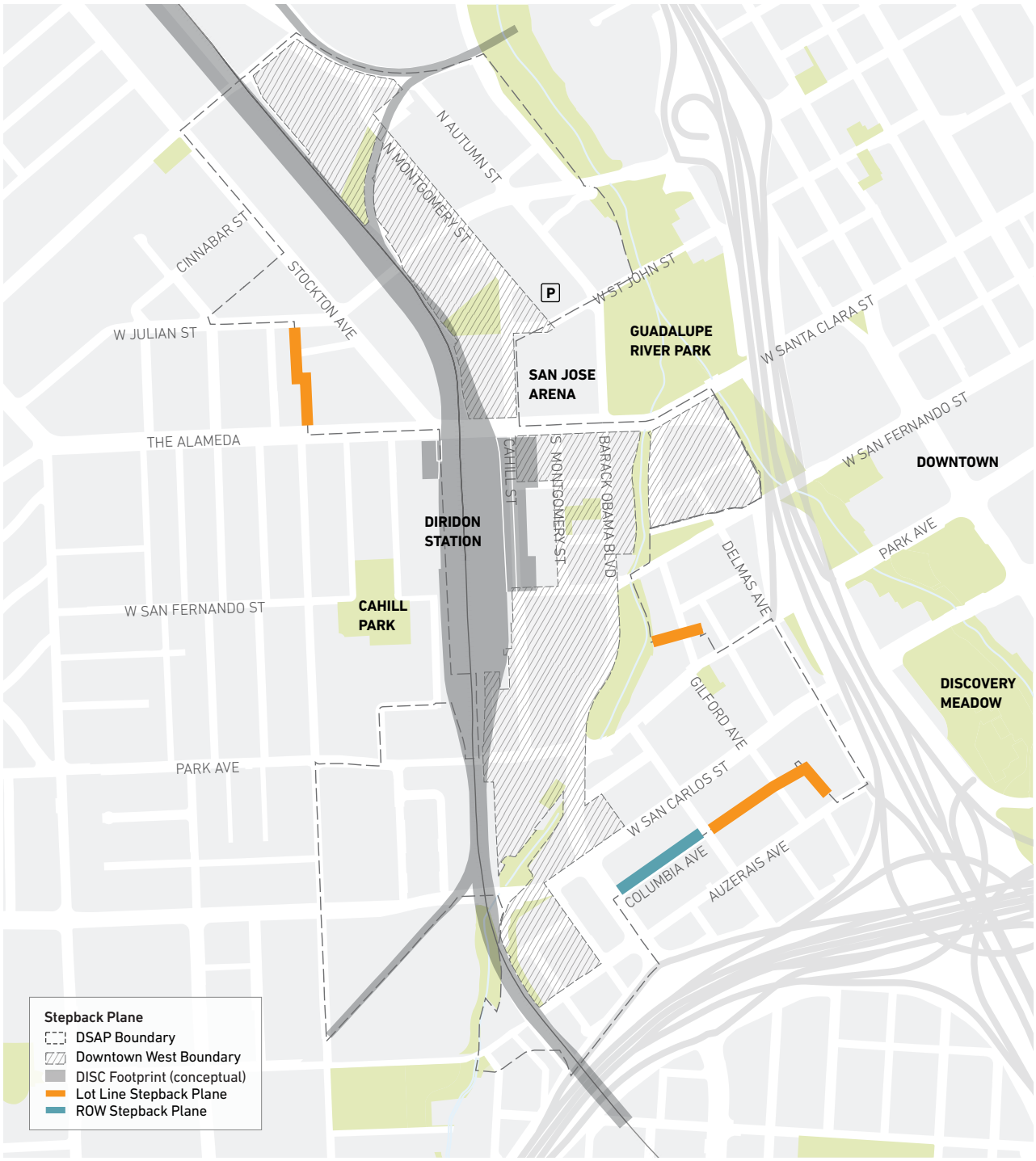


Figure 2-4-7 Stepback Plane Locations

Stepback Plane – The primary stepback plane standards apply to the areas shown in ***Figure 2-4-***7, which are adjacent to properties at the edge of the Diridon Station Area where mid-rise and high-rise height limits are found and where the adjacent properties have a Neighborhood Residential General Plan land use designation that limits buildings to lower heights. In order to facilitate an informed dialogue with nearby residents, development on sites affected by the stepback plane standards must provide perspective renderings from ground level, illustrating the proposed development in relation to the adjacent properties, as part of their Planning permit application.

1. Provide building stepbacks from rear shared property lines within a stepback plane of 75 degrees from horizontal.

   For building frontage along a rear shared property line, start the stepback plane from the intersection of the rear setback line at a height of 35 feet (***Figure 2-4-8a***).

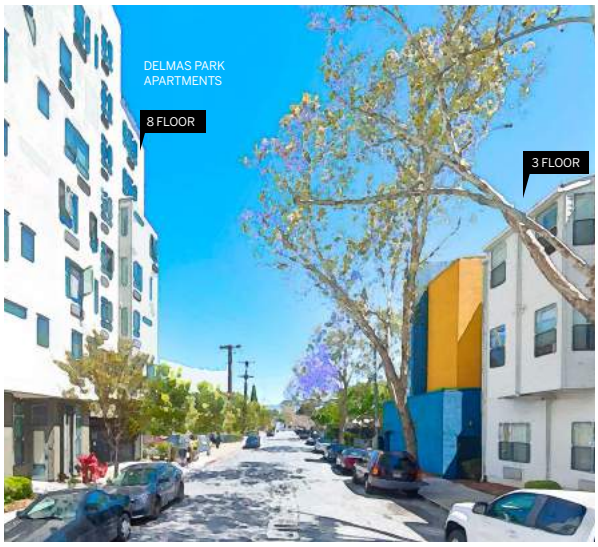
   – Each building stepback must be a minimum of six feet in depth.

2. Provide a minimum 15 foot landscaped buffer for interior lot lines affected by stepback planes.

3. Provide building stepbacks from public rights-of-way within a stepback plane of 75 degrees from horizontal.

   – For building frontage along public rights-of-way, start the stepback plane from the intersection of the front setback line at a height of 35 feet (***Figure 2-4-8b***).

   - Each building stepback must be a minimum of six feet in depth.



Columbia Avenue: Existing

Columbia Avenue: Illustrative

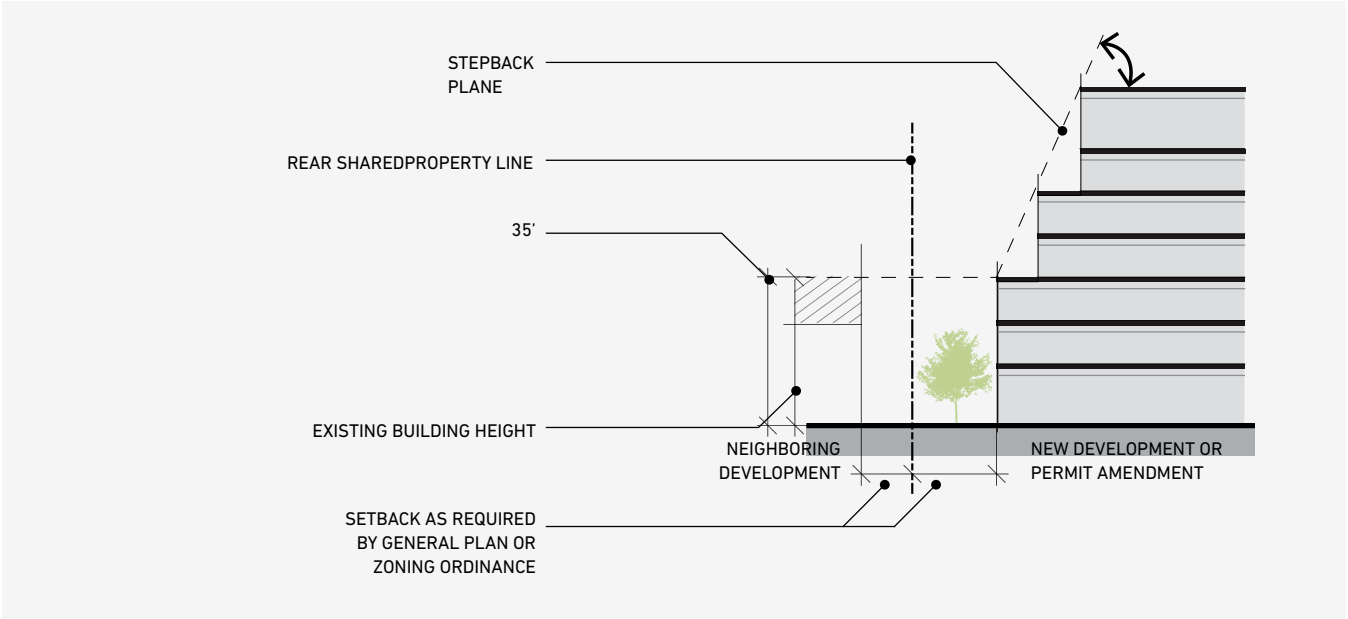


Figure 2-4-8a: Lot Line Stepback Plan Diagram

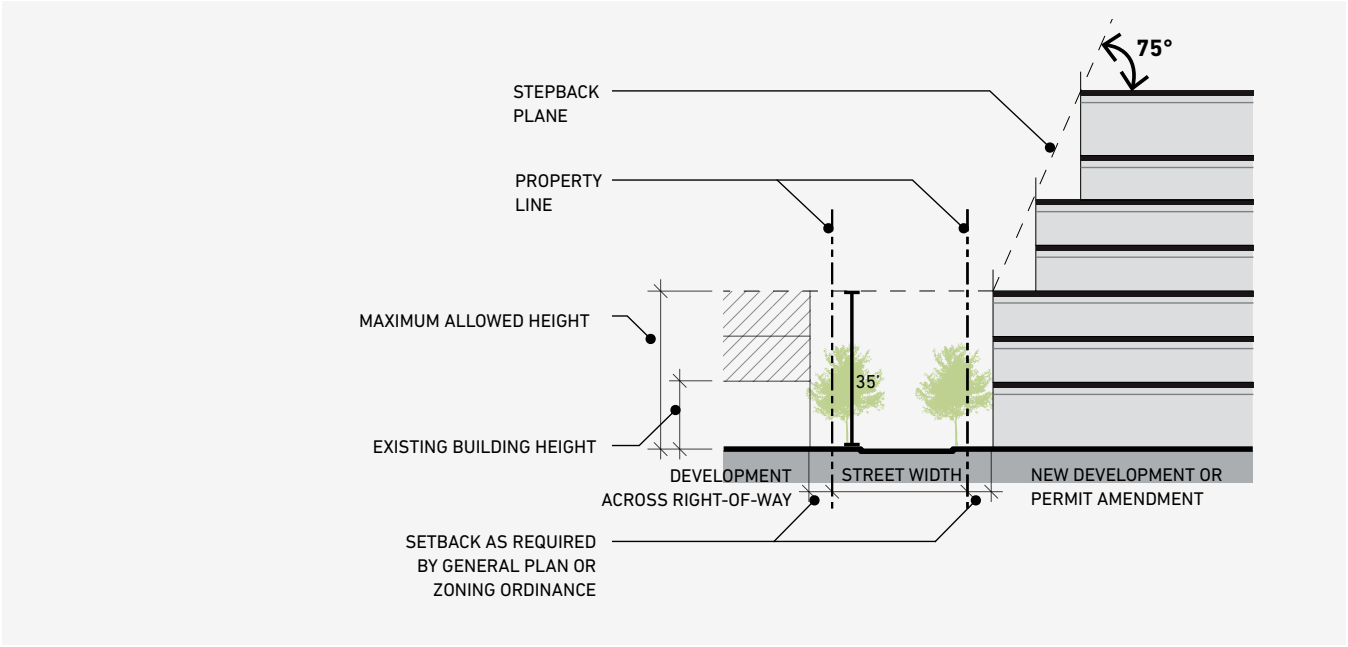
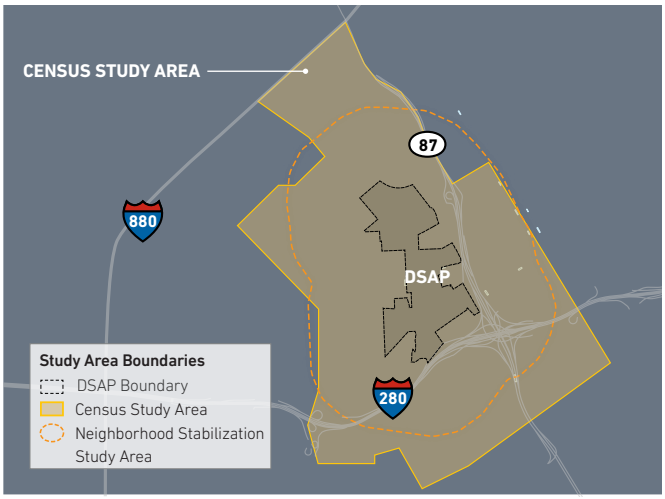


Figure 2-4-8b: Right of Way (ROW) Stepback Plan Diagram

2.5 AFFORDABLE HOUSING

The Diridon Affordable Housing Implementation Plan (Affordable Housing Plan) summarized here characterizes the need for affordable housing in the Diridon Station Area (DSA) and surrounding communities, in light of the large-scale transit investments planned for Diridon Station, Google's Downtown West Mixed-Use Plan, and other future development, which will transform the Diridon Station Area. These combined investments will enhance job and transit access to the region. They are likely to increase the value of properties in the area and attract new development and more residents, workers, and visitors. At the same time, it is important to ensure that existing residents – especially lower-income households – can also benefit from these investments.

In 2015, U.C. Berkeley and Working Partnerships USA published a case study on the Diridon Station area that documented uses over time and identified displacement of former residents as a key issue. This work illustrates the need to house residents at a variety of incomes as the Diridon Station Area grows. It also supports the City's taking a holistic approach to consider not just incremental production of housing, but also complimentary strategies that protect existing renters and existing affordable homes in the area. While the Affordable Housing Plan does not reach back to document residents who used to live in this area, the City intends to document the history of these former residents in its future work.



As a comprehensive approach to housing growth in the Diridon area, the Affordable Housing Plan outlines potential strategies to ***produce*** new affordable housing units, ***preserve*** the affordability of the neighborhoods for lower-income residents, and ***protect*** vulnerable residents from displacement. It applies to the Diridon Station Area and surrounding neighborhoods within approximately one-half mile (the Neighborhood Stabilization Area) and is based on an analysis of demographic and housing data, the local policy context, and best practices from other cities and regions.

Note that development and implementation of these strategies will require a combination of non-City funding, legislative and judicial support, City Attorney review, City Council action, and the community's involvement. Implementation would be subject to these constraints.

GOALS AND TARGETS

Production

Build-out of the Amended Diridon Station Area Plan (DSAP) and the Downtown West project, if approved, has the potential to add up to 12,900 new housing units in the DSA by 2040.

Based on City Council direction, staff is recommending ***a goal that 25 percent of all housing units in the Diridon Station Area be affordable to renters with a range of incomes from extremely low-income to moderate-income households at buildout of the land use plan (2040)***. The DSA is currently close to this goal. Therefore, about 25% of new housing would need to be deed-restricted to maintain this share and achieve the affordability goal.

The Affordable Housing Plan envisions the production of new affordable units for households at a range of incomes, including extremely low-, very low-, low-, and moderate-income households. The new apartments are intended to house the general public as well as formerly-homeless residents, families, seniors, residents with disabilities, and other populations. In addition, this Affordable Housing Plan includes ***a sub-goal that a minimum of 30 percent of new affordable units be for extremely low-income residents at or***

below 30 percent of area median income, including those eligible for permanent supportive housing. To the extent enough public subsidies were available, this target could be exceeded.

Preservation

In the area within a half-mile of the Diridon Station Area, or the Neighborhood Stabilization Area, about 15 percent of housing units (1,322 units) are deed-restricted affordable units that provide long-term affordability to lower-income residents. Another 319 deed-restricted affordable units were in the pipeline as of mid-2020. The Affordable Housing Plan establishes a goal to preserve the affordability of all existing affordable units, as well as forthcoming new deed-restricted units, ongoing -- targeting ***no net loss of existing deed-restricted affordable units in the Neighborhood Stabilization Area through 2040 and beyond.***

In addition, about 10 percent of existing housing units (840 out of 8,512 units) in the Neighborhood Stabilization Area are regulated by the City's Apartment Rent Ordinance (ARO). The ARO provides tenants with protections by limiting rent increases to five percent annually, with other increases that may be awarded after a fair return petition process, and requiring defined "just causes" for evictions. It is estimated that approximately two-thirds of ARO units (560 out of 840 units) are occupied by lower- and moderate-income households.

Many of the multifamily buildings in the area are protected under the ARO and are unsubsidized, so lower- and moderate-income households may still face housing cost burdens. There are also older multifamily buildings and duplexes in the area that are not ARO-protected but offer relatively affordable rents. As the area develops, there will be increasing pressure to redevelop these properties, potentially displacing lower-income renters. Acquiring some of these units and converting them to deed-restricted homes is an important strategy for ensuring that the lower- and moderate-income tenants of multifamily apartments in the neighborhood stabilization area can remain in place. Therefore, the Affordable Housing Plan includes the strategy to ***develop a Preservation Pilot program*** to acquire and rehabilitate existing duplexes and multifamily units, and turn them into long-term, deed-restricted affordable homes that are affordable to lower- and possibly moderate-income households. It sets a ***goal to preserve 10% of duplexes and multifamily units in the Neighborhood Stabilization Area most likely to go up for sale (530 units)***. As many of these units occur in small buildings, achieving this target will require intensive work.

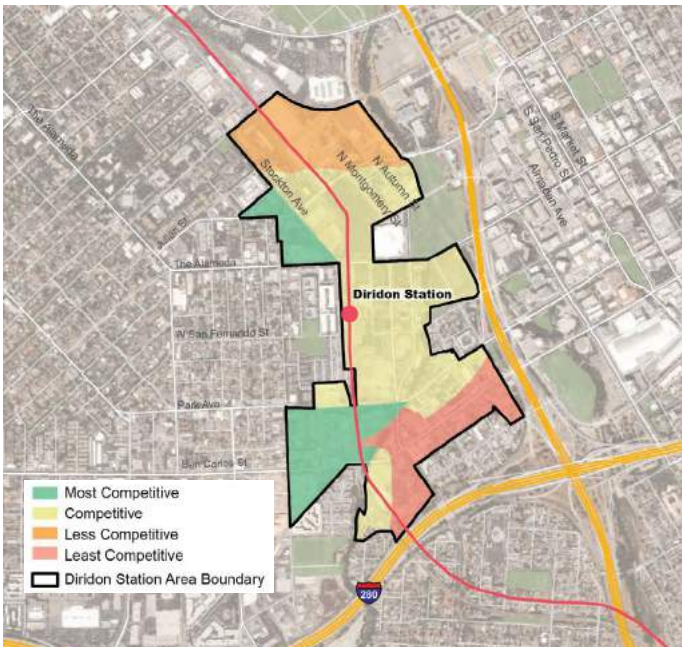


Figure 2-5-1: Measure a: locational scoring competitiveness in Diridon Station Area (Diridon Affordable Housing Implementation Plan DRAFT, Nov 2020)

Protection

Lower-income renter households are more vulnerable to displacement than homeowners. It is estimated that there are approximately 3,900 low-income renter households in the Neighborhood Stabilization Area with an income below 80% of the area median income (AMI). While some of these renters live in deed-restricted or ARO units, many do not have adequate protections from excessive rent increases and evictions without just causes. For example, about 27 percent of renters live in single-family, duplex, or condo units, which have very weak tenant protections compared to multifamily units protected under the City's ARO. The majority of renters who live in single-family homes and duplexes are not protected by existing local and State laws. Enhanced renter protections can help to reduce incidences of displacement and homelessness. It can also help advance racial equity, as lower-income households are far more likely to be Black/African American, Hispanic/Latinx, American Indian/Alaskan Native, and Native Hawaiian/Pacific Islander than the general San José population. [1]

The Affordable Housing Plan aims to ***maintain the number of low-income renters in the Neighborhood Stabilization Area*** (approximately 3,900 households) to ensure that existing lower-income residents can stay in place and benefit from the new investments that will occur in the Diridon Station Area.

STRATEGIES

Production

The strategies around affordable housing production are listed below. The affordable housing production goal is focused primarily on construction within the DSA. New affordable units will be provided through a variety of methods, such as inclusionary requirements for market-rate development projects and standalone deed-restricted affordable projects subsidized by public, private, and philanthropic funders.

1. ***Maximize competitiveness for State funding sources by prioritizing sites within a one-half mile walkshed of Diridon Station for affordable housing.*** Affordable housing projects can apply for competitive funding sources, including the State's Affordable Housing and Sustainable Communities program (AHSC), Transit-Oriented Development Housing Program (TOD), and Infill Infrastructure Grant Program (IIG), as well as the County's Measure A funds. Projects will be most competitive for these sources when located within a short walk – ideally within the one-half mile walkshed of Diridon Station. Therefore, to the extent possible, the sites within this walkshed should be prioritized for future affordable housing development projects.
2. ***Partner with transit agencies and affordable housing developers to leverage Affordable Housing and Sustainable Communities grants for affordable housing developments near the Station.*** Affordable housing proposals near Diridon Station are potentially most competitive for AHSC funds because of the potential to leverage GHG reductions associated with transit investments at Diridon, including Caltrain electrification and eventually the VTA Bart Silicon Valley Extension Phase II. There are also high-frequency bus routes and light rail stations in and near the Station area. First-last mile pedestrian and bike improvements may also qualify for AHSC funds.[2] The City will continue

1 U.S. Census, American Community Survey 2014-2018 5-Year data for San José.

2 Timing is key for AHSC applicants in that the transit improvement must be a near-term project in order to be incorporated. For example, the Caltrain electrification project is likely suitable for an AHSC application soon, while the BART extension, which will be substantially completed by 2028 (followed by testing), will take place too far in the future to be leverageable now.

coordination with VTA across the planned transportation and housing efforts to maximize competitiveness for transit-oriented development funding sources.

3. ***Prioritize the use of Commercial Linkage Fee revenues generated in the Diridon Station Area for affordable housing projects within the Plan area.*** The City Council approved a new Commercial Linkage Fee in September 2020. Depending on the amount of commercial space approved in the DSA, this could produce tens of millions of dollars for affordable housing over the next two decades. Reinvesting fees generated through DSA development in the DSA will help align affordable housing development with job growth in both space and time.

