an on-street transit facility on Crandall Street between Cahill Street and Autumn Street. Crandall Street, currently a one-block long one-way couplet

would be extended to Autumn Street and left turns would be permitted for buses to and from Autumn Street. The Transit Mall would be located in front of the historic depot on the pedestrian corridor linking to the San Fernando VTA Light Rail Station, W. San Fernando Street and the Guadalupe River Trail. The skewed alignment option adapts the transit mall option to the skewed high speed rail alignment discussed in 1.5.2. This option includes an underground walkway across Cahill Street connecting the high speed rail platform to the station. The circulation would remain the same as the transit mall option and the station massing would remain the same with the exception of an additional canopy. This option is provided for illustrative purposes only.

INTERNAL CIRCULATION

The Diridon Station Expansion Plan has been developed to optimize circulation for arriving, departing and transferring passengers by creating multiple convenient internal links, while also providing visual connections and creating intuitive circulation paths for unfamiliar users.

Diridon Station is envisioned as a two level train station with commuter rail operating at grade and high speed rail operating above the commuter rail tracks. Light rail operations will remain in their current location along the west side of Diridon Station. An intermediate mezzanine level would serve multiple functions including:

- Provide access to the High Speed Rail platforms;
- Provide circulation in the north-south direction between the new station building and the southern end of the high speed rail platforms, potentially with moving sidewalks;
- Provide supplemental access (in addition to the existing pedestrian tunnel) to the conventional rail platforms;
- Facilitate direct transfers between the conventional and high speed rail services;
- Accommodate station program, such as waiting areas and secure high speed rail platform access control

- Provide convenient link from underground BART public concourse to a new station basement concourse; and
- Provide public circulation routes that bridge across the rail tracks and W. Santa Clara Street, allowing for new station entrances and improved connectivity.

Commuter rail passengers accessing the station could enter through one of the multiple entrance points including the new station building, the historic depot, or the baggage building. They would then proceed to the platforms using either the existing tunnel or the new mezzanine connections. Ticket Vending Machines and Clipper stations could be located throughout the facility along major pedestrian paths. The historic depot could be branded for Caltrain and/or Amtrak services, serving as a point of orientation and accommodating staffed information and ticketing functions.

High speed rail passengers who are not regular users would typically enter through the new station building which would house ticketing and other passenger support functions. Regular users familiar with the facility and not requiring support functions could use any of the other entrances. Passengers would then proceed up to the mezzanine level which would house additional waiting areas, platform access control and security checkpoints, and vertical circulation up to the platforms.

Based on the analysis completed to date by the California High Speed Rail Authority, it is proposed that the northern end of the high speed rail platforms would be located immediately south of W. Santa Clara Street. Given the distance from the new station building to the southern end of the platforms, it would be desirable to provide a direct north-south circulation corridor. This would be located on the mezzanine level west of the historic depot. This corridor could be designed like a pedestrian bridge and be equipped with moving sidewalks. This connection presents an opportunity to provide passengers with unique views of the west side of the historic depot, downtown San José and the high speed rail platforms above.

Another major north-south pedestrian link within the station would be provided at ground level. This would connect between the new station building and the historic depot through the new plaza and extend through the SP baggage building.

STATION MASSING

This station concept literally embraces the transportation functions, providing the passengers with a unique view of and relationship with the trains and buses. The concept creates a grand roof and terminal that wraps the new elevated platforms, allowing for many places for great views of the transportation facilities. It also forms a unique experience for the passengers as they pass through the new dynamic terminal. Together the two station buildings bookend a shared open space. The historic depot and SP baggage building remain central and functional components of the station, creating a unique opportunity to celebrate both the historic and new architecture.

The conceptual massing ideas shown in Figures 2-5-9 and 2-5-10 begin to highlight many of the site- and context-related issues that will be evident as the process goes forward. They are intended to be conceptual representations, not specific building designs.

FIGURE 2-5-9: STATION MASSING FROM ABOVE

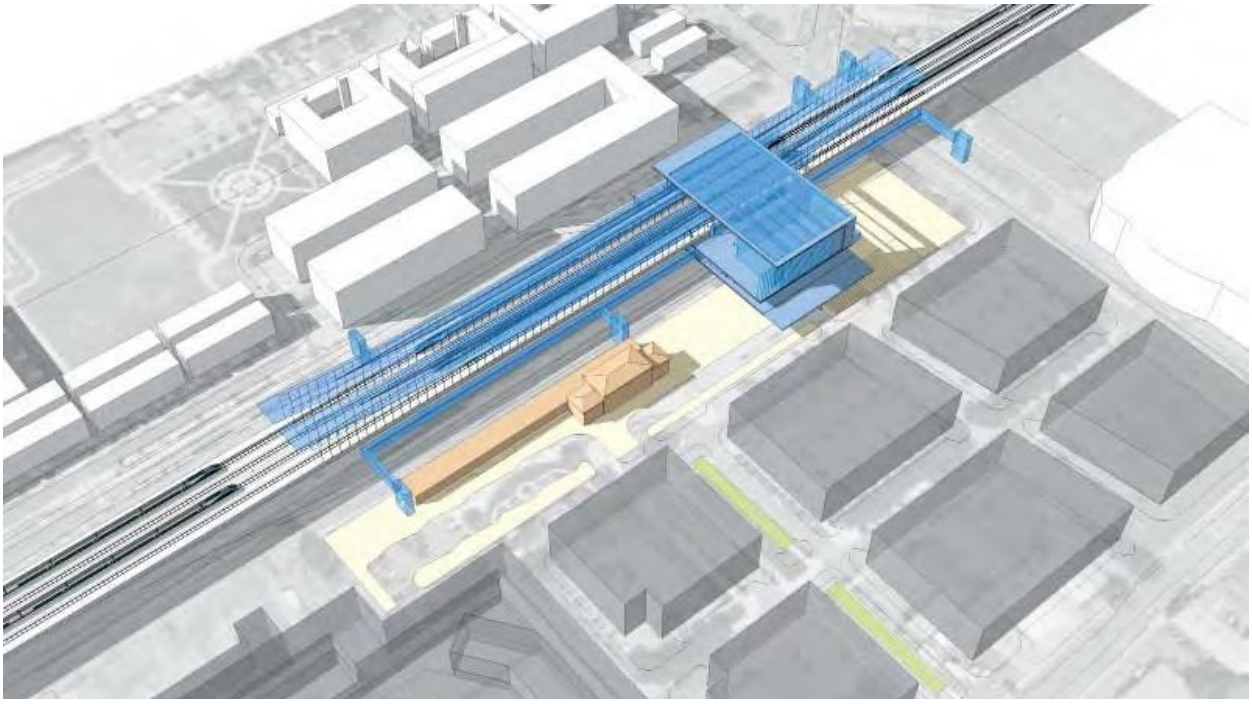
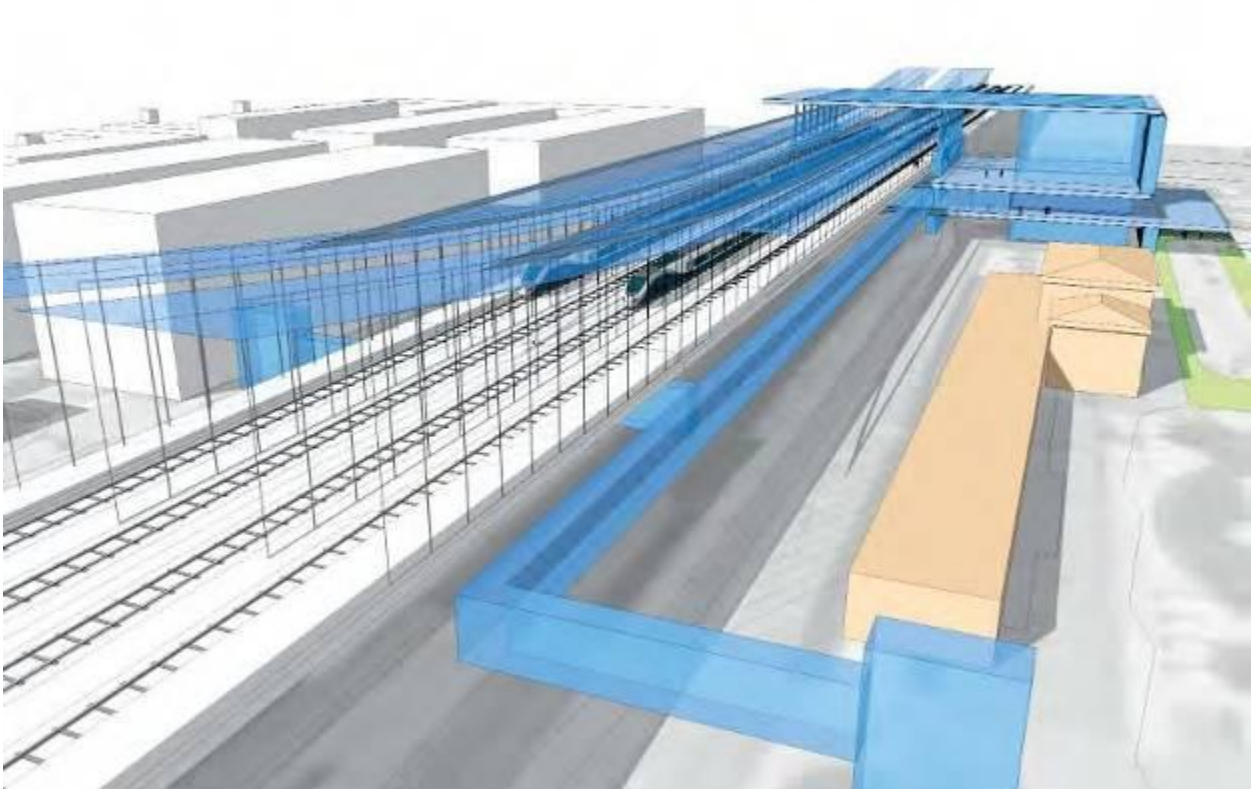


FIGURE 2-5-10: STATION MASSING LOOKING NORTH



STATION DESIGN - OUTSTANDING ISSUES

Additional planning and design efforts are required to refine and advance the Plan for San José Diridon Station. A number of significant issues need to be considered and resolved including:

- Architectural and Engineering design
- Project phasing
- Cost estimates
- Funding plan
- Station ownership, governance and management
- Final environmental clearance
- Design and construction procurement method
- Potential for public private partnerships

2.6 Access and circulation

The purpose of this section is to summarize the conceptual transportation strategies recommended for the Plan. These strategies 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.

First, existing transportation system serving the station and planned improvements are summarized to form baseline conditions from which the improvement strategies were developed. Second, individual transportation improvement strategies are then described in detail. The transportation and circulation plan for Downtown West are described and set forth in the DWDSG and other project approvals and documents.

EXISTING TRANSPORTATION CONDITIONS

San José Diridon Station is a multimodal transit center located in downtown San José on Cahill Street near the San José Arena. 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 José Diridon Station is approximately 5,800 passengers, which equates to an annual ridership of nearly 1.5 million riders. The mode of access used to arrive at the Caltrain Station is summarized in Figure 2-6-1 below.

FIGURE 2-6-1: MODAL ACCESS

MODAL ACCESS FOR CALTRAIN PASSENGERS AT DIRIDON STATION [1]	
Mode	**Percent**
Drive Alone / Carpool	37%
Walk	17%
VTA Light Rail or Bus	20%
Kiss and Ride / Drop Off	12%
Bicycle	5%
DASH shuttle	9%
Total	*100%*

Notes:

[1] Fehr & Peers analysis based on boarding and alighting data from Caltrain Onboard Survey (2007)

Source: Caltrain Onboard Survey, 2007

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 Avenue, San Fernando Street, San Carlos Street, Julian Street, Cahill Street, Park Avenue, and Auzerais Avenue.

PEDESTRIAN FACILITIES

Pedestrian facilities improve safety for pedestrians and can also encourage the use of alternative modes of transportation. These facilities include sidewalks, paths, pedestrian bridges, crosswalks, and pedestrian signals with crosswalks. In California, it is legal for pedestrians to cross any street, except at unmarked locations between immediately adjacent signalized crossings or where crossing is expressly prohibited. Marked crossings reinforce the location and legitimacy of a crossing. In pedestrian-friendly cities, crossing locations are treated as essential links in the pedestrian network.

The City's General Plan encourages pedestrian travel as a viable mode of movement between high-density residential and commercial areas throughout the City and in activity areas such as schools, parks, transit stations, and in urban areas, particularly the Downtown Core Area and neighborhood business districts by providing safe and convenient pedestrian facilities. Most streets in the overall Citywide street network include at least a four-foot wide sidewalk on one or both sides.

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 challenging. Pedestrians traveling between Downtown San José and Diridon Station can use Santa Clara Street or San Fernando Street. Pedestrians walking along

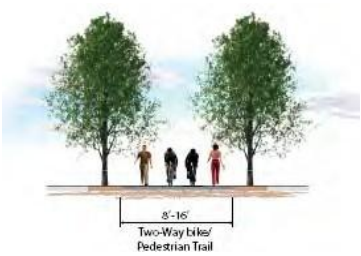
both streets must pass below SR 87. Pedestrians accessing the station from the commercial area and neighborhoods along The Alameda to the west must walk below rail underpasses with narrow sidewalks on The Alameda and Park Avenue. The tunnel within the station provides additional access to the west, linking the station to the VTA LRT station, Laurel Grove Lane, and Cahill Park.

BICYCLE AND TRAIL FACILITIES

San José extends across the Santa Clara Valley floor and has many exceptional views of the surrounding hillsides. In addition, many creeks and other natural wooded areas cross the valley floor and provide natural linear pathways. These attributes provide the City with many scenic and recreation opportunities. Trails and pathways create outdoor recreational facilities for bicyclists, pedestrians, and other recreational activities. The City's trails and pathways corridors are illustrated on Figure 2-6-8, along with the City's bicycle facilities.

The 2014 DSAP refers to California bicycle standards for three distinct types of bikeway facilities, as generally described below and shown on the accompanying illustrations. Since 2014, a protected bike lane (Class IV) was created, as further described below:

- Bike paths (Class I) are paved pathways separated from roadways that are designated for the exclusive use of bicycles and pedestrians. In general, bike paths serve corridors not served by streets and highways or where sufficient right-of- way exists to allow such facilities to be constructed away from the influence of parallel streets and numerous vehicle conflicts. Sample facilities include the Guadalupe River Trail, and Los Gatos Creek Trail, all of which include asphalt or concrete surfaces.
- Bike lanes (Class II) are lanes for bicyclists adjacent to the outer vehicle travel lanes. These lanes have special lane markings, pavement legends, and signage. Bike lanes are usually constructed to better accommodate bicyclists through

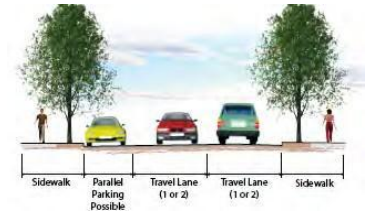


Class I Bike lane section
Source: Fehr & Peers, 2010

Class I Bike lane section
Source: Fehr & Peers, 2010

Class II Bike lane section Source: Fehr & Peers, 2010

Class II Bike lane
Source: Fehr & Peers, 2010



Class III Bike lane section Source: Fehr & Peers, 2010

Class III Bike lane
Source: Fehr & Peers, 2010

corridors where insufficient room exists for safe bicycling on existing streets. Sample facilities include bike lanes on Curtner Avenue, Leigh Avenue, and San Fernando Street through the Downtown area.

- Bike routes (Class III) are low-traffic streets designated for bike use with signage and shared-lane markings known commonly as "sharrows". A sample route is on St. John east of Almaden Boulevard.
- Protected bicycle lanes (Class IV) are separated from vehicular transportation lanes through grade changes and / or flexible or permanent barriers. As set forth in the DWDSG and related project approvals and documents, Class IV bicycle lanes are anticipated in Downtown West.

Station Area Bicycle Facilities

While several hundred miles of bicycle facilities currently exist in the City of San José, the Diridon Station area has somewhat limited bicycle connectivity. A Class I bike and pedestrian path is located along the Guadalupe River from Virginia Street south of I-280 to Gold Street in Alviso. The Los Gatos Creek trail extends south of the station area from San Carlos Street.

San Fernando Street has Class II bicycle lanes from Cahill Street and extending east of SR 87. Park Avenue has bicycle lanes between Montgomery Street and Sunol Street.

Class III bicycle routes in shared traffic lanes are designated on Park Avenue east of Montgomery Street.

Bicycle Parking Facilities

While bicycles require only about one-tenth the space of a car to park, bikes need secure bike parking facilities to prevent theft, a common occurrence. This can be as simple as an inverted-U rack or as advanced as a staffed bike station at a transit center. Bicyclists riding longer distances (or in hot weather) sometimes need a shower and changing area to clean up and change clothes. These support facilities are critical to building a bike-friendly community. San José has laid strong groundwork a decade ago by enacting new development standards that require bike parking and showers.

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 Streets. Bicycle parking at the station consists of rentable storage lockers and racks provided by Caltrain. There are a total of 48 bicycle lockers and 18 'coat hanger' style bicycle rack spaces at Diridon Station. There are currently no VTA-owned bicycle lockers at Diridon Station, however, several bicycle lockers can also be found at the VTA 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.

Bus Ridership

Bus route 22 is the most heavily utilized line with over 550 daily boardings and alightings at the Diridon Station bus stops on Santa Clara Street. 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 José with over 600 daily boardings.

Light Rail Ridership

The Diridon light rail station is also well utilized. Currently, there are approximately 540 daily boardings and alightings at the station.

AIRPORT CONNECTIONS

The Norman Y. Mineta San José International Airport is located approximately 3 miles northwest of the station area.

PLANNED STATION AREA TRANSPORTATION CHANGES

Both transportation and land use changes are expected to occur over the next several years within the Station Area.

Planned 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 2-6-10. 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 José 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 more than 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.

PLANNED PEDESTRIAN NETWORK

The Diridon Station area provides many opportunities to enhance pedestrian travel and better balance the needs of all street users including pedestrians, bicyclists and automobile drivers. Planning efforts are underway to convert some of the one-way street couplets in the downtown area to two-way streets. In addition to improving overall access and reducing vehicle circulation, these conversions will reduce travel speeds, which will in turn improve pedestrian travel and safety, especially at intersections.

BICYCLE AND TRAIL NETWORK AND FACILITIES

San José Bike Plan 2020

The 2014 Plan reflects the City's Bike Plan 2020, adopted in 2009, which provides a foundation for enhancing the bikeways network and increasing the mode share of bicycle travelers. The Bike Plan lays out specific goals to improve bicycle access and connectivity in San José by the year 2020. These goals include:

- Complete 500 miles of bikeways;
- Achieve a five percent bike mode share;
- Reduce bike collision rates by 50 percent;
- Add 5,000 bicycle parking spaces; and
- Achieve Gold-Level Bicycle Friendly Community status

The Bike Plan 2020 envisions completion of 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 Bike Plan 2020.

On October 6, 2020, the City updated Bike Plan 2020 with its Better Bike Plan 2025. Downtown West's DWDSG includes a mobility plan that is designed for consistency with the Better Bike Plan 2025.

City Bicycle Parking Standards

Consistent with State law and general plan goals and policies, San José recently adopted changes to San José Municipal Code to expand the range of land uses requiring bicycle parking to include most non-residential uses.

Santa Clara County Trails Master Plan

The Santa Clara County Trails Master Plan was approved by the Santa Clara County Board of Supervisors in 1995. The goal of the plan is to direct the County's trail implementation efforts under a vision to provide a contiguous trail network that connects cities, regional open space resources, and parks. The plan identifies regional trail routes, sub-regional trail routes, connector trail routes, and historic trails. Major regional trail routes identified in the County's Trail Master Plan within the Diridon Station Area include the Los Gatos Creek Trail and the Guadalupe Trail. Both of these trails are identified in the City's trail network and are an important part of the station area transportation system.

Bike Share Program

In August 2013, the City of San José partnered with the Bay Area Air Quality Management District, the Metropolitan Transportation Commission, and the Santa Clara Valley Transportation Authority to launch a sixteen-station public bike share system. Two of these stations are in the Diridon Station Area, with one located at Diridon and the other at the San José Arena. This system is part of the larger Bay Area Bike Share program that operates along the Caltrain corridor in San Francisco, Redwood City, Palo Alto, Mountain View, and San José. Future stations will be added in Downtown San José and in the Diridon area, with five additional stations programmed for installation.

PLANNED STATION AREA ROADWAY IMPROVEMENTS

The Alameda: A Plan for the Beautiful Way

In 2009, the City was awarded a MTC grant for improvements to The Alameda consistent with the "Beautiful Way" Plan prepared in April 2010. Implementation of the plan will be done in two phases. Neither Phase I nor II propose a reduction in the number of through travel lanes.

Phase I, from Stockton Avenue to Fremont Street, provides roadway and pedestrian improvements along The Alameda. Improvements include landscape median islands, signal modifications, enhanced crosswalks with median refuges, corner or sidewalk bulb-outs and bus stop enhancements.

Similar improvements will continue in Phase II, from Fremont Street to I-880.

Autumn Street Parkway and Park Avenue Underpass Narrowing

Autumn Street is planned to be extended to connect with Coleman

Avenue to the north. Its configuration is planned to change from two or three-one way lanes to two-lanes in each direction from I-280 to Coleman Avenue. The Autumn Street planned alignment is shown on Figure 2-1-1. Park Avenue is planned to be narrowed from four- to two-lanes.

San Carlos Rail Overpass Replacement.

The San Carlos Street overpass over the rail tracks 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.

STATION AREA LAND USE

The Plan envisions redevelopment of several existing land uses around Diridon Station by replacing them with new mixed-use/higher density developments. The second column of Table 2-6-4 summarizes the 2014 DSAP's maximum build-out estimates, which are now assumed to occur in the DSAP area, but outside the boundaries of Downtown West. The formerly planned 32,000-seat baseball park is excluded. The Downtown West development program, which is summarized in Table 2-6-4 for reference only, is covered by separate assumptions and its own environmental review, and is additive to the estimates in the 2014 DSAP.

FIGURE 2-6-4: LAND USE AREAS (AMENDED)

STATION AREA LAND USE			
Land Use	**Downtown West[1, 2]**	**Diridon Station Area Outside of Downtown West**	**Complete Diridon Station Area**
Residential	Up to 5,900 units	Up to 2,588 units	Up to 8,488 units
Office	Up to 7,300,000 sq. ft.	Up to 4,963,400 sq. ft. (including R&D and Light Industrial as well as Office)	Up to 12,263,400 sq.ft.
Active Use / Retail	Up to 500,000 sq. ft.	Up to 424,100 sq. ft.	Up to 924,100 sq. ft.
Hotel	Up to 300 rooms	Up to 900 rooms	Up to 1,200 rooms

[1]The approved Downtown West development program is set forth in the project approvals and project documents.

[2]Downtown West also contemplates other uses such as Limited-term Corporate accommodations, Event Center(s), Logistics/Warehouse use and Central Utility Plants.

Integrating Transportation and Land Use

Locating different types of land uses close together tends to reduce the distances that residents must travel for errands and facilitates more 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 non-auto oriented 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. The Station Area Land Use (Figure 2-6-4) provides a range of commercial and residential uses. Commercial uses include neighborhood services for surrounding residential areas, and a mix of entertainment, hotels, shopping, restaurants and offices.

STATION AREA TRANSPORTATION STRATEGIES

The following transportation strategies put special emphasis on increasing access and mobility for transit users, bicyclists, and pedestrians, while balancing the needs of automobile travel. 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.

Transportation Guiding Policies

A set of guiding transportation policies support the Plan's overall vision of creating a vibrant Station Area that enhances community identity and sense of place. These include:

- Facilitate pedestrian access and safety through pedestrian enhancements, including the provision of crosswalks at all intersections, wider sidewalks, and high quality pedestrian amenities along transit corridors
    - Promote easy access to the station from residential developments
    - Residents who live within 1,200 feet of a rail 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 that will be generated by residential development
- Promote easy walking access from the station to commercial developments
    - With an emphasis on retail and restaurant uses, wide sidewalks along many streets will be important to accommodate peak walking demands and provide sidewalk seating space
- Encourage improved bicycle and trail connectivity and provide enhanced bicycle parking opportunities within the Station Area

  - Promote bicycle access from surrounding neighborhoods within the Station Area
  - Bicycle parking should be visible and accessible so that traveling to the area by bicycle is a viable option
  - Integrate “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
- 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
  - Incorporate new street connections to improve walking and bicycling access within the station area

PROPOSED STATION AREA TRANSPORTATION STRATEGIES

The following proposed transportation policies and strategies support the guiding policies.

Strategies are based on key opportunities and constraints in the station area and information gathered through the Diridon Station Area Plan outreach process. Transportation improvements are summarized in Figure 2-6-5 and 2-6-6 and are grouped into four categories: walking, bicycling, transit, and complete streets.

Transportation circulation concepts outlined in Figures 2-6-5 and 2-6-6 above are discussed in the following paragraphs.

FIGURE 2-6-5: TRANSPORTATION STRATEGIES - WALKING AND BICYCLING

DIRIDON STATION AREA TRANSPORTATION STRATEGIES	
Improvement Area	**Station Area Transportation Strategies**
Walking	• Promote walking connections from surrounding neighborhoods and employment centers to the Plan area by providing a continuous network of sidewalks, paseos, and pathways. • Facilitate pedestrian access and safety through pedestrian enhancements, including the installation of wider sidewalks along key pedestrian corridors. • Provide enhanced crosswalks at signalized intersections and key pedestrian crossings through the use of pedestrian bulb-outs, median refuge islands, and/or special paving treatments • Consider mid-block crosswalks and/or pedestrian signals at high-use uncontrolled crossings, as appropriate • Consider a pedestrian "scramble" signal phasing locations with high pedestrian volumes. • Enhance pedestrian underpass connections through installation of ramps, pedestrian-scale lighting, wider sidewalks, and public art.
Bicycling	• Provide a network of bicycle priority streets that provide linkages through the Plan area. • Provide bicycle lanes (also known as Class II or Class IV facilities) on streets with available right-of- way and higher traffic volumes. • Enhance the safety and comfort of the bicycle network through the use of colored bike lanes, "sharrow" markings, separated bike lanes, signage, and/or other specialized treatments. • Develop trail connections along the Los Gatos Creek and Guadalupe River. • Where appropriate, provide grade-separated crossings along the Los Gatos Creek and Guadalupe River Trails to enhance connectivity and safety of the trail network. • Provide sufficient bicycle parking facilities for short-term and long-term purposes. • With the Station Area as its focus, promote usage of the existing bike share station and overall expansion of the program to encourage cycling as a primary mode and facilitate use of transit without having to transport a bicycle. • Support the expansion of Diridon Station's bicycle parking supply with the aim of creating a major bicycle parking facility, such as the 4th and King Bike Station in San Francisco.

FIGURE 2-6-6: TRANSPORTATION STRATEGIES - TRANSIT AND COMPLETE STREETS

DIRIDON STATION AREA TRANSPORTATION STRATEGIES	
Improvement Area	**Station Area Transportation Strategies**
Transit	• Consider using electric vehicles for the Downtown Area Shuttle (DASH). • 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. • Consider implementing an additional shuttle route connecting Diridon Station and Mineta San José International Airport (SJC).
Complete Streets	• Improve the street grid system by creating new street connections and shorter blocks to promote additional travel options and reduce walking distances to destinations. • Provide adequate width for all sidewalk uses, including loading and unloading from on-street parking, walking traffic, window shopping traffic, bicycle parking, and street furniture. • 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. • Provide pedestrian-scale lighting on key streets, crosswalks, and mid-block crossings. • Provide amenities such as pedestrian kiosks, benches, newspaper racks, trash cans, bus shelters, cafe tables, hanging flower baskets, and chairs to increase the number of opportunities for people to socialize and spend leisure time outdoors along public streets. • Incorporate "green street" features such as pervious surfaces, open channels, and vegetated drainage swales at appropriate locations. • Remove existing pork-chop islands to enhance public safety. • Provide continuous sidewalk improvements along major arterial streets. Close gaps between pedestrian connections.