4. ***Update regulations to facilitate mass timber and other innovative and cost-effective construction technologies.*** The introduction of cost-effective innovative technologies such as mass timber has the potential to greatly reduce the cost of housing construction, making mid-rise and high-rise development projects more financially feasible. The City of San José can put policies in place to facilitate the transition to new construction technologies by updating building codes and permitting processes. San José's building code would need to adopt new standards consistent with the Universal Building Code in order for mass timber to be implemented at a larger scale, especially for taller buildings.

5. ***Implement park fee credit changes that support the Inclusionary Housing Ordinance.*** The City discounts its park fees by 50 percent for deed-restricted housing units affordable at 80 percent of the area median income and below. The City Council also recently approved a time-limited reduction of up to 50 percent for deed-restricted moderate-income housing units (with rents for households at 81 to 100 percent of the area median income) to encourage the production of a broader cross-section of units.[1] In addition, a proposed change to the fee on a per-square-foot basis rather than on a per-unit basis may improve the development feasibility of certain market-rate units. An evaluation and update of the park fee program is underway and should be complete by 2022.

6. ***Support policies that increase the production of accessory dwelling units (ADUs) in the Diridon Station Area and surrounding neighborhoods.*** Facilitating ADU construction is one way that the City can meet its goals to produce more moderate-income and middle-income housing. Building small ADUs in established residential neighborhoods is a straightforward and sensitive way to increase the housing supply while providing existing homeowners opportunities to supplement mortgage payments with rental income. The City has implemented reforms that facilitate accessory dwelling unit production, including easing multiple building requirements in conformance with new State laws[3] and offering pre-approved ADU designs through the ADU/Single-Family Master Plan Program.[4] The City should further explore ways to incentivize the creation of new deed-restricted ADUs, not just for single-family properties, but also for lots that currently contain duplexes or small multifamily buildings.

[1] Resolution 79913, https://records.sanjoseca.gov/Resolutions/RES79913.pdf.

3 In conformance with new state laws that took effect in 2020, San José eliminated minimum lot size requirements and design standards, increased maximum ADU building size, and relaxed parking replacement requirements for ADUs in garages. The full list of changes is located here: https://www.sanjoseca.gov/business/development-services-permit-center/accessory-dwelling-units-adus/secondary-unit-ordinance-updates

4 Strategic Economics, "San José Moderate-Income Housing Analysis Appendix," 2019; City of San José Planning, Building and Code Enforcement, "Pre-approved ADUs," https://www.sanjoseca.gov/business/development-services-permit-center/accessory-dwelling-units-adus/adu-permit-plan-review-process/adu-single-family-master-plan-program

7. ***Explore ways to increase access to new affordable housing for residents with disabilities.*** Living close to major transit is a necessity for many residents with physical disabilities. As the Diridon Station Area integrates housing at a range of affordability levels, the City should explore ways to ensure access to new affordable homes in this area for residents with disabilities. The City should incent or require 'universal design' for the affordable apartments it subsidizes. The City should also require that marketing plans for affordable apartments include outreach to people with disabilities, and should explore requiring or tracking that affordable, accessible apartments are occupied by people with disabilities.
8. ***Design and implement State authorized City-approved local tenant preferences for affordable homes in the Diridon Station Area.*** As part of its work on San José's Citywide Residential Anti-Displacement Strategy, City staff are developing an Anti-Displacement Tenant Preference and Neighborhood Tenant Preference. Both preferences have the potential to help prevent local lower-income renters vulnerable to displacement from being forced to leave San José. Preferences give applicants to affordable apartments who meet the preference eligibility criteria priority over the general public to be considered for a portion of the affordable apartments. In this way, preferences may increase the likelihood of priority applicants getting into the housing they seek. The City should analyze and design its local preferences for City Council, State of California, and affordable housing financing approval so they are implemented on affordable units in the Diridon Station Area and Neighborhood Stabilization Area on a deal-by-deal basis.
9. ***Approve a City subsidy per unit amount appropriate for the Diridon Station Area.*** Standalone affordable housing developments are likely to contain deeply-affordable units, including permanent supportive housing, in the Station Area. Land costs and urban building forms appropriate for the Station Area are also likely to be more expensive than developments in lower-rise areas. For project feasibility, the City should acknowledge and preapprove higher affordable housing subsidy amounts per unit appropriate for the product to be built in this Area. The Affordable Housing Plan's analysis of recently built projects indicates that $225,000 per unit is the approximate amount of City subsidy that may be required, assuming a development obtains no development funding from the County. Staff will conduct additional analysis on the appropriate subsidy level.

Preservation

Preservation of affordable homes will be realized through two primary methods: extending the length of affordability for existing restricted-affordable housing, and the Preservation Pilot Program. The Preservation Pilot Program is focused on the half-mile around the Diridon Station Area, a lower-density area, recognizing that the Station Area itself is planned for redevelopment with high-density housing. The strategies for housing preservation are listed below.

1. ***Extend affordability restrictions on existing deed-restricted affordable housing.*** City staff should do focused work to extend the length of affordability for existing restricted-affordable housing in both in the Diridon Station Area and the Neighborhood Stabilization Area. Units in the Diridon Station Area will count towards achieving the overall balance goal of 25% restricted affordable housing. This work will likely require the City to offer subsidies in exchange for lengthened affordability, especially for unsubsidized properties with restrictions resulting from the City's past Inclusionary Housing programs, or to subsidize or forego City loan repayments to support developments' financial restructuring and rehabilitation.

2. ***Establish a Preservation Pilot Program.*** The City does not have a history of funding the acquisition, rehabilitation, and conversion of privately-owned multifamily housing into deed-restricted affordable housing. Therefore, the first step is to develop a Preservation Pilot Program specifically for the Neighborhood Stabilization Area to preserve existing multifamily and duplex units and formalize the affordability of these older properties for the long term. Considering that this selection process may ultimately depend on which property owners are motivated to sell, a screening process is needed to prioritize properties that could be good candidates for preservation. The program could screen properties based on the condition/quality, location, or whether they are adjacent to development activity. This Pilot program would work in conjunction with the other preservation strategies, which are intended to streamline the property acquisition, affordability restriction implementation, property rehabilitation, and property maintenance aspects of the program.
3. ***Conduct outreach to nonprofit and community-based organizations with capacity to conduct preservation activities.*** The City could provide information to interested nonprofits to develop a base of qualified developers for preservation activities and begin to build the program. The City could also help make connections between emerging nonprofits and experienced developers that will joint venture and increase nonprofits' capacity.
4. ***Identify funding sources for preservation.*** Typically, preservation projects require a significant amount of subsidy from cities, because it is harder to qualify for Low-Income Housing Tax Credits and other funding sources focused on production. The City could potentially access its Measure E revenues to fund preservation projects.
5. ***Identify funding sources and partners to build local organizations' capacity.*** Preservation activities are often focused on particular neighborhoods and are driven by local residents' desire to improve conditions for their area. Local community-based and tenant organizations are natural candidates to do this challenging work that has limited profitability. San José lacks experienced community development corporations as many other cities have. Therefore, dedicated funding for ongoing capacity building and partner organizations to teach real estate development skills are needed to grow the capacity of existing local organizations that want to do preservation work in the Neighborhood Stabilization Area around Diridon.
6. ***Implement complimentary policies that support preservation activity.*** Right of first refusal policies (such as Tenant Opportunity to Purchase and Community Opportunity to Purchase acts) elevate the position of lower-income tenants interested in communal ownership models and nonprofit housing entities who are motivated to help keep housing stable and affordable over the long-run. Development of asset building and homeownership strategies, as part of these programs or in addition, could also involve community land trusts active in this geographic area. The City should continue its support of land trust formation. The City could also identify candidate buildings for acquisition and rehabilitation based on the property conditions and the financial capacity of the property owner to make improvements. This could entail bringing problematic buildings with multiple tenant complaints and/or tax delinquencies under public or nonprofit stewardship.

Protection

The Affordable Housing Plan's protection strategies incorporate many of the elements from the recently approved Citywide Residential Anti-Displacement Strategy, in addition to other implementation actions that are specific to the needs of residents in the Diridon Station Area and surrounding neighborhoods in the Neighborhood Stabilization Area.

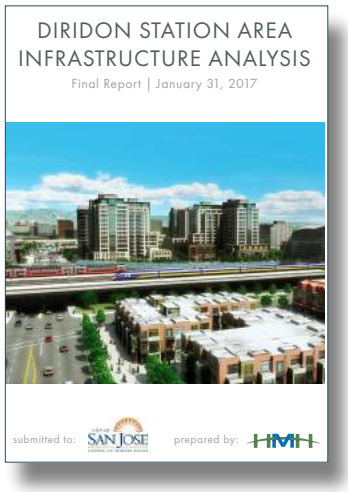
Because the majority of the tenant protection strategies would be implemented citywide, it is not possible to quantify the costs associated with implementing these strategies specifically at the Neighborhood Stabilization Area scale.

1. ***Establish a Housing Collaborative Court to provide legal support for tenants facing eviction.*** Many households in the Neighborhood Stabilization Area are vulnerable to eviction, and this will be exacerbated after the expiration of the temporary COVID-19 moratorium. The Citywide Residential Anti-Displacement Strategy recommends coordinating with the Santa Clara County courts and the State to establish a Housing Collaborative Court and partially fund the costs for legal services for evictions during COVID-19. If this strategy is successful, the City could explore a longer-term arrangement together with the County to continue providing funding for legal services to increase tenant representation and help prevent evictions. The cost of implementation is not yet determined, but this strategy would be applicable to the entire City. Until this model is established, the City should devote additional funding for legal support to prevent local tenants against evictions.
2. ***Create a "satellite office" in the DSA to provide education resources to tenants and landlords.*** The City of San José currently provides support for tenant and landlord education of their rights under the Apartment Rent Ordinance (ARO), Tenant Protection Ordinance (TPO), and Ellis Act Ordinance through its Rent Stabilization Program. The City also has local enforcement tools so that tenants who have experienced violations to these laws can submit a petition to the Rent Stabilization Program for an administrative hearing. Establishing a satellite office in the DSA would improve residents' access to services, so that they can understand their rights under existing local and State laws, and potentially reduce unlawful evictions and rent increases. In addition to a physical office space, the City could consider other ways to increase access to tenant and landlord education, such as digital tools, pop-up or mobile sites, and partnerships with community-based organizations.
3. ***Consider options for enforcing the Tenant Protection Act of 2019 (AB 1482).***[5] AB 1482, signed into law in 2020, prevents rent-gouging and requires just causes for eviction. AB 1482 covers many homes in the Neighborhood Stabilization Area, but the only enforcement mechanism is suing under State Law. The Council-approved Citywide Residential Anti-Displacement Strategy recommends the City to sponsor State legislation for local education and enforcement to help increase understanding and compliance with AB 1482 as well as the City's ordinances.

5 *AB 1482 (Chiu, 2019), https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201920200AB1482*

4. ***Expand San José's existing Tenant Protection Ordinance (TPO) to include all rental units (including duplexes, single-family homes, and rented condo/townhome units).*** The TPO in its present form only protects renters in buildings with three or more units. Expanding the TPO to units in these other types of buildings would provide just cause eviction protections and relocation assistance for an additional 2,318 renter households, who comprise 27 percent of renter households in the Neighborhood Stabilization Area.
5. ***Expand San José's existing Apartment Rent Ordinance (ARO) to include renter-occupied duplex units.*** The ARO, which limits rent increases for existing leases to 5 percent annually (unless a petition allows a greater increase), only protects buildings occupied in 1979 or earlier with three units or more. There are currently 422 renter households in duplexes that were built in this timeframe, 380 of which are in investor-owned duplexes. Expanding the ARO to protect renters in either all older duplexes or just investor-owned duplexes would increase the share of renters in the Neighborhood Stabilization Area covered by the ARO from just 10 percent to 14 percent.
6. ***Explore applicability of a Certificate of Preference program.*** In addition to implementing all approved tenant preferences in new and preserved units, the City should explore whether a Certificate of Preference program could be established in the Diridon area. It is possible that this type of program could allow current, and perhaps past, residents who lived in this area and were displaced due to the Station development to receive enhanced preferences to rent affordable units, or to buy a home using a City program. These types of programs have benefitted residents displaced by federal redevelopment programs in the 1950s and 1960s, but it is possible they could be supported by remaining State redevelopment law or federal law under certain circumstances. home using a City program. These types of programs have benefitted residents displaced by federal redevelopment programs in the 1950s and 1960s, but it is possible they could be supported by remaining State redevelopment law or federal law under certain circumstances.

2.6 INFRASTRUCTURE CAPACITY AND DEMAND



The existing utility infrastructure serving the Diridon Station Area may need augmentation to support the desired or required capacity for full build-out of this Plan. This section discusses infrastructure capacity and demand for the Diridon Station Area outside of Google's Downtown West Mixed-Use Plan boundary. Google's Downtown West Mixed Use Plan 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 Diridon Station Area outside of Google's Downtown West Mixed-Use Plan boundary. Please see the Downtown West Infrastructure Standards, Infrastructure Plan and Development Agreement for further details.

The majority of infrastructure systems in the Diridon Station Area outside of Google's Downtown West Mixed-Use Plan may need to be improved to meet the increased demand, improved reliability and distribution objectives. The studies called for in this section will be conducted as part of the City's update to the Diridon Station Area Infrastructure Analysis (2017) after adoption of this Plan, and will consider improvements in Google's Downtown West Mixed-Use Plan boundary, subject to the City's nexus and feasibility analysis that such improvements benefit the broader Plan Area and are feasible as part of an area-wide fee program.

STORMWATER FACILITIES

Implementing stormwater infrastructure requires consideration of flood plain, stormwater conveyance upgrades, river/creek outfall improvements, and stormwater quality management compliance.

Flood Plain

Low-lying areas close to the Guadalupe River and Los Gatos 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 Diridon Station Area appear to have been sized to accommodate roughly a three-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.

River/Creek Outfalls

The current system is collected and discharged directly to the Guadalupe River and Los Gatos 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.


Portland © Jersey Water Works

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 Wildlife, 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. There may be an opportunity to study a possible regional solution to address stormwater quality issues. The study should address the potential for treating stormwater runoff in vegetative treatment systems integral with open spaces. While each specific project within the area should develop its 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. In addition to regional areas of treatment, Green Streets shall be implemented according to the City of San José's Green Stormwater Infrastructure Plan for local public streets.

WATER FACILITIES

The potable water system in the Diridon Station Area is owned and maintained by the San José Water Company (SJWC) an investor-owned private company regulated by the California Public Utilities Commission (CPUC). SJWC operates a model that is used to identify flow and pressure conditions within the system. Pipes that are found to be deficient are subject to improvements that will meet current standard design guidelines prescribed in the SJWC Specifications and Standard Drawings along with State drinking water regulations.

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 Diridon Station Area are 6-inch in diameter. The land use, densities, and building heights associated with the maximum build-out of the area outside of Google's Downtown West Mixed-Use Plan will require replacement of the water distribution system 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.

Water Demand Analysis

Based on the maximum build-out in Section 2.1 of this Plan, and land use and associated consumption rates, the comparative water demand for the Diridon Station Area outside of Google's Downtown West Mixed-Use Plan is approximately 2.98 million gallons per day.

Recycled Water

The City of San José administers the South Bay Water Recycling (SBWR) Program, a long-term recycled water program of the Regional Wastewater Facility, currently serving the cities of Milpitas, San José, and Santa Clara. While originally implemented to reduce fresh water effluent into the Lower South Bay, SBWR also supplies reliable, sustainable, and drought-proof supply of non-potable water to the South Bay Area. Wastewater from the sanitary sewer system that travels to the San José-Santa Clara Regional Wastewater Facility is treated to tertiary levels and distributed to the SBWR system. The finished product is certified by the State Department of Health Services and suitable for non-potable water uses including irrigation, industrial purposes, and others.

The Diridon Station Area is not serviced by the recycled water system and there are currently no improvements

South Bay Water Recycling (SBWR)

programmed to extend the system to the area. Recycled water can be used to irrigate food crops, parks, schools, golf courses, street medians, and commercial property landscaping. Extending the recycled water system to serve the Diridon Station Area would benefit potable water conservation and will provide a drought-proof water supply.

The Diridon Station Area is located in the San José Water Company (SJWC) service area. The closest recycled water main serves Columbus Park and portions of Guadalupe River Park and has been extended in Autumn Parkway south of Coleman Avenue to the Union Pacific Railroad (UPRR) tracks.

ELECTRIC, GAS AND TELEPHONE

The Diridon Station Area is served by many private utility companies. In general, it will be the obligation of the private utility company to provide adequate service for any planned developments. This analysis will identify major facilities within the area which may require more substantial planning and implementation than a conventional development.

In some portions of the Diridon Station Area, electrical and telecommunications facilities occupy overhead poles, it is assumed that these relocations will be undergrounded through a Rule 20B process which requires the developer to fund and coordinate the undergrounding process.

Conceptual Sketch of proposed Linear Park along Los Gatos Creek.

WASTEWATER FACILITIES

Wastewater from the development area is conveyed to the City's Regional Wastewater Facility (RWF) for treatment via gravity sewer mains of different sizes as well as siphons. The maximum build-out of the Diridon Station Area outside of Google's Downtown West Mixed-Use Plan will increase wastewater flow generation beyond the current condition.

An analysis to determine if the existing sewer system could accommodate the increased wastewater flows was conducted by the City. Based on the land use and associated generation rates for the Diridon Station Area outside of Google's Downtown West Mixed-Use Plan, the comparative wastewater generation is approximately 2.44 million gallons per day (MGD). Several downstream gravity mains are deficient and need to be upsized to meet the maximum build-out needs.

In addition to conveyance capacity, pipe conditions of sewer mains and siphons within the Diridon Station Area and immediately downstream of it should also be inspected prior to adding more connections.

3 | OPEN SPACE & PUBLIC LIFE

3.1 FRAMEWORK

Pacific Plaza, Dallas, TX

Hunter's Point South, New York City, NY

VISION

This amended Plan provides San José with a unique opportunity to strengthen its open spaces and public life. The COVID-19 pandemic has shown the City the critical role that open space plays in health and wellness, particularly in urban areas. With the urbanization planned for the Diridon Station Area Plan it is critical for the City to act now to preserve and protect park space for future generations.

Working in concert with the planned development and mobility plans, the City envisions a future where residents and visitors arrive to Diridon Station and are greeted with plazas and parks that are vibrant and provide active and passive recreation for residents, workers, and visitors. The plazas' design will promote urban interactive uses, such as concerts and farmers' markets. Surrounding cafes and commercial uses will help activate the plazas near the station. Moving north and south from the station, large green spaces for active play, including basketball and frisbee, will be sought. Open spaces become more peaceful along Los Gatos Creek where nature takes the center stage. The Los Gatos Creek Trail will lead residents, workers and visitors to Guadalupe River Park, where they can relax and play in the green open spaces, or south toward Del Monte Park and beyond.

Public art will play a key role in emphasizing the vision of the Diridon Station Area as a crossroads for innovation, engagement, and ecology. The park, plaza, trail, and mobility networks, along with public art envisioned in this plan, provide a hub of activity and transitions to nearby neighborhoods and Downtown. Together, these assets will provide for a vibrant public life. ***Figure 3-1-1*** illustrates this vision showing the existing conditions and planned parks, and plazas and trails which will be described in detail later in this chapter.

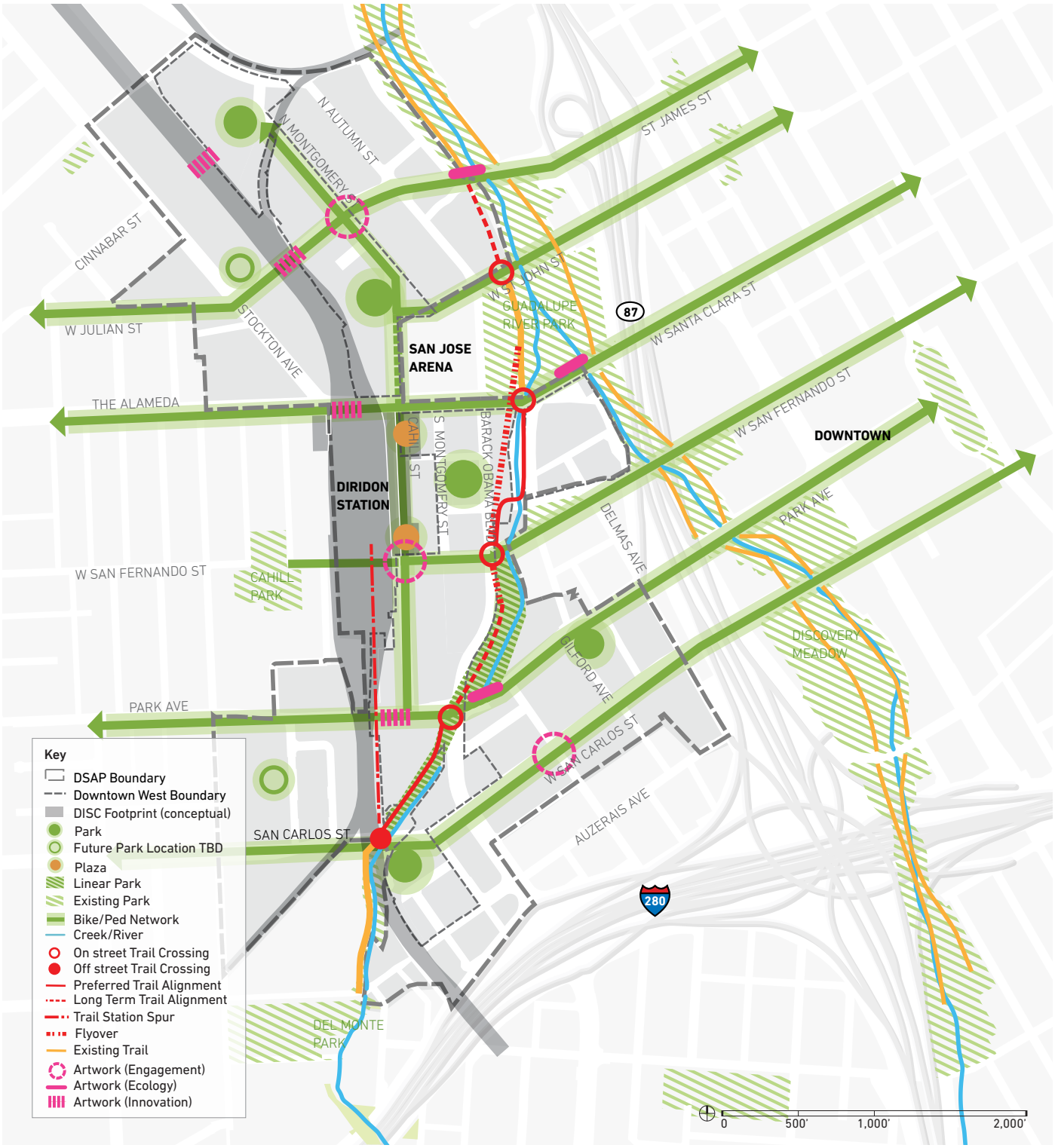


Figure 3-1-1: Open Space and Public Life Vision

Ricardo Lara Linear Park, Lynwood, CA

Guadalupe River Trail, San José, CA

Hunters Point South, Long Island City, NY

PARK AND RECREATION GOALS

The City's open space strategy is guided by the *San José Envision 2040* (General Plan) and the Department of Parks, Recreation and Neighborhood Services' 2020 *ActivateSJ Strategic Plan* (Activate SJ). The General Plan outlines a variety of goals and policies that guide the Diridon Station Area's open space vision. The General Plan establishes the service level goals of:

- 3.5 acres of parkland per 1,000 residents through a combination of neighborhood parks and school grounds
- 7.5 acres per 1,000 residents of citywide or regional serving parks
- 500 square feet of community center space per 1,000 residents

ActivateSJ guides how the Department of Parks, Recreation and Neighborhood Services cares for and prioritizes development of open space systems and recreational programs and services for all of San José. ActivateSJ integrates social and ecological factors to support a livable and sustainable urban environment through its five guiding principles:

- ***Stewardship:*** We take care of what we have and invest for the future.
- ***Nature:*** We protect, promote and preserve natural areas for all people.
- ***Equity and Access:*** We embrace people of all ages, cultures and abilities.
- ***Identity:*** We aim to be a premier parks, recreation and neighborhood services system.
- ***Public Life:*** We promote community spaces for a safe, fun and healthy San José.

The open space strategy for the Diridon Station Area is people-focused and service-driven. The vision is consistent with ActivateSJ to maintain, improve and expand facilities, programs, and services as well as the City's General Plan to promote good access to a large and diverse variety of parks, trails, and recreational facilities for all residents. The strategic priorities outlined in this amendment will help to carry the City's open space system into the future and will identify opportunities and guiding decisions that result in more equitable and accessible public spaces for all.

FUNDING PARK AND RECREATION NEEDS

Currently, the main mechanism to acquire parkland in San José is through the Park Impact Ordinance (SJMC 14.25) and the Parkland Dedication Ordinance (SJMC 19.38). These ordinances require residential projects to dedicate land for park or trail purposes, improve existing parks or trails, and/or pay an in-lieu fee based on the metric of three acres per 1,000 new residents added by the housing development. The City does not have an ordinance to mitigate the impact on parks and trails from non-residential projects. There are areas throughout the City that are park deficient. The disproportion of parkland is a critical issue that impacts many major cities. The imbalance is also a result of inequitable historical policies that allowed wealthier, primarily white neighborhoods to have an abundance of parkland, while others, often lower-income, minority communities, received little to no access to parkland. This systematic inequity of open spaces still impacts San José today.

The City recognizes these historic inequitable practices and current land acquisition limitations. The City has identified park-deficient areas throughout the City and is targeting future parkland acquisition in these areas, guided by the General Plan's Service Level Goals and ActivateSJ, including the goal of providing parks within a 10-minute walk of every resident. There are currently no parks within the Diridon Station Area, although this Plan and the Downtown West Mixed-Use Plan propose parks and open space.

With the City's goal of providing equitable access to parkland and the opportunity to acquire parkland with the addition of residential development, the City has the opportunity to develop memorable parks, plazas, and trails in the Diridon Station Area.

Aside from the issue of acquisition, the City does struggle to maintain and operate its existing park and recreation spaces. Years of chronic underfunding of operations have reduced maintenance levels in existing parks and have led to inconsistent operations in certain community centers. Despite this, the City needs to pursue opportunities to construct additional park and recreation amenities as development occurs, while also pursuing the funds needed to operate and maintain these spaces.

PREVIOUS PLANNING EFFORTS

Three significant previous planning efforts have been undertaken in the Diridon Station Area and this Plan builds on these efforts. The Midtown Specific Plan created a vision of a vibrant urban core; the Los Gatos Creek Trail Master Plan outlined a concept for providing riparian trail access through this area; and the 2014 Plan built upon the Midtown Specific Plan but called for major assets like a baseball stadium and an eight-acre community park.

The 1992 Midtown Specific Plan acknowledged that intense development would occur around Diridon Station and along the West San Carlos Street Corridor as former food processing facilities and canneries were closing down, opening opportunity for new and different land uses. In expanding residential and commercial development for the Midtown Area, the Specific Plan called for:

- Implementing the Los Gatos Creek Master Plan to support the Bay to Ridge trail system;
- Providing park facilities that reinforce the sense of neighborhood. (Cahill Park and O'Connor Park were both concepts put forward in this plan)
- Constructing community facilities such as community and senior centers, branch libraries, and schools to support the new residential development.

The Los Gatos Creek Master Plan was originally developed in 1985 and laid out a vision for a trail extending from Los Gatos to Downtown San José. In 2008, the Los Gatos Creek Trail Reach 5 Master Plan (Reach 5) was adopted. Reach 5 extends from Auzerais Avenue to the Guadalupe River Trail at West Santa Clara Street. This reach required more detailed study to evaluate crossing the Caltrain tracks north of Auzerais Avenue and to navigate the limited land area available along the creek in this reach. While the preference for the trail system is to provide off-road bicycle connectivity, this Master Plan contemplated on road connections through the heart of the Diridon Station Area due to property ownership constraints.

The 2014 Diridon Station Area Plan emphasized the opportunity presented by the Los Gatos Creek and Guadalupe River Trails to connect users to the ecological and open space assets in the area. The 2014 Plan outlined six open space types and specific strategies for the development of these open space types:

- Complete the Guadalupe River and Los Gatos Creek Trails
- Construct an eight-acre community park at the former Fire Training Station
- Connect public spaces with green fingers and pedestrian connections
- Provide an urban public plaza at Diridon Station
- Develop a network of smaller neighborhood squares
- Connect the Diridon Station Area to Downtown with green streets
- Daylight the Los Gatos Creek

Many of the strategies in the 2014 Plan remain in this Plan. However, with the newly planned density in the area, the City has shifted its open space network strategy toward the planning of a dispersed network of open spaces and neighborhood parks, rather than one large community park. The eight-acre community park, including the Fire Training Station site among other properties, was envisioned as the central open space for not only existing and future residents of the Diridon Station Area, but residents of the broader San José community. The Fire Training Station Site was sold by the City to Google with the understanding that there will be no net loss of parkland for the area.

EXISTING OPEN SPACES

The Diridon Station Area is surrounded by single-family homes to the north, west, and south, and Downtown to the east. Residential development in these neighborhoods and in Downtown have created more opportunities for parkland dedication and funding through the Park Impact Ordinance and Parkland Dedication Ordinance. While these open spaces are not part of the Diridon Station Area, their adjacency makes them important assets when considering the future plans for this urbanized area. Understanding the uses and design of existing parks will guide future open space design to complement rather than copy these spaces. The City recognizes that the surrounding parkland and trails will see an increase in use with the increase in residents, workers, and transit users anticipated in the Diridon Station Area. To account for this increased use, the City recognizes that more funding will need to be allocated to the maintenance and enhancement of these spaces. The City may also target additional parkland in the surrounding area to help mitigate the increased use. ***Figure 3-1-2*** illustrates the existing parks and open spaces adjacent to the Diridon Station Area.

- ***Guadalupe River Park:*** One of the largest parks in the city system, the Guadalupe River Park (GRP) serves as the spine of San José and is just east of the Diridon Station Area. The GRP extends from Interstate 280 at the south to Interstate 880 at the north. It is operated in a hybrid model by the City of San José and the Guadalupe River Park Conservancy. The GRP provides parks and recreation to the Diridon Station Area, Downtown, and the City as a whole. The GRP includes five cohesive spaces, each with specific uses.
  - Discovery Meadow is an attraction to residents citywide and is the largest open space in the GRP. It includes Monopoly in the Park, the Children's Discovery Museum, and a regional field that can hold up to 20,000 people for festivals and other events.
  - John P. McEnery Park is designed for children's play and activities. It includes a rope and net structure, play water feature, and spring toys.
  - Arena Green West provides families with an active place to play, which includes a playground, carousel, and large playing field. The existing Los Gatos Creek Trail runs through Arena Green West.
  - Arena Green East is home to Confluence Point, where the Los Gatos Creek and Guadalupe River meet. Arena Green West has many outlook plazas to enjoy the water views and natural features.
  - Guadalupe Gardens has public gardens for enjoyment and education. The area pays homage to San Jose's historic Garden City and provides more passive recreation.
- ***Guadalupe River Trail:*** The Guadalupe River Trail runs through the GRP, to the heart of Downtown, past the Children's Discovery Museum, and the Center for Performing Arts and Adobe. The Guadalupe Trail provides active transportation for bicycles and pedestrians and exercise opportunities. Once complete, the trail will connect south all the way to the Almaden Valley and North to Alviso and the San Francisco Bay.
- ***Cahill Park:*** Located immediately west of Diridon Station, Cahill Park is currently the only park serving a large portion of the St Leo's and Shasta Hanchett Park neighborhoods. This 3.7-acre park includes a playground, a half-sized basketball court, and open grass fields.
- ***Del Monte Park:*** South of the Diridon Station Area, along Auzerais Avenue is the newly constructed Del Monte Park. The 6.1-acre park includes a lighted artificial turf soccer field, a dog park, and playground and open grass areas. Another phase of this park is in planning and development. The Los Gatos Creek Trail provides a paved connection from under Interstate 280 through Del Monte Park and crosses Auzerais Avenue into the Diridon Station Area.

- ***Los Gatos Creek Trail:*** The existing Los Gatos Creek Trail effectively continues the Three Creeks Trail north, at Lonus Street. The trail travels under Interstate 280 and follows the creek across Auzerais Avenue. North of Auzerais this incomplete trail ends at DuPont Street. Even though the trail is currently incomplete, the trail sees an estimated 171 users during peak hours.
- ***Discovery Dog Park:*** This small pocket park is nestled between State Route 87 and the VTA Light Rail tracks south of Park Avenue. It is an underutilized space due to its limited access and surrounding transportation uses.
- ***Theodore Lenzen Park:*** This small, half-acre pocket park is well loved by the nearby residents, who run volunteer programs to keep it clean and well-manicured. It has two playgrounds and a picnic area.

Figure 3-1-2: Existing Open Space

3.2 KEY PRINCIPLES

Hunters Point South, Long Island City, NY

Buffalo Bayou, Houston, TX

STRATEGY

Public spaces in San José need to celebrate the area's diverse culture. The City has a responsibility to develop a parks and recreation system that serves each neighborhood and demographic group with equity. Equity and Access is a guiding principle in ActivateSJ and is a key interest when planning for open space and public life. Emphasizing equity in open space and public life planning is necessary to undo historic wrongs of park-deficient neighborhoods. This includes targeting open space in areas that have little to no parkland and providing a variety of experiences and park styles that reflect the interests of a variety of ethnic groups and ages. All residents regardless of race, age, gender identity, income, physical ability or culture have the right to health, wellness and access to parks and recreational opportunities. One key planning outcome in ActivateSJ is to ensure all residents are within a 10-minute walk to a park. This goal is especially important in dense, urban areas, such as the Diridon Station Area. The planned location of the parks, plazas, and trail segments described in Section 3.4 will ensure this goal is met. Open spaces in the Diridon Station Area will be accessible and provide multi-generational recreational and social opportunities and experiences for San José's diverse community.

The open space strategy presented in this plan calls for approximately 10 acres of publicly owned open spaces, including neighborhood parks, trail segments, and plazas dispersed through the existing neighborhoods and future developments. The 10 acres will supplement the existing open space surrounding the Diridon Station Area.

The Los Gatos Creek Trail will provide clear connections to the parks and plazas in the Diridon Station Area, with on-road (and future under rail) connections from the neighborhoods west of Diridon Station to Downtown in the east. Open space will be centered around the Los Gatos Creek to preserve, protect and celebrate the natural

environment. The riparian corridor will not be publicly accessible but will enhance adjacent open spaces and foster a connection with nature. Wherever possible the Los Gatos Creek Trail's alignment will be outside of the riparian setback but may include passive recreational features that provide recreational use and will not disturb the creek.

A balanced distribution of interconnected parks, trail segments, and plazas will complement and enhance the existing parks and trails that surround the Diridon Station Area. The proposed network will provide active and passive recreation, transportation, education, and cultural benefits to residents, workers, and visitors throughout the Diridon Station Area. The neighborhood parks and plazas can respond to the character and needs of the existing neighborhoods while also serving as the catalyst to spur new development. The trail segments will allow for recreation and active transportation that connect the Diridon Station Area's open space network and key features to the broader neighborhood and Downtown. Connecting neighborhood parks, plazas and other open spaces to the existing planned street network with a consistent system of signage and public art will create coherent and accessible open spaces.

It is important to note and consider the difference between active and passive recreational amenities. Active features in parks include playgrounds and playing fields. Passive features include picnic areas and shade structures. Active and passive amenities are both important components of parkland. The inclusion of both types of features in open space will provide a range of activities for all users. Some open spaces will have a higher ratio of active features while others will have a higher ratio of passive features, depending on the surrounding land uses and community needs.

ADDITIONAL PARKLAND AND RECREATION NEEDS

The proposed open space network does not meet the General Plan's Service Level Goal of 3.5 acres of neighborhood parks and school grounds per 1,000 residents, with approximately 13,000 housing units planned in the Diridon Station Area. The City acknowledges this deficiency and intends to plan for more open space. To meet the Service Level Goal, approximately 78 acres of parkland would be needed. The City's goal is to have this parkland within easy access of our residents. However, finding enough land in urban areas to meet this goal is a challenge.

As the Diridon Station Area, Downtown, and surrounding neighborhoods grow and rail expands, land will become more scarce and acquiring parkland will become more difficult and costly. The City is in a crucial period of time where parkland acquisition decisions made today will be a major factor in ensuring residents in and surrounding the Diridon Station Area have their parkland and recreational needs met in the future. Even though 10 acres of open space are included in this Plan, the City is exploring ways to add more open space in and around the Diridon Station Area.

Although the location of the additional parkland has not been determined, the City will target areas that:

- Have limited access to parks
- Have a high density of residents
- Are of prime location, such as not near freeways or other encumbrances
- Are square or rectangle shaped
- Where possible, are adjacent to existing parks to allow expansion

Exploring updates to the City's policies and procedures to acquire and fund new and existing parkland will be necessary to increase the proposed parkland in the Diridon Station Area, and throughout the City. These updates will help achieve more equitable access to parks and open space. Potential changes that may be considered include:

- Exploring innovative strategies that would encourage developers to receive credit on their parkland obligation for acquiring off-site parkland
- Updating the Park Impact Ordinance and the Parkland Dedication Ordinance fee schedule on a regular basis to better align with the current market
- Exploring measures, such as a parcel tax, to increase funding for operation and maintenance of existing open spaces

OPEN SPACE GUIDING PRINCIPLES

The following guiding principles define the approach to the open space plan for the Diridon Station Area. These guiding principles build on the principles in the City's General Plan and ActivateSJ with an emphasis on equity, but are tailored to the Diridon Station Area, and reflect the overall spirit and characteristics the community indicated are important in planning for open space in the Diridon Station Area.

01. Enhance the open space network to provide accessible, flexible, and well-maintained amenities, support the area's natural environment, and ensure recreation, active transportation, education, and cultural benefits to all residents and visitors alike.
02. Create a variety of open spaces including neighborhood parks, plazas, trails and the Los Gatos Creek throughout the Diridon Station Area that serve as nodes of public life, establish an identity unique to the Diridon Station Area, and meet the variety of community needs.
03. Provide equity in the quality and style of park amenities and spaces regardless of ownership.
04. Activate the streets, parks, station, and other public spaces with art that build on the identity of the area, that engages visitors and residents alike, and is integrated into infrastructure to humanize and enliven standard features.

Hunter's Point South, New York City, NY

05. Consider design, maintenance, and management strategies that facilitate stewardship of open space to create safe, clean and active green spaces.
06. Provide for future open spaces and trail connections after elevation of the train tracks planned in the Diridon Station Integrated Concept Plan, particularly bicycle and pedestrian connections from West San Carlos to Diridon Station.
07. Provide access to nature and educational opportunities by providing parkland along Los Gatos Creek.
08. Complete the Los Gatos Creek Trail from Auzerais Avenue to the Guadalupe River Trail at Arena Green West through off-road routes.
09. Make the plazas around Diridon Station a focal point of public life by encouraging uses that foster social connections.
10. Develop community space to provide services to existing and future residents of all ages and socioeconomic status.

3.3 RELATED PROJECTS AND PARK ASSETS

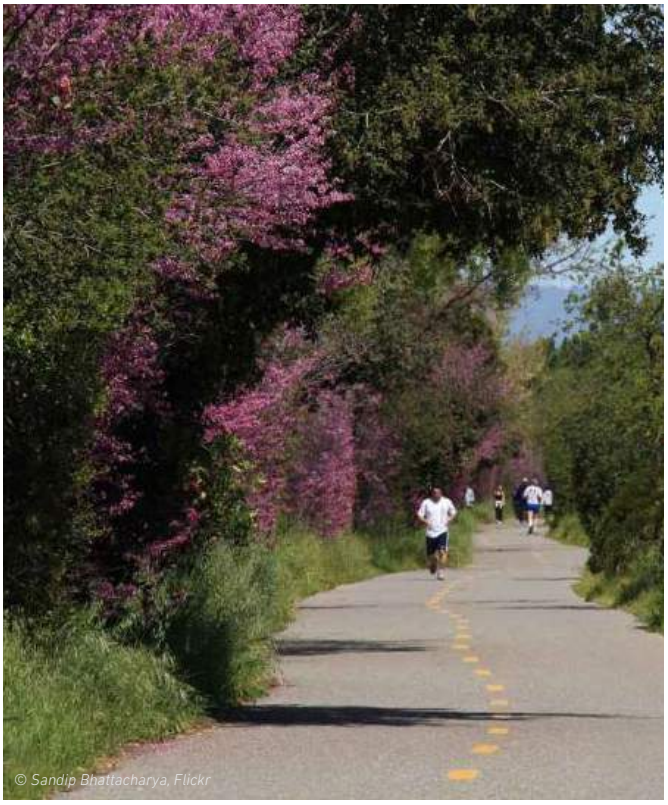
Guadalupe River Park, San Jose, CA

The Diridon Station Area is in a pivotal location with adjacent uses that play a critical role in the park system. As such, certain spaces and uses adjacent to the Diridon Station Area will influence the future success of the area and need to be considered in implementing this Plan. These areas include the Guadalupe River Park, the Urban Confluence Silicon Valley project concept, the City's Trail Network, and various transportation and mobility plans. ***Figure 3-3-1*** illustrates the location of these projects in relation to the Diridon Station Area.

GUADALUPE RIVER PARK

The Guadalupe River Park (GRP) serves as the spine of the Downtown San José Park System. The park includes Discovery Meadow, John P. McEnery, Arena Green West, Arena Green East, and Guadalupe Gardens. They all provide distinct areas with different characters and amenities that are well-connected by an active river trail.

The GRP is owned by the City of San José and managed jointly by the Guadalupe River Park Conservancy (GRPC) and the Department of Parks, Recreation and Neighborhood Services (PRNS). PRNS currently provides the maintenance services for the park and trail. GRPC provides programming and activation. As the Diridon Station Area builds out, supporting GRPC and their role in managing the GRP will be critical to the vibrancy of all the public spaces.



Los Gatos Creek Trail, San Jose

Although this park is not within the Diridon Station Area boundary, the proximity of this major park asset to the Diridon Station Area requires consideration of how the GRP and the Diridon Station Area will interact and provide for a seamless user experience. Additionally, much of the GRP lies right between the historic Downtown and the Diridon Station Area—enabling the park to serve as an outdoor living room where community members can gather and connect, both for events and as part of their daily lives. Changes in the Diridon Station Area will certainly impact the GRP, just as changes in the GRP will impact the Diridon Station Area. This necessitates that the open space strategy consider how the GRP will interact, be managed, and be funded in the long term.

URBAN CONFLUENCE SILICON VALLEY PROJECT CONCEPT

The Urban Confluence project has been in development since 2017. The project is a philanthropic endeavor to build an artistically inspired landmark that will be presented to the City of San José as a gift. Arena Green was identified as the preferred location for this project and the aspiration is to "provide a place of hope, healing and human connection."

The Urban Confluence team coordinated an international competition to solicit ideas for the project. A total of 963 submissions were received from 72 countries around the world. A community panel and professional jury both evaluated the concepts. In March 2021, Breeze of Innovation was selected as the preferred designand council action on this project is pending.

The Urban Confluence project has the potential to dramatically change how Arena Green is used in the future. The exact nature of the change is not known at this time, but it should be consistent with the Guadalupe River Park Master Plan vision. The Master Plan vision includes promoting nature based and ecological education; encouraging art; increasing social cohesion and community health; advancing the identity of San José; and enhancing the connectivity and accessibility to the park from all neighborhoods.

SAN JOSÉ TRAIL NETWORK

The build-out of the Los Gatos Creek Trail within the Diridon Station Area is a critical strategy in this Plan, but its importance to the overall trail network cannot be understated. San José has one of the nation's largest urban trail networks, with over 61 miles developed and open to the public. The network of trail systems offers a wide variety of experiences with core trails like the Guadalupe River, Coyote Creek, and Los Gatos Creek, extending long distances and providing opportunities for both recreation and transportation. The transportation aspect of the trails creates a safe, well connected transportation corridor that is accessible for all.