PROPOSED TRANSPORTATION AND CIRCULATION CONCEPTS

Walking Improvements

Walkability is defined as the ability to travel easily and safely between various origins and destinations without having to rely on automobiles or other motorized travel. The ideal walkable district includes wide sidewalks, a mix of land uses such as residential, employment, and shopping opportunities, a limited number of conflict points with vehicle traffic, and easy access to transit facilities and services.

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, pedestrian bulbouts and curb extensions and enhanced crosswalks.

Crosswalks

Enhanced crosswalks with bulbouts reduce pedestrian crossing distances and help make walking across the street easier and more comfortable. Marking crosswalks with special paving treatments or high visibility striping helps highlight their presence and improves pedestrian visibility.

The Station Area plan promotes high quality pedestrian crossings and improved pedestrian conditions at all intersections in the study area, but especially at the intersections that will see the greatest increase in pedestrian activity as a result of planned land use development and improved walking connectivity.

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

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

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 Oakland, 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.

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. They also provide space for seating and socializing as well as for landscaping amenities like planters and street trees.

The Julian Street underpass is to be improved to include pedestrian ramps 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. Examples of well-lighted enhanced underpasses are shown below.

Bicycle and Trail Connections

Bicycles are a convenient means of transportation especially for short trips. According to the U.S. Department of Transportation, one-quarter of all trips in the country are under one mile, and about 40 percent of all trips are two miles or shorter.

The City's Envision 2040 General Plan Update calls for the

development of a safe, direct, and well-maintained transportation bicycle network that links residences, employment centers, schools, parks and transit facilities. The General Plan's proposed goals include promoting bicycling as a priority mode of transportation for both commuting and recreation.

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.

Station Area Bicycle Network

The Station Area Plan envisions a well-connected network of bicycle priority streets that facilitate easy bicycling access in and around the station area. The proposed bicycle network includes many new Class II bicycle lanes and, within the Downtown West project, Class IV protected bicycle lanes on streets in the station area. It also includes new Class I multi-use trails and Class III bicycle routes. Taken together, they comprise the network of bicycle priority streets that will provide convenient and safe bicycle access to the station and other nearby destinations.

Existing and proposed bicycle priority streets are listed below and identified on Figure 2-6-8.

East-West Bicycle Connections

To ensure east-west bicycle connectivity, three key connections are proposed. They include:

- Cinnabar Street: Class I and III bike facilities are proposed on Cinnabar Street east of North Autumn Street, which would provide an east-west connection in the northern part of the Station Area and a connection to the Guadalupe River Trail.

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

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

Enhanced Underpass, Arizona Source: Bike Ped Images, 2010

Enhanced Underpass, Arizona Source: Bike Ped Images, 2010

- Santa Clara Street: Santa Clara Street is an important bike corridor between the Alameda Business District and Downtown. Bicycle lanes on Santa Clara Street could be buffered or separated from traffic in places to provide a connection that is comfortable for novice as well as experienced bicyclists.
- Park Avenue: Class IV protected bike lanes are proposed on Park Avenue west of Sunol Street and east of Bird Avenue, to enhance the currently existing east-west bicycle route through the Station area. This route is identified as a Primary Bicycle Route in the City's Bike Plan 2020. On-street parking would need to be removed on Park Avenue to accommodate new bike lanes.
- Auzerais Avenue: Either Class II bike lanes and Class IV protected bicycle lanes are also proposed on Auzerais Avenue, which would provide an east-west connection in the south part of the Station Area.

North-South Bicycle Connections

To ensure north-south bicycle connectivity, three major corridors in the station area are proposed. They include:

- Gifford Street: Gifford Street is proposed to be developed as Class III bicycle boulevard that would provide north-south connections between San Fernando Street and Auzerias Street. This street would be an important bicycle connection between the mixed use corridor on San Carlos Avenue and the Central Zone .
- Autumn Street/Bird Avenue: Autumn Street between Santa Clara Street and San Carlos Street is proposed to be a Class IV protected bicycle lane per the Downtown West DWDSG. A Class I bicycle path is proposed north of Santa Clara Street. This connection would provide a direct bicycle commuter connection between the existing bike lanes on Bird Avenue to the south and Coleman Avenue to the north.
- Sunol Street/Stockton Avenue: Sunol Street is proposed to

be a Class III bicycle route that will provide a direct connection on the west side of the Station that would be a link between the east-west routes in the area. It would also connect to proposed bicycle lanes on Julian Avenue, thereby providing a continuous route from the neighborhoods to the west of the station to the planned office uses to the north of the station and to the Guadalupe River trail.

Off-Street Bicycle Trail Network

Existing and proposed trails are also identified as part of the Station Area Plan. 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. To promote bicycle and pedestrian connectivity, trail connections, such as trail grade separations and at-grade crossings, are proposed to be developed along Los Gatos Creek and Guadalupe River. The existing and proposed trail improvements are shown on Figure 2-6-8.

With one noteworthy addition, the proposed trail improvements along the Los Gatos and Guadalupe Creek are contained within the City's Trail Master Plans. Expansion of the trail on the east side of the creek into a multi-use path to accommodate bicycles would need to be coordinated with the VTA to ensure that the path crossing at the light rail station is safe for bicyclists and also would need to be conditioned as part of the adjacent planned high density development.

This Plan also identifies a potential trail connection across the intersection of Montgomery Street and Park Avenue that should be explored as opportunities arise.

Bicycle boulevard with high visibility bicycle stencilling
Source: Payyon Chung (flickr.com)

Guadalupe River Trail
Source: Coyote Valley Plan, 2008

The present Los Gatos Creek Trail Master Plan locates the trail connection at this intersection at grade, using widened sidewalks and crosswalks, leaving the Los Gatos Creek in its existing box culvert. Since 2014, the City determined that daylighting Los Gatos Creek is not feasible.

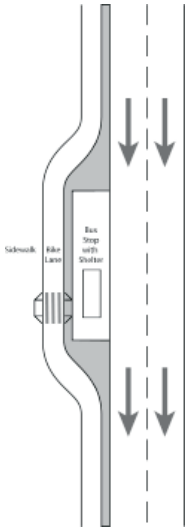
Grade separations are categorized into two tiers, with the top tier projects being the ones that would provide a useful connection between separated trail segments. The following Tier 1 and Tier 2 grade separations are outside of the scope of the Downtown West improvements, but could be ultimately executed by the City separately, if approved.

Tier 1 Grade Separations include:

- Montgomery Street / Park Avenue intersection crossing (Los Gatos Creek Trail)
- Caltrain Tracks (Los Gatos Creek Trail)
- Santa Clara Street Crossing (Los Gatos Creek Trail)

Tier 2 Grade Separations include:

- San Fernando Street crossing (Los Gatos Creek Trail)
- VTA Light Rail Track crossing (Los Gatos Creek Trail)
- Julian Street Crossing (Guadalupe River Trail)



Example of separated bike lane treatment at a bus stop

Separated Bike Lanes
Source: Streets Blog, 2010

On-Street Bicycle Treatments

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, "sharrows", separated bikeways and other treatment could be used to highlight conflict zones and increase the visibility of bicyclists.

Colored Bike Lanes: Using colored pavement in the bike lanes has several benefits: safety, comfort, and promotion. Colored pavement helps visually elevate the prominence of the bike lane on the road, further defining the cyclists' space and helping differentiate this road space from that which motorists feel free to use. The coloring is a constant and bold visual reminder to motorists that the bike lane (and hence, cyclists) are present.

Sharrow
Source: Streets Wiki, 2010

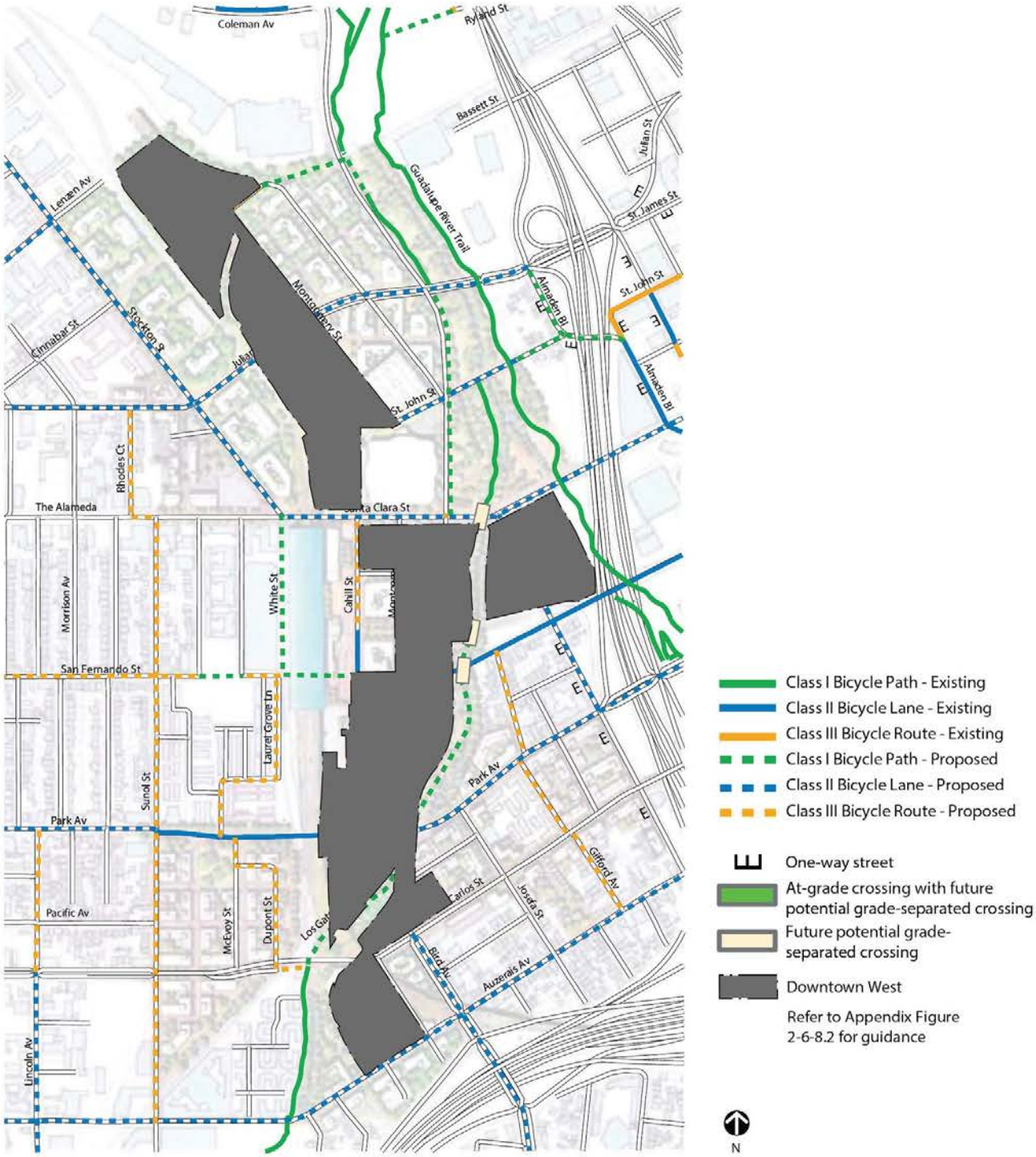
Separated Bike Lanes: A separated bike lane, sometimes also described as a "cycletrack" or a buffered bike lane, is any section of a street reserved solely for bicycle traffic. Separated lanes attempt to provide a safe space for these non-motor vehicles. Bike lanes can be demarcated physically (e.g. with a concrete barrier) or non-physically (e.g. with paint). At bus stops, separated lanes can be located to the right of a stop, thereby reducing potential conflicts between buses and bicycles.

Bicycle Boulevard: A bicycle boulevard is a low-traffic volume street that is designed primarily for bicycle access, though it accommodates motor vehicles as well. They work well in residential areas and on other streets where there is not sufficient room to stripe a Class II or Class IV bicycle lane. Gifford Street is proposed as a bicycle boulevard connection in the station area.

Colored Bike Lanes
Source: Mike Peterson, 2009

Sharrow Markings: A "sharrow" is a pavement marking installed on streets that are too narrow for Class I,Class II, or Class IV bike lanes

FIGURE 2-6-8.1: EXISTING AND PROPOSED BICYCLE AND TRAIL FACILITIES (AMENDED



but has high bicycle traffic volumes. The "sharrow" is intended to indicate where bicyclists should ride to avoid traveling within the door zone of parked cars. It also alerts motorists to share the road with bicyclists and conveys that the street is a preferred bike route.

Washington Bikeshare Program Source: Cool Town Studios, 2009

Bicycle Parking and Bike Sharing Program

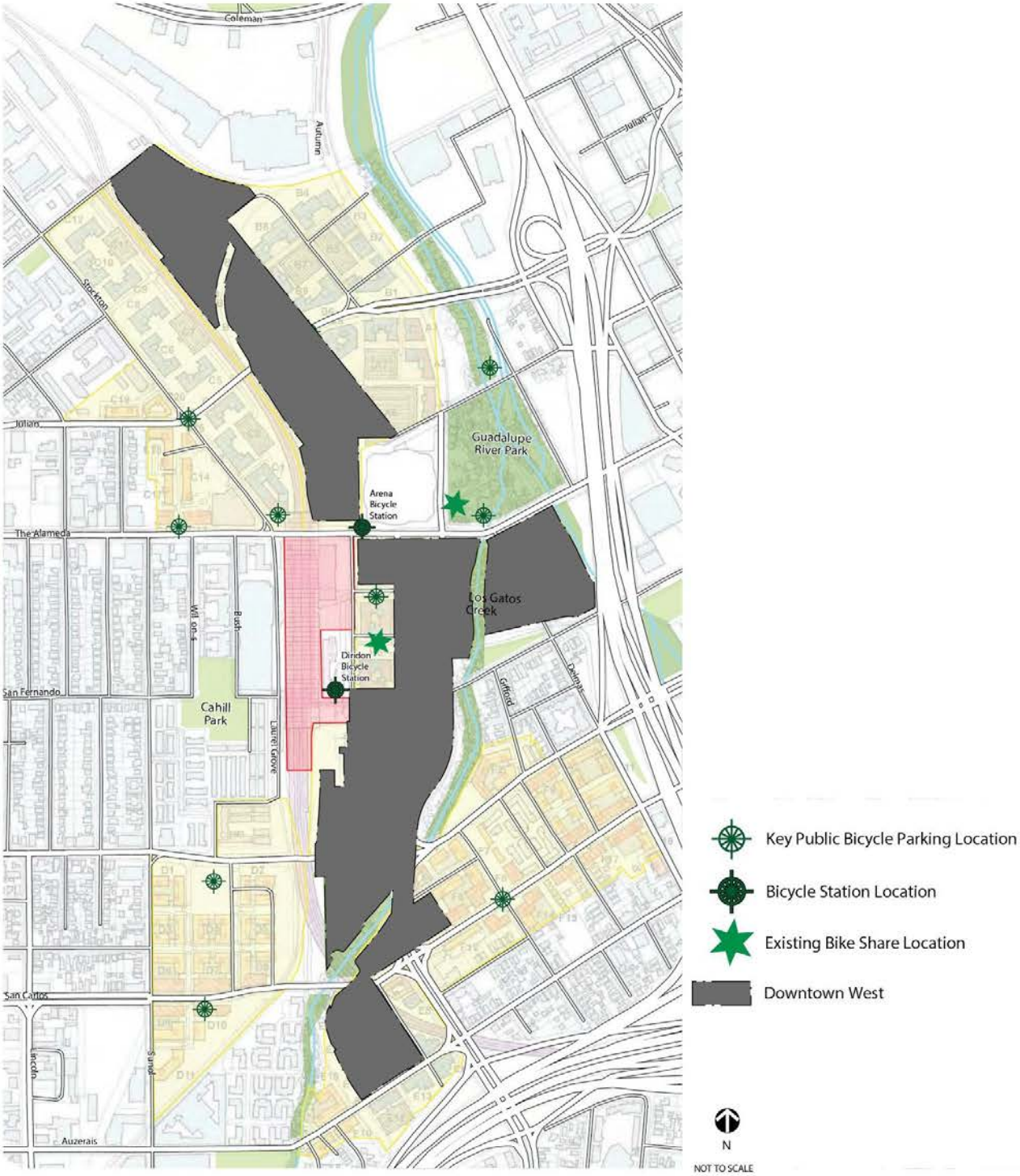
To enhance the viability of bicycle travel within the Diridon Station Area it is vital that the Station Area provide sufficient bicycle parking opportunities. Bicycle parking ranges from short-term parking amenities, such as bicycle racks in highly visible and secure locations near building entrances, to long-term parking facilities, such as lockers or cages where bicycles are either locked individually (lockers) or with limited access (cages).

The Diridon Station area currently has two public bike sharing locations in a demonstration program. A permanent public bike sharing program should be established that allows free or low-cost rental of bikes at key generators (e.g.,San José State University) to encourage cycling as a primary mode and facilitate use of transit without having to transport a bicycle. Public bicycle parking should be provided in areas within the Station area. Bike stations are provided at San José Arena and Diridon Station. Figure 2-6-9 shows the locations of existing bike sharing, proposed public bicycle parking, and bicycle stations.

Downtown Berkeley BikeStation Source: Cosmic Country (flickr.com)

Attended bike parking at San Francisco Giants AT&T Park Source: LA Times

FIGURE 2-6-9: STATION AREA BICYCLE PARKING CONCENTRATIONS (AMENDED)



TRANSIT

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. Such amenities enhance comfort and safety for transit riders. Transit stops 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.

Downtown Mountain View
Source: Fehr & Peers, 2010

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 the 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).

In addition, Caltrain is embarking on a program to change the way riders get to and from stations. Caltrain's Comprehensive Access Policy (adopted in 2010) promotes walking access to stations as its highest priority system wide but acknowledges the need for some

Real-time Passenger Information at Bus Stop

level of auto, transit and bike access at a major hub station like San José Diridon. Secondary priority in the Comprehensive Access Policy is transit access, followed by bicycle access and lastly, automobile access. The Access Policy is part of a Caltrain program to evaluate a wide range of improvements to make it easier for riders to walk, take transit or bike to stations – instead of driving.

Connectivity to the Mineta San José International Airport (SJC)

Though they are less than three miles apart, no direct transit service currently connects the Airport with Diridon Station. The plan proposed a new shuttle service route 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. It would also provide for better sharing of Diridon station area and airport area parking spaces.

As part of the potential future automated transit network at the Mineta San José International Airport, the City is also evaluating the feasibility of a personal rapid transit (PRT) connection to the Diridon Station area – which could eventually replace shuttle service.

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 Complete Streets Design Standards and Guidelines (CSDSG), adopted in May 2018, regulate street design that prioritizes safety, efficiency, and convenience for multimodal travel — including pedestrians, cyclists, transit users, and motorists. These standards and guidelines promote the City's vision of creating "complete streets" that support public life, neighborhood livability, and economic vitality. 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.

The development of streets within Downtown West is subject to the standards and guidelines in the DWDSG and CSDSG, except to the extent a CSDSG standard or guideline is superseded by the DWDSG.

Air shuttle bus service

Street Network Connectivity

Intersection density is the number of intersections in a given area. It corresponds closely to block size (i.e. the greater the intersection density, the smaller the block size). 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 intersection density have a greater potential for accessibility. One can visualize this characterization of accessibility, by comparing the intersection density of the Diridon Station Area to other locations that are known as successful TODs such as the Pearl District northwest of downtown Portland, Oregon and the Atlantic Station in mixed use development in Atlanta, Georgia. Typically, neighborhoods with an intersection density of at least 150-200 intersections per square mile are considered ideal walking neighborhoods.

The layout of streets in the Station area should be organized as connected network to offer multiple routes to destinations, in order to facilitate 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 in Figure 2-6-13.

Station Area Level of Service Policy

Intersections within the Downtown Core Area, identified in Figure 2 of the Diridon Transportation Impact Analysis, are exempt from the

City of San José's level of service (LOS) criteria and traffic mitigation requirements. Because the 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.

Street 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 Streetlight Design Guide (2016), which establishes guidelines that address future development, including incremental changes to lighting in the "Greater Downtown" area which includes areas 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.

Pedestrian-scale street lighting
Source: San Francisco Better Streets Plan

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.

Generous sidewalk with pedestrian and bike-friendly street furniture
State Street, Santa Barbara
Source: Fehr & Peers 2010

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

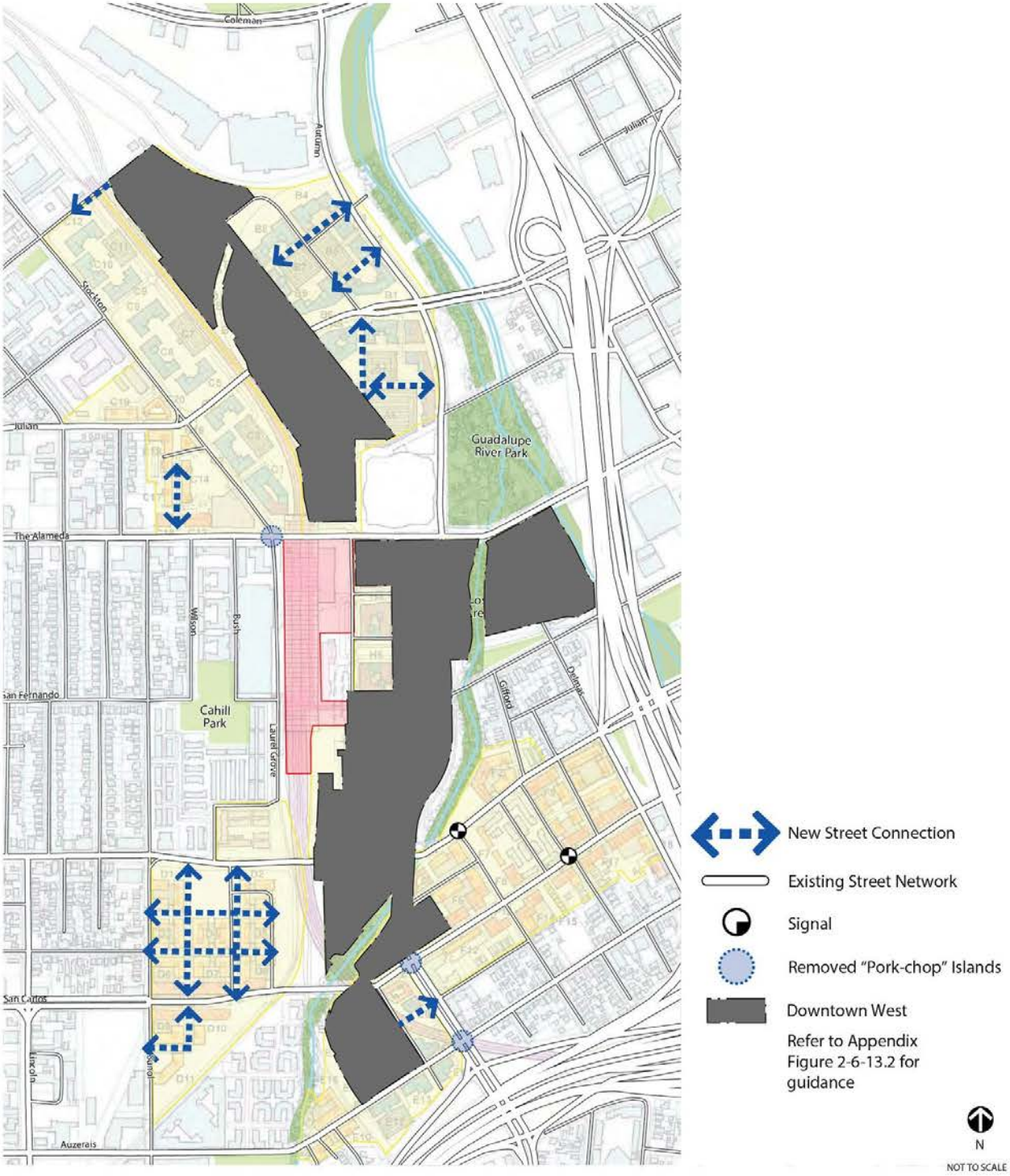
to typical paving. Some permeable systems allow storm water to flow between pavers. Others provide a solid surface without gaps. Permeable paving can be used on streets, alleys, and driveways not only to help address storm water issues but also contribute to streetscape aesthetics with unique textures 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.

Permeable pavers
Source: San Francisco Better Streets Plan

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

Street swale
Source: San Francisco Better Streets Plan

FIGURE 2-6-13.1: PROPOSED NEW STREET CONNECTIONS (AMENDED)



2.7 Transportation and parking demand management

Executive Summary

The 2014 DSAP included transportation and parking demand management strategies based on assumptions and constraints known in 2014. The 2021 EIR for the Downtown West Project treats that project as additive to the 2014 DSAP, with all 2014 DSAP growth anticipated to occur outside the Downtown West site. Accordingly, although all concepts are equally applicable to Downtown West and the DSAP area as a whole, specific parking ratios and assumptions described below are carried forward for the portion of the DSAP area that is outside Downtown West. The transportation and parking demand management strategies for Downtown West, including the required parking ratios, are set forth in the project approvals and documents.

The future parking analysis is in conformance with the Envision San José 2040 General Plan goals and policies for VMT reductions and mode shift changes. Although aggressive, the parking ratios based on this analysis are appropriate for a multi-modal rich environment such as the Diridon Station Area. The Plan includes a unique set of planned developments, including several mixed use developments, concentrated areas of office, commercial, and hotel uses surrounding the station.

The proposed parking ratios in this analysis are projections of future parking ratios to be achieved upon the complete implementation and development of this Plan. The proposed parking ratios are not being recommended as revisions to the City's Zoning Code; they are to be used for analysis of potential future development and related parking. Parking revisions will be explored and developed as a next step in the planning process for the Diridon Station Area. Given that maximum parking ratios are not proposed, developers could build more parking spaces than would be provided with the projected future parking ratios. If this were to happen, then additional parking could be built in lieu of development capacity, potentially resulting in less overall development for the Diridon Station Area outside Downtown West than projected in this Plan.

PARKING SUPPLY

All retail and restaurant parking in the downtown will be supplied off-site by the projected future commercial and mixed use developments. The rationale behind these parking requirements is that office and retail/restaurants have high parking demands at different times of the day and would be able to share the same supply.

Project-based parking supply identified in this section of the report does not include the proposed San José Arena 900+ stall parking structure.

This analysis assumes that only a small portion of high speed rail patrons will be accommodated within ½ mile of the station area, an approach agreed to by the CHSRA. The remainder of the high speed rail patrons would be accommodated in off-street facilities within a three-mile radius of the projected future station.

PARKING MANAGEMENT & TDM

Parking supply issues can also be addressed through parking management and transportation demand management tools. A well designed parking management program can more efficiently manage existing parking supply and meet development goals, than

simply adding more supply. Parking management tools include supply management approaches that support development goals and maximize the use of existing supply such as parking trade, shared parking, advanced parking reservation systems and wayfinding and guidance systems. Demand management approaches such as on and off-street pricing, unbundling and cash out provide transparency to the cost of transportation mode choice decision-making.

In addition to parking focused management tools, 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. TDM program strategies could at a minimum include *(1)*: discounted transit passes, carsharing programs, biking facilities (lanes/trails, lockers, bike sharing, bike valet), guaranteed ride home programs, employee shuttles to Diridon station.

(1) Refer to Figure 2-6-5 and 2-6-6 for a detailed list of Diridon Station Area Transportation Strategies that are recommended to support alternative modes of transportation to the Station Area.

Parking Management Plan

The overarching goals for developing a station area parking management plan are to:

- Support the City's land use and TOD vision.
- Support and encourage the use of transit.
- Capitalize, to the extent possible, on shared use parking to achieve maximum efficiency in the use of parking spaces and to limit the total number of parking spaces needed.
- Enhance the economic vitality of the Diridon Station area, including the Arena, other existing land uses, and future development.
- Protect the surrounding neighborhoods and businesses from spillover commuter parking.

The following are recommended parking supply management methods and demand management methods that will achieve the above goals and should be included in the Parking Management Plan.

PARKING SUPPLY MANAGEMENT METHODS

The parking supply established in the Plan can be supplied with a variety of methods. It is important that there be flexibility in methods between subareas and developers in order to facilitate development in the overall study area. Methods can range from building new parking facilities, or increasing the capacity of existing facilities through re-design or valet services, taking advantage of underutilized supply by leasing or sharing nearby facilities. Wayfinding and parking guidance systems, such as those currently in use by the City of San José, make better use of existing systems by helping users find available parking. Parking trade programs

also allow a district that is operating under a parking cap to trade "un-built" parking between developments. Additional programs include transit based preferential parking and reservation systems that are currently in practice with BART. Following is a discussion on parking supply management tools recommend for the Diridon Station Area.