The Los Gatos Creek Trail Master Plan envisions a trail system that starts in Los Gatos and extends through Campbell and San José before intersecting with the Guadalupe River Trail, just north of West Santa Clara Street near Arena Green. Currently, there are incomplete sections throughout the Diridon Station Area and between Meridian Avenue and Lincoln Avenue. Once complete, this trail system will provide approximately 11 miles of linear recreational opportunities from Lexington Reservoir to Downtown San José. Improvements and enhancements to the trail segments south of the project area are in the planning and development stages. This includes the undercrossing of Caltrain north of Auzerais Avenue, in the planning stage, and enhancements to the undercrossing of Interstate 280 which are under consideration to enhance the sense of user safety.

Once complete, the Guadalupe River Trail will extend approximately 16.1 miles from Almaden Lake Regional Park to the San Francisco Bay. In Alviso, the trail will connect with the 500-mile San Francisco Bay Trail. This will provide recreational opportunities through 47 communities in nine counties around the San Francisco Bay. In Almaden, the trail provides connection to Los Alamitos Creek Trail and the southern foothills of the city.

PROPOSED MOBILITY ENHANCEMENTS

The open space plan presented in this Plan is intended to work hand in hand with the mobility improvements planned within and adjacent to the Diridon Station Area. People coming to and moving around the Diridon Station Area will frequently use the streets, parks, trails, and plazas as part of their journey—as such, these parts of the public realm are designed to seamlessly connect for people walking, bicycling, or using other forms of human-powered transportation. The combination of enhanced mobility and trail connections in the Los Gatos Creek Trail with the robust existing and planned open space and public life will provide opportunities for residents to come to the Diridon Station Area for a unique experience. They can then move easily to the vibrant spaces of Downtown, surrounding neighborhoods, and surrounding open spaces. Proposed mobility enhancements, such as the elevated rail tracks proposed in the Diridon Integrated Station Concept Plan will reconnect the street grid and active transportation corridors. As a result, these improvements will smoothly connect the open space network to open spaces and neighborhoods east of the station.

The Diridon Integrated Station Concept Plan (DISC), explained in Section 4.3, was in the early planning stage as of 2021. The City's goal is to limit the impact of the Diridon Integrated Station Concept Plan on existing and planned open spaces, although in some cases impacts may not be avoidable. The City also plans to find innovative opportunities for open space within the new environment created from the implementation of DISC. This may include creating open spaces, bikeways and gathering spaces under future elevated rail segments.

3.4 PARKS, PLAZAS AND COMMUNITY FACILITIES

Shekou Promenade, China

Culver Steps, Culver City, CA

The open space plan for the Diridon Station Area includes parks, plazas and community facilities that, taken together and in conjunction with adjacent open spaces, weave an urban fabric that will enhance public life for residents, workers and visitors alike. ***Figure 3-4-1*** illustrates the proposed park and plaza network. Diridon Station is projected to serve more than 100,000 passengers daily, almost as many as the number of people who use San Francisco International Airport daily. The increase of new visitors and projected new residents and workers whether traveling through or to the Diridon Station Area will need places to play, sit, rest, or explore. The COVID-19 pandemic has reinforced the importance of and need for distributed areas of green space that allow for safe outdoor recreation for every resident. This need is especially important in dense, urban areas where there are limited private backyards. The open spaces will provide residents, workers and visitors with a variety of user experiences from creek side paths, to green spaces, to active amenities like hardcourts, to hardscaped plazas. The open spaces will emphasize the importance of community activation, such as farmers' markets, exercise classes, and cultural events. The presence of a community center space will provide access to programs and services that meet the needs of a broad range of residents, promote social interaction and grow community character.

NEIGHBORHOOD PARKS

Neighborhood parks provide important, intimate spaces where people can gather to relax and play. San José has a goal of providing a park within a 10-minute walk of all residents and 3.5 acres of neighborhood parks and school grounds per 1,000 residents. These parks will include a variety of uses, so people of all ages and physical abilities can use and enjoy the space. These goals help prioritize equitable access to parks and open space throughout the City.

The network of smaller parks throughout the Diridon Station Area will create focal points of recreational opportunities within the different neighborhoods, anchored by transit and trail connectivity. Many are centered on significant intersections of commercial, civic, and natural spaces that could become memorable places for public life and serve as nodes for gathering. Walking from one space to the next will be quick and easy thanks to the frequency of these parks and their proximity to the bicycle and trail networks. The entire area will benefit from improved pedestrian connectivity through an evenly distributed collection of outdoor urban spaces. In addition to the stand-alone neighborhood parks, a linear park along the Los Gatos Creek Trail from West San Carlos Street to Park Avenue (approximately 0.3 acres) and from Park Avenue to West San Fernando Street will provide an open space experience along the Los Gatos Creek in a convenient and walkable environment.

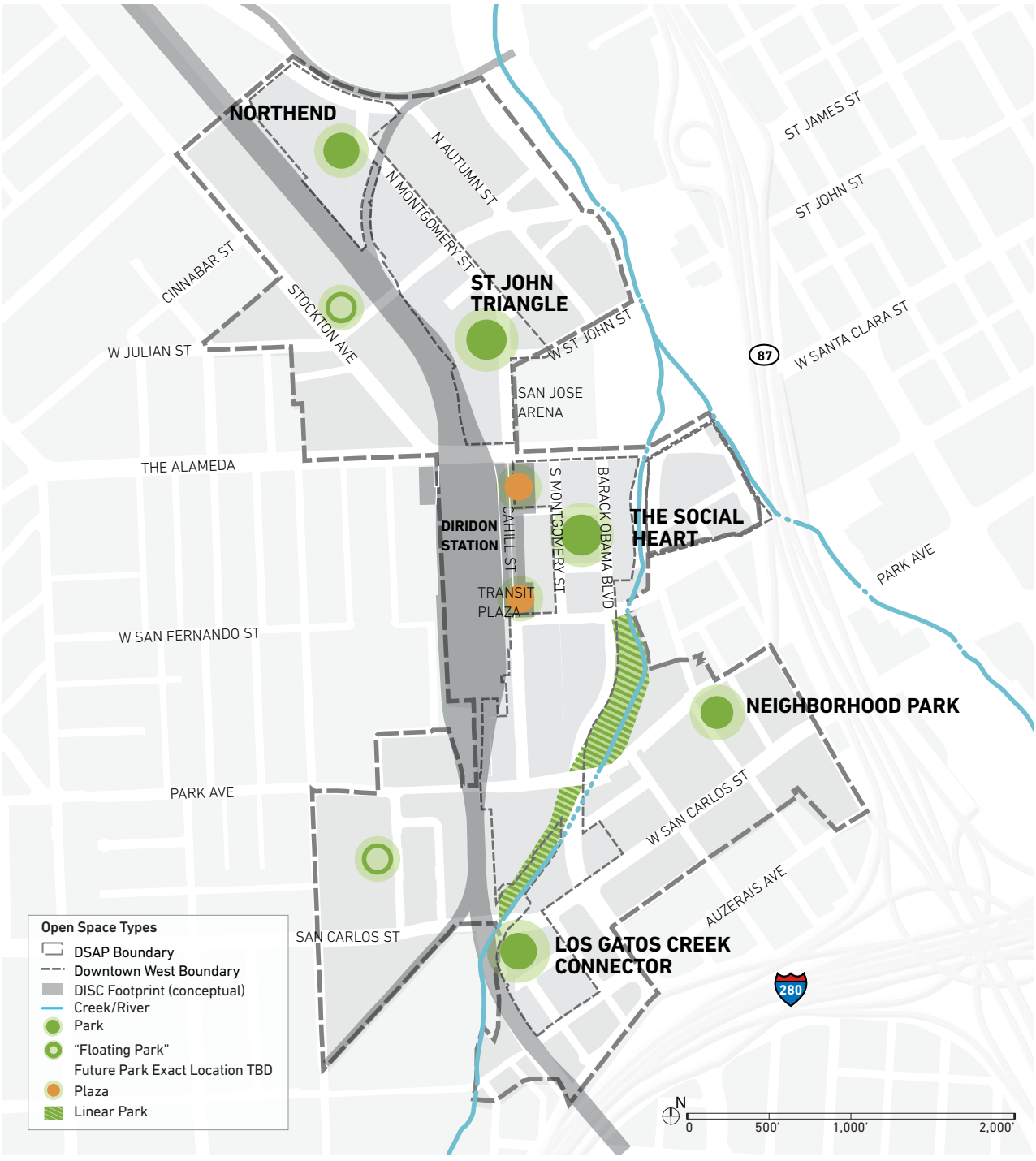


Figure 3-4-1: Open Space Types

Neighborhood parks are typically located adjacent to new development and defined by the buildings around the edges being 'set-back' on one or more sides of the development. This arrangement creates room for activity areas, picnicking, playgrounds, passive areas, landscaping, trees, and shade. The City recognizes the highly urban, high density nature of the Diridon Station Area, which includes increased building heights. There is a possibility that high-rises will shade portions of neighborhood parks. With that in mind, the parks' orientation, location and design will maximize the amount of sunlight reaching the parks. The City will look at other high-density areas for guidance during the parks' design phase.

These parks, including a linear park along portions of the Los Gatos Creek, will create a network of local spaces that meet the needs of nearby residents of all ages. They will offer recreational and leisure space, such as seating, tot-lots, exercise equipment, hardscapes and softscapes, that encourage community interaction and use throughout the day. Residents who perceive their local parks to be a safe, secure and well-maintained will embrace them and facilitate the long-term stewardship of these public spaces.

The design and character of the parks will match the surrounding land uses. The characters range from more nature-based spaces in the linear park surrounding the Los Gatos Creek, to larger traditional parks on the northern and western portions of the Diridon Station Area to support existing neighborhoods, to more urban parks near the station.

Conceptual Sketch of proposed Neighborhood Park on Park Ave, San Jose

Other Planned Neighborhood Parks

There are a number of well-dispersed City-owned neighborhood parks in the Diridon Station Area. The parks through the core of the Diridon Station Area are within Google's Downtown West Mixed-Use Plan and will be guided by the Downtown West Design Guidelines and Standards (DWDSG), their form will generally be consistent with required and optional amenities and will follow a similar color scheme. As the location of parks move away from Google' Downtown West Mixed-Use Plan, they will seek to reflect a more diverse set of needs of San Jose's residents. This may include parks and public spaces that accentuate San Jose's diversity, as well as honor the City's history as an agricultural center and hub of labor rights activism. The following are the planned neighborhood parks with working titles that will be subject to a naming process that will involve the community.

- Los Gatos Creek Connector is located within Google's Downtown West Mixed-Use Plan along the rail corridor west of Auzerais Avenue. The space will provide recreational opportunities and a walking path that will lead to West San Carlos Street. This path will provide additional pedestrian connection between Auzerais and West San Carlos Street. This park space may

be expanded in the future when the rail corridor is elevated, as proposed in the Diridon Integrated Station Concept Plan.

- The Social Heart is located within Google's Downtown West Mixed-Use Plan north of the Santa Clara Valley Transportation Authority tracts and between Barack Obama Boulevard and South Montgomery Street. This public park will be in close proximity to the station and will attract users traveling from the station to Downtown and from the surrounding active uses.
- St John Triangle is located within Google's Downtown West Mixed-Use Plan near the northwest corner of North Montgomery Street and West Saint John Street. This park will have a flexible lawn and plaza to support a variety of active play and events.
- Northend Park is located within Downtown West near North Montgomery Street and the existing Union Pacific freight rail line. This park will have recreational areas and a flexible lawn.
- A neighborhood park is located near the south end of the Diridon Station Area on a City-owned undeveloped parcel at the corner of Park Avenue and Gifford Street. This neighborhood park will provide an open space for the well-established Delmas Park neighborhood. As property surrounding the park becomes available, the City will purchase adjacent lands to expand the park.

Two additional parks are envisioned near the northwest corner of McEvoy Street and West San Carlos Street and near the northeast corner of Stockton Avenue and West Julian Street; an ideal location would be the parcel currently occupied by PG&E. These parks have a "floating" designation which indicates the general area where the park should be located; however, the City does not currently own the land. The specific size, exact location and configuration of such park sites will be finalized through future development of particular parcels in the Diridon Station Area. In both cases the City will seek larger parks of one to two acres in these spaces. The intent is for these larger parks to accentuate the smaller

Conceptual Sketch of proposed Linear Park along Los Gatos Creek, San Jose

parks proposed through the core of the Diridon Station Area. They will provide opportunities for larger play areas or fields to meet the needs of a variety of users.

The land acquired or dedicated for the two "floating" Parks (P's) is:

- Preferred to have southern exposure to provide the most sun exposure during peak hours
- Preferred to generally be square or rectangular shaped

When the rail system through this area is elevated, the use of the space under the elevated tracks will be considered for new or expanding trails, open spaces and parkland. While this may not be traditional green park space, this undercrossing space will play a critical role in meeting the recreational needs of this area and will provide better connectivity to adjacent neighborhoods. South of the station the rail corridor presents an opportunity for a direct bicycle and pedestrian alignment from the Los Gatos Creek Trail to the station. This alignment may also include play features, exercise equipment or other recreational amenities. Parks and open space located in undercrossings have been developed successfully throughout the world in a broad range of climates and with varying uses.

For each of the proposed neighborhood parks the following goals have been established:

- Connect the park network with pedestrian paths and neighborhoods.
- Provide a diverse array of flexible recreational opportunities for all ages of park users.
- Include a mix of active, passive and contemplative spaces over the Planning Area.
- Encourage high density mixed-use development along the perimeter of parks.
- Encourage pedestrian-friendly, active uses such as retail, restaurants, and cafés as ground-floor uses in surrounding buildings.
- Provide park frontage onto public streets or pathways to clearly define them as public space.
- Integrate public art into the design to reinforce a sense of identity.
- Design for both daytime and evening use by providing lighting and safety features.
- Include in each location:
  - A play features for children and adults of all abilities (e.g., playgrounds, ping pong tables, basketball, etc.)
  - A variety of seating opportunities and shade
  - A mix of hardscape and softscape elements that respond to the surrounding conditions
  - Public art elements, ideally designed as a core element of the park

Proposed Bassett Street Park, San José, CA

Culver Plaza, Culver CIty, Los Angeles, CA

PUBLIC PLAZAS

Public plazas will enhance public life by creating outdoor spaces where residents, workers and visitors can gather and meet. The design of these plazas will consider relationships to other public open spaces and amenities including active uses, and Diridon Station. Plazas will be flexible and be able to accommodate events, such as performances or temporary outdoor markets, as well as activities that will occur on a more frequent basis, in order to serve as a gathering place for all.

Two plazas are planned for the east side of Diridon Station; one at the Station's West Santa Clara Street entrance and the second near the West San Fernando Street entrance. These plazas will welcome visitors from the station into the Diridon Station Area and will act as San José's front door. The plazas will allow for a variety of activities and comfortable transitions between travel modes and be well integrated into surrounding land uses.

New public plazas demonstrate the City's commitment to creating a gathering place and transitional space with a predominantly urban focus in the Diridon Station Area. Plazas will accommodate high volumes of people. The flexible space will allow for a variety of activities, such as exercise, painting, concerts, farmers' markets and cultural events. The plazas may also be an ideal place for Viva Calle, Viva Parks, or other City events. Due to their proximity to Diridon Station, the plazas will act as a transition from one area to another. They will be highly visible to street frontages on at least one side of the plaza, with deep and narrow sites discouraged. To accommodate a wide range of community events, these plazas will be mostly hardscaped and will incorporate carefully curated public art.

The City has historically designed traditional, larger scale parks in suburban neighborhoods. The City recognizes that the urban and dense environment of the Diridon Station Area will create new design visions and opportunities for open space. Examples for this type of design exist all over the world. For example, Mexico City's public plazas have been named the best in the world. These flexible and semi-blank spaces support a range of activities for all ages. Plazas in the Diridon Station Area are encouraged to:

- Be built for the human-scale
- Be well programmed through City or private organizations
- Support a range of activities
- Be colorful
- Include public art
- Have active uses surrounding the plaza

The plazas developed in this area should provide:

- Connections to nearby paseos, pathways, the Guadalupe River and Los Gatos Creek Trails, and to other areas of Downtown
- Sightlines to Diridon Station and other areas of Downtown, along with intuitive wayfinding
- Pedestrian-friendly active frontages such as retail, restaurants, and cafés on the ground-floor of surrounding buildings
- A seamless user experience between adjacent land, while allowing the plazas to remain as a distinct feature
- Spaces that support flexible rather than fixed program elements
- Balanced use of hardscape and softscape areas to accommodate events like concerts, performances, parades, farmers' markets, rallies, and film screenings
- A variety of smaller-scaled seating areas and shade structures for day-to-day use
- Design for both daytime and evening use
- Large-scale public art with iconic qualities that help to establish unique identities for each plaza
- Opportunities for temporary art that supports activation and enjoyment of the plaza spaces, while not diminishing their functional spaces
- Strategically placed utilities that provide adequate resources for large events but don't impact day to day enjoyment of the area
- Load bearing capacities that will support large events
- Integrated bike and pedestrian circulation, connecting with adjacent through bike and pedestrian routes
- Key features from other cities that have created successful urban plazas

COMMUNITY CENTER

Parks, plazas and open spaces will take center stage in the Diridon Station Area but a community center, a key public amenity, is also planned. The community center will add to the area's identity and sense of community. It will complement, not compete with nearby parks and open space. San José has 50 regional and neighborhood serving community centers that provide a wide variety of amenities and programming. These centers deliver services ranging from Senior Nutrition to preschool and after school care to fitness classes and more. These facilities serve as a center of public life in communities and provide a valuable space for residents of all ages and abilities to gather and connect with each other.

The closest community centers to the Diridon Station Area are the Gardner Neighborhood Community Center to the south, Roosevelt Community Center to the east and Bascom Community Center to the west. While the management, maintenance and activation of other existing community centers is a high priority for the City, the City acknowledges there is no community center in the Diridon Station Area or Downtown. The Diridon Station Area and Downtown are two targets of much of the City's planned growth. The planned housing in the Diridon Station Area will leave the City without adequate local community center space to provide necessary programming and services. In addition, the existing residents in the nearby St. Leo's and Alameda neighborhoods do not have adequate community center space. The City has identified a significant need for a community center in the Diridon Station Area with the planned growth of the area, existing neighborhoods, and the Envision San José 2040 General Plan's Service Level Goals.

The City acknowledges that Gardner Neighborhood Community Center is 0.3 miles from the southernmost corner of the Diridon Station Area, just across Interstate 280, and 1.45 miles from the northernmost corner of the Diridon Station Area. Even though portions of the Diridon Station Area are within walking distance to Gardner Neighborhood Community Center, the two community centers will serve different residents. The City's vision is to have the community center in the northern or eastern

portion of the Diridon Station Area. The location would support future and existing residents and will optimize the distance between existing community centers and the Rose Garden YMCA.

The specific model and location of the community center has not been identified. The community center may be a traditional standalone center, similar to Gardener Neighborhood Community Center or Roosevelt Community Center, or it may be located at the ground floor of a commercial building. The City acknowledges potential constraints with leased property and will fully evaluate the potential models when the community center enters its next phase in development. The exact size of the community center has not been determined. However, to meet the General Plan's Service Level Goal of community center space, the City envisions a minimum of a 13,000 square foot space.

The City strives to provide its residents with innovative and unique services and recreational opportunities through its community centers and other public facilities. Community centers typically provide a wide variety of programs for young children to older adults. Vital to achieving this are community centers that are designed to be flexible, allowing the center to evolve as the needs of the residents change over time. Subsequent design and programming of a future community center in the Diridon Station Area would be determined through additional community outreach and engagement. The Diridon Station Area is projected to have a younger median age, with a lower proportion of seniors and children than the City as a whole. As a result, the programming will be different than traditional community centers. Key services and amenities may include, but are not limited to:

- Fitness centers and classes, such as Pilates, kickboxing, and yoga
- Art classes, such as pottery and painting
- Dance classes that celebrate San Jose's cultural diversity
- Teen and adult programs focused on leadership development, digital and media arts, sports and recreation
- Community meeting space

Once the City has identified a preferred location for the community center, public engagement will guide the programing, use, and design. The center is meant to serve the local residents, so community engagement is an essential part in the planning and development of this center.

The City acknowledges current operation and maintenance issues that have impacted existing community centers. Limited funding has led some community centers, including the nearby Gardner Neighborhood Community Center, into the Neighborhood Center Partner Program. This program creates partnerships between the City and community service providers to program the center. The Neighborhood Center Partner Program has benefits but has also impacted centers' hours of operations and range of services. The City is exploring new funding mechanisms to solve the operation and maintenance funding issue, including a ballot measure targeted for 2022. The City will not proceed with the planning or development of a community center in the Diridon Station Area until this operation and maintenance funding issue is resolved.

Elk Grove Community Center, Elk Grove, CA

3.5 LOS GATOS CREEK TRAIL AND SPUR SEGMENTS

The completion of the Los Gatos Creek Trail improvements through the Diridon Station Area will complete the incomplete sections of a much larger trail and open space network. The trail connects the City with surrounding communities, from the San Francisco Bay at Alviso to the Santa Cruz Mountains. This trail passes through the heart of the Diridon Station Area. It will provide improved recreational opportunities and active transportation through enhanced north-south pedestrian and bicycle connections that will serve residents throughout San José. ***Figure 3-5-1*** illustrates the proposed trail alignment through this area.

The Los Gatos Creek Trail will be designed for all users and will accommodate all abilities. The City's vision is to have this trail act as both an active transportation corridor and a space that will support more nature-centric activities such as bird watching. The 2019 trail count found the adjacent Guadalupe River Trail had 43% of users primarily using the trail for active transportation and the future Los Gatos Creek Trail segments through the Diridon Station Area are expected to see similar uses. Thoughtful planning is needed to limit the conflict between commuting bicyclists with other users, such as pedestrians, dog walkers, or bird watchers. The long-term plan for the area contemplates a flyover through the most congested area between San Fernando street and Santa Clara Street to mitigate use conflicts. The trail crossings also need to be safe, secure and limit conflict between vehicles and trail users.

Building upon previously approved master plans, the design of these trail system improvements will use the Trail Program Planning and Design Toolkit to ensure design conformance with the rest of the City's trail network. The concept plan for the Los Gatos Creek Trail was defined in the Los Gatos Creek Trail—Reach 5 Master Plan (2008). That plan was developed with a focus on building bicycle elements on City-owned or controlled land. The long-term goal is to have the trail be a fully separated, off-street, Class I bikeway system, guided by the Envision San José 2040 General Plan and other guiding documents. This Plan proposes to maximize the off-street alignment, but will require acquisition of property to fully implement.

Auzerais Avenue To Park Avenue

At the south end of the Diridon Station Area, design is underway by the City to extend the trail on the west side of the Creek under Caltrans land and West San Carlos Street. The trail would extend along the west bank, similar to the alignment proposed in the Reach 5 Master Plan, through the former fire training station site to Park Avenue.

On the east side of the creek, on-street bike facilities will allow users to cross the rail tracks and head north. The City's vision is for this trail to accommodate a variety of recreational uses, including cycling, walking and nature based activities. Coordination with the Department of Transportation for long-term improvements to Auzerais Avenue, such as widening, realigning, elevating the road, will provide continuity of the Los Gatos Creek Trail system.

In the future, once the train tracks are elevated as proposed in the Diridon Integrated Station Concept Plan, a direct trail connection from Auzerais Avenue across Park Avenue to Diridon Station will be sought. The current plan would require trail users to take a less than desirable route to the station. The City envisions that the long-term direct connection will be used heavily by commuting bicyclists and envisions the trail separating pedestrians and bicyclists to ensure safety.

Park Avenue To West San Fernando Street

Acquiring land along Los Gatos Creek between West San Fernando Street and Park Avenue will allow for the development of an urban green space to support a creekside trail alignment and landscaped open space. This is consistent with the 2014 Plan. Until the necessary property is acquired, the bicycle route through this segment will be on-street, with bike lanes on each side of Barack Obama Boulevard (formerly South Autumn Street), and pedestrians would be accommodated through sidewalks.

The City acknowledges the high-volume traffic at Park Avenue and South Montgomery Street. Once necessary property is acquired, the City will analyze the potential for an off-street crossing.

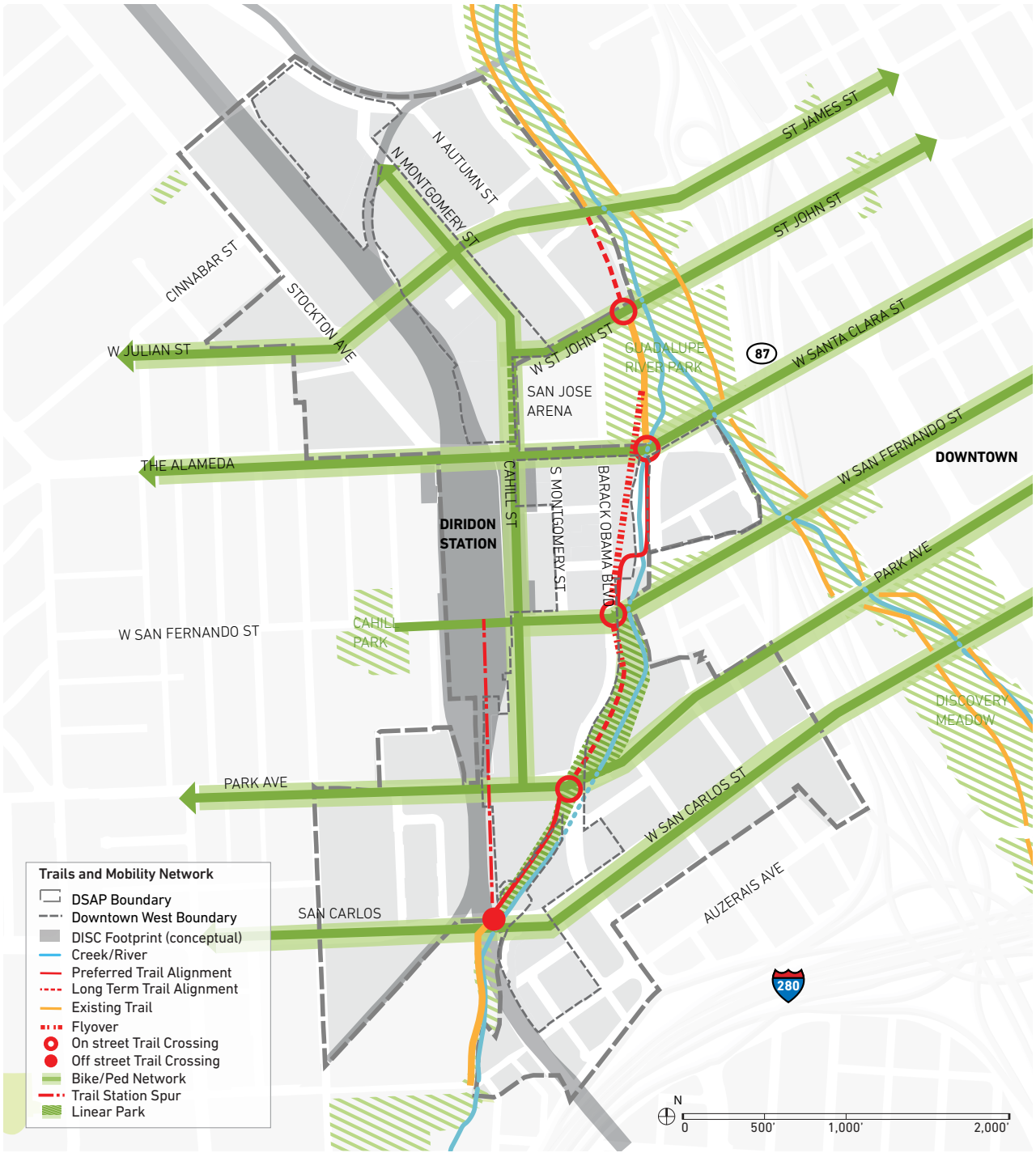


Figure 3-5-1: Trails and Mobility Network

Ljublijana, Slovenia

Guangming Trail, Shenzen, China

Hunters Point South, Long Island, NY

West San Fernando Street To West Santa Clara Street

From West San Fernando Street when traveling north on Barack Obama Boulevard (formerly South Autumn Street), the trail will be via on-street bikeway until after crossing the VTA light rail tracks. From the north side of the light rail tracks, the off-road alignment will continue, crossing the creek on the north side of the light rail bridge and heading north to West Santa Clara Street. As an interim solution, crossing Santa Clara Street will be at street level, but alternative long-term solutions will be pursued.

The at-grade crossing presents challenges due to the high-volume traffic with potential user conflicts on West Santa Clara Street. An existing pedestrian crosswalk exists at Delmas Avenue and a signalized intersection exists at South Montgomery Street approximately 325 feet to the west. An at-grade crossing would use the existing crosswalk at Delmas Avenue, allowing trail users access to the sidewalks at Confluence Point before traveling east to the Guadalupe River Trail at Arena Green East. This at-grade arrangement is the only viable short-term measure for a trail crossing.

An undercrossing at West Santa Clara Street has been considered but is likely not feasible. The bridge soffit is relatively low and the bridge is narrow, suggesting that an undercrossing would regularly be inundated by water, even in non-flood events. In addition, this undercrossing would come back to grade in the Confluence Point area. Confluence Point has existing flood control infrastructure, public art and Ohlone history that would make significant excavation challenging, if not impossible.

An overcrossing is the preferred long-term vision for West Santa Clara Street to ensure safe crossing and make Los Gatos Creek Trail a convenient transportation path. The trail alignment between West San Fernando Street north of Arena Green as currently proposed is less than optimal. As people bicycling cross West San Fernando and enter the more densely planned areas along the creek, there is potential for conflicts between cyclists and pedestrians.

The preference is to construct a flyover that extends the Los Gatos Creek Trail approximately from West San Fernando Street to Arena Green West. This iconic structure would provide a unique user experience and separate "through users" from the local users and pedestrians looking for a more leisurely experience on the ground plane. The flyover would land in Arena Green West near the existing Guadalupe River Trail west of the bank. This would allow users a clear off-road route from Los Gatos to the San Francisco Bay.

West St. John Street To West Julian Street

The Guadalupe River Park Master Plan (2005) proposed construction of the Guadalupe River Trail along both the east and west side of the river. The east side trail is complete, and implementation of this Plan affords the potential to complete the west side trail segment. Intensification of urban development in this reach may encroach upon or assume lands once planned for park expansion. Therefore, a minimum 50-foot riparian setback from the top of the bank to the proposed buildings is recommended. This space will be allocated to bank stabilization, a 16-foot wide section of trail (12-foot wide asphalt with gravel shoulders) and a 22-foot landscaped buffer. Projects like the Erie Canal in Syracuse, New York offers a good example of riverside development that preserves the riparian environment (***Figure 3-5-2***). If additional land is available surrounding the trail, the City may acquire it as additional parkland. This would allow tot lots, exercise equipment, picnic tables, and other amenities to complement the trail and act as a destination.

Figure 3-5-2 Erie Canal, Syracuse, NY

3.6 PUBLIC ART

Buffalo Bayou, Houston, TX

Lupe the Mammoth, 2015, Artist Freya Bardell and Brian Howe

INTRODUCTION

In 2010 an artist team prepared a separate summary report for the public art component of the 2014 Plan, entitled At the Crossroads: Diridon Station Area Art Master Plan.

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 expansion of the Diridon Integrated Station, including High Speed Rail (HSR), BART, and expanded regional rail service created an opportunity for the City to stimulate new commercial and residential development that adds dynamism to the City life.

The 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.

This section builds on the At the Crossroads: Diridon Station Area Art Master Plan to create a public art plan that reflects the current vision for the Diridon Station Area.

PUBLIC ART MASTER PLAN

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, capture the changing character of the area, memorialize history and contribute to its visual identity.

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 an expanded Diridon Station, El Camino Real is recreated by historically linking pathways, 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

The Art Approach follows the land uses identified in this Plan, embracing a varied approach to art integration, responding to the concept of San José at the Crossroads. The San José Public Art Program will be the lead agency in implementing the public art program in the Diridon Station Area. It will work with 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 and be interactive, creating opportunities for cross-cultural communication and public engagement
- Encourage the location of art exhibitions, studios, and community spaces in underutilized lots as the area is built out to support safe, active public life and strengthen the sense of community.

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.

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, temporary exhibitions and human-scaled places.

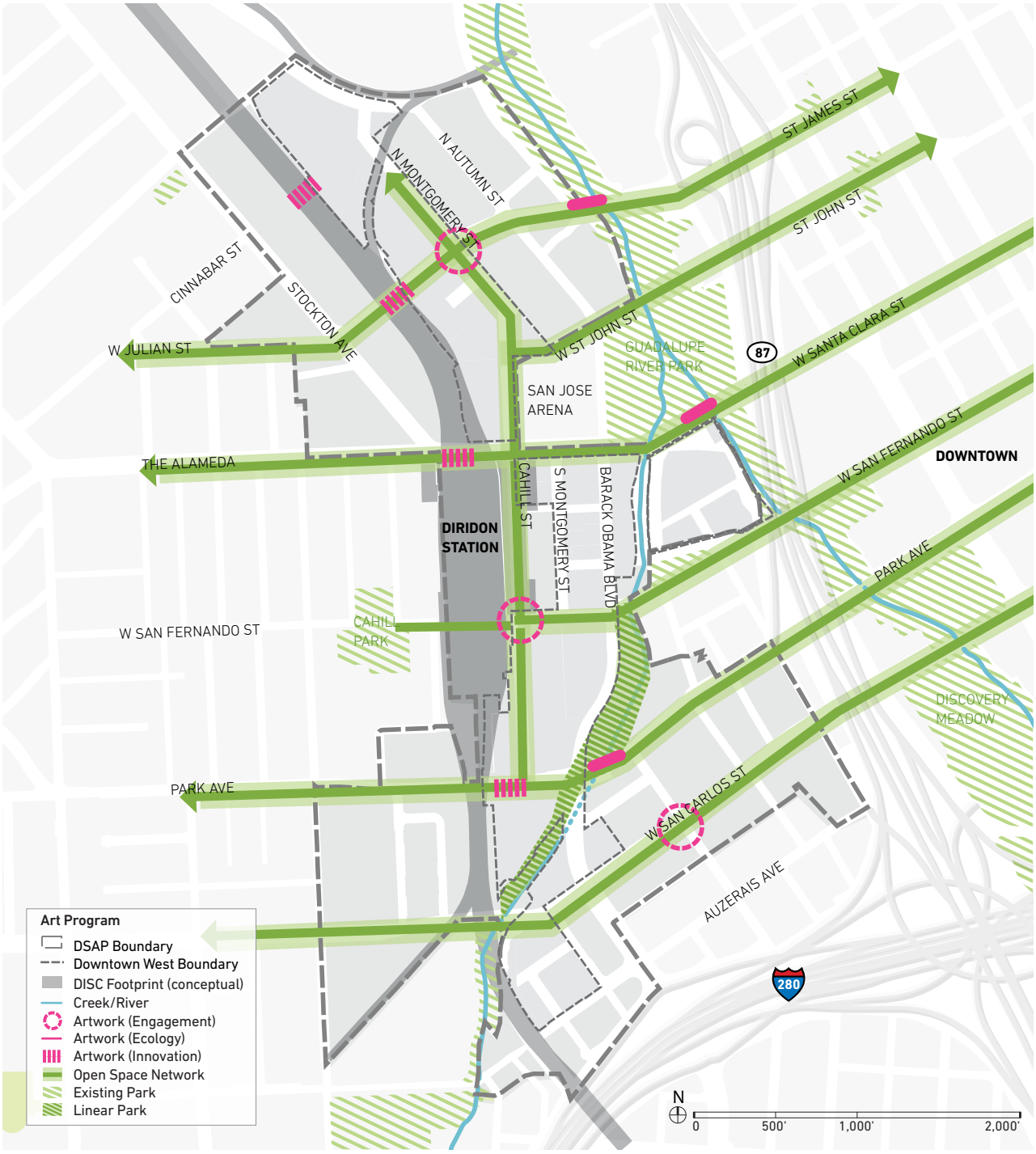


Figure 3-6-1: Art Zone Master Plan

Framework

This Public Art Master Plan envisions the Diridon Station Area with artwork that is differentiated in aesthetic approach, influenced by the character of development and uses (***Figure 3-6-1***). However, this differentiation is not a hard distinction. Overlapping approaches are anticipated in some areas.

The Crossroads of Engagement corresponds to the areas with active uses in the Land Use Diagram. The artwork here should invoke a sense of excitement and encourage interaction among people (***Figure 3-6-2***). The intention is that art creates a strong sense of civic identity. Artwork associated with the Diridon Integrated Station Concept Plan and future development should be dynamic and theatrical and can be either permanent or temporary. Both the art and the architecture of the expanded station should be iconic in nature, reinforcing San José as a destination for technological innovation.

The Crossroads of Innovation defines the areas with a commercial/office uses in the Land Use Diagram. Since most of the development in these areas 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 (***Figure 3-6-3***). Many businesses, however, may be interested in commissioning artworks for their buildings or open spaces.

Figure 3-6-2 Sonic Runway, 2017, Artists Rob Jensen and Warren Trezevant, San Jose, CA

The Crossroads of Ecology is defined by the area's parks and open spaces, and natural features that link the entire Diridon Station Area ***(Figure 3-6-4)***. These areas include residential land uses, along with Los Gatos Creek and Trail, Guadalupe River Park, and the development anticipated south of Diridon Station. 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 these areas would typically be of pedestrian scale and of a more intimate character. Los Gatos Creek and the new park lend themselves to artworks that are highly integrated into the environment.

In each of these areas, 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. Potential art locations are shown in ***Figure 3-6-1***.

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 3-6-3 Sensing You, 2015 , San Jose, CA. Artist: Dan Corson

Figure 3-6-4 Frontier Village Birdhouses, 2007, Artist Jon Rubin, San Jose, CA

Hands, 2010, Christian Moeller, San José CA

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.

IMPLEMENTATION

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 Diridon 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 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.

Public Art Goals

- Include public art in unexpected places and unexpected ways to infuse the Diridon Station Area with an element of surprise, playfulness, and whimsy.
- 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.
- 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.

4 | MOBILITY

4.1 FRAMEWORK

INTRODUCTION

The ***2014 Diridon Station Area Plan (2014 Plan)*** envisioned the transformation of the Diridon Station Area into a dynamic mixed-use urban neighborhood anchored by a world-class transportation hub and the SAP Center, home of the National Hockey League's San Jose Sharks. Already a major transit hub, Diridon Station will emerge as one of the premier multimodal hubs in the region and state with the electrification of Caltrain, extension of BART to Silicon Valley, and the proposed California High Speed Rail projects.

The ***Envision San José 2040 General Plan (General Plan)*** sets ambitious goals for access and mobility. This is most clearly articulated by its goals to grow citywide trips taken on foot, public transit, bicycle, shared micro-mobility, and carpooling from the current citywide level of roughly 20 percent to 60 percent of trips by 2040. Diridon Station, with the rich mix of land uses and space-efficient transportation options present there, is key to meeting this target. By 2040, an estimated 75 percent of all trips that begin or end in the Diridon Station Area will need to be made on foot or by public transit, bicycle, or other alternatives to single-occupancy vehicles in order for the City to meet its access and mobility goals.

The following guiding principles build on the vision of the 2014 Plan, the goals of the General Plan, and reflect the overall spirit and characteristics the community indicated are important in planning for mobility in the Diridon Station Area.

M1. Establish a mobility network that ***brings people together, is environmentally and economically sustainable, fosters community development, social interaction among people, and public life, and promotes social and economic equity.***

M2. Create a highly active, safe, and lively pedestrian and bicycle friendly environment with excellent connectivity to Downtown destinations and regional transit to reduce greenhouse gas emissions that contribute to climate change.

M3. Improve pedestrian, bicycle, motorized and transit connectivity and wayfinding between the station site and existing adjacent commercial and residential areas to ensure seamless multi-modal access.

M4. Expand and redesign Diridon Station to create a well-integrated center of architectural and functional significance.

M5. Prioritize shared car parking and disperse parking through a right-size parking approach in different locations to ensure easy walking access to destinations.

M6. Ensure the continued vitality of the SAP Center, recognizing that it is a major anchor for both Downtown San José and the Diridon Station Area, and pursue best efforts to maintain a sufficient supply of parking and efficient vehicular and pedestrian access for SAP Center customers, compliant with the standards set forth in the Arena Management Agreement.

Rotterdam Central Station

Denver Union Station

Great transit hubs such as Rotterdam Central Station (left) and Denver Union Station (right) balance the many important goals that the City of San Jose is seeking to advance at Diridon Station. The station should be architecturally significant and be a destination in and of itself, it should accommodate all modes of travel, but should also be an attractive urban place where travelers and non-travelers alike enjoy spanding time.

This chapter begins with a discussion of key access and mobility principles and how they can transform the Diridon Station Area into a dynamic mixed-use urban district that welcomes everyone. The chapter then describes a transportation hierarchy based on these key principles that creates a vibrant, people-focused and equitable Downtown. Building on this hierarchy, the chapter then discusses specific transportation and parking investments and programs most critical for this transformation shown in illustrative figures. Chief among them is an expanded and re-envisioned Diridon Station, the place where most of the South Bay's high-capacity transit lines converge.

4.2 KEY PRINCIPLES

This Plan aims to increase the share of people moving around in the Diridon Station Area on foot or by public transit, bike, shared micro-mobility, carpooling, and other alternatives to single-occupancy vehicles (SOV) from the current level of 40 percent to at least 75 percent by 2040. Achieving these targets will require that the Diridon Station Area become much more people-centered. This is not only to improve the mobility network and outcomes, but also to create a place that is more attractive, sustainable, vibrant, and equitable. Non-SOV modes tend to be better for the environment, they take up less space, they are more affordable, and they do more to promote access to opportunities for disadvantaged populations. ***Figure 4-2-1*** compares mode share today versus 2040 goals for the Diridon Station Area.

There are four key principles to transform the Diridon Station Area into the envisioned dynamic mixed-use urban district. The Diridon Station Area's transportation system must:

- ***Bring people together,*** prioritizing walking, transit, and bicycling as modes that move the greatest number of people while using up the least amount of land, and addressing their need for safety, health, dignity, comfort, and enjoyment;
- ***Be environmentally and economically sustainable***, emphasizing easy access to transportation options that are affordable and clean, and that allow residents and workers—especially those of lesser means—to access jobs, services, and housing, both within the Diridon Station Area and throughout the city and region;
- ***Foster community development, social interaction among people, and public life***, advancing the vision for a vibrant and livable Diridon Station Area with neighborhoods that are complete, unique, and reflective of its diverse history;
- ***Promote social and economic equity***, supporting inclusive access to transportation modes that provide the most economic and health benefits for a wide variety of people who live, work, and play in the Diridon Station Area.