Parking Trade Program

Parking trade programs are a new concept that allows private sector entities to share parking resources to meet their parking requirement. It can also be used to support private commercial development by building shared parking supply in advance and allowing the developments to purchase parking entitlements for their projects as development progresses in the area.

A parking trade program was recently approved for use in Downtown San Diego, California and to allow new developers to work with existing buildings, using unused, existing parking spaces to meet their parking requirement. For example, if an existing development only is using a portion of their parking and has excess parking available, it can issue 1.5 parking credits per publicly available parking spaces. If Building A *(2)* has 500 parking spaces, and only uses 250 spaces it would be allowed to "sell" or "trade" to Building B. This example assumes that the excess supply is oversold as it will be shared with complementary uses in the area. Parking will be shared provided Building A can demonstrate that it has the capacity to handle additional parkers; Building B would now use this as part of its parking requirement. In this example building A is a shared parking facility. Whatever amount of parking it shares with other buildings to help meet their parking requirements should be part of the conditional use permit with parking rights specified for a set period of time in the project entitlements. If the parking supply goes away, the projects will need to entitle an alternate supply.

(2) (Alternatively Building A could be a parking garage in this example that has unentitled/available parking.

In the case of the Diridon Study Area, the parking supply will be developed over times as the area develops. The trade program will allow one developer to purchase parking supply rights from another developer who has more parking then their project needs and is required to provide per the zoning ordinance. This approach allows for the natural push and pull of the development process. Some developments in the core may be better able to take advantage of proximity to the Diridon station and will want to build at higher density. Other developers to the north and south may be more inclined to build at lower density and provide more supply. Overall, the district will be designed to build to the recommended supply.

The amount of parking credits per space required should be based upon an approved parking management study that examines inventory, utilization and turnover. Excess parking can then be used by a new developer to meet their parking requirements. This creates an incentive to share parking and allows accessory parking to be used for other uses. It is based upon the zoning parking credit concept developed in Pasadena, California.

In 1983, the City of Pasadena created the mechanism to finance multi-use public parking structures that included tax increment funds, rent commercial tenants within the garages, zoning parking credit contracts, and net operating income.

The zoning parking credits is a contract between the City of Pasadena and Private Developers and/or Tenants to claim parking spaces for building permits and occupancy permits. It is not an 'in- lieu" program because it required the development and assignment of parking to new development. The "Parking Credit Program" enables businesses to meet their off-street parking requirements and the city issues 1.5 parking credits per space in the public garages. Businesses that buy credits to meet the city's parking requirements do not receive permits to park in the municipal structures.

The parking credit program began in 1987, and by 2001 the city

had allocated 2,350 credits. This allows businesses to satisfy the city's parking requirements without providing any additional on-site parking spaces. Because the city reduces the off-street parking requirements in Old Pasadena by 25 percent and issues 1.5 parking credits per public space, Old Pasadena has fewer parking spaces than the rest of the city does.

Shared Parking Program

An imbalance in the use of parking supply can be addressed very efficiently through mechanisms that allow multiple land uses to share parking in one or more facilities. Shared parking takes advantage of the varied peaking characteristics of parking facilities depending on the land use or uses served. Parking dedicated to office land uses, for example, experiences peak usage during the workday. In contrast, parking demand for nearby retail stores typically peaks during weekday evenings and weekends. A shared use arrangement between the owners of each land use type would result in fewer total spaces needed than if each land use had to fully park its peak demand. A shared parking clearinghouse would bring together parking facility owners and managers with complementary parking needs. Negotiations on the terms of shared parking use would take place within this parking facility "marketplace."

Shared parking is in many ways the catalyst that can help advance other key parking strategies. In particular, shared parking plays a pivotal role by allowing the current un-tapped supply of private parking to be "freed-up" for use by demanding parking patrons. Furthermore, given existing land-use constraints in each of the subareas, shared parking takes advantage of existing resources and provides an opportunity to maximize utilization. It should be noted that shared parking is inextricably linked to reduced parking requirements. Shared parking allows existing resources to be used efficiently, while reduced parking requirements release developers from the obligation of providing excessive parking which will likely go underutilized. Both of these strategies help to support and reinforce one another.

Valet Parking Program

Valet parking can be used as a method to increase parking supply as part of a regular practice or to handle overflow peak parking events. This is a good solution for individual property owners that need to increase parking supply or for a business district that would like to increase parking access for visitors and shoppers to the district. One approach that could be considered to maximize the use of public parking is universal valet parking which is a service that is offered as a service in Old Town Pasadena. Universal valet allows customers to drop their car off at over 10 kiosk locations and arrange to pick up their car at a different stand in the district. Participating merchants provide discounts for the program.

Wayfinding and Parking Guidance Systems (PGS)

Directional signage that guides and informs patrons to and from parking areas improves the customer parking experience and creates greater efficiencies in circulation and movement. The city has developed an advanced parking information and guidance system (PGS) that provides real-time information to users. This includes the amount of parking available at any location in the system. The City should integrate the Diridon Study Area's future parking assets into the existing parking advanced parking guidance system to facilitate their optimal use.

Advanced Parking Reservation Systems (APRS)

Tools that allow customers to make parking reservations in advance, or an on-line reservation system – gives them the flexibility to plan for both their short term (daily) and long term (airport) travel needs. The Bay Area Rapid Transit (BART) System has an internet based advanced parking reservation system (APRS) for several of its most high demand stations. Advanced parking reservations are allowed for limited/designated single day reserved parking spaces and are released if not occupied by 10:00 AM. The reserved spaces

are charged at a premium over the regular daily fee parking which fills between 7:00-8:00 AM. The APRS also manages airport/long term parking permits and monthly reserved parking permits for designated areas around the stations. The APRS provides BART the flexibility to manage and provide parking for a large spectrum of user types.*(3)*

Residential Permit Parking (RPP) Program Expansion

The City of San José has a successful residential parking permit program which consists of 16 zones around the San José State University, San José Arena /Diridon, the Convention Center, Civic Center, and Flea Market. Figure 2-7-1 summarizes the RPP zone enforcement days and hours.

Residential permits are sold for $30/year or $30/2-years depending on the zone. The maximum allowable permits issued per household vary from 3 to 4 permits. Visitor permits are also sold at $30/year or $30/2 years and a maximum of 2 permits are issued per household. In addition to residential parking permits, downtown residents can also purchase discounted overnight parking at four garages in the downtown. Residents who purchase the discounted card can park in the garages Monday through Friday from 5:00 p.m. to 8:00 a.m.*(4)*

The San José Arena permit parking zone area includes four areas delineated near the San José Arena /Diridon Station: 1 Garden/ Alameda, 2: St. Leo's, 3: Autumn/Montgomery and 4: Parkside. Permits in the San José Arena zone are enforced at all times. The City of San José may consider expanding the boundaries of the San José Arena Permit Parking Zone over time as development proceeds and conditions change in the area.

(3) http://www.bart.gov/guide/parking/index.aspx
(4) http://www.sanjoseca.gov/transportation/permits_parking.htm

FIGURE 2-7-1: RESIDENTIAL PARKING PERMIT ENFORCEMENT

Permit Parking Zone	(5), (6) H‘—”ours	D ƒ›ays
Arena (Autumn/Montgomery, Garden/Alameda, Parkside, St. Leo’s)	Need permit at all times	
Berryessa	10:00 a.m. – 6:00 p.m.	Weekends and holidays
Civic Center	9:00 a.m. – 5:00 p.m.	Monday through Friday
Civic Plaza (Horace Mann) (South University Neighborhood)	8:00 a.m. – 6:00 p.m. 8:00 a.m. – 8:00 p.m.	Except Saturdays, Sundays, and Holidays Except Sundays and Holidays
Market-Almaden	Need permit at all times	
University	8:00 a.m. – 8:00 p.m. 8:00 a.m. – 4:00 p.m.	Monday through Thursday* Fridays*

*enforced September 1st-June1st

Preferential Parking

Preferential parking policies can be used to allocate parking resources. After allocating parking for the primary user (customer or resident), preferential parking policies can be used to create parking for carpools and vanpools. Preferential parking can be developed by providing a “preferential rate” or by proximity to entry ways, etc. or a combination of both. Preferential parking policies can also be used to allocate parking spaces at light rail stations for carpoolers and vanpoolers. BART provides preferential parking for carsharing spaces and carpools at every station that provides parking. Carpool parking spaces are limited to first- come, first-served and are subject to the daily parking fee station dependent *(7).* Seattle, Washington requires preferential rates and stall locations for carpools when approving Transportation Management Plans (TMP’s) for new development. Portland, Oregon requires that short-term visitor stalls be located and signed (e.g., “visitor parking only – 3 Hour Maximum”) on the lower levels of above grade parking garages under its “Visitor Parking” approval classification *(8)*.

(5) Permit Parking Zones and enforcement details provided by City of San José Residential Parking Permits Office. February 2011.
(6) http://www.sanjoseca.gov/transportation/forms/rppmaparena.pdf
(7) http://www.bart.gov/guide/parking/ (Accessed 2/22/2010)
(8) Title 33, 33.510.263 of the Portland Central City Transportation Management Plan (CCTMP)

PARKING DEMAND MANAGEMENT METHODS

On-Street Pricing

Establishing a pricing system for on-street parking will be especially important in the area immediately adjacent to the Diridon Station to support alternative transportation access and quick parking turnover. Pricing will vary based on location with higher pricing at the station and lower gradations of pricing moving away from the station to support these access and development goals.

Coordinating On and Off-Street Pricing

Coordinating on and off-street and parking prices is a strategy that will make on-street management efforts like pricing function more smoothly and have a greater impact. Users typically prefer on- street parking over off-street options but in many cities the per hour cost of on-street parking is lower than the cost of an off-street space. Where possible, on-street and off-street prices should be set to encourage long term parking to occur off-street, reserving the more convenient on-street spaces for short term parkers. This encourages commuting employees to use alternative modes while still providing short term parking for customers. Coordinating on and off-street parking prices is challenging for several reasons. While the City can adjust prices on-street and in the garages it owns, it is unable to directly set rates in the private garages that make up the remainder of San José's paid off-street supply. Similarly, if there is a large discrepancy between on-street prices and market rate garage prices, it may be politically difficult to raise on-street rates to the point where they match off-street prices.

Aspen, Colorado (1999) is an example of a community that has successfully balanced on-street and off-street parking pricing policies. Aspen changed its parking pricing structure to increase the availability of prime on-street parking (short-term customers) and increase the utilization of its off-street municipal parking structures

(long-term visitors and employees). Funding from parking is used to pay for parking improvements, improve streetscape and encourage the use of alternative modes (Aspen 1999).

In California, the cities of Glendale and Pasadena also recognized the importance of balancing on-street and off-street pricing. In both cases, the cities created on-street parking pricing systems to encourage better use of off-street public parking facilities.

Unbundling Parking

The City of San José can create incentives to unbundle the cost of parking from residences and businesses. Unbundling is separating the cost of parking from the cost of the use (paying separately for use of a building and parking). It may be used to reduce parking in retail, office or residential developments.

Example: FHWA Value Pricing Pilot Program – San Francisco

A Value Pricing Pilot Program study sponsored by the FHWA in 2010 in San Francisco studied both unbundling and carsharing at existing developments to test the impact on vehicle ownership and housing choice. Some key findings from the analysis included (9):

- *The presence of both car sharing and unbundled parking within a building significantly reduced household vehicle ownership rates.*
- *Average vehicle ownership decreased significantly with the presence of car sharing and unbundled parking (0.76) compared to those properties with neither (1.03)*
- *For 22% of respondents, the presence of car sharing impacted their housing choice. This increased to 48% for households without vehicles and was a significant factor in their residential location decision*

(9) http://ops.fhwa.dot.gov/tolling_pricing/value_pricing/projects/not_involving_tolls/ autousecostsvariable/ca_carshareinnov_sf.htm

Unbundled parking is the critical first step toward the development of off-street parking pricing and reducing the amount of free parking. Traditional suburban developments generally hide the cost of parking supply in tenant lease rates or common area fees. This perpetuates free parking and masks the true cost of access to those making transportation access decisions. To this end, unbundling parking in leases should be encouraged – if not required - for future development. This reduces the hidden cost of parking and allows tenants and users to make decisions based upon the market price of parking.

Example: The Los Angeles County Metropolitan Transportation Authority (LACTMA)

The Los Angeles County Metropolitan Transportation Authority (LACTMA) has provides congestion management credits for projects that unbundle parking from developments.(10)

Example: Kruse Way, Lake Oswego, Oregon

Kruse Way, a commercial/office development in Lake Oswego, Oregon began an "unbundling pilot" program by providing a number of key and highly desirable parking stalls near its headquarters building as premier stalls, available for $100 per month. All other stalls in the headquarters supply were bundled (with no cost to users). All of the unbundled stalls were sold, with a waiting list created for those waiting for stalls.

A projected future incentive is to reward new development for unbundling parking. If a new development is willing to unbundle parking at a price equal to the full cost of parking construction and development (as determined by an independent study of parking development cost), new development may seek a conditional permit review and request up to a 10 percent reduction in the minimum parking requirements. The development may also

(10) Kodama, Willson and Francis, 1996.

unbundle parking below market rate and receive a reduction equivalent (for example, if a parking space costs $30,000, and a developer charges $15,000, it would receive a 5 percent reduction in the minimum parking requirement). This can be used for retail, office and residential projects (such as a new townhouse or condominium projects).

Example: Los Angeles Adaptive Reuse Ordinance (ARO) Study

In 1999, the City of Los Angeles passed an Adaptive Reuse ordinance (ARO) which was designed to encourage the conversion of vacant commercial buildings into housing in downtown Los Angeles. The ordinance included a streamlined incentive process and exemption from minimum parking requirements. Donald Shoup and Michael Manville studied 53 ARO buildings that were redeveloped by 2007. They found that ARO developers typically unbundled parking (where most other developers did not) and that the relaxation of the minimum parking requirements allowed the developers to meet the many and varied preferences for consumer housing demand, and gave them the ability to provide more housing.(11)

Parking Cash-out

Parking cash-out allows employees to choose between a parking subsidy (free parking), or the out-of pocket equivalent cost of the parking space. Employees may choose to apply the money towards their parking space or make arrangements to use a lower cost alternative mode and keep the cash. Although parking cash out programs are often lumped under the umbrella of "TDM," they are singled out here because of their direct impact on the parking system. A study on parking cash-out summarized results from eight work sites and estimated a 26 percent reduction in parking demand.*(12)* In recent years, the definition of cash-out has

(11) http://www.uctc.net/research/briefs/PB-2010-02.pdf
(12) Shoup, Donald. "Evaluating the Effects of Cashing Out Employer-Paid Parking: Eight Case Studies," Transport Policy, Vol. 4, No. 4, October 1997, pp. 201-216.

been expanded to provide a more flexible and broad application. Within the past ten years, many employers in downtown Portland, downtown San Francisco and downtown Seattle have created effective programs that eliminate free or subsidized parking while providing employees with transit passes.

NEXT STEPS & CONSIDERATIONS

For a Diridon Area Parking management plan to be effective it must be integrated within the City's larger framework of parking management. Implementing a parking plan that uses the tools discussed will represent an intensification of current management activities and will require the City to expend additional resources. There are a variety of approaches the City can take to implementing and administering the parking management strategies discussed in this section. Regardless of the specific approach adopted, however, the City will need to consider how to address the following issues:

Implementation and Administration

Developing, implementing, and administering parking management plans across the Diridon Study Area will be a labor intensive process. The City should consider whether to continue with a centralized approach to parking (handled directly through the Public Works Department) or whether they will try a "Parking District" approach where the Diridon Study Area could have more autonomy to manage parking and receive a portion of the revenue generated.

A Parking District is a legal entity established within the boundaries of a city that provide parking impacted commercial neighborhoods with a mechanism to devise and implement parking management solutions to meet their specific needs. The City of San Diego currently has six community parking districts. *(13)*

(13) http://www.sandiego.gov/economic-development/business-assistance/small- business/districts.shtml

The City of Ventura, California has a slightly different approach using a Downtown Parking Advisory Committee (PAC). Ventura's Downtown PAC assists, advises, and make recommendations to the City Council, Planning Commission, and staff on a range of issues related to parking management strategies and programs for their Downtown Parking District Area, including maintenance, operating and capital budgets, hours of operation, parking pricing policies, valet programs, and employee commuter parking policies. PAC members include: one city resident of the district, two business owners, two property owners, one appointed member and one member to represent parking users in general.*(14)*

Education and Outreach

As parking management tools are implemented in the Diridon Study Area, it is important that the City engage in public outreach to support these initiatives. Such education efforts will not only explain how new programs and technologies work, but will also help the public understand the purpose and benefits of parking management programs that users might initially interpret as restrictive or inconvenient.

Monitoring

The ongoing monitoring procedure will involve major stakeholders prior to implementing or changing any future parking management plan. After implementing a parking management program, it is critical that the area under management be monitored so that the program can be adjusted as necessary. Setting up an ongoing monitoring procedure is an important part of a parking management plan and should be incorporated into the cost of implementation. New parking technology makes it easier to monitor parking utilization and turnover, therefore adjusting parking operations. How monitoring will

(14) http://www.cityofventura.net/press-release/ventura-city-council-now-accepti ng- volunteer-applicants-downtown-parking-advisory-comm

occur, who will be responsible, and how parking management plans will be adjusted are all questions the City must address.

Enforcement

Enforcement is key to the success of any parking management plan and as new parking management tools are implemented in San José enforcement activities will need to expand and adjust. The City must decide whether it wishes to continue with the current model of enforcement and simply add more officers and new beats or whether it wants to adjust the purpose and organization of enforcement activities. One alternative model would be to more explicitly target the role of enforcement to promoting parking management activities and to de-emphasize ticketing as a revenue source. For example, the City of Houston has developed a "parking ambassador" program that changes the role of the enforcement office to also include helping customers and visitors pay for on-street parking (rather than only issuing citations).

San José Arena / Arena Management Agreement

The City will pursue best efforts to maintain a sufficient supply of parking and efficient vehicular and pedestrian access for Arena customers, in compliance with standards set forth in the Arena Management Agreement, in order to ensure the continued vitality of the San José Arena.

Revenue Control and Finance

The scope of this study did not include an evaluation of the City's current parking revenue streams and labor costs. However, it is important to note that many of the management tools suggested will generate revenue and many will also incur significant costs.

How these resultant costs and revenue streams are managed is an important question facing the City that should be assessed. Options include passing all revenues and costs through the General Fund. The City could also use parking districts or to allocate all or a portion of revenues back to the neighborhoods where they were collected (parking increment program). Parking revenues, even if they are aggregated at the citywide level, can also be targeted to fund alternative modes or to finance new parking supply expansion projects in areas where more physical supply is needed.

Transportation Demand Management

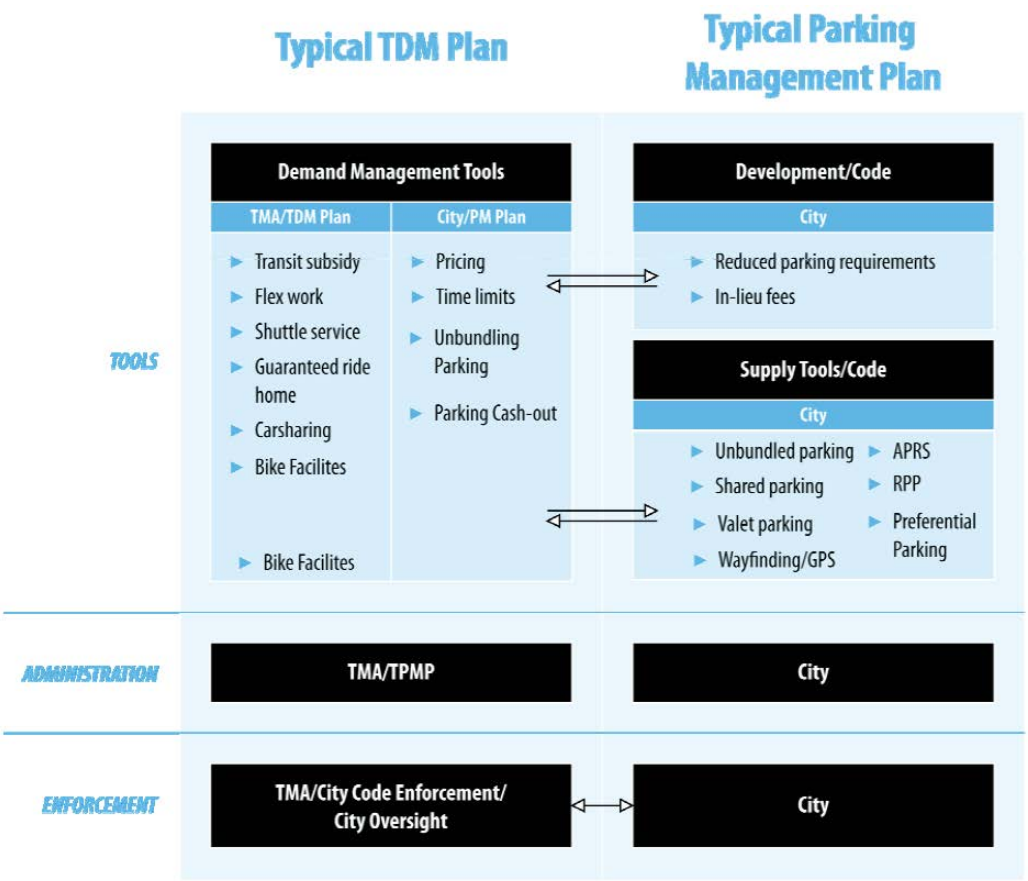
A Transportation Demand Management (TDM) Plan includes supporting increased density, mixed use and increasing alternative mode share. As discussed in the section above demand management is an essential element to a successful parking management program, but parking is only one element of a comprehensive 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. The City of San José currently has an active event based TDM program in the Diridon Area.

ADMINISTRATION

The City of San José prepares and administers Transportation and Parking Management Plans (TPMPs) for major developments. The recently executed 3rd Amendment to the amended and restated San José Arena Management Agreement refers to TPMPs that already have been prepared in the Diridon area and intentions of the City to prepare future TPMPs for the large scale projects. The San José Arena Management Agreement provides a strong basis for the administration of a continuing transportation demand management (TDM) program.

FIGURE 2-7-2: RELATIONSHIP BETWEEN TYPICAL PARKING AND TRAFFIC MANAGEMENT PLANS



The San José Arena Management Agreement commits the City to pursue best efforts to achieve and maintain at least 6,350 parking spaces at Off-Site Parking Facilities available for Arena patrons within one-half mile of the West Santa Clara Street entrance to the Arena, of which approximately half of such spaces will be within one- third mile of the West Santa Clara Street entrance. In addition, the City will manage and facilitate convenient vehicular access to and from parking facilities located in the Diridon Station area. Future TPMPs need to be in compliance with this agreement on order to meet the City's obligations and ensure the continued success of the Arena as an anchor of the Diridon area and as a regional draw.

TDM STRATEGIES

A TDM plan generally includes strategies that aim to promote and encourage more efficient use of transportation resources. A TDM plan may comprise 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.

The transportation network in and around the projected future 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 projected future 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. Figure 2-7-3 lists various TDM measures that are applicable to the projected future station area.

FIGURE 2-7-3: TRANSPORTATION DEMAND STRATEGIES

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

2.8 Parking supply and demand

PROJECTED FUTURE PARKING DEMAND

The following paragraphs present parking ratios for different types of development included in the Diridon Station Area Plan (DSAP) that are outside the boundaries of Downtown West. These preliminary estimates are subject to change, based on specific development projects and evolving conditions that will affect the overall parking demand in the Diridon Station area. Downtown West parking requirements are subject to requirements in the Development Agreement and other project approvals and project documents.

The projected future parking ratios are not recommended parking revisions to the City's Zoning Code. They are to be used for analysis of potential future development and related parking. Recommended parking revisions will be explored and developed as a next step in the planning process for the Diridon Station Area. Given that the projected future parking ratios are not maximums, developers

could build more parking spaces than would be provided with the projected future parking ratios. If this were to happen, then additional parking could be built in lieu of development capacity, potentially resulting in less overall development for the Diridon Station Area than proposed development in this Plan.

Commercial / Research & Development (R&D)

The recommended parking rate for projects excluding Downtown West is based on the goal in the Envision San José's 2040 General Plan that sets the goal of reducing SOV trips from about 80% currently to 40% in 2040. The parking analysis is based on a projection of 60% total auto trips with the remaining 40% of trips by other modes of travel (transit, walking, and bicycling). Given this goal, parking ratios for commercial office land uses were adjusted from the current downtown ratio of 2.5 spaces per thousand net square feet of development to a weighted rate of 1.51 spaces, which is a 40% reduction. This rate weighs the developments from different areas according to the transit benefits, alternative mode improvements, density and mix of uses in each area. Those areas with the highest mix, density and transit benefit have greatest potential for TDM and parking management success, thus have the lowest parking ratios.

Retail

The retail parking rate of zero (0.0) spaces per 1,000 gross square feet is the projected future rate, which is consistent with the current City of San José Downtown Zoning Regulations, as established in the Chapter 20.70 of the City Municipal Code.

Residential

The recommended residential parking rate for projects excluding Downtown West is 1.0 space per unit,

which is consistent with current city code. It is split between 0.75 for resident spaces and 0.25 for guest spaces. Guest spaces should be pooled into shareable commercial space when part of a mixed-use development. When the unit configuration allows (e.g., apartment densities versus rows of townhouses), some of the residential parking should be unbundled from the lease or condominium sale price. Car-sharing programs as indicated in the TDM discussion should be explored as a part of each residential development in order to reduce the number of parking spaces required.

Hotel

Hotel parking in a high density transit hub such as Diridon will be well served by 1 parking space per every 5 rooms (0.2 spaces per room). This station area will be highly served by multiple transit and shuttle operators and have easy access to the airport for out of town guests. In a high demand area such as Diridon, that is served by transit, parking is often provided for a fee and by valet service. See Downtown West Approvals for parking requirements for the hotel element of that project.

SUMMARY

As stated earlier, the parking ratios presented in this section are preliminary estimates of the ultimate parking needs for the planned development and are subject to change as development occurs and conditions evolve.

TRANSIT PARKING DEMAND

The following paragraphs present the 2014 DSAP's preliminary estimate of transit parking demand for the transit systems serving the Diridon Station. These estimates are based on projections developed by the respective transit agencies for the 2014 DSAP, and reflect long-term (i.e. in 30 years) characteristics of transit service at or near Diridon Station. It is important to emphasize that these are preliminary estimates and are subject to change, based on specific characteristics of future transit projects and evolving conditions that affect the overall parking demand in the Diridon Station area.

There are multiple transit agencies that have current or future interest in providing parking for their riders in the Diridon Station area. Diridon Station serves an increasingly dense station area and is uniquely well-connected to the regional transit systems, with connections ultimately being provided to serve High Speed Rail, BART, Caltrain, VTA bus and light rail, Capitol Corridor, ACE, Amtrak and other regional transit services. As such, the station is less appropriate to have a major park-and-ride function. Decreasing reliance on private vehicles for station access is desired and anticipated. At the same time, it is recognized that some supply of commuter parking is required to support continuing transit ridership growth as the station area evolves and as new services are added over time.

The 2014 DSAP estimates of transit parking demand have been developed based on the following principles:

- The station is classified as a Transit Center per Caltrain's station access policy, identified as "stations situated in urban or suburban downtown cores with high service levels, ridership, transit connectivity, and residential and employment densities."
- Park-and-Ride access mode share to the station will decrease over time, consistent with City of San José VMT reduction goals as well as the policies of the transit operations to prioritize alternative means of access.
- Mode share for transit transfers will increase over time as new transit services are initiated and service by existing operators is increased.

- Mode share for station access by walking will increase over time as significant amounts of new transit-oriented development are provided within the immediate station area.
- Overnight long term parking will not be provided immediately adjacent to the station. This demand will be served by existing and future parking facilities located within three miles of the station with shuttle buses or other modes of transit access.

BART, Caltrain and Other Conventional Rail Operators

The 2014 DSAP's BART and Caltrain station area parking demand estimates were developed from 2030 ridership and unconstrained parking demand forecasts provided by VTA (BART Silicon Valley) *(15)* and Caltrain. These unconstrained estimates were then adjusted to reflect a decrease in park-and-ride (PNR) mode share. Parking reduction scenarios were developed based on the mode shares at BART and Caltrain stations with comparable land uses and intensity of development.

Based on discussions with VTA and Caltrain, it is believed that the mode split goals will be achievable, given the planned land use changes that will support a higher walking mode share and increased transit connections that will support higher transit transfer rates.

Parking demand was also estimated for Amtrak and Capitol Corridor services by using available station access mode share information and extrapolating to future ridership levels. Commuter parking for ACE is not anticipated at Diridon Station.

High Speed Rail

The 2014 DSAP indicated that according to the High Speed Rail (HSR) Authority, there is a total demand for 3,800 spaces at Diridon Station *(16)* . Demand for commuter trips (daily parking) in the 2014 DSAP can be accommodated within the station area. Long term, overnight parking will be accommodated outside of an area within a one half mile radius of the Station, at remote parking locations within three miles of the station. Using passenger demand forecast information provided by HSR, the 2014 DSAP estimated that 428 parking spaces will be required within the station area to serve commuter demand. Overnight, long distance trips will account for a large share of the parking demand. This is due to the fact that passengers taking longer distance trips will also have longer duration trips. For example, a commuter passenger driving to the station will occupy a parking space for one day, while a long

(16) California High Speed Rail Authority. Parking Guidance Memo. July 2010.

distance, overnight trip passenger will occupy a parking space for multiple days. Commuter parking demand in the 2014 DSAP was estimated as follows:

- 31% of daily passengers are intra-regional (local) trips *(16)*
- 1,400 vehicles will be arriving to park daily *(16)*
- Commuter parking spaces = 31% of 1,400 vehicles = 428 parking spaces

Substantial additional work will be undertaken to confirm the feasibility of accommodating parking for overnight HSR customers outside the Diridon area and within a three mile radius. The analysis of potential locations will address the following points:

- Means to enforce this arrangement for overnight parking
- Identification of sites, with associated commitments, for accommodating this overnight parking.
- Establishment of shuttle arrangements for transporting these overnight patrons to and from the Diridon Station.
- Economic feasibility of these off-site parking and shuttle arrangements.

ADDITIONAL COMMENTS ABOUT PARK-AND-RIDE PARKING DEMAND IN THE STATION AREA

For a non-event day, regular parking occupancy at the lots in subarea H in the vicinity of the Diridon Station were observed to average 86 percent full at 5:00 PM. Occupancy in these lots subsequently dropped sharply to 26 percent full after commute hours between 5:00 and 9:00 PM. This phenomenon correlates with a similar reduction in overall parking demand around the station area for park-and-ride parking in the evening. Therefore, during typical commute days in the Diridon Station Area, observations indicate that the majority of parkers leave after 5:00 PM, freeing the off-street supply for other uses such as evening events at the San José Arena. Assuming typical patterns continue, 350 to 575 parkers *(17)* can be expected to remain in the Diridon Station Area after 5:00 PM, freeing up parking for other uses such as evening events.

Minimum is based on a 10% mode split and maximum is based on a 20% mode split. Approximately 465 parkers would remain based on a 15% mode split.

2.9 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 buildout needs. The majority of the infrastructure systems will justify replacement to meet the increased demand, improved reliability, and distribution objectives. This section discusses infrastructure capacity and demand for the Diridon Station Area outside of Downtown West. Downtown West leverages district-scale systems to address infrastructure needs and to improve efficiency and resilience for a mixed-use urban development; it also includes infrastructure improvements that may serve some of the capacity and/or infrastructure needs of the Station Area outside of Downtown West. Please see the Downtown West Improvement Standards, Infrastructure Plan and Development Agreement for further details.

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 improvements that either raise the properties above the existing flood levels or sufficiently lower the current flood level designations to remove them from the flood plain mapping and the requirements for flood insurance. It is unlikely that Santa Clara Valley Water District considered these areas for storm water storage when modeling the capacity of the rivers and creeks. Raising or “filling” the sites therefore should not negatively impact the overall storage capability of the areas storm water conveyance facilities.

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 regional level within the Diridon Station Area Plan. Detaining/retaining stormwater would assist in attenuating the stormwater levels in the creek watershed so as not to inundate downstream properties. A study will need to demonstrate how the area plan will handle stormwater runoff.

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.

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 the Preferred Alternative will require replacement of the water distribution system within the area to meet both the domestic demand and the fire service demands for new building structures. Trunk water mains that feed the area may also need to be upsized to meet increased fire service demands.

WASTEWATER FACILITIES

As noted in the existing conditions report, siphons transfer wastewater from the area below the Guadalupe River and Los Gatos Creek. The Preferred Alternative will increase wastewater flow generation beyond the current condition. As the City of San José does not typically allow flow rates to increase through these siphons, an analysis to determine if the increased dry weather wastewater flows can be offset by decreased infiltration and inflow would be required. A decrease in flow would be expected through the replacement of older antiquated vitrified clay pipes with new polyvinylchloride or high density polyethylene pipes. The analysis is likely to show that pipe replacement alone will not mitigate all of the increased sewer loads and 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.

2.10 Affordable housing

In addition to market rate residential development, the need for affordable housing in the City of San José will continue to remain high over the next 30 years, as San José and Silicon Valley has one of the most consistently expensive housing markets in the country. Additionally, according to the 2007-14 San Francisco Bay Area Housing Needs Plan, "Santa Clara County is the most populous county in the Bay Area and will experience the greatest amount of growth. Santa Clara County is expected to grow by nearly 23 percent over the next 25 years." The projected population growth will be driven in part through economic and job growth. However, the California Employment Development Department estimates that the majority of jobs created, at least over the next several years, will be primarily low-skilled, low-wage jobs, many of which will be in the retail and services sector. As a result there is a mismatch between the high-cost market-rate housing produced and the lower-wage jobs created.

As one of the most transit-connected stations in the United States, Diridon Station represents a place of significant development potential in San José. This potential can facilitate the City of San José's goal of creating vibrant neighborhoods that can drive economic growth, facilitate environmental sustainability, build diverse and complete communities, and realize a 24/7 transit- oriented district. At the same time, this development potential may also lead to significant increases in land prices and property values. While this may create opportunities, it may also create challenges with the provision of affordable housing if it prices land out of reach for affordable housing developers or if it displaces existing lower-income residents from the community. These issues must be considered and mechanisms developed in order to facilitate affordable housing and complete communities as the City implements the Diridon Station Area Plan.

NEED FOR AFFORDABLE HOUSING

In 2007, the Bay Area Local Initiatives Support Corporation [Bay Area LISC] published Housing Silicon Valley: A 20 Year Plan to End the

Affordable Housing Crisis, one of the most comprehensive studies conducted regarding affordable housing demand and production. The Study indicates that over 41,000 Santa Clara County households across all income levels experience severe housing needs, which is defined by paying over 50% of household incomes on housing. These households are termed "severely rent burdened." Of these, 21,758 households are in San José. Additionally, a significant proportion of these rent-burdened households are single- (40%) or two-person (25%) households. The most recent data from the US Census confirms that these conditions continue to hold true today: over 50% of renter households in San José experience a burden while over 40% of ownership households experience a burden (2013 American Community Survey).

The LISC Study also projects a need for 90,000 affordable homes in Santa Clara County through 2027, with the City of San José constituting a significant proportion of the need. The single largest need [76% or 68,700 units] are for extremely low-income [ELI], very low-income [VLI] and low-income [LI] households. According to the Study, 39% of the needed ELI and VLI units would require a studio apartment or one bedroom apartment.

As indicated in the City's 5 Year Housing Investment Plan and its federal Consolidated Plan, the San José Housing Department has an income allocation policy that directs its resources to facilitate the production of housing opportunities for families and households across incomes. This includes very-low income households who earn up to $53,000; low income households earning up to $84,900; and moderate-income households earning up to $126,600. (Income limits reflect a household size of four. The income limits increase or decrease depending on household size, and are annually adjusted as necessary).

DIVERSE HOUSING NEEDS

The City of San José Envision 2040 General Plan projects household population growth by the year 2040 to increase across age groups

to nearly 1.5 million total San José residents up from just under 1 million currently, with growth primarily in the 20-34 and in the 65 and older age groups.

Those in the 20-34 population show greater preference for affordable housing options in urban areas near shopping and transit for access to workplaces. This population will likely favor living in close proximity to Diridon Station, downtown San José retail and cultural amenities, coffee shops, and jobs. National and local trends also indicate that this group of urban singles and households prefers smaller units with on-site amenities like gyms, community kitchens, computer rooms and laundry rooms. Additionally, recent reports show that businesses and employees increasingly prefer working in urban environments with big city amenities. A recent article in the Wall Street Journal [September 30, 2009] listed the top ten "Next Youth-Magnet Cities" with the City of San José as number 10. As a result, Diridon Station has the potential to be one of the preeminent work-live urban locations in California and in the country.

Additionally, as the population ages and the mobility of seniors decrease, there will be increased need for housing for seniors located in close proximity to amenities such as public transportation, retail, health care resources, and other services.

The increasing number of households with persons under the age of 34 and households with persons over the age of 65, along with special needs populations will all require a focus on affordable housing with specific unit types, amenities, adjacency to retail and services, proximity to public transportation, and architectural design to meet a wide range of needs. The City of San José General Plan and a recent Blue Ribbon Task Force on Homelessness, co- chaired by former Santa Clara County Supervisor Don Gage and City of San José Mayor Chuck Reed identified numerous strategies to accommodate the need for affordable housing. Locating both market-rate and affordable housing near transit is a primary recommendation.

SPECIAL NEEDS HOUSING

Providing housing opportunities for the special needs population is also important at Diridon Station. In addition to seniors, other groups such as the physically disabled, persons with addictions, large households, mental illness, the homeless, and people with HIV/AIDS require a wide range of housing and service needs. The City of San José's federal Consolidated Plan identifies a total unmet need of 41,400 units for its special needs population. In particular, the special needs population requires affordable housing options located within easy access to non auto-oriented forms of transportation that allow them to reach essential medical and social services, as well as amenities for everyday life. The social services may be provided by residential developers themselves or contracted out to organizations that specialize in providing special needs services to tenants. Diridon's position as one of the most connected transit stations in the US makes it one of the prime areas in San José in which to create affordable housing opportunities for its special needs population.

CERTIFIED HOUSING ELEMENT

State law requires that cities must include a residential component called the Housing Element in their General Plan. The Housing Element identifies policies and programs to facilitate the production of housing units in order to meet the cities' fair share of the region's housing needs. The City of San José's Housing Element (as of 2014 DSAP) must plan for approximately 35,000 housing units for the 2007-2014 planning period, composed of 19,000 affordable units and 16,000 market rate units. The City has since adopted an updated Housing Element covering the 2014-2023 period, receiving certification by the California Department of Housing and Community Development in 2015. While the City's current Housing Element emphasizes residential development in infill and transit-oriented locations, continuing implementation of State law governing greenhouse gas reduction (AB 32) and sustainable land use planning (SB 375) will help facilitate more urban, sustainable, mixed-use communities where housing is located near transit infrastructure, employment, and other land uses in the future.

EXISTING POPULATION IN THE PROJECT AREA (as of 2014 DSAP)

The existing population in the Diridon Station Planning area has unique characteristics relative to the rest of San José:

- 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 $45,057 compared to $70,243 citywide;
- Median gross rent for Tract 5003 = $877 compared to $1,123 citywide;
- Percent renters = 78% versus 42% citywide.

These characteristics indicate two particularly important features of the existing residential community at Diridon. First, the households at Diridon have lower incomes than San José 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.

EXISTING AFFORDABLE HOUSING IN THE PROJECT AREA (as of 2014 DSAP)

There are approximately 150 existing deed-restricted affordable dwelling units in the project area in developments partnering with the City of San José. These developments have 55 year affordability restrictions and are relatively new developments. However, to the degree that there may be market-rate units at relatively affordable levels, policy responses should be considered to address potential displacement of existing households as a result of rising rents or property values due to the development of Diridon Station.

THE PLAN FOR THE DIRIDON STATION AREA

The Plan plans for up to 8,488 housing units throughout the Station Area.

In order to meet the residential and placemaking goals of Diridon Station, it is important that the City works with both market rate and affordable housing developers to ensure that a wide range of housing types are provided in the Diridon Planning Area.

INCORPORATING AFFORDABLE HOUSING

Consistent with the City of San José's citywide inclusionary housing policy, the City has a policy goal that a minimum of 15% of the residential units in the DSAP be affordable to households of low- and moderate-income in order to create a diverse, accessible, and complete community at Diridon Station. Downtown West's affordable housing requirements are set forth in the Development Agreement and other project approvals and project documents. The affordable housing requirements for Downtown West exceed the 15% goal and advance the Plan's commitment to help support the City's affordable housing goals in the Station Area. Yet, while the need and demand for affordable housing remain high, the ability for jurisdictions to facilitate its provision has been significantly challenged. The primary source of funding for affordable housing – the low- and moderate-income housing fund – was eliminated through the dissolution of redevelopment agencies in California. Additionally, inclusionary housing policies in California and in San José have been subject to legal challenges, putting the efficacy of such policies in question. Currently, all rental developments are exempt from the City's inclusionary housing requirements, while only for-sale housing in former redevelopment areas is currently subject to such requirements. However, inclusionary requirements for-sale developments are currently being challenged in court. Finally, both State and federal funding for affordable housing and community development activities have significantly declined in recent years.

As indicated, San José's inclusionary housing programs, including its citywide inclusionary ordinance that requires 15% of residential units to be built as affordable homes once the ordinance becomes operational, is on hold (except for for-sale homes in former redevelopment areas) due to legal challenges. The distinct importance of inclusionary housing was its ability to add a locational component to the provision of affordable housing. This is especially important given the need and desire to locate housing opportunities in amenities-rich areas where land is typically much higher than in other locations. The location of affordable housing in transit-rich locations is especially important, as lower-income residents utilize public transportation at a higher rate than other households. Transit ridership has the effect of helping to reduce greenhouse gas emissions and reducing the total cost of housing and transportation for lower-income households. Additionally, housing opportunities allow lower-income households who might otherwise be forced to live farther away from work to live and

work in the same community, further reducing pollution and traffic congestions. Without inclusionary housing and its ability to help site affordable housing in the right places, the City must develop new mechanisms to facilitate such developments in Diridon Station. However, San José will continue to advance inclusionary housing as a tool through both legislative and legal venues.

Should San José be able to implement its inclusionary housing program in the future, affordable housing units created through the inclusionary ordinance can either be integrated directly into the same building as market-rate units for a mixed-income development that includes above-moderate income households; or the affordable units can be produced in “stand alone” developments without market rate units.

In the past, many market rate developers have paid “in-lieu” fees rather than building the affordable units. The City utilizes the in- lieu fees as an additional financing source for stand-alone (100%) affordable development through public/private partnerships with non-profit residential developers. These partnerships are especially important for creating household opportunities for those most in need, such as extremely low-income households and the special needs population, as this group is projected to increase. As a next implementation step, policies should be considered that would keep any in-lieu fees paid within the Diridon Planning Area within the Area in order to meet its affordable housing needs. The in-lieu fees may also be applied to immediately adjacent neighborhoods that connect into and directly support the Diridon Area Plan, such as The Alameda, Downtown, along Park Ave, and adjacent portions of West San Carlos. These areas should be within one-quarter mile of the Plan boundary, but no more than one-half mile away.

Another strategy for providing affordable housing may be to acquire and rehabilitate existing units in the Diridon Planning Area and apply long-term affordability requirements to them. This strategy has the benefit of furthering sustainability goals by

utilizing the existing housing stock rather than relying solely on new construction to provide housing opportunities. It also helps prevent displacement by providing the opportunity for existing residents to continue living in their community. This strategy may be especially appropriate if the Diridon Area Plan has existing buildings that fit the envisioned built environment of the Plan and that can be acquired and rehabilitated with long-term affordability provisions. While funding has declined for acquisition and rehabilitation programs, this remains a potential strategy for maintaining the affordability of existing housing units in Diridon Station.

The City of San José will continue its role as a public purpose lender in order to facilitate the provision of affordable housing through public-private partnerships between both non-profit and for-profit residential developers and the City. With the loss of redevelopment housing dollars and the significant decline in State and federal funding, the City has more recently turned to developer agreements to yield one-time payments to provide gap financing. Other important sources may include community development funds and tax credits. However, one of the City's goals is to develop a permanent source of funding for affordable housing to help replace the loss of redevelopment, which was the primary tool that facilitated the development of affordable housing opportunities, especially for those most in need such as extremely- low income households or the special needs population.

These public-private developments often involve funding applications seeking highly competitive funding sources such as low-income housing tax credits that rate a project development proposal on various criteria such as proximity to transit, services, and amenities. Many of these amenities must be in place or developed concurrently for a project proposal to be competitive and to receive maximum funding. In order to best facilitate affordable housing at Diridon Station, the City should proactively seek to develop the Diridon Area in a strategic manner that

integrates land uses and that realizes the mixed-use and complete community goals of the Plan. In this manner, there is a higher likelihood that the proper infrastructure and amenities would be in place or developed concurrently with the residential development, allowing the affordable housing proposals to be highly competitive when seeking important funding sources.

ADDITIONAL FINANCING & IMPLEMENTATION TOOLS AND STRATEGIES

In addition to the efforts discussed above regarding inclusionary housing and a permanent source of housing funding, the City is in the process of developing a toolbox of financing and implementation mechanisms to realize the goals set forth in its General Plan. It shall be the policy of this plan to achieve a rate of affordable housing production at 15% of the housing units built within the plan area. Strategies to ensure the production of affordable units in the plan area will be developed as part of implementation of this plan, and may include, but are not limited to, the following:

- Impact fees
- Development agreements
- Public benefits agreements
- Public-private partnerships
- Tax increment financing
- Assessment districts
- Planning tools such as density bonuses, overlay zones, or public benefits conferred through rezonings
- Private lending
- Seek grant funding
- Development of affordable housing on publicly owned land
- Use of proceeds from development of publicly owned land to fund affordable housing
- Phasing of market rate residential units contingent on achievement of affordable housing targets

The City should also support and advance both State and federal legislation for housing and community development that will direct funding to San José in support of its Diridon Station goals.

In terms of overall strategy, an affordable housing implementation plan should be developed for the Diridon Station areas as a next step, in conjunction with the development of an overall city wide affordable housing strategy, to ensure that housing opportunities across income categories are provided within the Diridon Station Area. 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 José 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.

2.11 Public art

The artist team for this project have prepared a separate summary report for the public art component of the Station Area Plan, entitled “At the Crossroads: Diridon Station Area Art Master Plan”.

While the Art Master Plan was not adopted, this document articulates a vision for art at the heart of the experience of the urban realm, defining the character of the community and engaging the public in their daily comings and goings. It provides a framework for giving the area a distinctive character as a unique part of downtown focused on entertainment and multimodal transportation, creating connectivity throughout the region. An executive summary is included below. This section is not applicable to Downtown West; art is encouraged within Downtown West as provided for in the Downtown West Design Standards and Guidelines.

PUBLIC ART MASTER PLAN - EXECUTIVE SUMMARY

The City of San José Office of Cultural Affairs Public Art Program initiated the Diridon Station Area Art Master Plan in conjunction with the City’s effort to develop a forward-thinking land use plan, capitalizing on the dramatic changes anticipated over the next decade. The addition of High Speed Rail station (HSR) and BART create an opportunity for the City to stimulate new commercial and residential development that adds dynamism to the City life.

The Diridon Station Area is at a crossroads. The current Diridon Station spans the historic El Camino Real, also known as the California Mission Trail; which historically linked San Diego to San Francisco and on to Sonoma via the 21 missions. Later through state highways, the same route was charted from San Francisco, through San José to the southern U.S. border. With the arrival of the HSR, El Camino Real is recreated, and, San José and the Diridon Station Area stand at a 21st Century crossroads–that of the international network created by technology. The City wishes to capitalize on this opportunity and reinforce and escalate its iconic identity as a regional center serving as an international platform for technological innovation. Art in infrastructure and natural systems can support the goals of promoting environmental sustainability and urban livability, it can help shift the relationship between people and place.

ART APPROACH: AT THE CROSSROADS

The Diridon Station Area Art Master Plan follows the land uses identified in the Land Use Plan, embracing a varied approach to art integration, responding to the concept of San José at the Crossroads. The Office of Cultural Affairs will be the lead agency in implementing the public art program in the Diridon Station Area. It will work with the San José Redevelopment Agency and other public and private entities to achieve the vision of the Master Plan.

MISSION

The mission of the Diridon Station Area Art Program is to identify San José as a diverse global center for innovation and change.

The Diridon Station Area Art Master Plan celebrates San José as a Crossroads:

- of engagement
- of innovation
- of ecology

This thematic approach creates a broad framework within which artists may work. It envisions art that takes many forms and may:

- use technology and/or comment upon it
- reveal natural systems or alternative energy use
- be celebratory, adding spectacle, whimsy, and a sense of play
- draw upon San José's rich ethnic mix
- be interactive, creating opportunities for cross-cultural communication and public engagement

Vision

The long-term vision for the Diridon Station Area is to be a lively and engaging part of downtown defined by its dynamic and sustainable built and natural environments with a character that is manifest by art, architecture and an aesthetic approach to infrastructure that is integrated into its surroundings.

Framework

The Diridon Station Area Art Master Plan envisions three different zones in the Diridon Station Area in which artwork is differentiated in aesthetic approach, influenced by the character of development and uses. This differentiation is not a hard distinction, however, and overlapping approaches are anticipated in some areas.

FIGURE 2-11-2: CROSSROADS OF ENGAGEMENT

The Crossroads of Engagement corresponds to the central zone around the Station. The artwork here should invoke a sense of excitement and encourage interaction among people. The intention is that art creates a strong sense of civic identity. Artwork associated with the HSR should be dynamic and theatrical. Both the art and the architecture of the HSR multimodal station should be iconic in nature, reinforcing San José as a destination for technological innovation.

FIGURE 2-11-3: CROSSROADS OF INNOVATION

The Crossroads of Innovation defines the northern zone and corresponds to the main commercial areas in the Land Use Plan. Since most of the development in this area will be commercial, public investment will be in the public right-of-way. As such, artists should be engaged in infrastructure projects to ensure that streets and underpasses create interesting and engaging experiences for pedestrians, bicyclists and drivers. Many businesses, however, may be interested in commissioning artworks for their buildings or open spaces.

FIGURE 2-11-2: CROSSROADS OF ECOLOGY

The Crossroads of Ecology is defined by the area's parks and open spaces, the "green streets and fingers" designated in the Land Use Plan, and natural features that link the entire Diridon Station Area. This zone includes the residential areas in the southern portion, along with Los Gatos Creek and Trail and Guadalupe River Park. It also includes W. San Carlos Street from Lincoln to Vine. Park Avenue and W. Julian Street and the existing neighborhood, south of W. San Carlos Street. The type of artworks envisioned in this area would typically be of pedestrian scale and of a more intimate character. Los Gatos Creek and the new riparian parks themselves to artworks that are highly integrated into the environment.

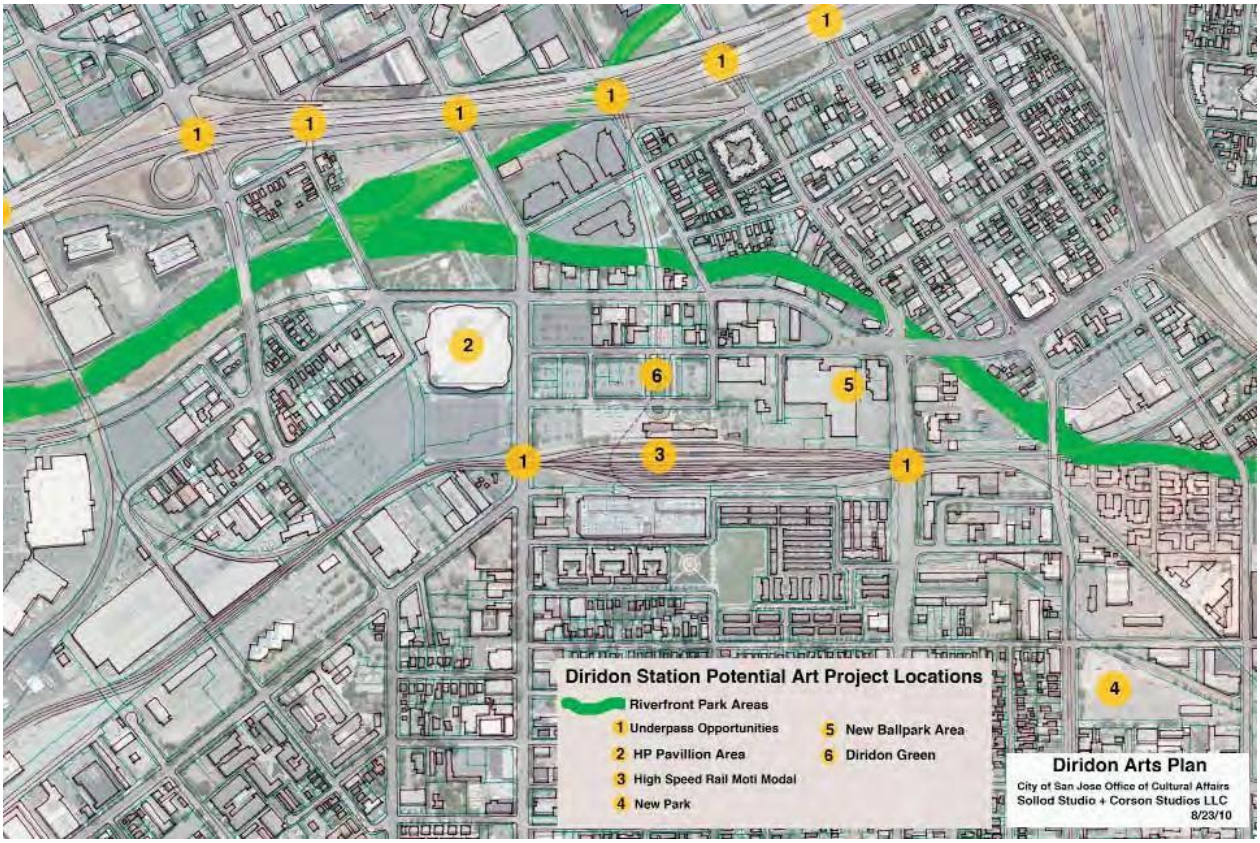
In each of these zones, artists should be engaged as members of design teams to ensure that art is an integral and identifiable part of the experience of place. In addition to serving on design teams, individual artists will be commissioned to create specific works to enhance the public realm.

Summary of Key Recommendations

- Embrace the conceptual approach "at the crossroads—of engagement, of innovation, of ecology"—to guide artistic exploration in the Diridon Station Area.
- Seize opportunities for artists to play a leadership role in creating dynamic places.
- Use strategic partnerships to increase resources for art acquisition and programming
- Engage the private sector in commissioning and presenting public art. Consider maintenance requirements for artworks when allocating resources for commissioning.
- Encourage inclusion of basic public utility infrastructure of power, water and data capability in public spaces to create a platform for a wide variety of art.

Figure is a historical planning tool that is not applicable to Downtown West

FIGURE 2-11-5: POTENTIAL ART PROJECT LOCATIONS



CONCLUSION

Art in the Diridon Station Area will help forge a new dynamic neighborhood for San José, defining and infusing the area with vital "essence and identity" while fostering the spirit of innovation and environmental stewardship. The artwork will make this a landmark destination that reinforces San José's identity as a center for innovation. Artists working as visionaries and collaborators will apply their talents helping to sculpt and define the public realm, inspiring us and helping us dream.

3. PLAN DESIGN GUIDELINES

3.1 Introduction

The San José Downtown Design Guidelines and Standards adopted in 2019 (Downtown Design Guidelines) provide guidance for the form and design of buildings in Downtown, their appearance in the larger cityscape and their interface with the street level public realm.