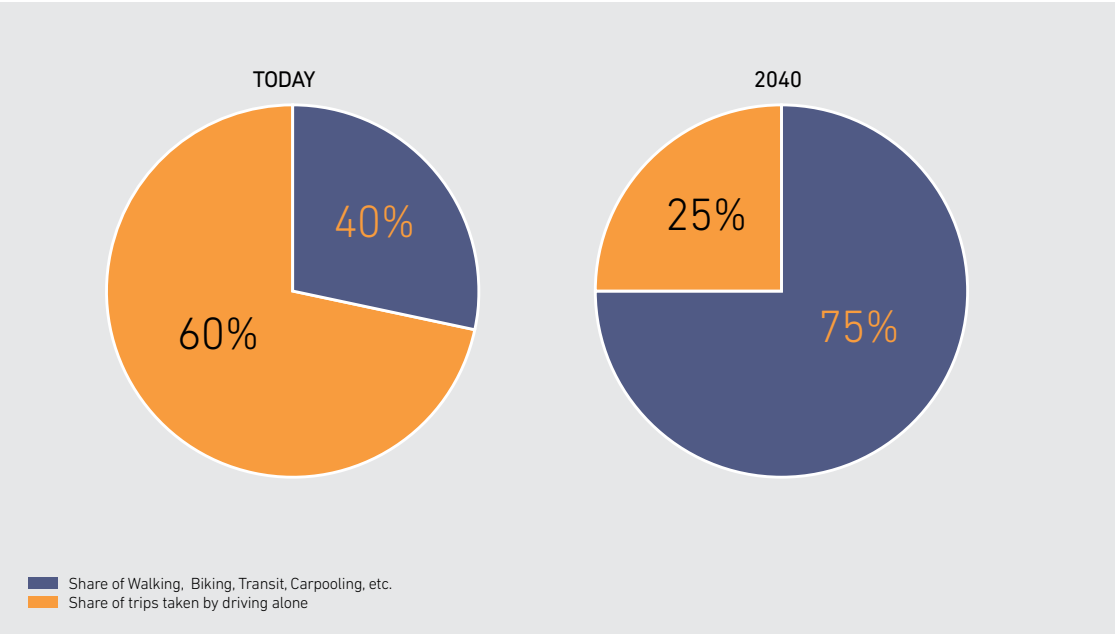


Figure 4-2-1 Mode Split Today vs. 2040 Goals For Diridon Station Area

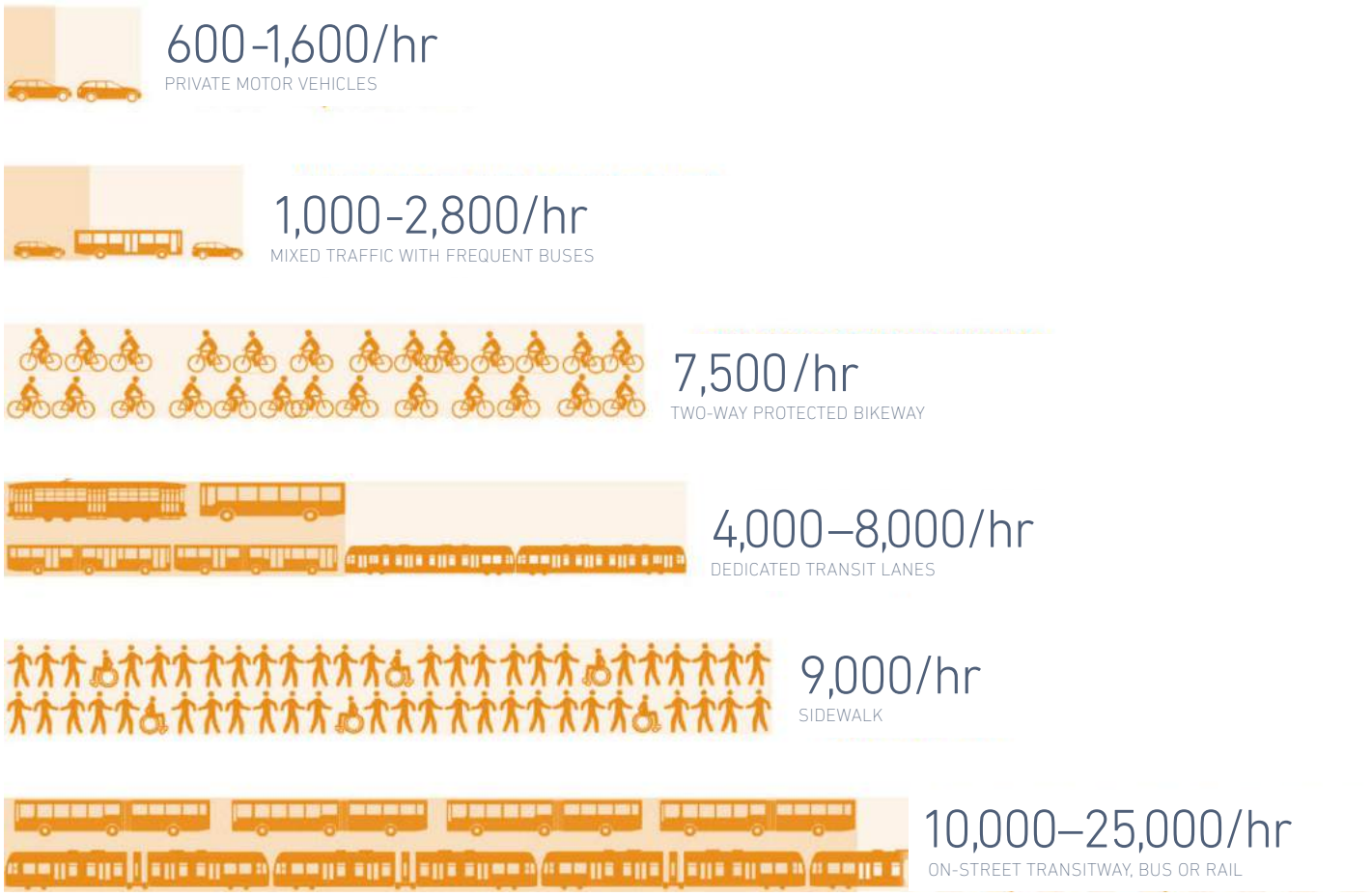


Figure 4-2-2 Maximum Number of People a 10-foot lane can carry in different modes during peak time

BRINGING PEOPLE TOGETHER

Cities bring people and the goods and services they need close together. City centers, where people and activities are typically most highly concentrated, thrive because of their ability to allow social and economic activity on relatively little land. The modes of transportation that are most suitable for downtowns should also be the most "space-efficient." They bring the greatest number of people where they need to go, while requiring the least amount of land.

As illustrated in ***Figure 4-4-2*** from the National Association of City Transportation Officials (NACTO), transportation modes differ greatly in their ability to move people in a given amount of space. This graphic shows the capacity of a single 10-foot lane (or equivalent width) by transportation mode at peak travel times.

ENVIRONMENTAL AND ECONOMIC SUSTAINABILITY

The Diridon Station Area is a critical element for San José to meet a range of General Plan and statewide sustainability goals—both environmental and economic, giving people clean and affordable ways to travel.

Today, approximately 63 percent of greenhouse gas emissions in San José come from transportation, and the City has set a goal in ***Climate Smart San José*** reducing its carbon footprint significantly to limit global warming to less than 2 degrees Celsius—the point at which dangerous climatic impacts are triggered. Climate Smart San José includes numerous strategies to reduce our reliance on fossil fuels while improving quality of life—embracing walkable neighborhoods, improving bike-ability and other micro-mobility, expanding public transit and access to electric vehicles, and bringing more people and services (jobs, housing, and the other things people need) close to high-quality transit.

In San José, the cost of transportation is significant—roughly 16 percent of average household income is spent on transportation annually. Transportation is second only to the cost of housing (nearly 30 percent of household income on average), with the combined burden of housing and transportation consuming roughly 45 percent of households' annual income. For moderate income households, the combined housing and transportation burden is even higher at 53 percent of annual household income on average.[1]

The Diridon Station Area should be accessible from all parts of the City. San José residents and workers should be able to access to the Diridon Station Area by low-cost, low-impact transportation modes such as walking, bicycling, and transit. This will reduce the financial and environmental burdens of transportation and improve quality of life, particularly for those of lesser means.

1 *Center for Neighborhood Technology's Housing and Transportation Affordability Index, htaindex.cnt.org.*

Driver's Road Rage

San Francisco, CA

Santana Row, CA

Figure 4-2-3 Modes and Social Interactions

FOSTERING COMMUNITY DEVELOPMENT, SOCIAL INTERACTION, AND PUBLIC LIFE

Diverse types of transportation also affect quality of life differently. Generally, modes of transportation that are slower and smaller are "gentler"— they are more pleasant to be around and allow people to interact positively. While moving around on foot or bicycle, for example, people can frequently make eye contact with each other and develop a greater sense of belonging and community cohesion. Moreover, people walking and bicycling around a city contribute to its "public life"—what people create when they connect with each other in public spaces—the streets, parks, and spaces between buildings. Public life is about the everyday activities that people naturally take part in when they spend time with each other outside of their homes, workplaces, and cars.

In contrast, private modes that are bigger, heavier, faster, and more private tend to separate travelers more from the surrounding urban environment. As a result, these modes tend to foster fewer social interactions and in particular, fewer positive social interactions. Motorists, for example, generally move too quickly down a street to engage in chance encounters with other people. The glass and metal shield that a car provides further hampers interactions with people outside of the car.

The interactions that do occur between a motorist and other people on the road are often negative and unpleasant, both for the motorist and for other road users. Separated from others by metal and glass, motorists are often hard-pressed to perceive the facial or verbal cues of other road users and vice-versa, resulting in misunderstandings and even anti-social behaviors.

In the ***San José Public Life Field Guides*** (2019) developed for the City, Gehl suggests that furthering public life should be an explicit goal for the City of San José in making transportation investments. As suggested in ***Figure 4-2-3***, cities that are built to promote walking, cycling, and other modes that foster social interactions also tend to be places that people find most enjoyable to spend their time. They are the places with the most vibrant public life

Viva CalleSJ Open Streets

SOFA Street Fair

SOCIAL AND ECONOMIC EQUITY

Transportation planning decisions have significant and long-lasting equity impacts. Decades of transportation investments supporting car traffic in the Diridon Station Area and Downtown have failed to serve the needs of low-income communities of color. Regionally, dispersed auto-oriented development has separated residents far from their workplaces and other daily activities. Facing a lack of affordable housing and diverse employment options in Downtown San José, many lower-income individuals have sought more affordable housing and employment opportunities outside of the city's core, contributing to longer and more expensive commutes. Within the Diridon Station Area and Downtown, transportation investments that have prioritized the free movement of cars have induced more traffic and have degraded the quality of life for the residents and people working there.

As this Plan applies the key principles to plan for transportation investments and policies in the Diridon Station Area, it is important to advance equity by ensuring that the transportation planning and decision-making process addresses the needs and concerns of the low-income communities of color, so that the distribution of transportation investments and policies accrue benefits as opposed to harm in these communities.

Communities of Concern is an equity framework established by Metropolitan Transportation Commission (MTC) to measure disadvantaged communities by census tract. Local governments and public agencies often use this framework to plan and prioritize transportation projects and funding. Communities of Concern include a diverse cross-section of populations and communities that could be considered disadvantaged or vulnerable now and in the future. ***Figure 4-2-4*** illustrates that most of the Downtown communities living on the east side of State Route 87 qualify as disadvantaged and vulnerable communities. According to the MTC's equity analysis, these communities have higher levels of households with minority, low-income status, severe rent burden, single parents, and people who have limited English proficiency than the regional average. ***Figure 4-2-4*** also shows that no communities located in the Diridon Station Area qualify as disadvantaged and vulnerable communities. To best meet the needs of the disadvantaged communities while maximizing benefits and minimizing burdens, this Plan places significant focus on improving transportation options and access to the Diridon Station Area for these communities.

Figure 4-2-4:Communities of Concern within the Downtown San José Area

APPLYING KEY PRINCIPLES TO THE DIRIDON STATION AREA

Diridon Station is at the heart of this vibrant mixed-use district, welcoming people into the heart of the city while taking up little precious urban land. When BART, commuter rail, high-speed rail, light rail, and supporting bus services converge, the station will support more high-capacity transit connections than any other place in the Bay Area. By 2040, preliminary forecasts suggest that the station will accommodate more than 100,000 passengers daily, almost as many as the number of people who use San Francisco International Airport daily. Significant past and future public investments in high-capacity transportation in the Diridon Station Area will make the Diridon Station Area one of the most accessible places in the Bay Area and indeed all of California. A great rail station must do more than simply enable regional and statewide travel. It must be designed with an understanding of the ways that transportation infrastructure creates place. Regional and intercity mobility should not negatively affect local connections, neighborhoods, and people.

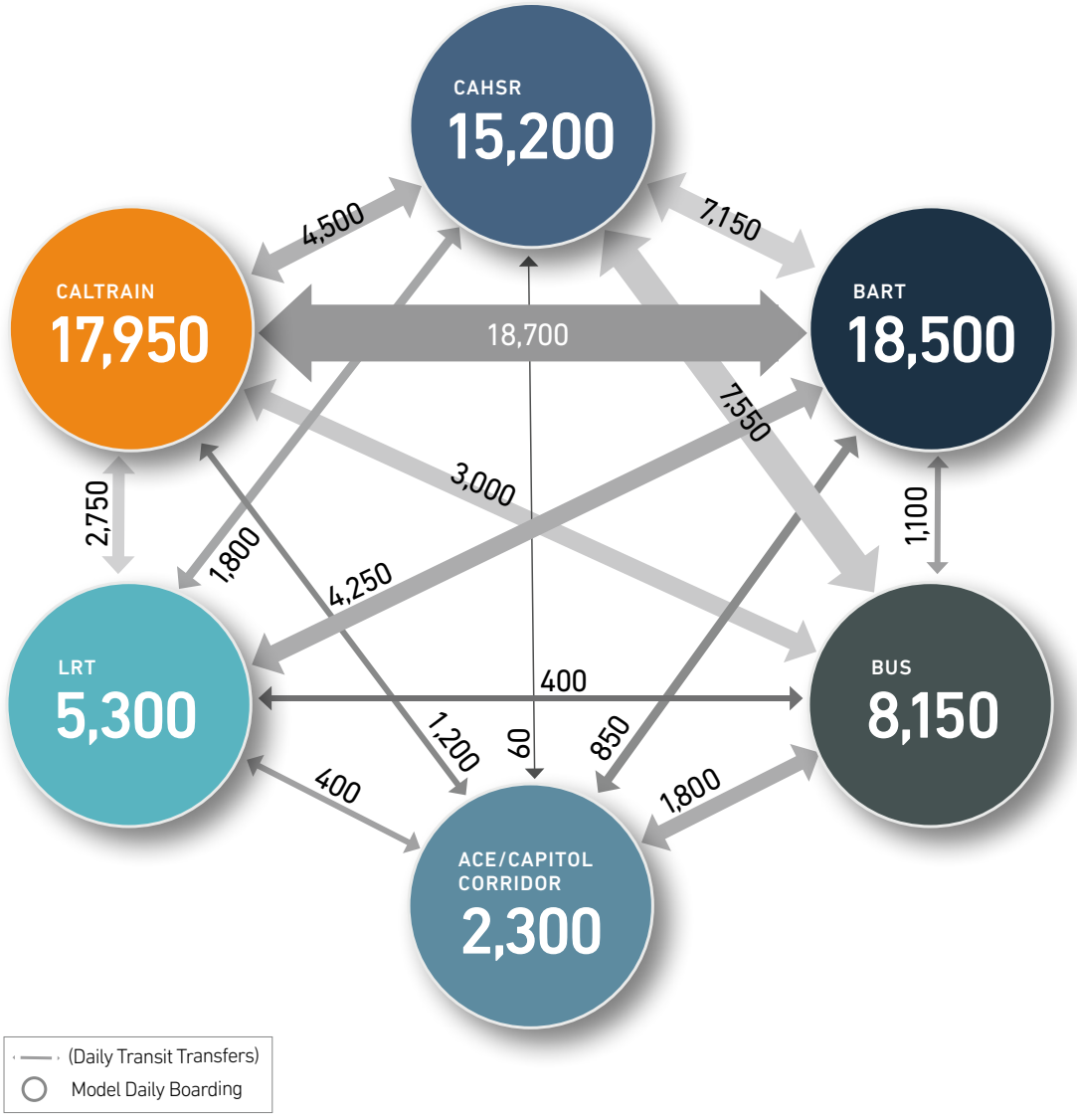
Today, people access Diridon Station as follows: 26 percent drive to the station and park there, 23 percent transfer from another transit operators, 18 percent walk to the station, 18 percent are dropped off at the station, and 16 percent bike to the station.[2] These trips constitute a relatively small proportion of the total trips within the Diridon Station Area. Among all trips that start and/or end in the Diridon Station Area, about 85 percent are made by automobile today—60 percent are in single-occupancy-vehicles (SOV) and the remaining 25 percent are in carpools and/or shared ride vehicles. Given the expected growth in transit trips, and as many as 44,000 jobs, 28,000 residents, and many additional visitors in the Diridon Station Area by 2040, the number of people moving around will grow tremendously. Attempting to accommodate this number of people will not be possible without reducing the share of car trips, since many cars would require far more space than is available.

The Diridon Station Area, which will offer a rich mix of places to go and things to do in the future, has the potential to be highly transit-supportive and vibrant. As described below, the station will be redesigned to connect neighborhoods on both sides of the tracks for people walking, bicycling, and using other forms of micro-mobility. The station should also be highly visible from surrounding areas and facilitate intuitive wayfinding, both for passengers arriving at the station by train, as well as passengers coming from the city and departing the station by train. The Diridon Station Area should prioritize walking, bicycling, and other space efficient, gentle, and sustainable transportation modes to allow growth while improving quality of place and life.

According to preliminary estimates, the greatest number of transfers at the station will be between the highest capacity heavy rail modes. This is shown in ***Figure 4-2-5***. There will be especially large volumes of transfers between high-speed rail and BART, high-speed rail and Caltrain, and Caltrain and BART. There will also be a significant number of passengers transferring between light rail, bus and these heavy rail modes. The Diridon Integrated Station Concept Plan "Concept Layout," described below, seeks to facilitate these high-volume transfers by locating these modes as close together as possible and providing quick, comfortable, and intuitive transfer routes between them.

2 Caltrain 2040 Long Range Service Vision, Caltrain, October 2019.

*Figure 4-2-5 Estimated transfer volumes between modes at Diridon Station in 2040**



The transfer volumes in this figure are based on preliminary analysis and are subject to future refinement.

STATION ACCESS HIERARCHY

The value of a central city rail hub like Diridon Station is that it brings many people into the core of a city on relatively little land. It is "space-efficient," which is to say that it provides a lot of transportation benefit for the land that it requires. This makes train stations uniquely compatible with dense city centers, which, as discussed earlier in this chapter exist in order to facilitate exchange by bringing people, goods and services closer together. The station access hierarchy aims to maximize the potential of the station—both as a transportation facility and as a stage for public life—by prioritizing the modes of transportation that bring the greatest number of people to and through the station. The hierarchy prioritizes these modes by accommodating them closest to the core of the station.

People walking have top priority within the Diridon Station Area. Station patrons will always be pedestrians for part of their trips, whether the Diridon Station Area is the origin (the person who lives in the Diridon Station Area) or the destination (the person who visits the Diridon Station Area for work, entertainment, or other reasons). Therefore, the land uses closest to the station must be easily and comfortably accessed by foot and other low-impact modes of travel. This said, it is important to recognize that Diridon Station's purpose is to connect San José to other places farther away throughout the region and state. In order to fulfill its role as a regional and statewide transportation center, the station must prioritize quick, convenient, and intuitive transfers between the highest capacity modes at the station.

With good and intentional design, a train station can successfully promote mobility across these different scales. It can promote connections to places far away while also facilitating local movement and the quality of place in the neighborhood where it sits. And thankfully, in a complicated multi-level station hub like the future Diridon Station, not all modes need to circulate on the same level.

Figure 4-2-6: Station Access Hierarchy

In particular, the rail modes, which provide regional and statewide access, will either be below or above ground level and will generally not compete for the same scarce space on the ground level as pedestrians, bikes, and buses.

Recognizing that the initial reason for the station's existence is to serve as a regional and rail facility, the commuter and intercity rail modes that will be located on the elevated

rail platform level are at the top of the hierarchy. This rail platform level forms the "core" of the station. Below the commuter and intercity rail, the hierarchy is divided into two tiers for local, citywide and regional modes that will generally not compete for the same physical space.

1. In the left tier are local and downtown-wide access modes. In this tier, pedestrians are at the top of the hierarchy, while other modes that take up more space and that contribute less to public life have lower positions on the hierarchy. In this tier, modes that are shared ("shared micromobility") are listed higher in the hierarchy since they require less space per user. For example, a shared bike can be used many times throughout the day by multiple people, while a private bike parked at a station is only used by a single person.
2. In the right tier are high-capacity modes for citywide and regional trips. In this tier, the most frequent and highest-capacity modes are listed above lower-capacity modes.

Below the two-tiered section of the hierarchy are private modes that are the least space-efficient. Company shuttles, which carry many people in the same vehicle, are listed above taxis, and private vehicles. Parking for private vehicles, which represents the least space-efficient way to access the station, is at the bottom of the hierarchy.

Figure 4-2-6 illustrates the Station Access Hierarchy developed in the Diridon Integrated Station Concept Plan. The hierarchy aligns with the key principles for the area—bringing people together in sustainable ways that support people and public life. The intent of this hierarchy is to guide decisions at the Diridon Station Area and project level and help resolve competing demands for funding and for physical space.

4.3 RELATED TRANSPORTATION PROJECTS

THE DIRIDON STATION AREA CONCEPT PLAN

Diridon Station is the most significant component of the area's transportation system and will be the entry point into Downtown for a large proportion of the people who will come Downtown. The design of the station will have profound effects on the circulation network for the entire Downtown and beyond. Also, as the City's " front door," the station and public spaces around it must be designed as high-quality publicly accessible places that welcome everyone. While the station will connect the Diridon Station Area to places throughout the region and state more easily, it is important that it not divide the neighborhoods in which the station sits. Furthermore, safer and more efficient access into the Diridon Station Area and Downtown from surrounding low-income communities of concern will be critical.

To plan for the substantial growth of Diridon Station, 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 Integrated Station Concept Plan (Concept Plan). The Metropolitan Transportation Commission (MTC) joined this partnership in 2020. Through this effort, the Partner Agencies, with considerable community input and participation, developed a spatial vision for a new and expanded station. The resulting "Concept Layout" optimizes transit and passenger needs, while supporting future development potential and balancing city and neighborhood impacts. The Concept Layout is illustrated in ***Figure 4-3-1***.

This section describes the key components of the station as they establish the framework for Downtown circulation.

Figure 4-3-1 Concept Layout in the Diridon Integrated Station Concept Plan

Concept Plan Elements and Decisions

City Council, along with the Partner Agencies, formally adopted the following three elements of the Concept Layout:

- ***Elevated Station Platforms***. Elevating the tracks and platforms to roughly 25 feet above the ground will allow for street-level east/west connections through the Diridon Station Area, knit together neighborhoods on either side of the tracks, and facilitate connections for people walking, bicycling, and driving.
- ***Station Entrances at Santa Clara Street and San Fernando Street.*** The Concept Layout includes two main concourses with four station entrances. One concourse is oriented toward Santa Clara Street and will be close to BART, light rail, bus, and other connecting modes to allow for quick transfers. The other concourse will be located near San Fernando Street and allow for easy connections to the bike network, creeks, existing neighborhoods, and future office and housing development projects. As illustrated in ***Figure 4-3-1***, the Concept Layout includes two prominent interconnected public plazas on the east side of the station between San Fernando Street and Santa Clara Street. These plazas will serve as important public gathering spaces. They will also serve important breaks in urban fabric that will make the station more visible from surrounding areas and help travelers orient themselves upon arriving at the station by affording clear sightlines to Downtown.
- ***Existing Track Approaches into the Future Station.*** Maintaining track approaches that generally stay within the existing northern and southern corridors to take advantage of existing rail infrastructure, minimize overall community impacts, and minimize the need to acquire land, as discussed in Chapter 2.