The Downtown Design Guidelines apply generally to the General Plan Downtown Growth Area, including the Diridon Station Area. Planning applications within the Diridon Station Area are required to comply with the Downtown Design Guidelines, with the exception of the properties within Google's Downtown West, which are required to comply with the DWDSG and applicable Downtown Design Guidelines identified in the DWDSG.

The station and the station area will be the place where the city welcomes visitor, employees and residents alike.

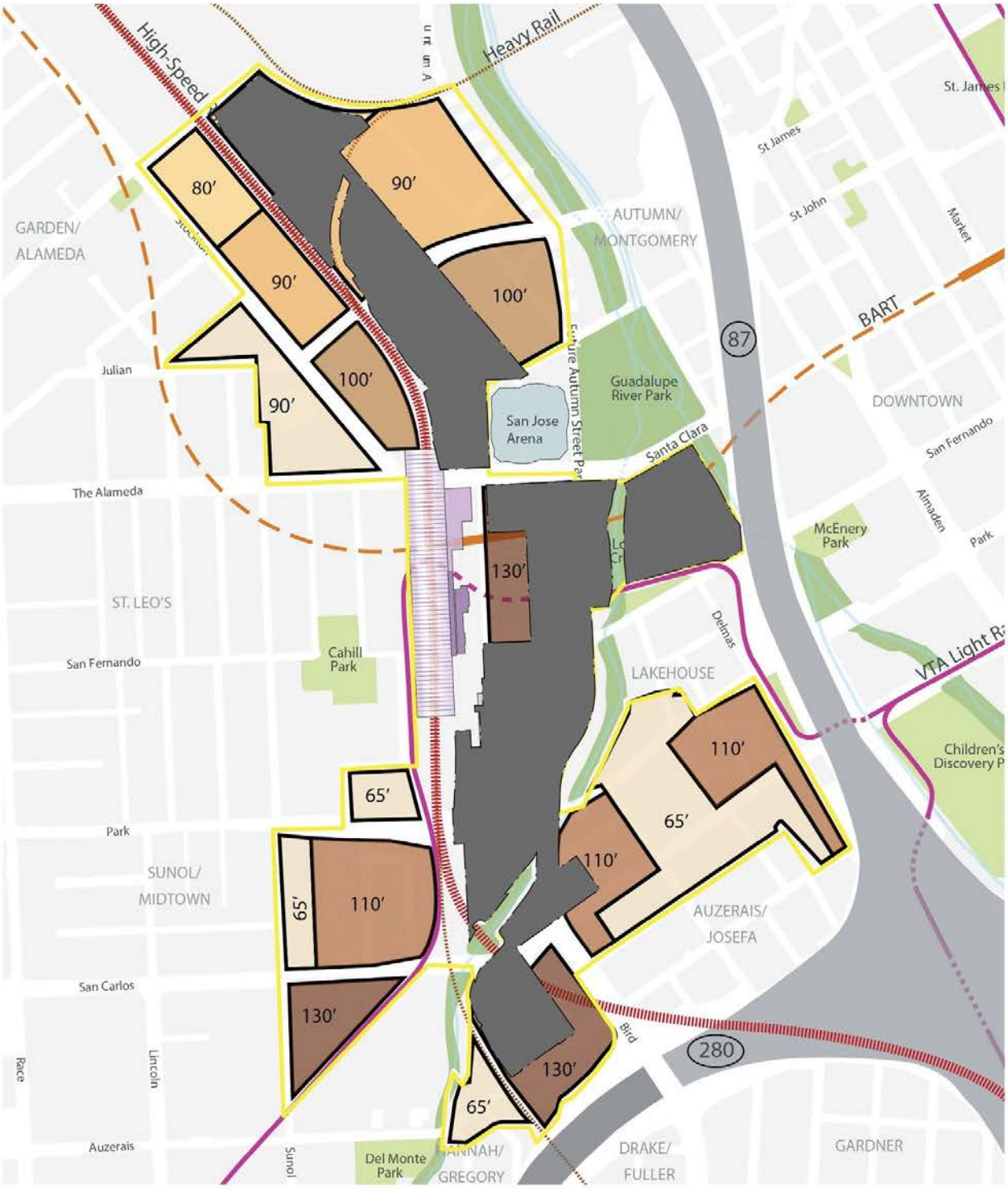
3.2 Built form

GUIDELINES FOR SITE PLANNING

Pedestrian activity and bike access is key to the development of the Diridon Station Area as a vibrant urban destination that takes advantage of the proximity to one of the most important transit hubs of the Western United States, the San José Arena, as well as San José's downtown with its convention center and university campus. While the street system in the station area needs to accommodate all transportation modes in a well-balanced manner, particularly in the immediate surroundings of the station, pedestrian activity helps generate higher rates of transit ridership by encouraging the use of alternative transportation options. High levels of pedestrian activity can be achieved by good overall connectivity and an interesting and varying street environment. Wide sidewalks, safe crossings, slow traffic, street trees, street furniture, and mid-block connections all contribute to a walkable and bikeable environment. Built form and uses; however, are especially important for creating a pedestrian-oriented physical environment. Attributes include: high-density, a mix of uses, small blocks, active ground floor uses, broken-up building masses and articulated façades at the ground level that respond to the pedestrian scale, as well as small integrated plazas and seating areas.

Diridon Station will become one of the major transit hubs in the region.

FIGURE 3-2-1: BUILDING HEIGHTS (AMENDED)



BUILDING HEIGHTS

Establishment of maximum building heights is essential to ensuring that new development is integrated and compatible with the surrounding neighborhoods and with key City assets, including the San José Arena and the Guadalupe Gardens River Park. To this end, Guidelines are provided on the maximum height of buildings in the Diridon Station Area outside Downtown West. Building height limits within Downtown West are governed by the Downtown West Planned Development Zoning District and DWDSG. Heights shown within the Downtown West boundary in this Plan are approximate and are shown for illustrative purposes only. The entire Diridon Station Area falls under the imaginary airspace notification surface for San José International Airport. Therefore, any proposed structure or object which would penetrate the imaginary notification surface, whether permanent or temporary, must be filed with the FAA for an aeronautical study to determine whether the specific structure would constitute a hazard to aircraft. Please refer to the FAR Part 77 for further details. Pursuant to the City's Envision San José 2040 General Plan, all such projects must obtain "determinations of no hazard" from the FAA and comply with any conditions set forth in those determinations. The urban design height guidelines for each subarea in the Diridon Station Area Plan are discussed below and are shown on Figure 3-2-1. Limited intrusions of 10 feet above the heights shown in Figure 3-2-1 would be allowed for elevator shafts, rooftop equipment, architectural treatments to parapets, roof lines and the like.

Central Zone

The maximum building height in the Central Zone is 280'.

The Northern Zone

The urban design height guidelines in the Northern Zone, west of the existing Union Pacific and Caltrain rail line, are intended to ensure the compatibility of new development with the existing residential neighborhood to the west and with the historic character and scale of The Alameda; however, the height limits for the areas designated Transit Employment Center on the east side of Stockton Avenue increase as one moves away from the established residential neighborhood and approaches the Diridon Station, reflecting the goal to place more intense development away from these neighborhoods but close the Diridon Station.

The height guidelines on the Northern Zone east of the Union Pacific and Caltrain railroad tracks are intended to reflect the historical pattern and scale of industrial development in this area and to ensure that new development minimizes shadow along the Guadalupe Gardens River Park and Trail to the east. Allowable heights increase moving south towards the SAP Pavilion, consistent with FAA height restrictions.

Southern Zone

The building height guidelines in the Southern Zone are intended to ensure the compatibility of new development with the surrounding relatively low density residential neighborhoods. The building height guidelines in this Zone, east of Autumn Parkway, reflect, and are consistent with the height guidelines in the Delmas Park Strong Neighborhoods Initiative (SNI), Neighborhood Improvement Plan. The height guidelines both in this Plan and the Delmas Park SNI Plan discourage taller buildings adjacent to areas with existing single-family homes, including the Lakehouse Historic District centered around Lakehouse Avenue; however, taller buildings are encouraged in portions of the Delmas Park SNI area that are along major roadways and set back from the established single-family areas.

The areas designated Urban Residential along the east side of Sunol Street and on both sides of Auzerais Avenue, east of Los Gatos Creek, have a height limit of 65' to ensure compatibility of new residential development with the adjacent single-family neighborhoods. The height limits in these two residentially designated areas are intended to provide transition zones between the adjacent predominately one-story homes and the residential or commercial development to the east that could potentially be built to heights of between 110' and 130', depending on location.

MIX OF USES

A mix of uses on sites and within buildings encourages walking due to a variety of activities that span over more hours during a day. By bringing important destinations close together, a mix of uses also increases convenience for pedestrians, particularly when such sites are co-located with or near their home or office. When people can complete several functions at one location, they can reduce overall trips, and therefore reduce congestion and pollution. Integrating vertical mixed-use in each district, primarily by adding ground floor retail, will significantly contribute to pedestrian activity and reduced motorized trips.

Central Zone

- Include ground floor retail in all blocks;
- Plan for a variety of office, residential, hotel, and retail typologies.

Northern Zone

- Ground floor retail should be integrated in mixed-use buildings that take advantage of maximum heights and densities.

Southern Zone

- Residential buildings are encouraged to include ground floor retail or other commercial uses where appropriate.

STREET PARKING

Street parking helps create a buffer between the sidewalk and traffic, reduces traffic speeds, and provides short-term vehicular access to the area. Generally streets should include parallel street parking except in drop-off, taxi, and bus stop zones. Street parking within Downtown West is encouraged within "dynamic lanes" as set forth in the DWDSG which provides additional information on permitted design flexibility to best serve the function of the street and the intended experience of adjacent land uses.

- Use minimum dimensions for parking stalls to increase the number of parking spaces and to reduce the overall street width;
- Encourage the use of non-asphalt pavement for parking strips, preferably water-permeable pavers to reduce stormwater runoff;
- Encourage the integration of generous bulb-outs for trees in between parking spaces; trees should preferably be planted at intervals of at least four parking spaces;
- Provide designated motorcycle spaces, preferably at intersections to increase visibility and safety for pedestrians
- Encourage the integration of bicycle parking spaces on the parking strip ("parklets") to maximize sidewalk space;
- Private streets should be planned and designed to be similar to public streets including parallel parking on both sides of the street where feasible.

3.3 Public open space

GUIDELINES FOR OPEN SPACE NETWORK

An array of easily-accessible public and private open spaces woven into a network of Green Fingers that connect to the Guadalupe River and Los Gatos Creek trail system is an essential component of the Diridon Station Area plan. These spaces and connections are an essential part of a lively community and a balanced distribution of such spaces will provide recreational, educational, sporting, and cultural benefits to residents, visitors, and employees. The plazas, squares, and parks in the Diridon Station Area can both respond to the character and needs of the existing neighborhoods while also serving as the catalyst that spurs new development. By connecting parks, squares, and other open spaces to the existing and planned street network with a consistent system of wayfinding signage and public art, a coherent and highly accessible network of open spaces can be created. The requirements applicable to public open spaces within Downtown West are set forth in the DWDSG and other project approvals and project documents.

Key open space goals of the Diridon Station Area Plan:

- Develop a variety of open spaces including squares and parks of different size and character that enhance and distinguish the different subareas in the Diridon Station Area including:
    - A central “Diridon Plaza” with an iconic civic identity for the station and station area;
    - Smaller squares and green spaces throughout the Station Area that reflect the unique character.
- As a transit-rich community, the Diridon Station Area will benefit from a high level of pedestrian connectivity that allows residents, employees and visitors to easily forgo their vehicles while connecting to parts within the Station Area and to Downtown San José with a short walk or bicycle trip

- Integrate pedestrian routes in the green network to provide connections in addition to streets;
- Create a number of additional pedestrian focused routes that have a high degree of visibility for people traveling to and from Diridon Station and Downtown San José;
- Create a robust and safe bicycle network along station area roads.

- Make squares a focal point of development in each area. Encourage retail and/or residential uses around parks to activate them;
- Visually and physically connect parks and plazas to the Green Fingers to encourage walking and biking;
- Integrate public art throughout the public open space network.

SUSTAINABILITY/ GREEN DESIGN

- Use of public space network to control urban storm water runoff through the use of bioswales and permeable paving;
- Implement principles of sustainable design including
  - bioswales;
  - permeable paving;
  - educational ecological design;
  - enriched pedestrian spaces and networks;

Bioswales retain rain water and reduce the impact on the storm water system. If designed well, they can improve and green the streetscape.

Permeable paving can help to reduce urban runoff while creating a distinctive look.

- o generous use of trees and other plant material to provide shading and reduce water run-off;
- o native and drought-tolerant plants.

- Protect the Guadalupe River and Los Gatos Creek watersheds;
- Reduce pollution and urban storm water runoff;
- Design according to San José's 2022 Green Vision goals
- Signage should also function as public art and be attractively designed, using clean modern fonts that are highly legible

CONNECTIONS TO GUADALUPE RIVER & LOS GATOS CREEK

The Green Fingers, planned outside the Downtown West boundary, connect the new development of the Diridon Station Area to existing key recreational and pedestrian networks, the Guadalupe River and Los Gatos Creek. They provide residents and employees with connections to these parks and recreation opportunities and help define the emerging character of the station area as a sustainable and green urban community.

The Green Fingers:

- Allow for connections to the trail system along these two waterways to the north and south well beyond the station area;
- Offer alternative pedestrian/bike routes through the station area;
- Provide through-connections that continue to downtown.

Easy-to-read signage helps orientation and contributes to the neighborhood's identity.

In addition to assist wayfinding, signage can also be used to tell the story of the Diridon Station Area.

SIGNAGE

Include a large-scale public art piece with iconic qualities that reflects San José's innovative spirit.

Integrate public art with important station area infrastructure to create a unique identity for the area.

Pedestrian underpasses can be made more pleasant by integrating art and creative lighting.

The Diridon Station Area will be one of the most visited areas in all of San José, with two major event venues and an highly active transit hub. Many of these visitors will be new to the city or only occasional visitors, which is why a clear signage system focused on the destinations within the station area will be essential. Downtown West signage requirements are set forth in the DWDSG.

- Signage should direct people to key pedestrian and automobile routes in the station area, and to downtown and adjacent neighborhoods;
- Focus on major attractions in the core area of the district;
- Direct visitors to downtown and its attractions;
- Implement a system of kiosks, pedestrian route signage, and automobile signage;
- Include a comprehensive signage system for transfers to taxi and shuttle services, and to car share facilities.

PUBLIC ART

The City of San José values public art as a reflection of its creative character. Public art in the Diridon Station Area can enrich the public realm, capturing the changing character of the area and contributing to its visual legibility. As detailed in "At the Crossroads: Diridon Station Area Master Plan" *(refer to Appendix B - References)*, public art will play key role in emphasizing the vision of the Diridon Station Area as a crossroads for innovation, engagement and ecology. Artworks can be commissioned to reinforce the goals of these guidelines and to create landmarks, opportunities for community interaction, and human-scaled places.

The placement of public artworks in the Diridon Station Area will be determined through an area-wide strategy that identifies the best opportunities. Public art projects funded through eligible City of San José capital construction projects will be commissioned for all elements of the station area as detailed in the master plan. Public funds will also be pooled to commission prominent public artworks of area-wide significance. Private developers will be encouraged to voluntarily integrate permanent and temporary public art into communal spaces at their retail, commercial, and residential development projects, or to contribute to public art pooled funds for the creation of significant public artworks.

- Include public art in unexpected places and unexpected ways to infuse Diridon with an element of surprise, playfulness, and whimsey;
- Locate public art to mark key paths of movement (such as trails, corridors, and connections), to highlight major entries (to both the Diridon Station Area as a whole and to specific sub-areas), and to anchor key spaces;
- Commission public artworks that act as "community hearths", stimulating interaction where people of different communities or user groups meet;
- Commission public artworks at a variety of scales
    - Large-scale "City Image" projects that create the "postcard" image that people think of when they think of the Diridon Station Area;
    - Area-scale projects that provide orientation and identity to different sub-areas in the Diridon Station Area; and
    - Neighborhood-scale projects that relate to the way that people work and live in the Diridon Station Area.
- Create "strong spots" and "hot spots" for the placement of temporary public artworks, focused on gathering spaces and pedestrian-oriented experiences, that create a sense of excitement and expectation;

Office buildings in the central zone should be urban in character, with active ground floor uses and small public spaces.

An active major plaza in the central district can help to generate a vibrant 24/7 neighborhood (example: Victory Plaza, Dallas).

Architecture and site layout in the Innovation District should reflect the innovative character of companies and their new work environments.

Higher density residential development can take advantage of the proximity to one of the largest intermodal transit hubs in the Bay Area.

- Locate public art in interstitial places, weaving together zones where different kinds of uses overlap, such as places where parks and schools, businesses and residential areas, or transit and pedestrian areas meet;
- Use public art to enhance the trail system, creating unique artworks at areas where trails meet parks or schools; also include smaller-scaled functional and interpretive art elements along the trail;
- Refer to “At the Crossroads: Diridon Station Area Master Plan” for more detailed recommendations.

DISTRICT CHARACTER

A balanced distribution of these interconnected spaces will complement and enhance the existing parks that surround the Station Area. The proposed network will provide recreation, active transportation, education and cultural benefits to residents, visitors, and employees throughout the Station area. The plazas and neighborhood parks in the area can respond to the character and needs of the existing neighborhoods while also serving as the catalyst to spur new development.

DIRIDON PLAZA

A substantial, iconic plaza centrally located and anchoring the Diridon Station will create an urban living room where workers, residents, and visitors can gather and meet. The design of this central plaza should take into consideration its intended uses, its proximity to Diridon Station, and relationships to other public open spaces and amenities. Its open space, facilities, and landscaping should be able to accommodate large-scale events such as performances or temporary outdoor markets, as well as smaller-scale activities that will occur on a more frequent basis, in order to serve as a gathering place for all.

- Provide connections from the plaza to nearby paseos, pathways, the Guadalupe River and Los Gatos Creek, and to downtown.
- Require pedestrian-friendly, interactive uses such as retail, restaurants, and cafés on the ground-floor of surrounding buildings;
- Require such ground floor uses to expand to the park/plaza, for example through café seating or outdoor merchandise displays;
- Provide spaces within the park/plaza that support flexible rather than fixed program elements;
- Provide larger-scaled hardscaped and softscaped areas to accommodate events like concerts, performances, parades, farmers' markets, rallies, and film screenings;
- Provide a variety of smaller-scaled seating areas and shade structures for day-to-day use;
- Design for both daytime and evening use;
- Incorporate large-scale public art that has iconic qualities. Also create opportunities for temporary art;
- Provide a variety of smaller-scaled seating areas and shade structures for day-to-day use;

The primary plaza should be a highly visible and distinct public place that includes unique design features and different zones for a variety of activities (examples: Exchange Square in Manchester, UK, and Schouwburgplein in Rotterdam, NL).

A lush tree canopy in the Green Fingers will help mitigate the heat island effect while providing a respite to the higher densities of the new development.

Pedestrian-friendly uses including residential buildings and entrances should line the Green Fingers.

The Green Fingers should include amenities and elements for different activities.

- Design for both daytime and evening use;
- Incorporate large-scale public art that has iconic qualities. Also create opportunities for temporary art;

Alternative illustrative concepts for the Diridon Plaza are included in section 2.4 of this report.

GREEN FINGERS

A series of green fingers extending from the Guadalupe River and Los Gatos Creek, planned outside the Downtown West boundary, provide pleasant pedestrian and bike friendly connections to the different districts and downtown. Along the green fingers lie a number of neighborhood squares creating a series of focal points for gathering and respite. The Green Fingers are envisioned as wide linear parks of different character that, in addition to creating pedestrian links, provide sustainable design elements to abate urban pollution and runoff. Depending on their location the green fingers will be designed to have a character unique to the district for which they lie.

- Develop different context-based themes for the Green Fingers;
- Provide for generous spaces for walking and bicycling;
- If along an existing road, create an ample separation from traffic;
- Integrate permanent and temporary public art throughout;
- Design in a sustainable manner with permeable paving and water infiltration strategies;
- Use a generous plant palette of trees and other plant material to create a park like environment;

- Provide seating and other opportunities for respite;
- Provide ample pedestrian focused lighting;
- Connect and integrate with neighborhood squares;
- Encourage higher density mixed-use development along the Green Fingers;
- Encourage pedestrian-friendly, interactive uses such as retail, restaurants, and cafés on the ground-floor of surrounding buildings or allow for stand-alone small buildings and kiosks in the Green Fingers for such uses;
- Encourage such uses to 'spill out' into and engage the green fingers, for example through café seating or outdoor merchandise displays;
- Establish a distinct character for the Green Fingers based on the neighborhood they are located in;
- Provide a pedestrian focused wayfinding system along the Green Fingers.

Ensure that the design of neighborhood squares matches the character, density and needs of the surrounding area.

Smaller public plazas should be visible form the street and integrated in the block layout. Plenty of seating, greenery, shading, and amenities are essential.

Encourage small public plazas that connect to pedestrian paths throughout the neighborhoods and office campuses.

NEIGHBORHOOD PARKS AND SQUARES

Neighborhood parks and squares that serve as nodes for development and gathering are proposed throughout the Station Area. These spaces share many of the same elements while emphasizing the distinct character of each neighborhood. A network of local spaces that meet the needs of nearby residents of all ages and offer recreational and leisure space, such as seating, tot-lots, hard- and softscapes, will encourage daytime use and community interaction. Residents who perceive their local parks and squares to be safe, secure, usable, and well-maintained places will embrace them and use them extensively.

- Parks or squares should be connected with the pedestrian network in the Green Fingers and the neighborhoods;
- Encourage higher density mixed-use development along the perimeter of parks and squares;
- Encourage pedestrian-friendly, interactive uses such as retail, restaurants, and cafés for the ground-floor uses of surrounding buildings;

Community gardens bring the community together and support local food growing; they can be located in the community park and/or in other open spaces that are part of the green network.

Provide a variety of recreation opportunities in the community park.

Include abundant seating opportunities throughout squares and parks.

Small kiosks and cafés can attract visitors and contribute to a park's liveliness.

- Encourage such uses to extend to open spaces, for example through café seating or outdoor merchandise displays;
- Parks should face onto public streets or pathways to clearly define them as public space;
- Programming should provide for a variety of uses including zones for children to play and informal areas that allow for various experiences and activities for people of all abilities;
- Art should be integrated into the design to reinforce a sense of the neighborhood;
- Provide a variety of smaller-scaled seating areas and shade structures for day-to-day use;
- Design for both daytime and evening use;
- Typical park and square elements include:
    - Variety of seating opportunities;
    - A mix of hardscape and softscape elements that respond to the surrounding conditions;
    - Art elements, ideally designed as a core element of the park or square;
    - Flexible space for gatherings and events;
    - Parks can include small scale community gardens.

3.4 Streetscapes

PROPOSED STREET TYPOLOGIES

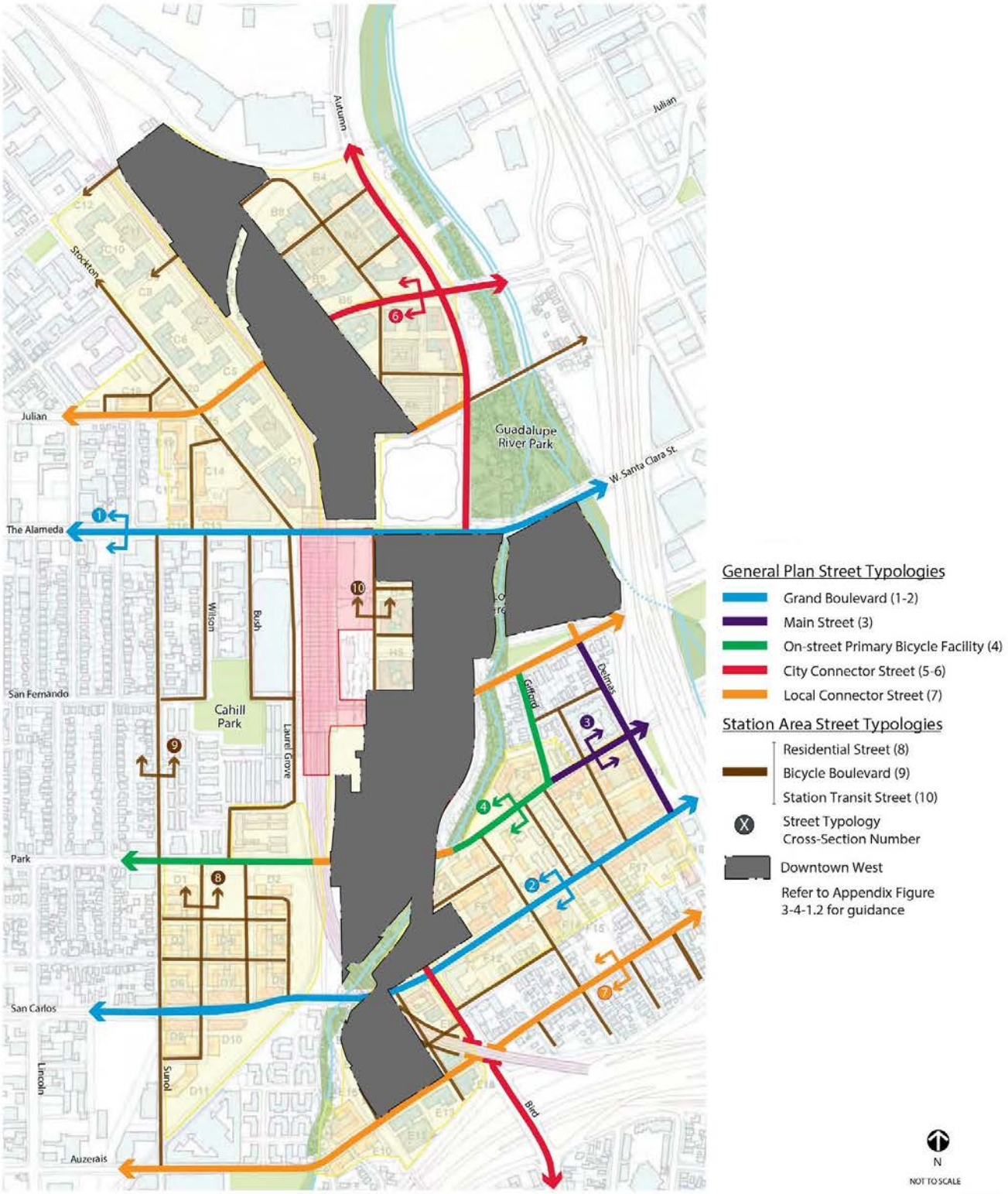
To ensure a balanced, multimodal transportation network, the Preferred Alternative organizes streets and other transportation facilities according to "typologies." Street typologies are an expansion of functional classifications that consider street context and prioritize certain travel modes and certain types of streets. For example, the Preferred Alternative includes a "Grand Boulevard" street typology, consistent with the City's "Envision San José 2040 General Plan", on which the movement of transit vehicles is prioritized over other modes of travel. Street typologies reflect a roadway's adjacent land use, appropriate travel speeds, and the need to accommodate multiple travel modes.

The proposed typologies are intended to provide a network of "complete streets" that accommodates the various users of the streets. By addressing the needs of all uses of the transportation network, complete streets not only improve safety for all users and foster strong communities, but also address climate change, by increasing accessibility and viability of travel modes other than the automobile. Adjacent land use influences the functionality and character of the street environment. A well-integrated street system considers the complementary relationship between land use, local and regional travel needs. The complete streets concept applies to all types of roads from downtown pedestrian streets to high-capacity commercial corridors, and it considers the range of users, including children, the disabled and seniors.

The Complete Streets Design Standards and Guidelines (CSDSG), adopted in May 2018, regulate street design that prioritizes safety, efficiency, and convenience for multimodal travel — including pedestrians, cyclists, transit users, and motorists. These standards and guidelines promote the City's vision of creating streets that support public life, neighborhood livability, and economic vitality. The development of streets within Downtown West is subject to the standards and guidelines in the DWDSG and CSDSG (unless expressly superseded by the DWDSG).

The following General Plan and Station Area street typology definitions, which incorporate the principles of complete streets, apply to the streets and other facilities that make up the Preferred Alternative circulation network, as shown on Figure 3-4-1. From these street typologies, which are consistent with the City's Envision San José 2040 General Plan, street cross-sections were developed. These cross-sections are identified and illustrated below. It should be noted that these street typologies are somewhat independent of the "Green Fingers" overlay, as any of the street sections shown in this section could be included within a "Green Finger".