Though the Diridon Partner Agencies did not formally adopt these elements, the Concept Layout also makes proposals for the arrangement of local access modes, public plazas, and other items. The precise location and design of all of these elements will continue to evolve as part of the Diridon Integrated Station Plan process. Additionally, the Partner Agencies will continue to work together to develop the footprint of the station and approach tracks, as well as to clarify construction staging and phasing assumptions.

Generally, the Concept Layout reflects community desires for high-quality public plazas leading to the station entrances, as well as quick, convenient and intuitive transfers between high-capacity transit modes. The Concept Layout prioritizes pedestrian, bicycle, light rail, and local bus access, while accommodating intercity bus and vehicle drop-off and pick-up zones and parking just outside of the core of the station.

Additionally, the Partner Agencies are assessing the long-term space needs for the station and approach tracks through the Concept Plan process. As such, and as discussed in Chapter 2, Section 2.3 of this Plan, the City will evaluate rail corridor preservation and compatibility strategies in line with the Concept Plan.

Implications on Broader Circulation Network

Elevating the tracks at the station to allow for easy east-west street connections transforms the station from a barrier to a connector. Primary east/west auto routes will remain as they exist in 2021. However, the elevated station design means that pedestrians, cyclists, and people using various forms of micro-mobility can pass through the station and travel within the Diridon Station Area more easily and safely. ***Figures 4-3-2*** and ***4-3-3*** illustrate current and future connections across the rail corridor because of the decision to raise the tracks.

Figure 4-3-2: Existing Street Connections Across the Tracks

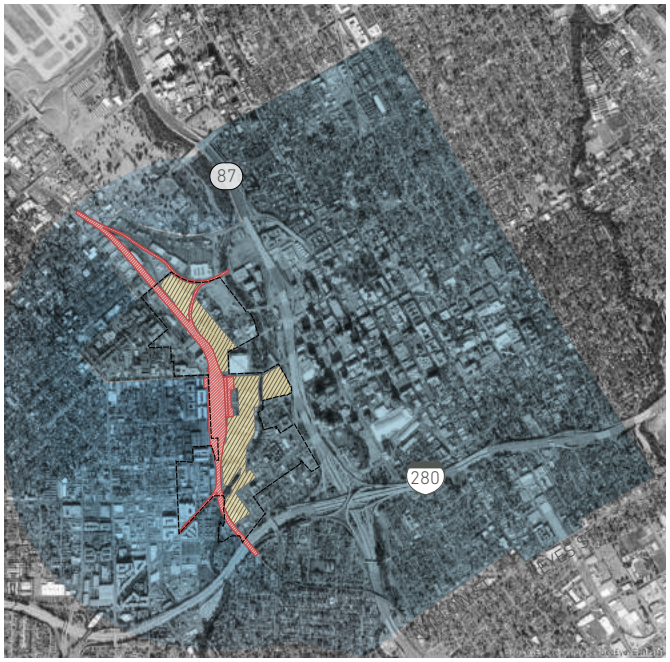
A major goal of the plan is to provide safe, convenient connections across the rail corridor serving Diridon. In an effort to support a vibrant and people-focused district, the "New Connections" shown below are generally for people walking and bicycling, as further described in Section 4.4.

Figure 4-3-3: Planned Street Connections Across the Future Elevated Tracks

THE DOWNTOWN TRANSPORTATION PLAN

Since early 2020, the City has been developing a comprehensive plan for the broader Downtown transportation system, ***Downtown Transportation Plan***, that aims to create a vibrant and people-focused Downtown San José. The Downtown Transportation Plan will provide clear direction on improving access, mobility, circulation, navigability, and public life in Downtown. It is based on the idea that the Downtown needs a transportation system that supports the type of place that we would all like it to become—a more vibrant, dynamic, and interesting place that facilitates exchange and welcomes our whole community. The key principles discussed earlier in this chapter on spatial efficiency, sustainability, equity, and public life are essential principles as much for the Downtown Transportation Plan as they are for the transportation elements in this Plan.

Figure 4-3-4: Related Transportation Project Boundaries



Alignment/boundaries are understudy and not adopted, and provided for reference only.

The Downtown Transportation Plan rests on the following core community values: safety, social equity, affordability, environmental quality, public life, public health, fiscal health, sustainability, adaptability, comfort, convenience, and coordination and consistency. Based on these core community values, the plan aims to do the following:

- Facilitate movement while enhancing places
- Serve the needs of all Downtown users, including residents, workers, students, and visitors
- Provide space-, time-, and cost-efficient access
- Make Downtown easier to navigate through intuitive, and user-centered design
- Prioritize projects and programs based on Downtown community, City, County, and regional goals and values
- Incorporate trail systems

The ***Downtown Transportation Plan*** accelerated the circulation network planning on the western side of the Downtown in coordination with this Plan. Anticipated in 2021, the ***Downtown Transportation Plan*** will identify a comprehensive circulation network, develop a prioritized list of transportation projects, recommend curbside and parking management strategies, and advance "big moves" and high-priority projects that will help shape the desired future of Downtown. To achieve transportation outcomes that truly reflect community values, the plan includes a robust community engagement process to ensure that the community—including the underrepresented—supports, feels ownership of, advocates for, and helps implement the plan. The Downtown Transportation Plan includes the Diridon Station Area and is also carefully considering connections to areas farther west.

4.4 TRANSPORTATION NETWORK

The section below describes the planned transportation network for the Diridon Station Area, including direction on how to make trade-offs between different modes within the network and specific planned improvements.

This Plan sets forth a transportation network that moves people to and within the Diridon Station Area in ways that are efficient, equitable, and safe, and that also supports the Diridon Station Area as an attractive people-focused place. As discussed above, Diridon Station—the place in the South Bay where the most high-capacity modes converge—plays a defining role in the shape of the surrounding transportation network. In addition, the network aims to connect existing neighborhoods—particularly low-income communities of concern east of State Route 87—to the Diridon Station Area. This Plan prioritizes walking, public transit, and bicycling within the core Diridon Station Area, while locating automobile circulation and parking facilities at the perimeter of the Diridon Station Area. This allows motorists to drive to and park on the perimeter of the Diridon Station Area easily without compromising the pedestrian and transit-oriented quality of the core area. On this point, it is important to note that everyone is a pedestrian at some point during their trip. This includes motorists, who will park their vehicles and then become pedestrians, bicyclists, or users of other modes of shared micro-mobility when they move into the core area to reach their destinations.

STREET TYPES AND PRIORITIES

This plan uses Envision San José 2040 General Plan Designations, called Street Typologies. Street Typologies reflect a street's primary function and adjacent land use context. In doing so, street typologies establish the need to accommodate multiple travel modes and promote desired travel speeds. Street typologies provide direction for a Complete Street network that accommodates all people traveling on it. Modal priorities by street type and the recommended transportation network are illustrated in ***Figure 4-4-1*** and ***Figure 4-4-2*** respectively. For more details on the design of streets by street type, please see the San José Complete Streets Design Standards & Guidelines.[3]

Transit Priority

Grand Boulevards are designated in the Envision San José 2040 General Plan as major transportation corridors that connect city neighborhoods. They are transit priority corridors for local bus and light rail transit services to accommodate moderate to high volumes of travel needs within and beyond the city. These streets should also accommodate bicycles and motor vehicles. However, if there is not enough space to accommodate all modes equally, high-quality transit facilities should be given priority. Examples of high-quality transit facilities include, but are not limited to, dedicated transit lanes, bus "queue-jumps" that allow buses to move easily through congested areas, transit signal priority, and transit stop enhancements. Grand Boulevards should also provide high-quality pedestrian facilities such as attractive lighting, wayfinding, ample sidewalks, enhanced crosswalks, and landscaping.

The following streets are designated as Grand Boulevards in the vicinity of Diridon Station:

- ***Santa Clara Street*** is an east-west corridor and continuation of The Alameda that runs through the middle of the Diridon Station Area, extending east from Stockton Avenue through Downtown and toward Alum Rock Avenue. Santa Clara Valley Transportation Authority (VTA) Rapid Bus routes 500 and 522, as well as Frequent Bus routes 22, 64A, and 64B, all of which offer service every 15 minutes or better during the day, run along Santa Clara Street. Routes 500, 64A, and 64B serve Diridon Station directly. Routes 522 and 22 currently have a stop at the intersection of Santa Clara Street and Cahill Street that is roughly 500 feet (roughly a two-minute walk) from the planned Santa Clara station entrance. entrance.

3 *https://www.sanjoseca.gov/home/showdocument?id=33113*

Figure 4-4-1 Modal Priorities of Street Types

San Jose Complete Streets Standards and Guidelines define sidewalk and other key street dimensions, recommended treatments, accessibility features, and more.

Grand Boulevard	PRIMARY	PERMITTED	PERMITTED	PERMITTED
Primary Bicycle Facility	PERMITTED	PRIMARY	PERMITTED	PERMITTED
Main Street	PERMITTED	PERMITTED	PRIMARY	PERMITTED
Connector	PERMITTED	PERMITTED	PERMITTED	PERMITTED
Trail		PERMITTED	PERMITTED	
Active Greenway		PERMITTED	PERMITTED	

As described in the Complete Streets Standards and Guidelines, On-Street Primary Bikeways generally apply to the City and Local Connector Street General Plan Typologies, and are thereby consistent with them.

- ***The Alameda*** is an east-west corridor that is a continuation of Santa Clara Street. Extending northwest from Stockton Avenue to Santa Clara University, VTA's Rapid Bus route 522 and Frequent Bus route 22 use this corridor. The less frequent 64B line also runs along the Alameda with service every 30 minutes.
- ***San Carlos Street*** is an east-west corridor that runs through the southern portion of the Diridon Station Area. Extending west from San José State University to become Stevens Creek Boulevard, VTA's 523 Rapid Bus route and Frequent Bus route 23 operate along this corridor, both with buses coming every 15 minutes or better during the day. Both routes have stops at the intersection of San Carlos and Barack Obama Boulevard[4], which is roughly 2,000 feet, or 7 minutes of walk time, from the planned San Fernando station entrance.

4 *On January 5, 2021 the Council of the City of San José approved the renaming of portions of Bird Avenue, South Montgomery Street, South Autumn Street, and North Autumn Street to Barack Obama Boulevard, public streets extending approximately 4,300 feet between Interstate 280 in the south and West St John Street in the north.*

Pedestrian and Bicycling Priorities

In addition to an attractive station building, well-designed plazas, parks, buildings and building facades are also key elements that will contribute to a high-quality public realm and that will make the Diridon Station Area unique. Given that there is limited space within the Diridon Station Area, it is critical to allocate this space properly. And as exemplified by the work of NACTO referenced earlier in this section (***Figure 4-2-2***), there has been a growing movement in cities worldwide to view streets not just as thoroughfares for moving car traffic, but more broadly as places for people, social activity, and public life. This thinking has also gained popularity in San José, as explained in the discussion of specific streets below.

Active Greenways are streets that are closed to motor vehicles and open to pedestrians, bicyclists, shared micro-mobility, and emergency vehicles. They serve as open spaces that connect people and places. The following are designated as Active Greenways in the vicinity of Diridon Station, and are expected to be designed and implemented in conjunction with the Diridon Integrated Station Concept or through new transit-oriented development:

- ***Cahill Street between San Fernando Street and Santa Clara Street*** will have open plazas in front of the San Fernando and Santa Clara station entrances on the east side, as shown in ***Figure 4-3-1*** once the station is rebuilt. In line with the Diridon Station Concept Plan's access hierarchy (***Figure 4-2-6***), these streets prioritize walking, because walking is the most space-efficient mode and these streets are closest to the station concourses.
- ***Underneath and Along the Elevated Rail Tracks.*** When Diridon Station is rebuilt and the tracks are elevated, the space underneath the tracks will be available for active uses—including the station and ancillary services (for example, secure bicycle storage), areas with retail and services, and a north-south active transportation corridor. The active transportation corridor would provide direct access to Diridon Station for pedestrians and bicyclists from the Los Gatos Creek Trail as well as all the east-west street crossings under the tracks.

  This new Active Greenway would extend east-west at roughly ***Lenzen Avenue*** and ***Cinnabar Street*** from Stockton Avenue to the Active Greenway under the tracks, and connecting to neighboring streets, parks, homes, and buildings. The new connection at Lenzen Avenue may be designed as an On-Street Primary Bicycle Facility, in lieu of an Active Greenway.

- ***Delmas Avenue between San Fernando Street and Santa Clara Street*** is a north-south street that is under consideration for closure to motor vehicle through traffic. If closed to motor vehicles, an alternative route would be needed for pedestrians and bicyclists connecting between San Fernando Street and Santa Clara Street on the east side of Barack Obama Boulevard and the Los Gatos Creek Trail. A trail option that runs in parallel to and on the west side of Delmas Avenue is under consideration in order to maintain this important pedestrian and bicycle connectivity.

The Envision San José 2040 General Plan encourages pedestrian travel between high-density residential and commercial areas throughout the City, including the Diridon Station Area. It designates ***Main Streets*** as roadways with high levels of pedestrian activity that make walking safe, comfortable, and convenient for individuals of all ages and abilities. Examples of pedestrian priority treatments include,

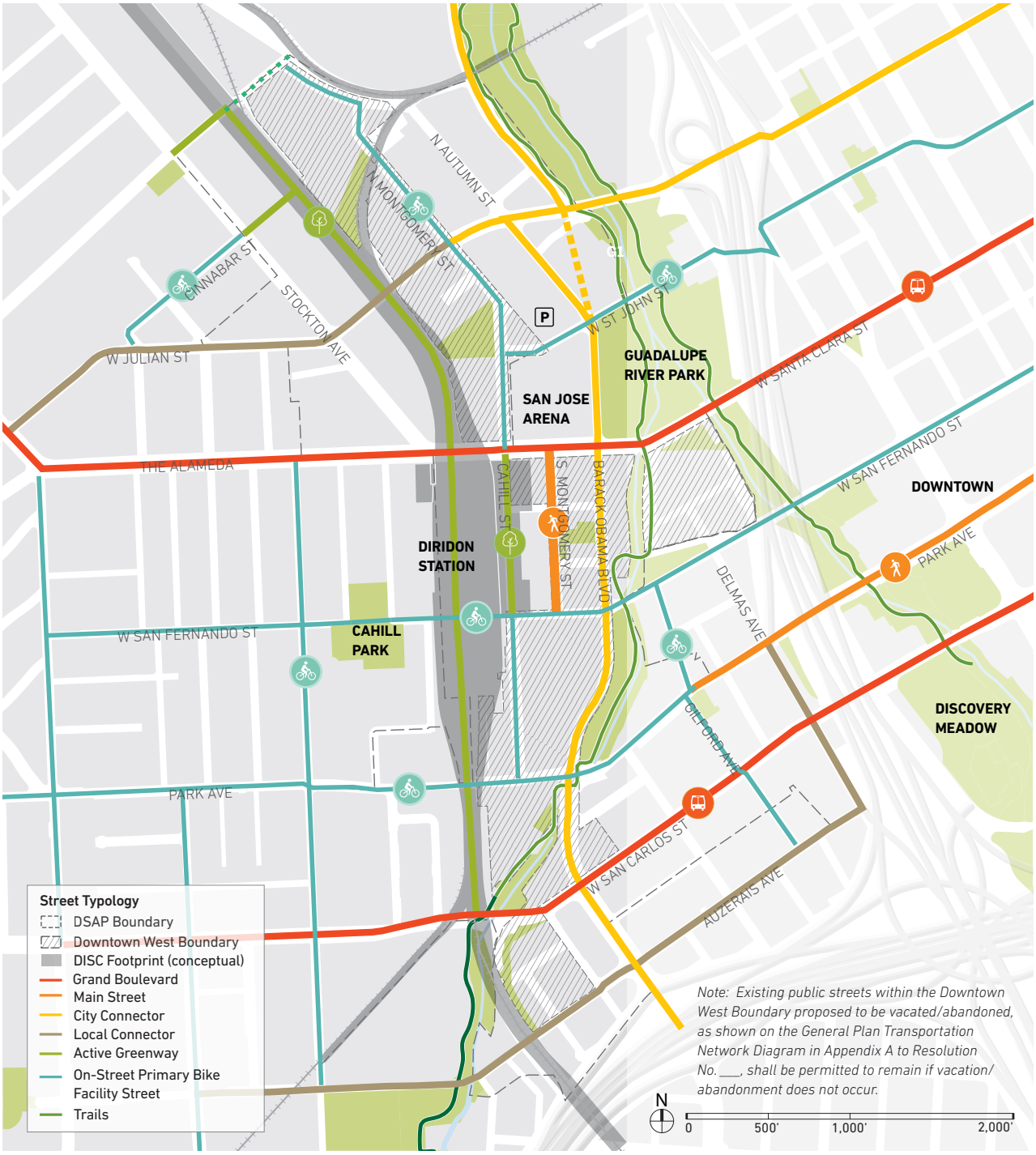


Figure 4-4-2: Street Typology

Miami's Underline is under construction, with Phase 1 (pictured above) open to the public and future phases under development (rendered above). Active retail and services, walking and bicycling paths provide "eyes" on the area under the track. The Underline is also well integrated into the surrounding street and trail network and provides pleasant and convenient connections to surrounding neighborhoods and businesses.

but are not limited to, wayfinding signage, street trees, pedestrian-scale street lighting, enhanced crosswalks, automatic pedestrian signals, reduced crossing length, sidewalk widening, and public seating areas. The following streets are designated as Main Streets in the vicinity of the Diridon Station:

- ***Park Avenue east of Gifford Avenue*** is an east-west corridor that connects with the Guadalupe River Trail, the planned Park Paseo, Plaza de Cesar Chavez, and Paseo de San Antonio to the east. The planned Park Paseo project extends the pedestrian experience along Park Avenue west of the Plaza de Cesar Chavez to the Guadalupe River Park and the undercrossing of State Route 87, connecting the natural qualities of the Guadalupe River Park with the city's cultural center. West of Gifford Avenue is an On-Street Primary Bikeway that runs through Diridon Station.
- ***Montgomery Street*** is a north-south corridor that runs between San Fernando Street and Santa Clara Street. It provides direct connection between the San Fernando station entrance, BART station entrance located at the intersection of Santa Clara Street and Montgomery Street, and the SAP Center.

San José has one of the nation's largest urban trail networks, which offers a wide variety of experiences. The City's planned 100-mile trail system offers an opportunity for recreation with access to quiet natural and landscaped areas and open space. It also provides off-street connections to major employment and residential centers through the city with linkages to public transportation and on-street bikeways, offering residents and workers an attractive option to leave cars at home. Refer to the Open Space and Public Life chapter of this Plan for more details on the existing and planned trail connections in the Diridon Station Area.

Bicycle Priority

On-Street Primary Bicycle Facilities are designated in the Envision San José 2040 General Plan as streets that provide continuous access and connections to the local and regional bicycle network. Automobile through traffic, as well as high volumes of motor vehicle traffic generally, are discouraged. Transit, pedestrians, and motor vehicles can also be accommodated on these streets. However, if there are right-of-way conflicts, high-quality bicycle facilities such as bike boulevards and protected bike lanes should be given significant priority. Bicycle priority treatments generally provide separation between bicyclists and the adjacent motor vehicular travel lanes ("protected bike lanes"). This may include "low-stress" shared roadway bicycle facilities (e.g. bike boulevards, advisory bike lanes), right-of-way infrastructure improvements, signal enhancements for bicycles, turning-movement restrictions for motor vehicles, and end-of-trip bike facilities. The following streets are designated as On-Street Primary Bicycle Facilities in the vicinity of Diridon Station:

- ***Cinnabar Street between Julian Street and Stockton Avenue*** is an east-west corridor that runs along the north end of the Diridon Station Area and provides direct bicycle access to the commercial development in the north end of the Diridon Station Area. The segment of Cinnabar that crosses under the planned elevated tracks from Stockton Avenue to the east side is an Active Greenway that is closed to motor vehicles.
- ***Park Avenue west of Gifford Avenue*** is an east-west corridor that runs through the center of the Diridon Station Area on the south side of the station. Connected to the east of Gifford Avenue is a Main Street that includes the planned Park Paseo that runs through the Plaza de Cesar Chavez.
- ***San Fernando Street*** is an east-west corridor that runs through the heart of the station. It provides direct access to the major bike parking facility planned underneath the elevated tracks. From the station, it extends westward to Race Street and eastward to Downtown San José.

- ***St. John Street*** is an east-west corridor that runs along the north side of the Diridon Station Area. It provides cyclists in areas north of Santa Clara Street direct access between the station and Downtown San José.
- ***Cahill Street between Park Avenue and San Fernando Street*** is a north-south corridor that provides cyclists from the south direct access to the San Fernando station entrance.
- ***Cahill Street between Santa Clara Street and Montgomery Street*** and ***Montgomery Street between Cahill Street and Lenzen Avenue*** are north-south corridors that provide cyclists from the north side direct access to the Santa Clara station entrance.

  Once the station is rebuilt, these two stretches of ***Cahill Street*** meet at the open plazas in front of the two eastern station entrances.
- ***Gifford Avenue*** is a north-south corridor that runs between Auzerais Avenue and San Fernando Street. It connects two east-west On-Street Primary Bikeways, Park Avenue and San Fernando Street.

For more information about bicycling in San José, refer to the City's Better Bike Plan 2025 (adopted 2020).[5]

5 The Better Bike Plan 2025 was adopted by the City Council on October 6, 2020. The full plan and associated maps are located at https://www.sanjoseca.gov/your-government/departments-offices/transportation/walking-and-biking/better-bike-plan-2025.

Connector Streets

City Connector Streets and Local Connector Streets are designated in the Envision San José 2040 General Plan as corridors that connect City neighborhoods with long-distance travel and limited transit options. Movements of transit, bicycles, pedestrians, and motorized vehicles are equally accommodated on these corridors as they access the Diridon Station Area. The following streets are designated as City Connector Streets or Local Connector Streets in the vicinity of the Diridon Station:

- ***Auzerais Avenue*** is an east-west Local Connector Street that runs along the southern border of the Diridon Station Area between Woz Way and Meridian Avenue.
- ***Julian Street*** is an east-west corridor that runs through the north side of the Diridon Station Area. The segment between Market Street and Montgomery Street is designated as a City Connector Street that connects with the State Route 87/Julian Street interchange, and the segment west of Montgomery Street is designated as a Local Connector Street.
- ***Barack Obama Boulevard*** includes portions of streets formerly named as North Autumn Street, South Autumn Street, South Montgomery Street, and Bird Avenue. It is a north-south City Connector Street that runs through the Diridon Station Area between St. John Street and Interstate 280. South of Interstate 280, the corridor continues as Bird Avenue, which is also designated as a City Connector Street. Barack Obama Boulevard is one-way south of Santa Clara Street and follows existing Autumn Street between St. John and Julian Streets; in the future, Barack Obama Boulevard will be a two-way street with vehicular lanes, protected bicycle lanes, and sidewalks on both sides of the street.