FIGURE 3-4-1.1 : PROPOSED STREET TYPOLOGIES (AMENDED)



GENERAL PLAN STREET TYPOLOGIES

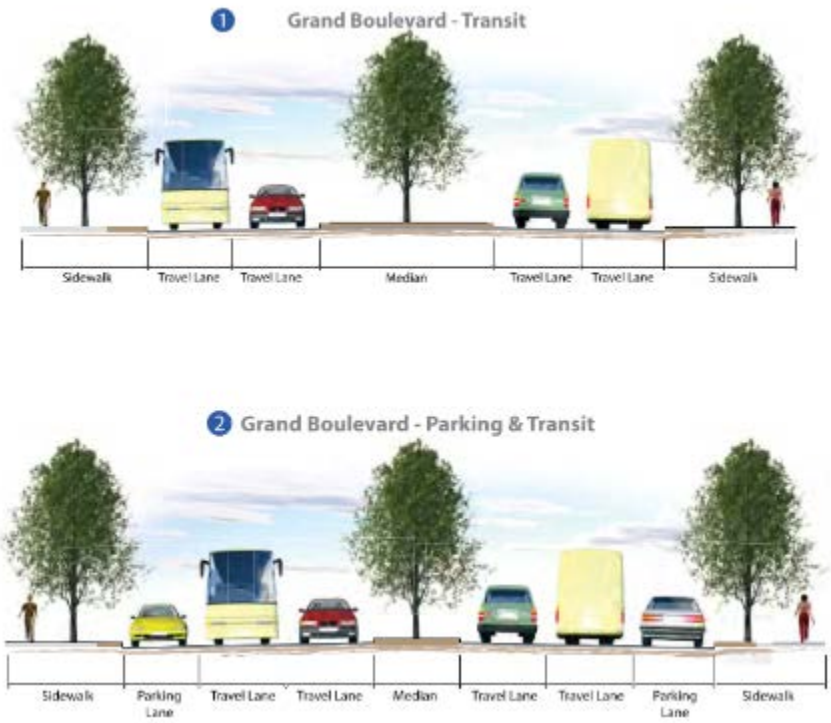
GRAND BOULEVARD

Grand Boulevards serve as major transportation corridors that connect City neighborhoods. In most cases these are primary routes for Valley Transportation Authority (VTA) light-rail, bus rapid transit (BRT), and standard/community buses, as well as other public transit vehicles. Transit service is the primary mode on Grand Boulevards. Signal preemption for transit vehicles, bus stops, and, where appropriate, exclusive transit lanes, will be provided. Other travel modes, including automobiles, bicycles, and trucks, are accommodated in the roadway, but if there are conflicts, transit has priority. Grand Boulevards contribute to the City's overall identity through cohesive design. Within the public right-of-way, special measures could include enhanced landscaping, attractive lighting, and identification banners. These streets can accommodate moderate to high volumes of through traffic within and beyond the city. Pedestrians are accommodated with ample sidewalks on both sides, and pedestrian amenities are enhanced around transit stops.

Grand Boulevard features are incorporated into the following General Plan Street Typology cross-sections as seen on the following page (Figure 3-4-2):

1) Grand Boulevard - Bicycle and Transit Street
2) Grand Boulevard - Parking and Transit Street

FIGURE 3-4-2 : GRAND BOULEVARDS



Passeig-de-Gracia is one of Barcelona's great boulevards that is a combined a transportation corridor and major shopping street.

MAIN STREET

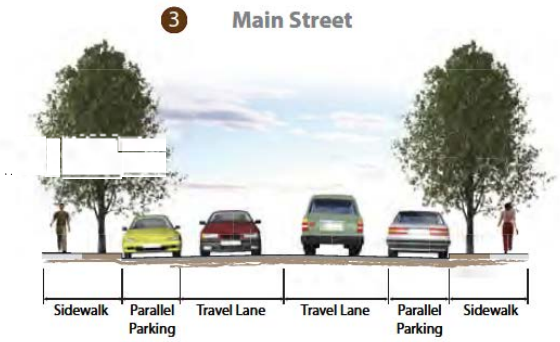
Main Streets are roadways that play an important commercial and social role for the local neighborhood area, supporting retail and service activities that serve the local neighborhood residents, and providing an urban street space for social community gathering and recreational activities.

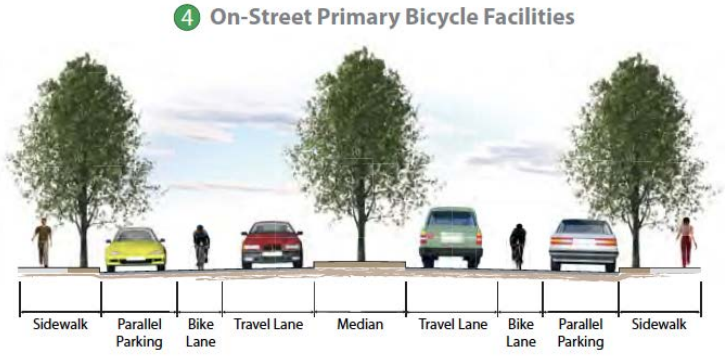
The Main Street's physical form supports many transportation modes, with significant emphasis given to pedestrian activity. Main Streets are streets on which high volumes of pedestrian traffic are encouraged on the sidewalks. Sidewalks should be wide with ample pedestrian amenities, including street trees, high-quality landscaping, pedestrian curb extensions or bulbouts, enhanced street crossings, and pedestrian-oriented signage identifying trails and points of interest. Additionally, signals should be timed to minimize pedestrian delay. Pedestrian crossings should have a high priority at intersections. Building frontages should be pedestrian oriented and pedestrian scale with buildings and entrances located adjacent to public sidewalks.

ON-STREET PRIMARY BICYCLE FACILITY

On-Street Primary Bicycle Facilities are either Class II bike lanes, Class IV protected bikeways, or Class III signed bike routes, and are through routes for bicycles, providing continuous access and connections to the local and regional bicycle network. These facilities correspond to the primary bicycle network described in the San José Bike Plan 2020. Through and high volumes of motor vehicle traffic are generally discouraged, but may be allowed in localized areas where necessary to accommodate adjacent land uses. Local automobile, truck, transit and pedestrian traffic are accommodated in the roadway, but if there are conflicts, bicycles and pedestrians have priority. Reduced speed limits and neighborhood traffic management strategies to slow and discourage through automobile and truck traffic may be appropriate. Pedestrians are also

FIGURE 3-4-3: MAIN STREET AND ON-STREET PRIMARY BICYCLE FACILITIES

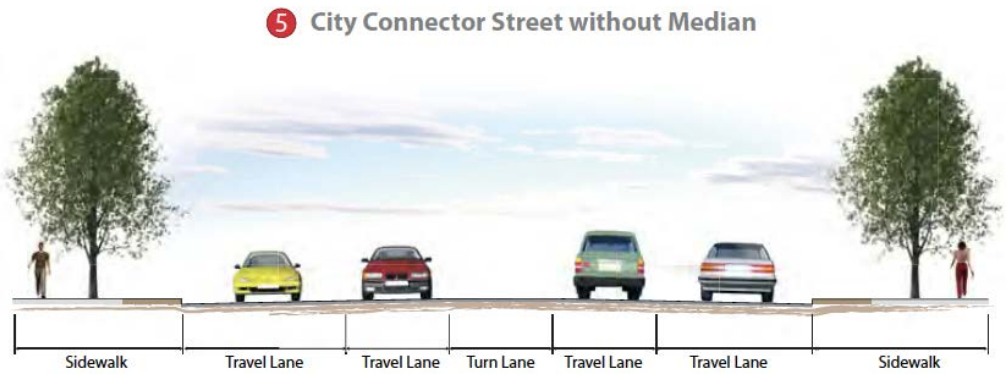




accommodated (also refer to the Guidelines for Streetscape Design/On-Street Bicycle Treatments section in this chapter). As described in the Complete Street Standards and Guidelines, On-Street Primary Bikeways generally apply to City and Local Connector Street General Plan Typologies.

Main Street and On-Street Primary Bicycle Facility features are depicted in the General Plan Street Typology cross-sections in Figure 3-4-3:

FIGURE 3-4-4: CITY CONNECTOR STREETS



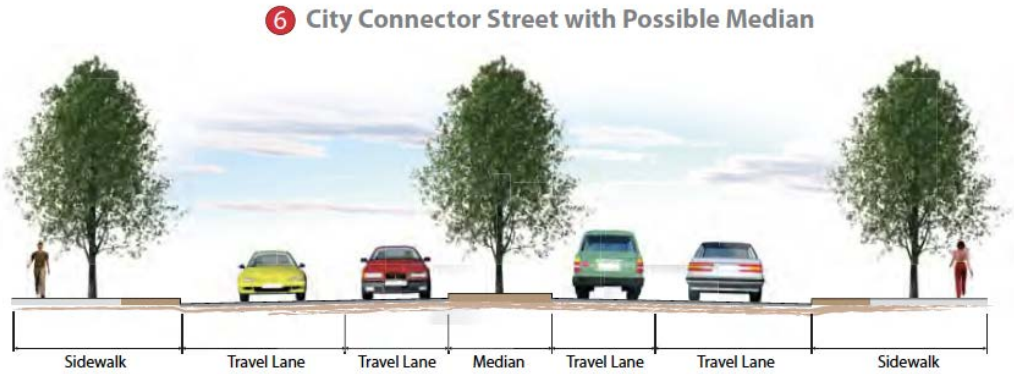


FIGURE 3-4-5: LOCAL CONNECTOR STREET

CITY CONNECTOR STREET

Automobiles, bicycles, pedestrians, and trucks are prioritized equally in this roadway type. Transit use, if any, is incidental. These streets typically accommodate moderate to high volumes of through traffic within and beyond the City. Pedestrians are accommodated with sidewalks.

LOCAL CONNECTOR STREET

Automobiles, bicycles, pedestrians, and trucks are prioritized equally in the roadway. Transit use, if any, is incidental. These streets have two traffic lanes and would accommodate low to moderate volumes of through traffic within the City. Pedestrians are accommodated with sidewalks.

City Connector and Local Connector Streets are depicted in the General Plan Street Typology cross-sections in Figures 3-4-4 and 3-4-5.

Separated and colored Class II bike lanes improve visibility and safety for cyclists (example: New York City)

A Class III bike way is marked with a sharrow to indicate that the street is shared by cyclists and motorized traffic

STATION AREA STREET TYPOLOGIES

The following proposed street typologies, as shown in Figure 3-4- 6, are part of the Plan for the Diridon Station Area, but are not in the City's Envision San José 2040 General Plan.

RESIDENTIAL STREET

Automobiles, bicycles and trucks are accommodated equally in the roadway. Transit use is rare. These streets accommodate low volumes of local traffic and primarily provide access to property. Through traffic is discouraged. Neighborhood traffic management strategies to slow and discourage through automobile and truck traffic may be appropriate. Pedestrians are accommodated with sidewalks or paths.

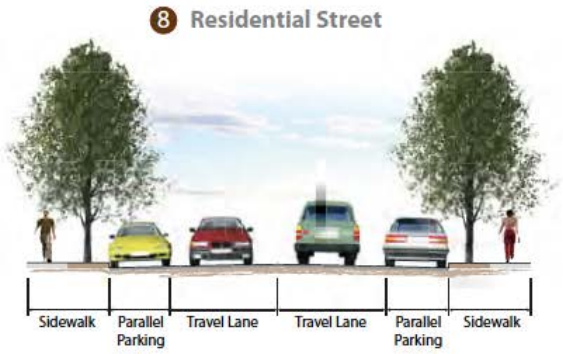
BICYCLE BOULEVARD

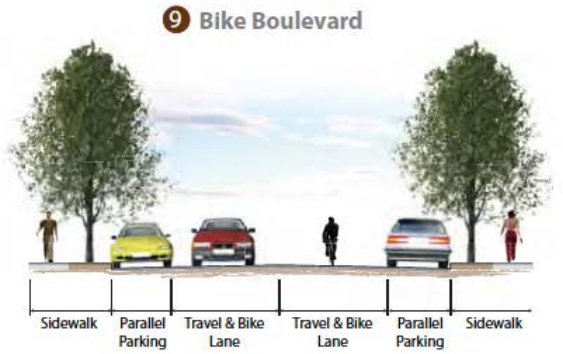
A bicycle boulevard is a local street in which the two travel lanes are shared by bicycle and motorized vehicles. Parallel parking and sidewalks ensure pedestrian accommodation and the street has a low volume of traffic.

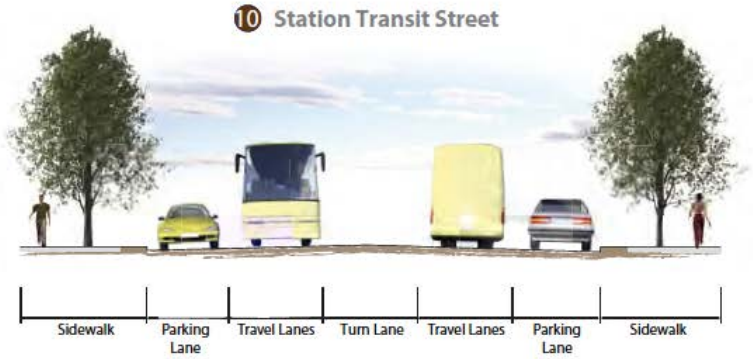
STATION TRANSIT STREET

The street which fronts Diridon Station is a Station Transit Street. It is a street for all vehicles with a prioritization for taxis, transit buses and shuttles. Sidewalks are generous in width to provide for comfortable pedestrian access.

FIGURE 3-4-6: RESIDENTIAL STREET, BICYCLE BOULEVARD AND STATION TRANSIT STREETS







GUIDELINES FOR STREETSCAPE DESIGN

Streetscape elements can help support and guide people on their way through the Diridon Station Area. Features such as benches, flower planters, bike racks, lighting, public art, signage, and drinking fountains enhance sidewalk areas and provide needed amenities to pedestrians while they are visiting a neighborhood. Pedestrian bulb-outs, mid-crosswalk refuges, and crosswalk pavement changes help make streets with heavy traffic feel more pedestrian-friendly, encouraging walking and transit use.

This pedestrian scramble in London uses special pavement for the crossings.

PEDESTRIAN CROSSINGS

- Use features such as bulb-outs, speed tables, and changes in pavement to improve visibility and pedestrian comfort;
- On wider streets with medians, include mid-crosswalk pedestrian refuges;
- Use high visibility striping or special paving treatments on all major intersections.

Speed tables work to both slow down traffic as well as provide a clear pathway way for pedestrian travel. They can be adopted for both residential and urban conditions.

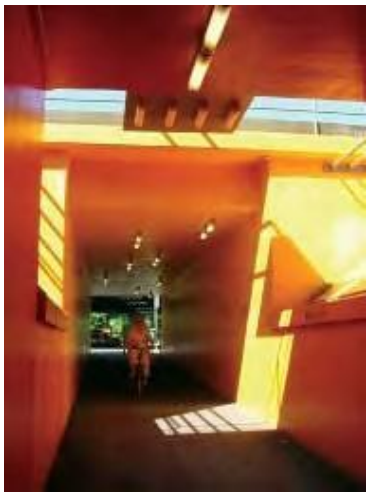
ON STREET BICYCLE TREATMENTS

- Use colored pavement to demarcate bicycle lanes;
- Where feasible, create a separated bicycle lane to help protect bicyclists from adjacent traffic;
- Use sharrow markings on streets too narrow for Class I, Class II, or Class IV bike lanes but have high bicycle traffic volumes.

Also refer to On-Street Primary Bicycle Facilities in this section.

Provide pedestrian refuges on busy streets throughout the Station Area.

Provide easily-accessible and secure bike parking facilities close to building entrances.



Underpasses can be significantly improved by public art, artificial and natural lighting.

BICYCLE PARKING

- Provide secured bicycle parking at the Diridon Station and the San José Arena;
- Ensure that new development includes secured bike parking and showering facilities;
- Provide covered bicycle parking areas in all parking garages;
- Provide for sidewalk bicycle racks throughout the Station Area.

UNDERPASSES

Throughout and directly adjacent to the station area, thirteen underpasses either exist or are proposed. These underpasses connect the station area:

- To downtown under State Route 87;
- To The Alameda and neighborhoods further west under the railroad tracks.

These underpasses are critical links in the connective tissue of the station area. To reduce the disjunction most underpasses cause between neighborhoods it is vitally important to improve both the pedestrian and aesthetic qualities of the existing underpasses and to make sure new underpasses are inviting and safe for pedestrians.

- Provide attractive and effective pedestrian scale lighting;
- Provide generous sidewalks for pedestrians;
- Use public art to improve aesthetics of underpasses
- Make underpasses as short as possible;
- Develop a management plan to clean underpasses on bi-weekly basis including pedestrian sidewalks and adjacent walls.

HIGH SPEED RAIL VIADUCT

If high speed rail is elevated, it would be up to sixty (60) feet above the roadway and create a physical barrier. The design of any viaduct should be carefully considered and meet the highest standards of

design and construction, as it would constitute a dominant element of architecture throughout the station area.

- Create a viaduct that conveys a sense of lightness, using designs that minimize the bulky look of support posts and berms;
- Ensure that the viaduct has an open design with large openings along its length;
- In areas where the viaduct does not run over ground level tracks, reuse the space for pocket or linear parks, parking garages or lots or, where feasible, building sites. Ensure that the area below the viaduct is improved and maintained as an integral element of the adjoining land and that it is not fenced or neglected;
- Use public art as part of the design of the viaduct.

STREET FURNITURE

- Along primary streets, use a signature palette of street furniture and lighting in each of the station area's districts to help define the Diridon Station Area's identity;
- Integrate public art into planned amenities to create unique and engaging streetscapes;
- Integrate bus shelters into overall streetscape design, placing them away from the street edge when possible;
- In retail areas, utilize street furniture such as benches and planters to enhance the pedestrian realm and soften the street edge.

STREET LIGHTING

- Provide pedestrian-scale lighting on all key streets and pedestrian pathways as well as along the north-south paseos.

SIDEWALKS

- Provide enhanced sidewalk widths on key pedestrian streets;
- In residential areas or along private streets, allow sidewalk areas to have a more vegetated character - along with planting

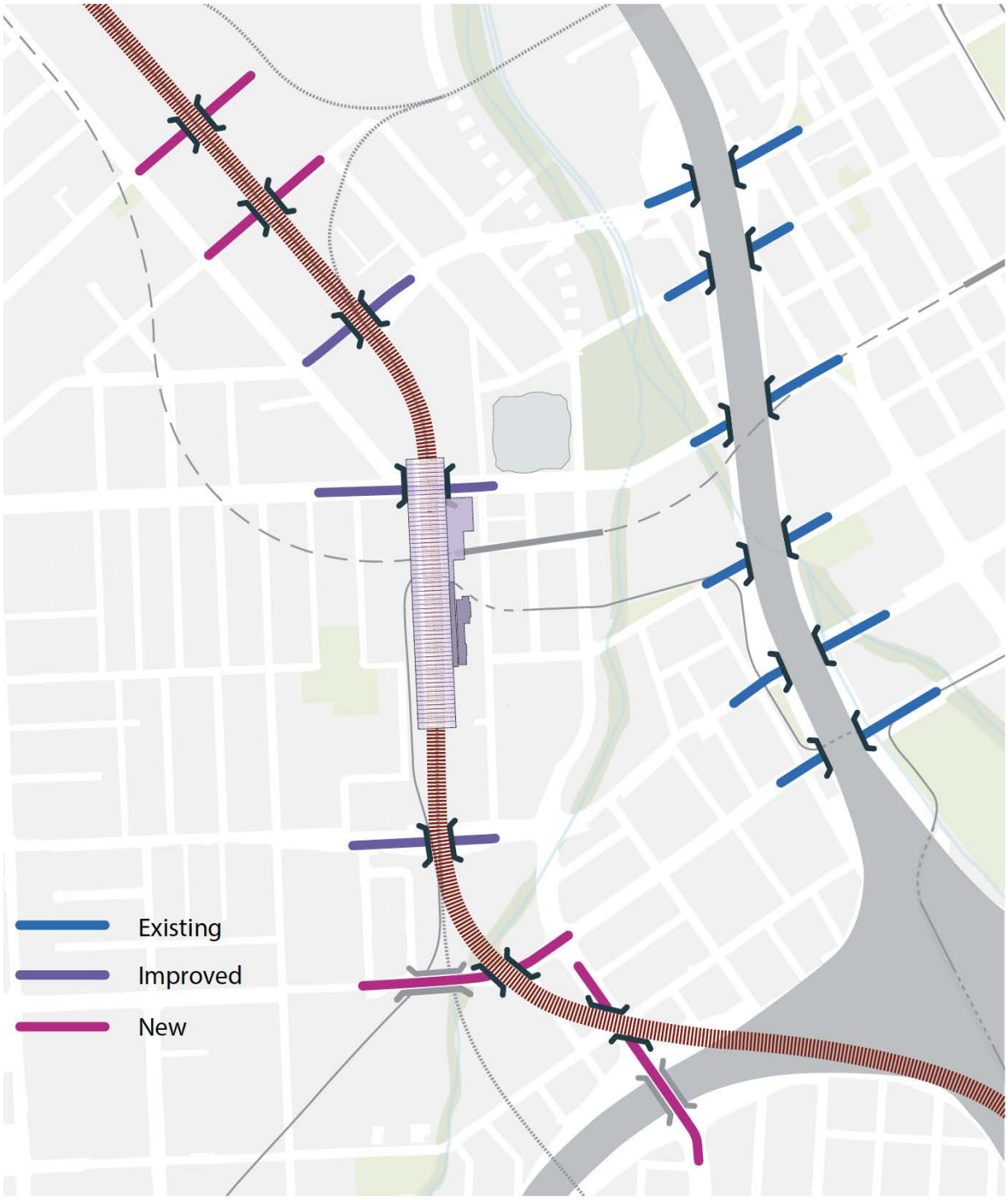
Attention to detail and materials can enhance the elevated railway structure.

The elevated railway structure can include ground floor uses that activate the street level.

A distinctive palette of street furnishings will help give the districts a distinct identity.

Bus shelters can become distinct and recognizable elements in the streetscape

FIGURE 3-4-7: UNDERPASSES (AMENDED)



strips, consider using bioswales for stormwater filtration;

- Consider using permeable pavers or paving on sidewalks.

STREET PARKING

- In retail districts, encourage the use of parallel on-street parking to provide parking for short-term visits (also refer to Section 3.4 Streetscapes: Street Hierarchy and Typologies);
- Consider creative paving options in parking areas; for example, mark parking spots through a change in pavement rather than through striping;
- Consider the use of permeable paving for street parking areas.

TRAFFIC CALMING

- Particularly in residential areas, encourage the implementation of traffic calming measures such as speed humps, traffic circles, and chicanes.

STREET TREES

- Use a diverse palette of climate-appropriate, and when possible, native, trees throughout the Diridon Station Area;
- Create a street tree plan that ensures an unified street tree design throughout the station area's three districts;
- Allow for a more varied palette of trees within residential areas

RAILROAD TRACKS AT GRADE

- Provide attractive and protective fencing along railroad tracks;
- Do not allow chain link fencing;
- Provide plantings along public side of railroad tracks.

Provide wider sidewalks with a rich tree canopy on key pedestrian streets.

Residential areas should have a green character and include planting strips and vegetated setbacks.

Permeable paving for street parking strips reduces rain water run-off.

Fences can include decorative elements or public art.

4 . PLAN
MAXIMUM BUILD-OUT

4.1 Areas, heights and massing

METHODOLOGY & BUILD- OUT CALCULATIONS

The 2014 DSAP included an illustrative test fit plan that assumed approximately 5.4 million square feet of commercial/industrial and retail/restaurant uses, 2,600 dwelling units, 900 hotel rooms, and a Major League Baseball Park would be added to the DSAP Area. The Downtown West EIR assumes that this level of growth (except for a ballpark) would now occur in the DSAP Area outside Downtown West, i.e., that Downtown West development would be additive to, rather than part of, the growth assumed for the DSAP in 2014. Accordingly, the specifics of the test fit no longer apply and are no longer included in the Plan.

FLIGHT PATH RESTRICTIONS

The Diridon Station planning area is subject to height restrictions related to the Norman Y. Mineta International Airport. Building heights in the planning area are subject to the Federal Aviation Administration (FAA) regulations for navigable, obstruction free airspace (FAA Part 77). The City of San José also establishes aviation policies in the San José 2020 General Plan.

The Diridon Station planning area is subject to height and land use restrictions defined by the Santa Clara County Airport Land Use Commission (ALUC) and FAA. The ALUC maintains a Comprehensive Land Use Plan (CLUP) for Areas Surrounding Santa Clara County Airports (ALUCP) that provides for the orderly growth of the area surrounding the County's four airports, including the Mineta San José International Airport, which is required by law to be incorporated in the City's General Plan. The CLUP establishes provisions for the regulation of land use, safety, and noise insulation within areas adjacent to an airport to minimize the public's exposure to safety hazards and excessive noise. Each of these areas is called an Airport Influence Area, or AIA. Any proposed plan, project or land use change within the AIA must be submitted for review by the ALUC to determine whether it is consistent or inconsistent with the CLUP. The AIA for the Airport is mapped in Figure 4-1-9. Local agencies may overrule ALUC findings. In order to overrule a finding of inconsistency, a jurisdiction must hold a public hearing, make specific findings that the action proposed is consistent with the purposes of the ALUC statute, and approve the proposed action through a two-thirds vote of the local agency's governing body.

Approximately 110 acres of the Station planning area are located in the AIA referral area for the Airport. The planning area is also subject to height regulations administered by the FAA through the implementation of Federal Aviation Regulation (FAR) Part 77, "Objects Affecting Navigable Airspace." Part 77 sets forth standards and review requirements for the protection of airspace, including the height of potential structures, use of reflective surfaces and flashing lights, electronic interference, and other potential hazards to aircraft in flight. Any proposed structure or object within an extended zone defined by a set of imaginary surfaces radiating outward for several miles from an airport's runways or which stands at least 200 feet in height above ground must be submitted to the FAA for an aeronautical study to determine whether the specific structure would constitute a hazard to aircraft.

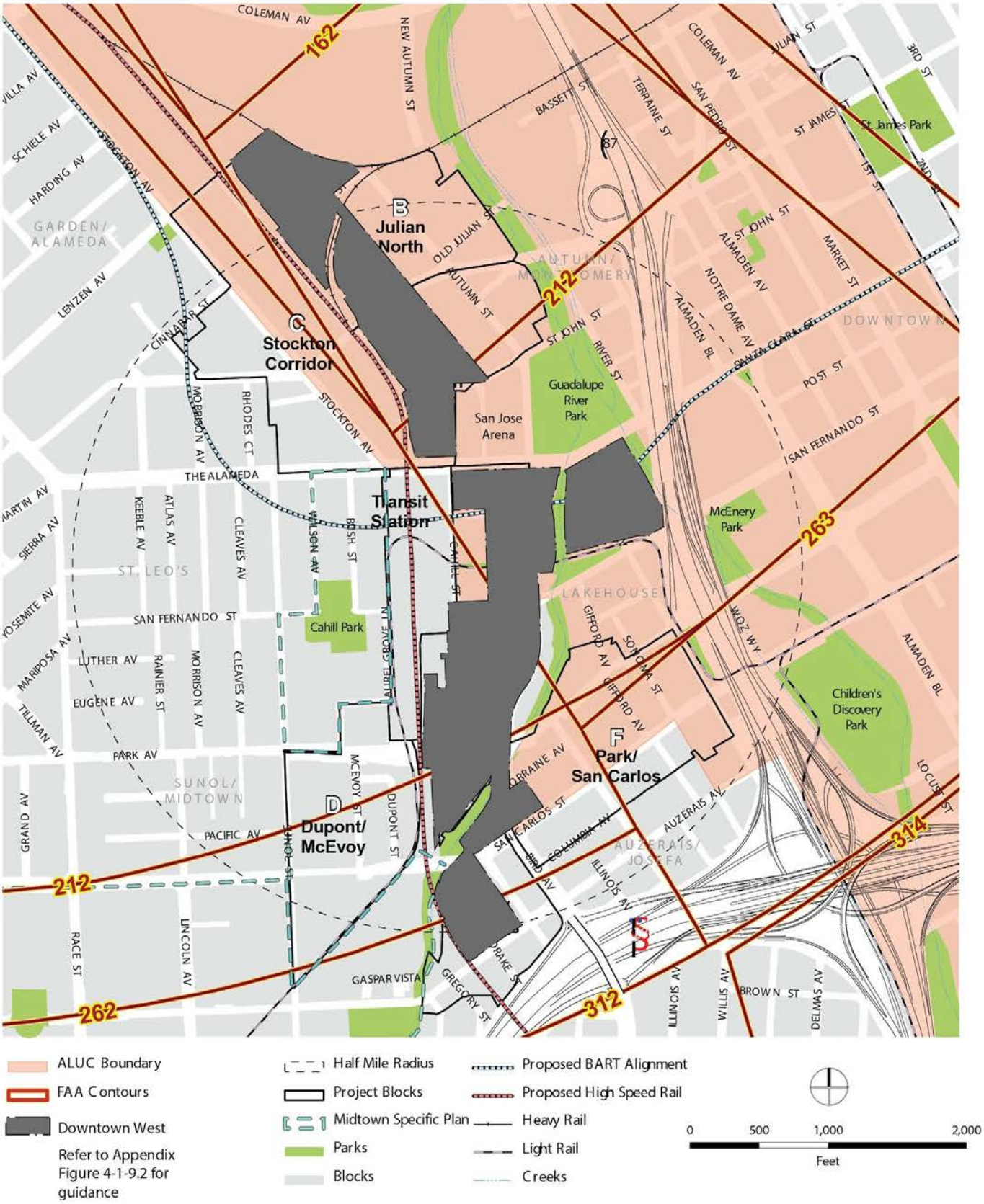
FAA contours for the Airport are mapped onto the ALUC boundary in Figure 4-1-9. The entire Station planning area is located within the FAA imaginary surface, with the most restrictive height limits in the northern portion as the imaginary surface descends northward towards the Airport.

The difference between the ground plane and the flight path is the maximum possible height of buildings above existing ground level.

STRONG NEIGHBORHOOD INITIATIVE ZONES

Project sub-areas D (Dupont/McEvoy) and F (Park/San Carlos) both fall within existing SNI (Strong Neighborhood Initiative) boundary and both of these areas have had SNI Neighborhood Improvement Plans and/or Business Improvement Plans prepared in the recent past. Delmas Park SNI Neighborhood Revitalization Plan gives general guidance on the community's preferred land uses, and desirable massing/heights/densities of buildings. The proposed uses, block and street patterns and building heights that were previously indicated in the 2014 'test-ft' are intended to be respectful of and consistent with the community's recommendations.

FIGURE 4-1-9.1 : FAA AND ALUC FLIGHT PATH HEIGHT RESTRICTIONS MAP (AMENDED)



4.2 Population predictions

2009 EXISTING POPULATION

Using figures provided by The City of San José, the existing population (i.e. residents, employees and hotel guests) within the boundaries of the station area plan are;

Residents	1,428 people
Employment uses	1,680 people*
Total	**3,108 people**

**Note: Average employment totals based on EDD ES202 data for 2009*

NEW POPULATION ESTIMATED IN 2014 DSAP

RATIOS

The 2014 DSAP relied on the following assumptions to estimate the total population in the Station Area:

- Employment uses - general commercial and light industrial - 250 sq. ft per person
- Employment uses - retail and restaurant - 400 sq. ft per person
- Employment uses - hotels - 700 sq. ft per person
- Hotel guests - assume typical San José 57% occupancy rate
- Residential units - market rate housing (85% of total number of units) - 2 people per unit with typical San José 4% vacancy rate

- Residential units - affordable housing (15% of total number of units) - 2.7 people per unit with typical San José 4% vacancy rate

ESTIMATED POPULATION FOR

Residents - market rate	4,400 people
Residents - affordable	1,050 people
Employment - general commercial	19,850 people
Employment - retail/restaurant	1,060 people
Employment - hotels	700 people
Hotel guests	510 people
Total	**27,570 people**

This represents an almost nine-fold increase in non-transient population and is expected to make a significant difference to the proportion of transit patrons who live or work within walking or cycling distance of the station.

Non-transient excludes commuters, customers, diners, visitors and San José Arena/Ballpark patrons.

See Downtown West EIR for population projections within Downtown West.

5. PLAN NEXT STEPS

5.1 CEQA and environmental clearance

The City certified the program-level Environmental Impact Report (EIR) for the Diridon station Area Plan in accordance with the requirements of the California Environmental Quality Act (CEQA) and the City of San José as lead agency.

The program level EIR will be commensurate with the level of detail provided in this report and will provide project-level clearance for as many issues as possible, including air quality, geology, public facilities and services, biological resources, global climate change, energy, utilities and service systems. Other issues that are considered to be more property-specific will be analyzed at a program level, such that environmental review for future development projects could be tiered off the Diridon Station Area Plan EIR when these projects come forward. This will allow these more detailed reports to be prepared as and when properties are redeveloped in accordance with the goals of the DSAP - Plan Report, while at the same time allowing for streamlining by avoiding the need to re-analyze many subject areas.

5.2 Key planning amendments

Zoning changes may be undertaken by The City of San José following the completion of the Diridon Station Area Plan. Given the complexity of zoning for and guiding the gradual redevelopment of multiple small properties over time within the context of the vision of the DSAP, it is likely that a combination of form-based and performance-based zoning will be most appropriate, especially with respect to the desire to synergistically link the public realm to the private realm.

5.3 Director Update To Downtown Design Guidelines And Standards

This Plan includes urban design direction for modifications to the San Jose Downtown Design Guidelines and Standards to implement this Plan. These modifications will be incorporated into the Downtown Design Guidelines document through a Director Update after adoption of this Plan.

APPENDIX A: PUBLIC WORKSHOP #3

A.1 Introduction

The third community workshop for the Diridon Station Area Plan was held on 7 August 2010, at San José City Hall. Over 30 people attended the two hour event.

The purpose of this workshop was to provide community members with the opportunity to comment on the ideas to be included in the DSAP - Final Plan Report for the Station Area. The workshop was held at the midpoint of the development of the DSAP - Final Plan Report and provided the planning team with the opportunity to present evolving 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 group discussions of key ideas. Participants were seated around six large tables, which served as the setting for the group discussions. Following the individual group discussions, workshop participants were invited to nominate a speaker to represent each group who then described their most important fve or six topics or issues back to the larger audience.

Participants were also given an e-mail address as an option for sending any further thoughts and comments after the conclusion of the workshop. Four such comments were received and are summarized in section 4 of this report.

- Overview. The presentation began with an overview of the planning process, and initial feedback from the first two community workshops. The resulting ‘emerging themes’ were reiterated. This was followed by an introduction to the draft DSAP - Final Plan Report ideas, including key land uses, urban design, place making and possible maximum development potential for the study area. This was supplemented with a more in-depth description of parking strategy, landscaping and public open space, access and connectivity, station program and concept and fnally the proposed public art strategy.

- Small group discussion of draft DSAP - Final Plan Report. This exercise included facilitated group discussions of the draft DSAP - Final Plan Report ideas, using a list of four main topics for discussion as a guide as well as a printed land-use structure diagram and draft site plan showing buildings, spaces and places at each table. Participants were encouraged to mark up the drawings to help describe or supplement the written record of their group discussions.
- Report back. At the end of the individual group discussions, a representative from each group reported back to the larger audience on their concerns, issues and ideas for possible incorporation into the draft DSAP - Final Plan Report as it continues to be developed by the planning team. These reports concentrated on the key areas of interest or concern to each group, but all comments made and recorded during the group discussions are included in section 3 of this summary report.
- Follow up. E-mailed comments which were received from some participants who wished to emphasize or reiterate their concerns after the workshop are included in section 4 of this summary report.

A.2 Key findings

While the workshop was organized into individual group discussions to solicit focused feedback on the draft DSAP - Final Plan Report ideas, there were several common issues and themes that arose during the discussions. These issues provide an overview of the feedback received and will serve as a guide for further development and refinement in the final stages of the Station Area Plan process.

KEY FINDINGS

1. LAND USE MIX

There was a general concern for how and where the proposed land uses would be located, mixed, and activated. There was widespread support for establishing a high-intensity mixed-use core around the station with a mix of retail, entertainment and employment uses. Some felt that having residential uses in the core would help activate the area, supporting transit, retail uses and the area's long-term viability. Regardless of mix, all agreed that the core should be active day and night to ensure safety and to solidify the area as a destination. Participants wanted to see 24/7 activity to complement the bigger events at the San José Arena and ballpark and were looking for a better definition of how this is to be achieved.

Some participants wanted to see more residential development in general and especially north of the station, fearing that the focus on predominantly commercial uses between Stockton Avenue and Autumn Parkway would create a business-park like environment which would be lifeless outside of normal office hours. One group was strongly in favor of locating more residential units close to the elevated rail lines in the Royal/Auzerais district where the DSAP - Final Plan Report currently shows a predominantly commercial mix.

Participants felt that the mix of uses should be planned carefully—both in finding the right balance between retail and office and employment uses, finding the right balance between retail use and the amount of residential development needed to support it and also in differentiating the retail offer within the Diridon Station Area from downtown and Santana Row. Big-box retail was generally not welcome anywhere within the study area.

There was much support for the strategy to reduce the projected future amount of parking supply and the proposed diversity of parking locations, but repeated criticism of what was generally perceived to be a wasted opportunity by not developing the existing San José Arena surface parking lot.

2. URBAN DESIGN, PLACE MAKING AND PUBLIC ART

There was widespread support for establishing a strong character for the Diridon Station Area, particularly for the station itself and the surrounding core.

There was desire for maintaining an active public realm both within the station core area, as well as throughout the Station Area. This activity should be generated by ground floor uses like retail, entertainment, and public plazas. Participants reiterated the desire to ensure that there would be no “dead zones”, particularly in the northern zone generally and in the central zone on non- event days.

Several groups expressed a desire to see more ground floor retail and restaurant uses along Autumn Parkway overlooking the Los Gatos Creek to take advantage of this newly (to be) restored amenity, such as a river walk modeled on the one in San Antonio that balances nature and commercial vibrancy.

The lack of a prominent civic plaza was noted by several groups. The proposed public plaza between the new and existing terminals

was not considered to be either large enough or prominent enough to function as a major civic gathering space.

The few comments relating specifically to Art related to the preference for seeing the public art being integrated into the overall design, and becoming a key component of the Station Area's identity and character. The recently completed program of public art at the airport was cited as a good example of how to do this properly.

Several individual comments (and some follow-up comments received by e-mail) expressed concern for the state of Los Gatos Creek at the large traffic intersection at Park Avenue and the proposed realignment of Autumn Parkway. This was described as being one of the key recommendations of the Good Neighbor Committee and participants felt that the opportunity to restore the creek and connect the creek side trail in this area was not reflected in the draft DSAP - Final Plan Report, with too much emphasis still being place on accommodating traffic movements at the expense of cyclists and pedestrians.

3. STATION DESIGN – CONCEPTS AND CONNECTIVITY

There were surprisingly few comments which were specific to the station design or the proposed elevated high speed rail alignment. Comments were generally in favor of the 'iconic' approach to the location and design of the station. The importance of improving east-west connectivity across the tracks and minimizing the impact of the elevated structure at ground level was noted in the group presentations.

4. ACCESS AND CIRCULATION

Ensuring that the DSAP - Final Plan Report is focused on transit and connectivity was a key concern for everyone. Bicycle and pedestrian linkages were of greatest concern, particularly the

provision of an extensive bicycle network with bike lanes, trails and commuter bicycle routes. The need to improve and supplement the existing east-west connections was mentioned in almost every break-out group and the need to ensure the safety of cyclists and pedestrians on busy thoroughfares was emphasized by one group.

Pedestrian connections were an important issue, especially to the surrounding neighborhoods and Downtown, where existing underpasses, the new elevated rail corridor and streets like Santa Clara Avenue need improvement.

A.3 Group discussions

Each of the six groups was given a list of topics, arranged within the following four categories, for discussion, although it was not necessary for each group to address every topic. These were merely intended to serve as a set of 'prompts' to help the group focus on areas of particular interest.

1. LAND USES

- Kinds of land uses
- Mix of uses in each station area
- Density & character of uses
- Parking strategies
- Additional uses to consider
- Any other opportunities

2. URBAN DESIGN, PLACEMAKING & PUBLIC ART

- Primary urban design ideas
- Main places
- Parks & public open spaces
- Public art ideas
- Clarity, excitement & fun
- Any other thoughts

3. STATION DESIGN – CONCEPTS & CONNECTIVITY

- Iconic station design & spaces
- Existing & new stations
- Connections to surroundings
- Santa Clara Street and the station
- Buses, taxis, light rail & pedestrians
- Any other concepts

4. ACCESS & CIRCULATION

- Major & minor vehicular routes
- Heavy rail & access to it
- Light rail, buses, shuttles & taxis
- Bicycles & pedestrians
- Signage, lighting, & orientation
- Any other points

The following text is a list of items recorded during the discussions at each table. The bullet points which are highlighted represent the key issues presented back to the larger group at the conclusion of the workshop.

TABLE 1

LAND USES

- Need to weave all of the areas together
- More commercial and active uses facing onto Los Gatos Creek. Make it a 'hopping' place.
- No 'super-blocks' shown – good. Create smaller blocks with buildings focused outwards onto public spaces, not inwardly focused.
- Soccer fields in the large community park are preferable to the ball field as shown. Local office staff will play soccer at lunchtimes.
- The proposed baseball park is not an appropriate land use in this location. It is a wasted opportunity.
- Taking the focus away from parking is OK. Shared parking can work. Underground parking is much better than above ground. Use the ground floor of buildings and open space for people, not for parking.
- Projected future parking supply may not be enough – people are going to drive into the area anyway.

URBAN DESIGN, PLACEMAKING AND PUBLIC ART

- Tree-lined green connections – yes!
- Make Santa Clara Street a green connector.
- Create setbacks along Autumn Parkway for outdoor dining facing onto Los Gatos Creek.
- Some distances (e.g. in front of The Arena) are lacking interest. Need to create pedestrian interest along the route.
- Would like to see good set of strong design guidelines to ensure that future development is consistent with the plan, not a hodge-podge of individual schemes.

STATION DESIGN - CONCEPTS AND CONNECTIVITY

- Connectivity east-west across the tracks is important, not just for station patrons but also for citizens traveling east-west.

ACCESS AND CIRCULATION

- Good connections to downtown.
- Connections under SR-87 are critical to solve.
- The focus on transit is good.
- Bicycles should be accommodated on all streets, not just for recreational purposes but as an integral commuter transportation mode.

TABLE 2

LAND USES

- What happens if there is not a ballpark?
- Lack of park to parallel increase in residential.
- Where is the reference to the Good Neighbor Committee recommendations in the plan? There is a disconnect between

the new and existing commercial with the proposed new residential.

- Why are you converting residential to commercial uses on San Carlos?
- Auzerais is not appropriate for regional commercial uses. Currently there is lots of children and pedestrian activity. Why not concentrate more small retail?
- Regional commercial seems more appropriate than light industrial.
- How can this area become more ‘engaging’ at the times when there are no scheduled events at the San José Arena or the ballpark?
- Would like to see more live/work uses with a campus feel north of the station. Should include ground floor retail along Julian Street.
- Would like to see access to a possible train museum at Cinnabar Street.
- The opportunity to generate real sales tax will be in niche marketing which competes with internet purchases, e.g. Japan town, lifestyle retail.
- Don’t want any big box retail in this area.
- How about nightclub uses on the second floor of buildings within the central zone?

URBAN DESIGN, PLACEMAKING AND PUBLIC ART

- Park connectivity.
- Art, architecture and landscape should reflect the history of the area, especially the agricultural history.
- Need to see visualizations of how this plan harmonizes with the recommendations of the Good Neighbor Committee.
- Central zone should have 24/7 activity, not just before and after events.

ACCESS AND CIRCULATION

- Bicycle and trail connectivity
- Can Auzerais St. really become a bicycle route with existing typology and width?
- Ensure green east-west connections in the northern zone.
- Would like to see ‘complete streets’.
- Ensure full bicycle access on all main transportation corridors such as Autumn Parkway.
- Respect all modes of travel. The bicycle and pedestrian proposals feel incomplete.
- Ensure that groups such as the Silicon Valley Bicycle Coalition (SVBC) are involved in the decision making process for street typologies and connectivity.
- Plan should show the new light rail station at Sunol Street.
- Reinforce the connections along Los Gatos Creek to the south of the study area.

TABLE 3

LAND USES

- The plan includes too few residential units and not enough mixed use. We need more mixed use with higher density residential included, especially in the northern zone and along Autumn Parkway. Medium density residential should only be shown in the Delmas district.
- The ‘regional commercial’ category should be better defined and should not allow for big box retail. We don’t want ‘freeway oriented’ commercial.
- Provide less parking than shown. Allow for more satellite parking, e.g. at Alum Rock.
- The parking strategy refers to the 20%VMT reduction targets

within the 2040 General Plan update, but this fgure should be the higher 40% VMT reduction also being discussed.

- Build over the non-toxic portions of the San José Arena surface parking lot.

URBAN DESIGN, PLACEMAKING AND PUBLIC ART

- Do not waste space on medians – use the available space to accommodate all travel modes safely.
- Walls - e.g. around ballpark stadium and at Autumn Parkway. Balls from home runs at ballpark!
- Bring the World Cup to San José. Is there enough room for baseball and soccer facilities? Can soccer fields be accommodated at the Airport? At the ballpark?
- Some existing parks are not very good and the art within them is questionable.

STATION DESIGN - CONCEPTS AND CONNECTIVITY

- The high speed rail tracks north of the station should swing to the east of the Caltrain tracks and avoid conflict with the Bellarmine High School property.

ACCESS AND CIRCULATION

- Address safety issues for bicycles and pedestrians with respect to vehicles and buses, especially when BRT routes are introduced in the area. The plan needs more bike lanes, especially east-west routes. More grand boulevards for bicycles.
- Accommodate people who want to walk to work.

TABLE 4

LAND USES

- Concerned about the scale of development (noise and traffic impacts on neighborhoods, construction impacts and traffic pollution), although it seems about right for the future growth projections for San José.
- Concerned about the predominantly single use in the northern zone. This area will be 'dead' at night.
- Concerned about trade competition between the new station area and downtown.

URBAN DESIGN, PLACEMAKING AND PUBLIC ART

- Make the parking areas more attractive, especially to the west of San José Arena.

STATION DESIGN - CONCEPTS AND CONNECTIVITY

- Immediate neighbors would like to see lower scale new station design with compatibility of old and new.
- Transparency of new station is important.
- The positive aspect of the elevated high speed rail tracks is that they will provide views of the City.

ACCESS AND CIRCULATION

- Open up Los Gatos Creek at the Park Avenue/Autumn Parkway intersection to allow the continuation of the creek side trail.
- Strengthen east-west connections for pedestrians and bicycles, especially to and from the station.
- Provide real-time electronic wayfinding and transit signage.

- Extend Basset Street to the West to make one more 'green finger'.
- Provide better linkages from the northern zone to the central station district.
- Integrate the station parking strategy with the downtown parking management plan and improve the east-west connections for access to parking.
- Make the intersections at Bird Avenue, Park Avenue and San Carlos Streets more bicycle and pedestrian friendly.

TABLE 5

LAND USES

- The ULI is currently studying sustainable high density development in the area.
- What is intensive business use? Maximize office development, but not campus style. Prefer to see more urban scale of development.
- Regional commercial classification is flexible – needs better definition.
- What about entertainment uses and destination retail?
- The plan is confusing with respect to retail uses.
- The mixed use in the core is too undefined. Need to show ground floor retail and clearer definition. Maximize the development in the core area.
- Unsure of land uses. Possible new station in southwest corner?
- The plan misses the opportunity to create a 24/7/365 active destination. The area is currently too event-dependent.
- There is lots of new retail compared to the amount of housing shown. There is not enough residential use to support the amount of retail shown.
- Tax revenue creating uses are needed.

- Question- Is there enough housing or not? Is there too much office? Can we have a better live/work balance?
- Maximize the development potential.

URBAN DESIGN, PLACEMAKING AND PUBLIC ART

- Include the Silicon Valley Bicycle Coalition and the Newhall neighborhood association.
- The plan lacks the feeling of having a core. We don't get the feeling of retail in small buildings and do not see an appropriately fine-grained core.
- The Los Gatos Creek presents a 'river walk' opportunity.
- We need to face development toward the reclaimed water features and provide entertainment-based activity and a river walk. Preserve the environment.
- We need more eyes on the river and creek – currently feels unsafe.
- San José is a big city – start acting like one.
- The plan shows a good amount of open space. We like the large community park surrounded by mixed use.
- Tennis courts within the community park – do not make sense located across from the ballpark stadium. What would be a better ft?
- We need eyes on the parks.
- Public art proposals good, although it is not clear what kind of art would be located in the northern zone.
- The plan is lacking a good public plaza. Make more of the plaza opportunity at the new station terminal.

STATION DESIGN - CONCEPTS AND CONNECTIVITY

- Station design is good so far. Old versus new, links to the past and bold and iconic all good.

- We need good design to prevent the elevated rail tracks becoming a barrier. Minimize the impact of the structure at ground level.

ACCESS AND CIRCULATION

- The connections shown are primarily north-south. Need to address the barriers and work out better east-west connections.
- Require better connections within the new development, especially connections to downtown and bicycle connections. Show connections from the new development to the station.

TABLE 6

LAND USES

- Concerned about the commercial/light industrial uses shown east of Stockton Avenue directly across the street from single family residential uses. More concerned about massing and bulk of development than actual uses. Need sensitive height and mass transition.
- Balance the land uses with the opportunity to minimize noise in the neighborhoods.
- Could City provide structured parking on San José Arena surface parking lot? Maintain existing lease arrangements by providing equivalent spaces in parking structure. This is a 20 – 30 year plan which should look beyond the current situation and convert this property to structured parking and new development.
- Utilize the existing parking supply to the east of SR87 and improve connectivity for access to parking.
- Need to provide some parking for high speed rail to be successful.

URBAN DESIGN, PLACEMAKING AND PUBLIC ART

- Concerned about the treatment of Los Gatos Creek at Autumn Parkway. Be consistent with the Good Neighbor Committee recommendations to keep it in its natural state.
- Restore Los Gatos Creek to its natural state at the Park Avenue/Autumn Parkway intersection.
- Ensure a scale transition from Stockton Avenue to the railroad tracks.
- Would like to see retail fronting the river walks, but riparian setbacks limit this opportunity.
- Would like to see a large urban square near the San José Arena and the ballpark. Good location for sports simulcasts and public art.
- Would like to see bigger plaza in front of the new station. Good location for gathering space. Refer to European examples of urban plazas. Want to see San José's 'Times Square' and cultural opportunities.
- The recent art program at the San José airport is a good example of well integrated artworks.

STATION DESIGN - CONCEPTS AND CONNECTIVITY

- New station design should integrate with the existing historic station and should recognize the importance of well integrated public art.

ACCESS AND CIRCULATION

- Better connectivity for all modes, especially below SR 87. Plan looks as if improved connections just stop at SR 87.
- Connect the new station to downtown and Santana Row.
- Is it possible to add light rail to San Carlos and mix transit with traffic? Cozy. Effective. Avoids transit transfer. (e.g. San Francisco Muni LRT distributes people well).

A.4 Follow up

E- MAIL COMMENTS RECEIVED

Four e-mail comments were received from participants subsequent to the workshop. These were primarily intended to reiterate and emphasize the following issues which were raised during the report back section of the workshop activity;

- Restore Los Gatos Creek to its natural state at the Park Avenue/Autumn Parkway intersection in accordance with Good Neighbor Committee Implementation Priority.
- Would like to see more live/work uses with a campus feel north of the station. Should include ground floor retail along Julian Street.
- How can this area become more 'engaging' at the times when there are no scheduled events at the San José Arena or the ballpark?
- The parking strategy refers to the 20%VMT reduction targets within the 2040 General Plan update, but this fgure should be the higher 40% VMT reduction also being discussed.

The full text of each of the four e-mails is included below;

COMMENT #1

In attending the Community Workshop at City Hall today, August 7, I was pleased to see that, in general, the designs presented by staff and consultants align closely with the Goals and Implementation Priorities chosen by the Diridon Area Good Neighbor Committee. However, in one important respect, the Diridon Area Station Plan (DSAP) - Final Plan Report failed to respond to a clearly stated priority of the Good Neighbor Committee.

In the Committee's "Framework for Implementation" for Parks and Trails, Implementation Priority #1 reads as follows:

1. Restore the natural setting of the waterways in the urban areas, including specifically that of the Los Gatos Creek as it passes under Montgomery Street and Park Avenue, and, to the extent possible, implement a river walk modeled on the one in San Antonio that balances nature and commercial vibrancy.

Currently, the Los Gatos Creek disappears into a culvert as it passes under Montgomery Street and Park Avenue. The maps shown at the Community Workshop give the impression that no changes were made to this situation. It appeared to me that the natural bed of the Los Gatos Creek will still be interrupted and the creek will still be directed through a culvert under Montgomery Street and Park Avenue.

This design (or, better said, this lack of design) is in direct contradiction to the priorities voted on by the Good Neighborhood Committee.

I urge staff and consultants to pay closer attention to the "Framework for Implementation" of the Good Neighbor Committee, and specifically for the design of Montgomery Street and Park Avenue to be modified to return the Los Gatos Creek to its natural setting under these streets. Such a design will also allow the Los Gatos Creek Trail to remain at creek level, and not have to be brought up to the sidewalk where users of the trail will be in direct conflict with potentially very heavy automobile and bus traffic.

COMMENT #2

North Mixed Use Intensive Commercial / High Tech (north of San José Arena)

Suggestions if I may as you move forward:

1) include in this area loft and live-work space
2) include a mix of small-to-mid-size corporate campuses, NOT large

3) include small-to-mid-size office condo with shared lobby, conference and support for start up, consulting and business incubation
4) include secure sheltered bike parking with shower and changing area
5) include / integrate fitness and exercise businesses
6) dedicate at least 1 east-west street to wide, walkable, outdoor dining, coffee shop, small grocery and retail commercial with:
   - broadband wireless throughout
   - easy safe bike passage
   - ample bike safe parking along entire commercial avenue
   - designed it for use from dawn to midnight for those who live/work/visit in the area.

Why?

a) it will make this a more vibrant, attractive, inviting place (eliminate/reduce dead zones)
b) more eyes 24-7 add to the security and sense of community and ultimately its value to the City
c) makes it a world class place to work
d) it reduces the need for autos and parking making it easier to achieve 40% VMT reduction
e) and most importantly it enhances economic sustainability reducing the impact from exogenous financial event and forces

COMMENT #3

Core area east of Station

Suggestions if I may as you move forward. Imagine days with no ball game or Arena event. How would you design this area to draw people from the North Bay, East Bay, Sacramento, Central Valley, South Valley, Peninsula and maybe southern California to come to San José /Diridon and spend a day? to enjoy themselves and maybe spend the night? and get on the train with their shopping bags full, their tummies happy, and good stories to

share with their friends back home? And as they do this, they are always among people who live and work in this special place called Diridon.

COMMENT #4

Transportation and Parking Strategy (Up to 20% VMT Reduction)
-- “Up to...” = weak, no commitment, evasive
-- “... 20% Reduction” misses the target,
> invites congestion,
> is not eco friendly (green)
-- Designing for 20% reduction makes achieving 40% near impossible
-- Designing for 40% reduction makes 40% possible

A.5 Next steps

The feedback gathered in this community workshop will help inform further development of the draft final Diridon Station Area plan. The information shown to the community at this workshop was described as being about 50% complete and that the planning team intend to bring this up to about 75% complete for the next key event, which will be a presentation of the draft DSAP - Final Plan Report to San José City Council in late September or (more likely) early October 2010. Community members will be encouraged once again to attend and provide additional comments for further refinement

APPENDIX B: REFERENCES

B. 1 References

SPECIFIC REFERENCES ARE INCLUDED AS FOOTNOTES TO THE TEXT WHERE RELEVANT.

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

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

Shared Parking, 2nd ed. Mary Smith, Urban Land Institute, 2005.

Parking Management Best Practices. Todd Litman, VTPI, 2006.

Parking Pricing Implementation Guidelines. Todd Litman , VTPI, 2010

The Alameda: A Plan for “The Beautiful Way” , San José Redevelopment Agency, April 2010

Altamont Commuter Express (ACE). Route Map and Train Schedule (January 5, 2009)

Amtrak Capitol Corridor. Route Map (April 2009) and Train Schedule (May 11, 2009)

California High Speed Rail Authority. Bay Area to Central Valley Segment Final Program Environmental Impact Report/ Environmental Impact Statement (EIR/EIS). May 2008.

California High Speed Rail Authority. California High Speed Train, Program Environmental Impact Report/Environmental Impact Statement (EIR/EIS), Engineering Criteria. January 2004.

City of San José Department of Public Works, Sanitary Sewer System Block Maps

City of San José Department of Public Works, Storm Drainage System Block Maps

City of San José, Baseball Stadium in the Diridon/Arena Area, DEIR, February 2006.

City of San José, Downtown Strategy 2000 EIR,

Diridon Station Area Good Neighbor Committee ; Diridon Station Area Framework for Implementation

Downtown Next! Public Art Focus Plan, San José Offce of Cultural Affairs/ San José Redevelopment Agency (2007)

Envision San José 2040 General Plan Update, Appendix B: Projections of Jobs, Population and Households for the City of San José, by Center for Continuing Study of the California Economy, August 2008.

www.rereport.com. Accessed September 15, 2009.

Santa Clara Valley Transit Authority. Average Weekday LRT and Bus Boardings. Table provided July 2009.

Santa Clara Valley Transit Authority. Light Rail Platform Intercept Survey. Table provided July 2009

Santa Clara Valley Transit Authority. Silicon Valley Rapid Transit Project Diridon Arena Station Profle Station Campus Access Study. July 2009.

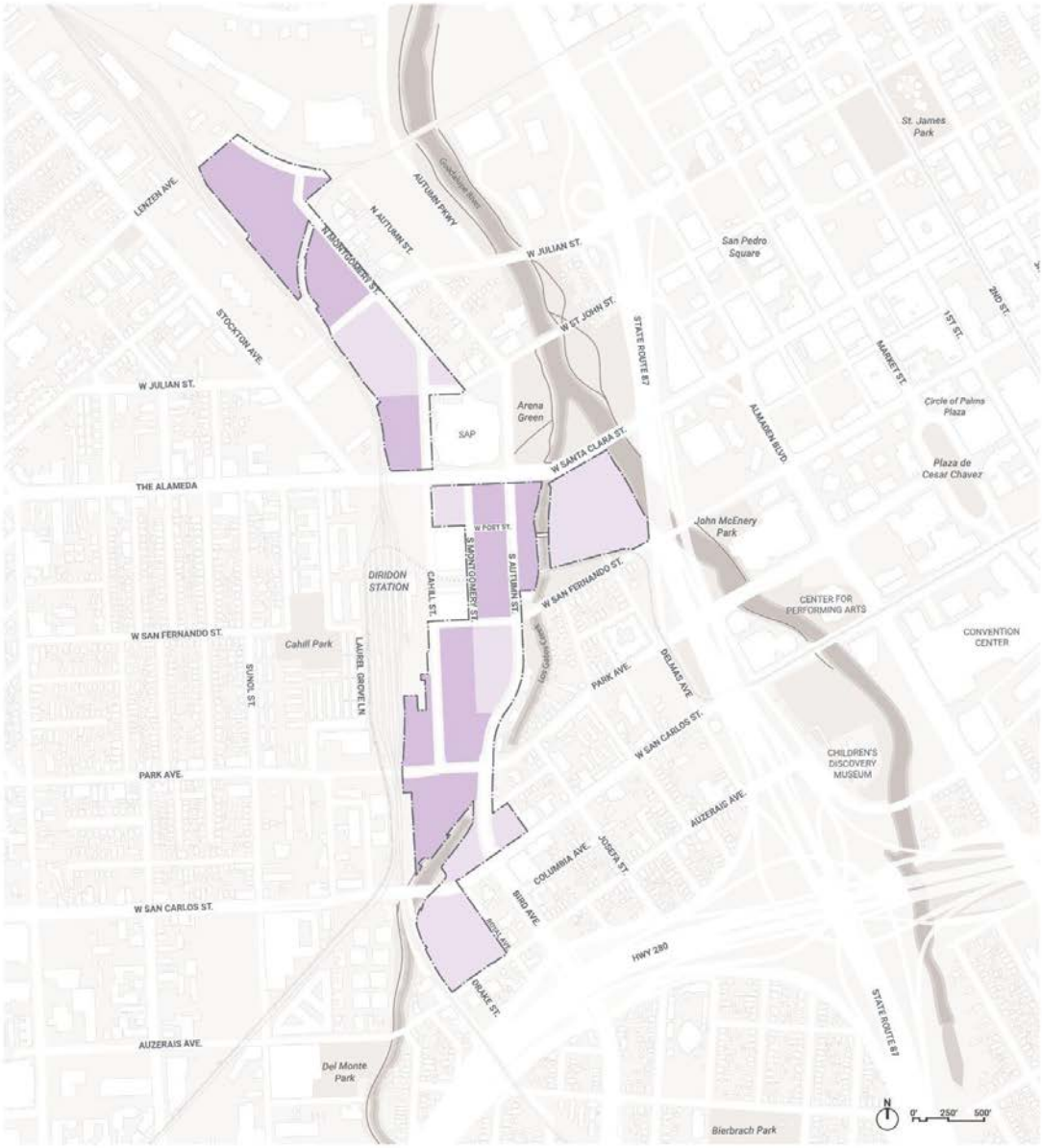
Santa Clara Valley Transportation Authority (VTA). Bikeways Map (May 2008)

Santa Clara Valley Transportation Authority (VTA). Bus & Rail Map (January 2008)

Santa Clara Valley Transportation Authority (VTA). Route Schedule (July 13, 2009)

B.2 Downtown West Appendix Figures

APPENDIX FIGURE 2-1-1.2: DOWNTOWN WEST LAND USE DESIGNATION



Legend

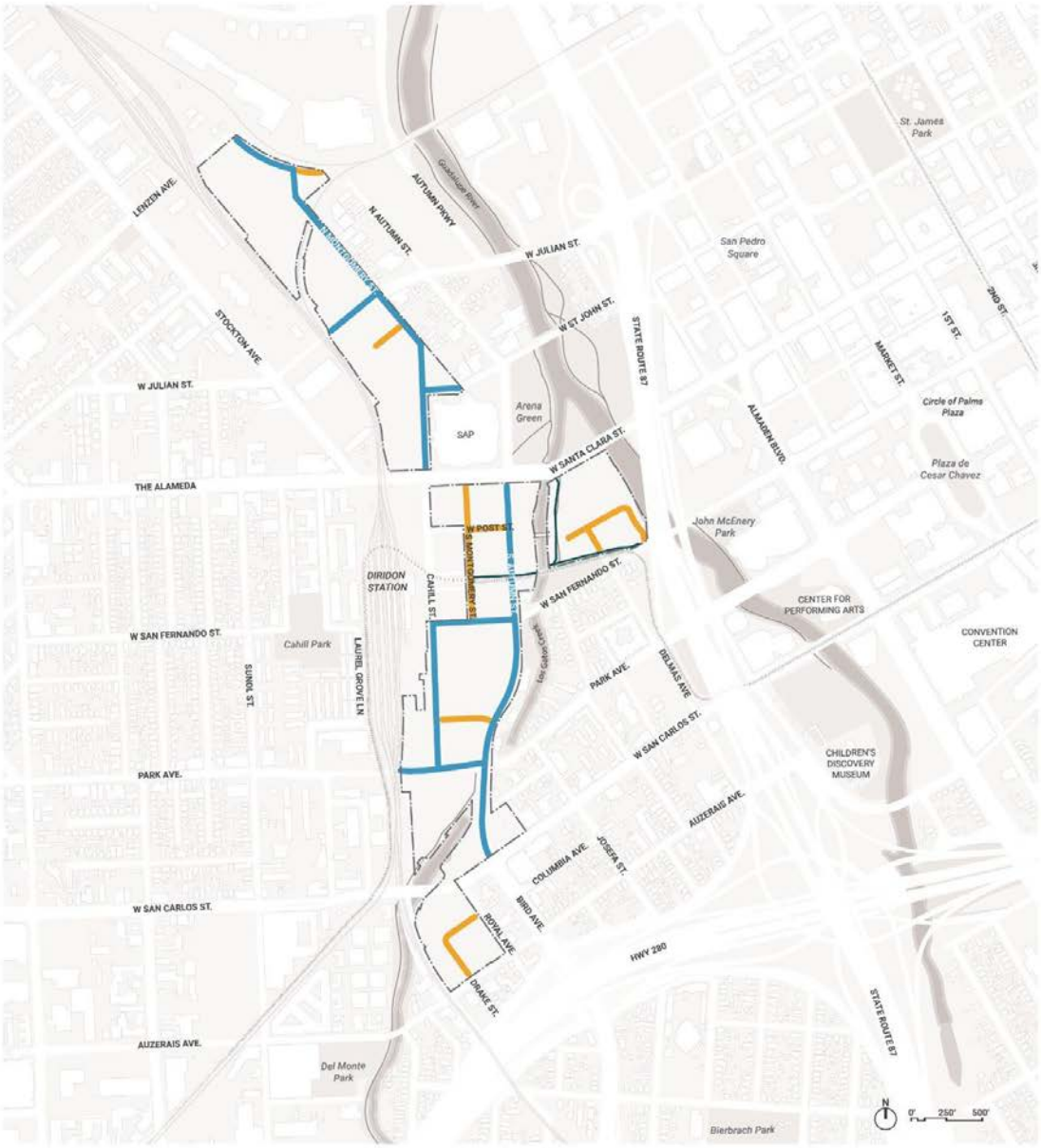
- Downtown West
- Downtown
- Commercial Downtown

Note: Existing public streets shown on the General Plan Transportation Network Diagram, as shown in Appendix A to the General Plan Amendment Resolution (Resolution No.__), proposed to be vacated/abandoned shall be permitted to remain if vacation/abandonment does not occur.

Downtown West Mixed-Use Plan

Appendix Figure 2-1-1.2
Downtown West Land Use Designations

APPENDIX FIGURE 2-6-8.2: DOWNTOWN WEST EXISTING AND PROPOSED BICYCLE AND TRAIL CONNECTIONS



Legend

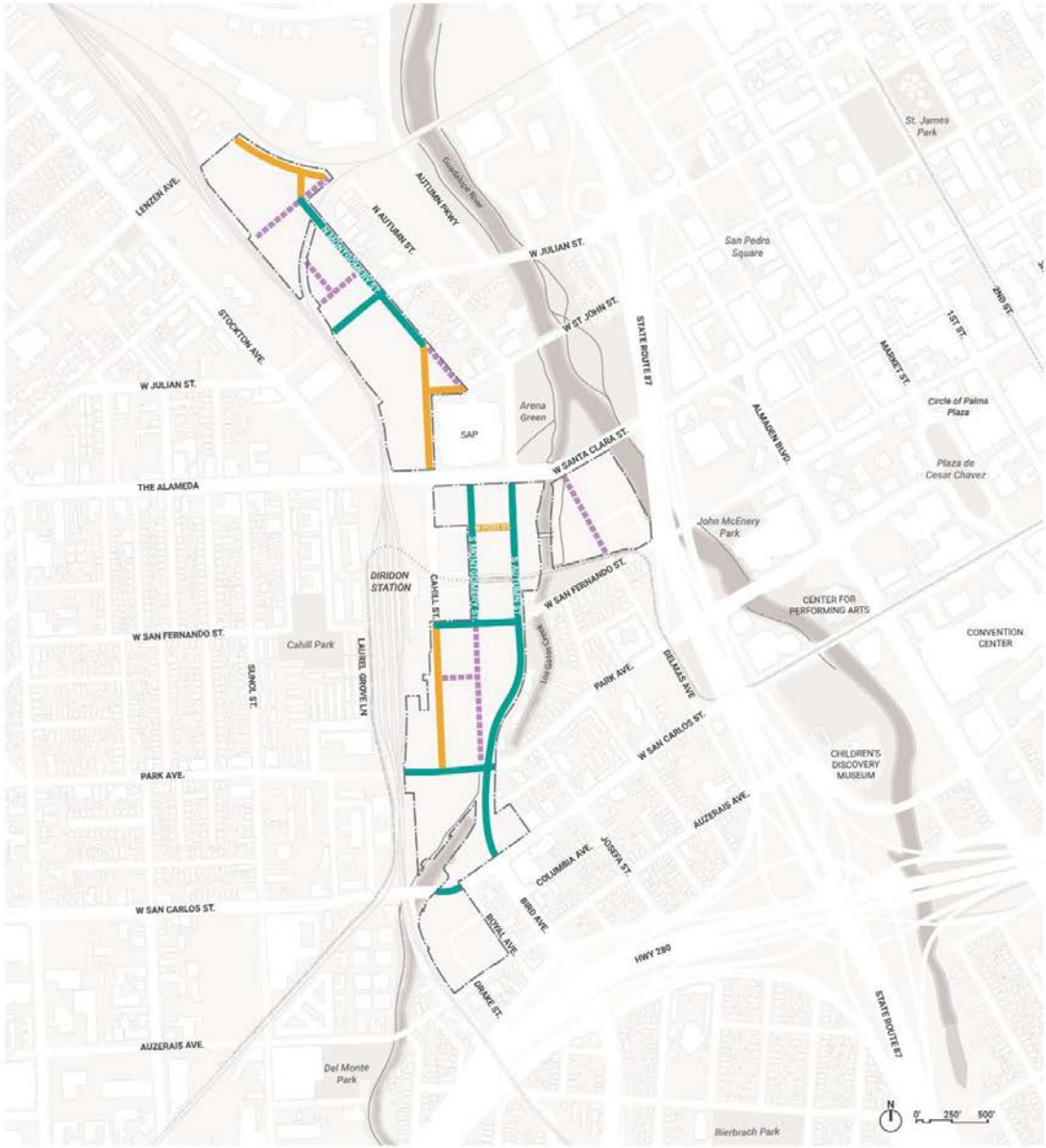
- Downtown West
- Proposed protected bicycle lanes (Class IV)
- Proposed shared lanes (Class III)
- Proposed multi-use trails and shared-use paths

Note: Existing public streets shown on the General Plan Transportation Network Diagram, as shown in Appendix A to the General Plan Amendment Resolution (Resolution No.__), proposed to be vacated/abandoned shall be permitted to remain if vacation/abandonment does not occur.

Downtown West Mixed-Use Plan

Appendix Figure 2-6-8.2
Downtown West Existing and Proposed Bicycle and Trail Connections

APPENDIX FIGURE 2-6-13.2: DOWNTOWN WEST EXISTING AND PROPOSED STREET CONNECTIONS



Legend

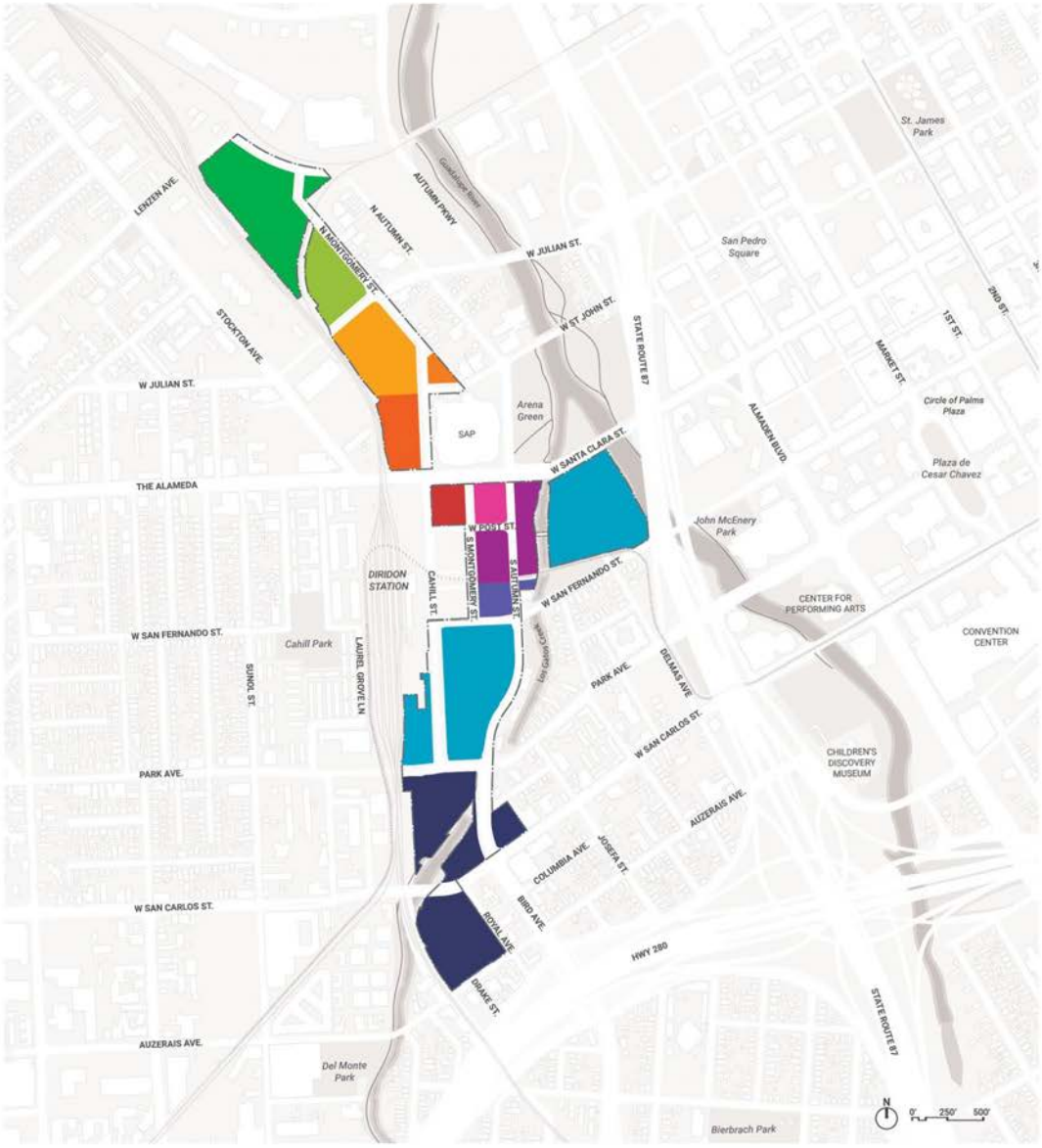
- Downtown West
- Existing public street network
- New public streets
- Removed / relocated public streets

Note: Existing public streets shown on the General Plan Transportation Network Diagram, as shown in Appendix A to the General Plan Amendment Resolution (Resolution No.__), proposed to be vacated/abandoned shall be permitted to remain if vacation/abandonment does not occur.

Downtown West Mixed-Use Plan

Appendix Figure 2-6-13.2
Downtown West Existing and Proposed Street Connections

APPENDIX FIGURE 3-2-1.2: DOWNTOWN WEST BUILDING HEIGHTS



Legend

- Downtown West

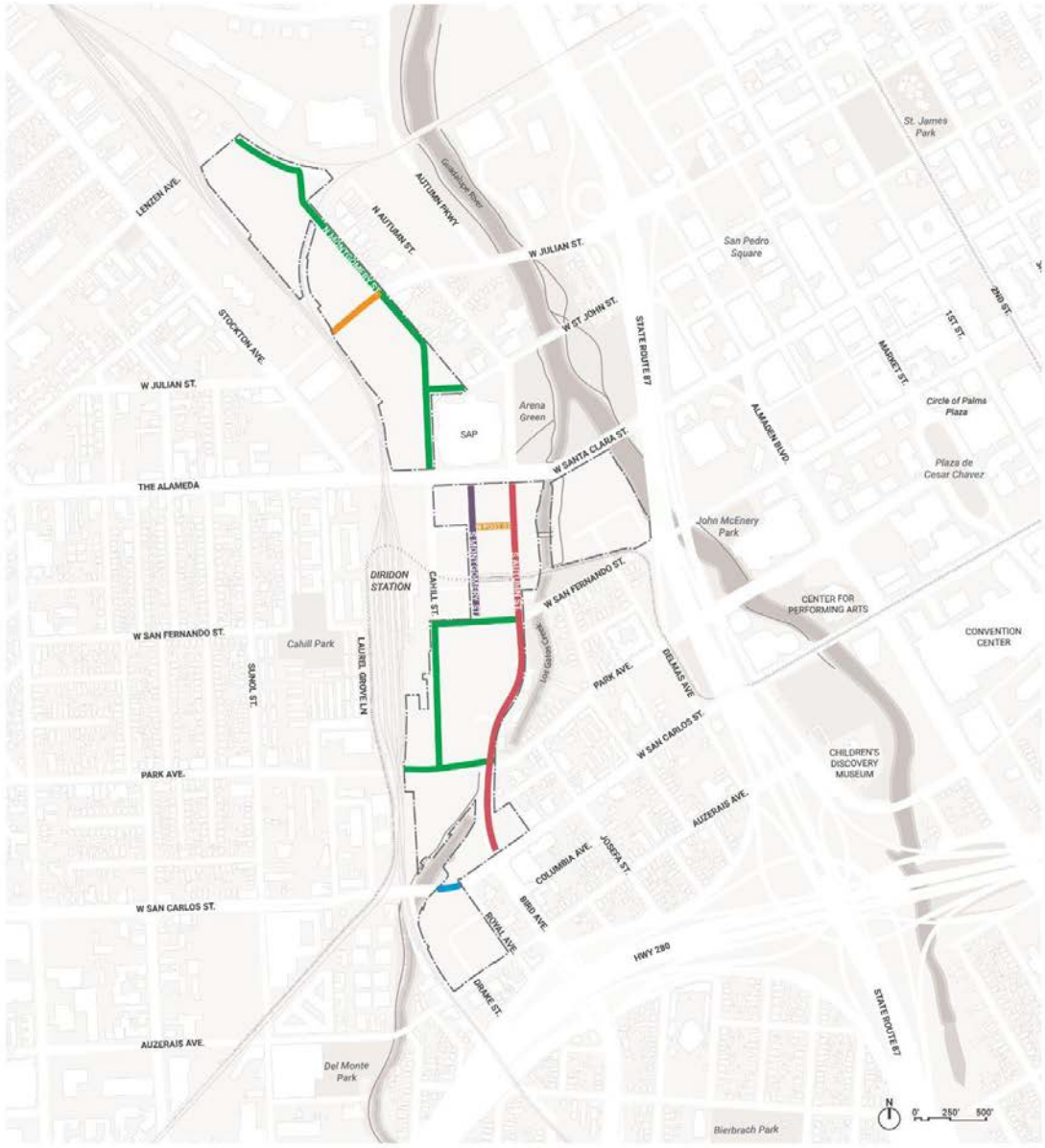
- 180 feet
- 200 feet
- 215 feet
- 220 feet
- 230 feet
- 245 feet
- 255 feet
- 265 feet
- 270 feet
- 280 feet
- 290 feet

Note: Maximum allowable heights shall be those established by FAA regulations (NAVD88 contours), which are translated into above ground level (AGL) in this figure for reference.

Downtown West Mixed-Use Plan

Appendix Figure 3-2-1.2
Downtown West Building Heights

APPENDIX FIGURE 3-4-1.2: DOWNTOWN WEST PROPOSED STREET TYPOLOGIES



Legend

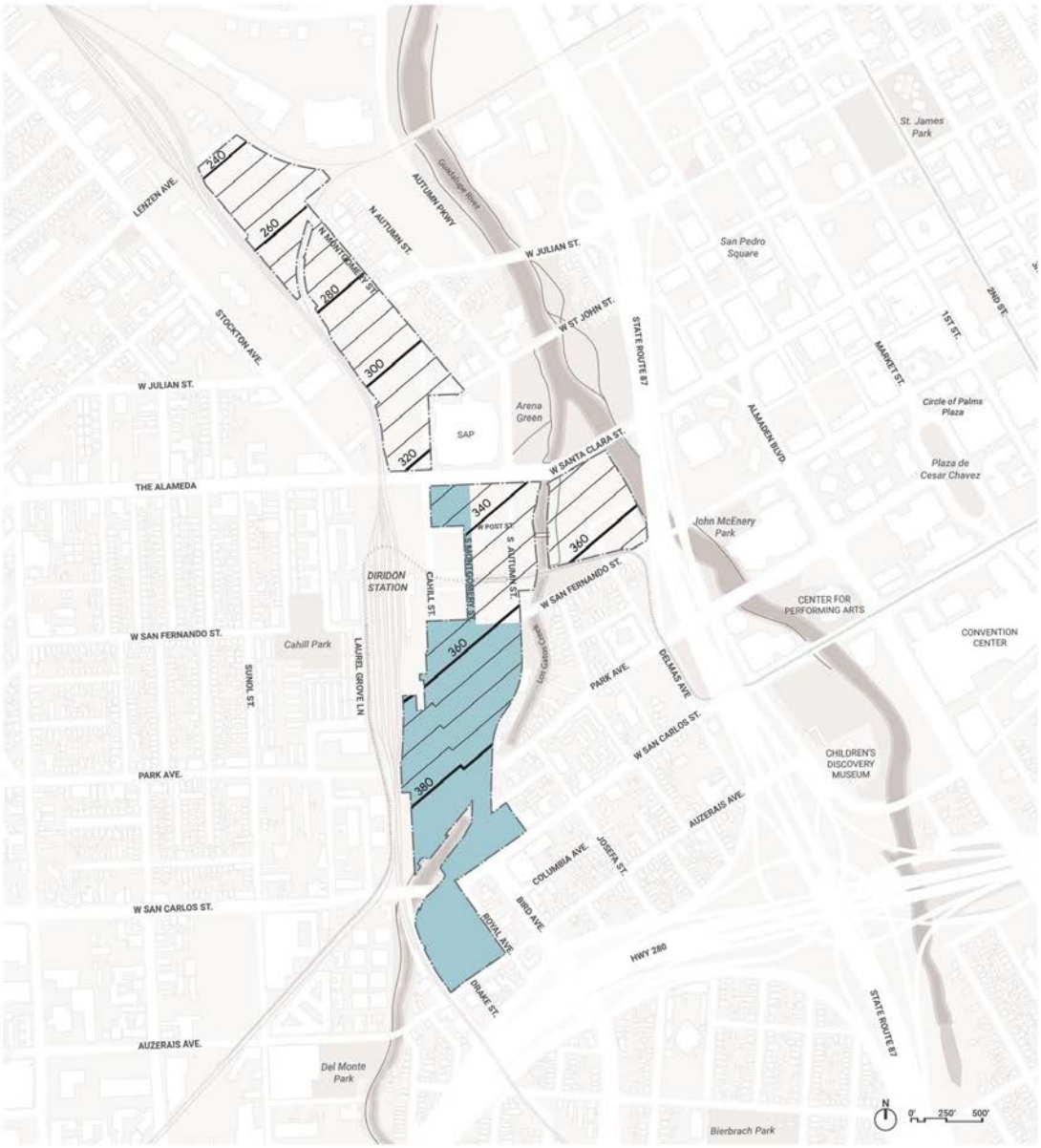
- Downtown West
- Grand Boulevard
- Main Street
- On-street Primary Bicycle Facility
- City Connector Street
- Local Connector Street

Note: Existing public streets shown on the General Plan Transportation Network Diagram, as shown in Appendix A to the General Plan Amendment Resolution (Resolution No.__), proposed to be vacated/abandoned shall be permitted to remain if vacation/abandonment does not occur.

Downtown West Mixed-Use Plan

Appendix Figure 3-4-1.2
Downtown West Proposed Street Typologies

APPENDIX FIGURE 4-1-9.2: DOWNTOWN WEST FAA HEIGHT RESTRICTIONS MAP



Legend

- Downtown West
- 20-foot contours
- 5-foot contours
- Area outside the Aiport Influence Area (AIA)

Downtown West Mixed-Use Plan

Appendix Figure 4-1-9.2
Downtown West FAA Height Restrictions Map

APPENDIX C: RELATED DOCUMENTS

C. 1

Diridon Station Area Plan - Implementation Strategy Report - June 2014

C. 2

Diridon Station Area Plan - 10-Year Horizon Analysis Report - June 2014

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