© SOM

- ***Autumn Parkway*** is a north-south City Connector Street that runs between Coleman Avenue and Julian Street. Between St. John Street and Julian Street, the City will use either the current right-of-way along Autumn Street or a new alignment connecting directly with Autumn Parkway at and north of Julian Street (***Figure 4-4-2***). Autumn Parkway north of Julian Street may be reconfigured to accommodate elevated Union Pacific Railroad (UPRR) tracks, as planned per the Diridon Integrated Station Concept Layout.
- ***Delmas Street between Auzerais Avenue and San Fernando Street*** is a north-south Local Connector Street that runs along the eastern border of the Diridon Station Area. It connects local motor vehicle traffic with two State Route 87 ramps (the southbound off-ramp at Park Avenue and the southbound on-ramp at Auzerais Avenue) and Auzerais Avenue, an east-west Local Connector.

Figure 4-4-3: Regional and Statewide Access

TRANSPORTATION NETWORK IMPROVEMENTS

Street Typologies define modal priorities for each corridor in the Diridon Station Area. With those priorities in mind, the following transportation improvement projects are identified to ensure an expansive and equitable network.

These transportation network improvements are grouped by the type of access they provide to the Diridon Station Area: (1) Statewide transit access; (2) Regional and citywide access; (3) Local and neighborhood access; and (4) Placemaking and new connections at and near the station.

Statewide Transit Access

How do people travel by transit to the Diridon Station Area from origins outside of the Bay Area?

San José has a high number of commuters that travel frequently—often daily—over long distances between cities. Rail travel times and service quality that are competitive to automobile travel encourage higher rail ridership for those who live or work near stations. Statewide access to the Diridon Station Area includes via High-Speed Rail, the Airport Connector and San José International Airport (SJC), and Intercity Rail and Bus services, as illustrated in ***Figure 4-4-3***.

- ***California High Speed Rail (T1):*** The California High-Speed Rail (HSR) will connect San José's Diridon Station to the Los Angeles Metropolitan Area, the Central Valley, and the San Francisco Bay Area with service scheduled to begin in 2029. At full buildout, California HSR will extend to Sacramento and San Diego.
- ***Airport-Diridon Connector (T2):*** The planned connection from SJC to Diridon Station will integrate Diridon Station and the airport as a single facility from the passenger's perspective by providing quick and reliable trips across the roughly three miles that separate the two facilities.

- ***Amtrak Coast Starlight:*** This existing service runs along the Pacific Coast with stops in Seattle, Portland, San José, the California Central Coast, and Los Angeles with one northbound train and one southbound train departing from the station each day. Connecting Amtrak Thruway Bus service is also provided between the Diridon Station and the Amtrak San Joaquin service.
- ***Capitol Corridor:*** This existing service connects communities between San José and Sacramento with multiple trains departing from Diridon Station each day. Critical infrastructure improvements currently underway by Capitol Corridor will expand service, improve reliability, and increase safety in the coming years.
- ***Altamont Corridor Express (ACE):*** This existing service is operated by the San Joaquin Regional Rail Commission. It provides commuter rail service between Stockton, Tracy, Pleasanton, and San José during commute periods on weekdays. Four westbound trains arrive at the station during AM peak periods and four eastbound trains depart from the station during PM peak periods. ACE with its partners, Tri-Valley—San Joaquin Valley Regional Rail Authority and the San Joaquin Joint Powers Authority, are developing the Altamont Corridor Vision, which will increase service frequency and access for East Alameda and San Joaquin Counties to the Bay Area, including Diridon Station.
- ***Monterey County Rail Extension:*** This planned future service will provide a one-seat ride between Diridon Station and Salinas with stops at new station hubs in Pajaro and Castroville along the way. The Transportation Agency for Monterey County (TAMC), the project sponsor for this effort, is currently building station improvements in Salinas, planning rail improvements to the corridor including a new rail layover facility, and developing a new station at Pajaro / Watsonville to serve as a gateway to Santa Cruz County.
- ***Intercity Bus Access to Station (S1):*** Diridon Station is currently served by both private and public intercity and long-distance bus service. Monterey Salinas Transit (MST) operates express service on lines 55 and 86 connecting Diridon Station with Monterey and King City in Monterey County respectively. Santa Cruz Metropolitan Transit District (SC Metro) provides intercity and commute service on the Highway 17 Express route, linking Santa Cruz and surrounding communities with Diridon Station. Additionally, Greyhound and Bolt Bus provide connections throughout California, the United States, and Mexico. The Diridon Integrated Station Concept Layout proposes an Intercity Bus facility along the western edge of the rail tracks, in the current location of White Street.

Regional and Citywide Access

How do people coming from places across the Bay Area get to the Station Area?

By allowing safe, efficient, and connected travel for both cyclists and pedestrians, residents, workers, and visitors can rely on the integrated mobility network for door-to- door service. To achieve this, the Diridon Station Area should be fully integrated into the City's mobility network and accessible by all modes. Regional and citywide access to the Station is illustrated in ***Figure 4-4-4***.

- ***Caltrain:*** This existing service is managed by the Peninsula Corridor Joint Powers Board. It provides commuter rail service between San Francisco and Gilroy seven days a week, with 92 trains on weekdays and 68 trains on weekends. Local, limited-stop, and Baby Bullet Caltrain services all stop at Diridon Station. Trains depart frequently during the weekday AM and PM peak periods, with hourly service during non-peak periods and weekends.

Caltrain Electrification (T3): The Caltrain electrification project, which is under construction as of this writing, will replace diesel-powered trains with electric trains. More frequent and faster train service will be provided for riders. The number of peak hour trains in each direction will increase from five to six and combined seating and standing capacity will increase by 31 percent. Caltrain electrification will also lay the groundwork to provide additional capacity improvements in the proposed Caltrain Business Plan.

Caltrain Long-Range Service Vision (T4): The Caltrain Business Plan addresses four major focus areas: service, business case, community interface, and organization. The Long-Range Service Vision as part of the Business Plan will increase the number of peak hour trains per direction to eight between Tamien Station and San Francisco, four between the Blossom

Hill and Tamien Stations, and two between the Gilroy and Blossom Hill Stations. The Caltrain Board of Directors adopted a Service Vision as part of the Business Plan in October 2019 that envisions significantly expanding Caltrain service, roughly tripling the number of daily riders from 65,000 today to 180,000 by 2040. Diridon Station is currently one of the busiest stations in the system. It is planned as a core station that will see significantly enhanced service under the Business Plan.

- ***Bay Area Rapid Transit (BART):*** BART serves as the backbone of transit service in much of the Bay Area. The 2020 launch of service at the Berryessa / North San José station marked the first BART connection to San José. The Santa Clara Valley Transportation Agency (VTA) currently operates express bus service on the 500 line from Berryessa Station to Diridon Station, providing a viable link between BART, Downtown San José, Diridon Station and intercity rail service. In partnership with BART, VTA is constructing a service extension with direct service to Diridon Station, providing connectivity to seven lines, serving Oakland, San Francisco, and 50 additional stations.

  VTA's BART Silicon Valley Phase II Extension (T5): This project will extend BART service from its current terminus at Berryessa / North San José to the Santa Clara Caltrain Station with stops in Downtown San José and Diridon Station. Service is expected to begin as early as 2030.

  The Diridon Integrated Station Concept is evaluating how people using the BART system will quickly and seamlessly access other parts of the rebuilt station ***(BART Access to Station, S2)***. The Concept Layout is studying an access point to BART through a lobby entrance located at the corner of Santa Clara and Montgomery Streets. The Partner Agencies are considering additional access points and locations will be subject to final designs.

- ***Bus and Light Rail Transit:*** Diridon Station acts as the central hub for 13 Santa Clara Valley Transportation Authority (VTA) transit routes and two intercounty transit routes. The Diridon Station Area is served by VTA Rapid and Frequent Bus routes 22, 23, 64A, 64B, 68, 500, 522, and 523; VTA Express Bus routes 103, 168, 181, and 182; and VTA Light Rail Green and Blue lines. Specific improvements identified to bus and light rail transit include:

  Santa Clara Street Dedicated Public Service Lanes (T6): Dedicated public service lanes will provide buses and emergency service vehicles an exclusive right-of-way in both directions as they travel on Santa Clara Street. Bus passengers traveling between East San José areas and Downtown are expected to have much lower travel time than drivers especially during peak periods. The corridor will connect regional attractors such as Diridon Station, the SAP Center, San Pedro Square, City Hall, Roosevelt Community Center and Park, the Five Wounds Portuguese National Parish, Mexican Heritage Plaza, and Eastridge Mall and Transit Center.

  San Carlos Street Complete Street with Transit Priority Improvements (T7): Prioritizing transit, San Carlos Street will be designed to enable faster bus operations than automobile, especially during peak periods. It will connect Diridon Station to regional attractors such as the Children's Discovery Museum, San Jose McEnery Convention Center, Plaza de Cesar Chavez, and San José State University and—to the west—to the Stevens Creek Corridor.

The ***Diridon Integrated Station Concept Layout*** proposes to greatly enhance connections to and from bus and light rail transit into the station, including through:

- ***Light Rail Access to Station (S3):*** The Concept Layout proposes that the two existing light rail stops near the station, one along Laurel Grove Lane on the west and the other near the intersection of Montgomery and San Fernando Street on the east, would be consolidated into a single centrally-located stop accessed on the east side of the station, roughly at the current intersection of Cahill and Crandall Streets.
- ***Bus Access to Station (S4):*** The Concept Layout proposes a VTA bus facility located south of the primary station hall along a bus-only or bus-priority street to the east of the heavy rail tracks along Post Street. Alternative bus facility locations—including along Santa Clara Street—are also under consideration.

- ***Light Rail Grade Separations and Realignment (T8):*** Extending east of the proposed centrally-located light rail stop in the rebuilt station, the light rail tracks may be realigned to improve transit travel times, safety for all roadway uses, and operational conflicts. The realignment may involve at-grade or underground solutions, and multiple routes to more directly connect to the other parts of the Downtown are under investigation. This realignment is being studied as part of the Downtown Transportation Plan.
- ***Motor Vehicles:*** While the automobile network to and within the Diridon Station Area is significantly built out, the following improvements will be important for people driving to and from the Area and station:

  Santa Clara Street / State Route 87 Ramp Modifications (C1): The proposed modifications to the freeway gateway at Santa Clara Street will complement the dedicated public service lanes to prioritize transit and safety. Motor vehicles traveling on northbound State Route 87 are encouraged to exit via the upstream Woz Way off-ramp or the downstream Julian Street off-ramp. Examples of ramp modifications include enhanced crosswalks, reduced crossing length, automatic pedestrian signals, signal timing changes, and lane modifications.

  Julian Street / State Route 87 Interchange Modifications (C2): Comprehensive modifications to the Julian Street interchange will improve pedestrian safety and convenience, while also facilitating regional vehicular access to key parking and destinations in the Diridon Station Area. It will complement the proposed Santa Clara Street ramp modifications and will connect vehicles to key parking locations and destinations on the perimeter of the Diridon Station Area.

  The ***Diridon Integrated Station Concept Layout*** and this Plan propose new vehicular access, including through:

  - ***Station Curb Space for Pick-Up / Drop-Off (S5):*** Space for pick-up and drop-off is provided at the southeast corner of the station, south of San Fernando Street and along western edge of Cahill Street. This facility is carefully sited away from the station core to minimize conflicts between pedestrians and cyclists who will be coming to the station. The City, with Caltrain (owner of Diridon Station), will evaluate active management of drop-off/pick-up to further reduce pedestrian/vehicular and other conflicts and minimize traffic into surrounding neighborhoods.
  - ***Station Park-and-Ride (S6):*** Parking spaces will be provided in shared facilities in the Diridon Station Area. Parking is discussed in more detail in the "Parking Management" section below. The future parking supply includes a planned structured parking facility just north of the Arena, which can be shared by Arena customers, transit-riders, employees, and others visiting the Diridon Station Area.

Figure 4-4-4: Regional and Citywide Access To The Station Area

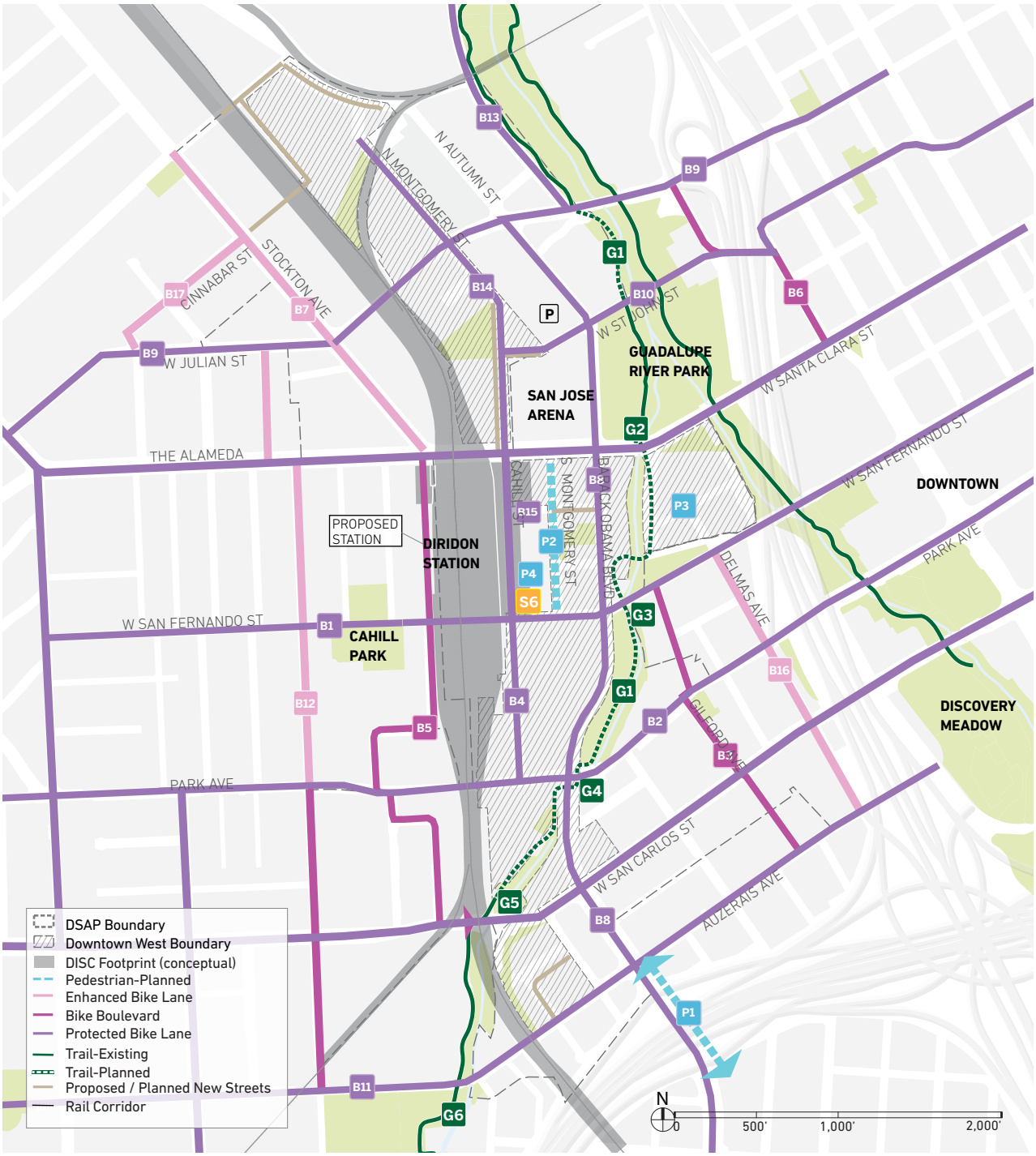


Figure 4-4-5: Local and Neighborhood Access to the Station Area

Local and Neighborhood Access

How do people travel between the Station Area, Downtown, and other key nearby destinations?

Providing low-stress, enticing, and attractive walking and bicycling connections within the Diridon Station Area is critical to supporting safe, comfortable, and convenient connection at the beginning and end leg of a trip. The first and last mile connections in the Diridon Station Area are illustrated in ***Figure 4-4-5***.

- ***Bird Avenue / I-280 Bicycle and Pedestrian Connection (P1):*** The proposed bicycle and pedestrian connection will provide a needed north-south active transportation link across Interstate 280, a major barrier. It will connect the residential neighborhoods south of Interstate 280—Gardner, Fuller-Drake, North Willow Glen, Broadway-Palmhaven, and Willow Glen, with the residential neighborhoods and commercial activities north of Interstate 280—Auzerais-Josefa, Hannah-Gregory, Midtown San José, and the Diridon Station Area. It will connect Diridon Station, Gardner Elementary School, and various open spaces and parks such as Biebrach, Fuller, and Del Monte parks. The proposed connection aims to minimize bicycle and pedestrian conflicts with motorized vehicles on Bird Avenue. Multiple alignment and design solutions will be evaluated.
- ***Montgomery Street Complete Street with Pedestrian Priority Improvements (P2):*** Montgomery Street between San Fernando Street and Santa Clara Street is planned to be a curbless, shared space for pedestrian, cyclists, and motor vehicles, lined with active ground floor uses. This will create a safer, more active, accessible, and attractive public space for the many people who use this street.
- ***Delmas Avenue Pedestrian Priority Improvements (P3):*** Delmas Avenue between San Fernando Street and Santa Clara Street will provide development driveway access and pedestrian access. Pedestrian access will be provided with the extension of the Los Gatos Creek Trail on the east side of the creek.

At Amsterdam Central Station, land is at a premium. When the station was recently renovated, the station architects incorporated this important downtown bicycle connection into the design of the station. It now serves as a key access route to and through the station for the growing number of cyclists in Amsterdam.

This photo of Cuyper's Passage is a dedicated pedestrian and bicycle tunnel underneath Amsterdam Central Station. As is the case at Diridon Station, there was a desire to make sure that the station did not divide both sides of the track. This elegantly designed tunnel was the solution.

- ***Bicycle Access to Station (S7):*** The rebuilt Diridon Station will include pedestrian and bicyclist connectivity under the tracks and a major bicycle parking facility with easy access to the station.


Guadalupe River Park Trail © NRTdatabase


Guadalupe River Park Trail © NRTdatabase

© CityID, City of San José

Places that are easily navigable utilize a mix of intuitive design, subliminal signs (or clues), and literal signs and maps to communicate connections and place value. The City of San José is developing a comprehensive wayfinding program that extends through the Diridon Station Area.

- ***Wayfinding (P4)***: Intuitive design and wayfinding information will be important for people navigating the station and Diridon Station Area. The City's wayfinding program (pictured in draft form below) will extend throughout the Diridon Station Area.
- ***San Fernando Street Complete Street with Bicycle Priority Improvements (B1):*** San Fernando Street will enable safe, convenient, and comfortable travel and access for users of all ages and abilities. Prioritizing bicycles, San Fernando Street is planned to have protected bike lanes east of Cahill Street, a bike boulevard west of White Street, and enhanced bicycle and pedestrian at-grade crossing under State Route 87. Bikeway design through Cahill Park should prioritize park users and promote continuity of the Park.
- ***Park Avenue Complete Street with Bicycle Priority Improvements (B2):*** Prioritizing bicycles, Park Avenue is planned to have protected bike lanes, enhanced bicycle and pedestrian at-grade crossing under the elevated tracks and State Route 87, and other bicycle priority treatments.
- ***Gifford Avenue Complete Street with Bicycle Priority Improvements (B3):*** As an On-Street Primary Bikeway, Gifford Avenue is planned to have a bike boulevard and other bicycle priority treatments between Auzerais Avenue and San Fernando Street.
- ***Cahill Street Complete Street with Bicycle Priority Improvements (B4):*** Cahill Street south of the open plaza (between Park Avenue and San Fernando Street) and north of the open plaza (between Santa Clara Street

and Montgomery Street) will give priority to bicycles in the complete street operations. Protected bike lanes are planned for these street segments.

- ***Laurel Grove Lane-Dupont Street Bike Boulevard (B5):*** As Residential Streets near the station, Laurel Grove Lane and Dupont Street are planned to provide bike boulevards and serve as a key north-south bike connection to the station entrances on the west side of the station.
- ***Almaden Boulevard Bike Boulevard (B6):*** The City's Better Bike Plan recommends a safe and "low-stress" bike connection between Julian Street and Santa Clara Street alongside Highway 87. The Plan calls for a bike boulevard starting at Julian Street, following North Almaden Boulevard on the west side of State Route 87. It then crosses under State Route 87 along St. John Street and continues on the east side of State Route 87 along Almaden Boulevard to Santa Clara Street.
- ***Stockton Avenue Complete Street (B7):*** As recommended in the City's Better Bike Plan, this north-south Residential Street is planned to have enhanced bike lanes and safer pedestrian and bicycle crossings at its intersections with major streets—Santa Clara Street and Julian Street.
- ***Barack Obama Boulevard Complete Street (B8):*** As a City Connector, Barack Obama Boulevard will be planned, designed, operated, and maintained to enable safe, comfortable, and convenient travel and access for all users. Barack Obama Boulevard is planned to have protected bike lanes between Park Avenue and St. John Street, as well as on other street segments where appropriate. This improvement will continue along Bird Avenue south of Park Avenue providing access to north Willow Glen and will complement the planned Bird Avenue / Interstate 280 Bicycle and Pedestrian Connection.
- ***Julian Street Complete Street (B9):*** As a Connector that provides safe and equal access to all modes, Julian Street protected bike lanes are planned between Montgomery Street and the Alameda. The improvement will be designed and operated to complement the planned Julian Street / State Route 87 interchange modifications.
- ***St. John Street Complete Street with Bicycle Priority Improvements (B10):*** Protected bike lanes along with an enhanced at-grade bicycle and pedestrian crossing under State Route 87 are planned for St. John Street. Bicycle Boulevard and other bicycle priority treatments will also be considered where appropriate.
- ***Auzerais Avenue Complete Street (B11):*** Designated as a Local Connector, Auzerais Avenue is planned to provide safe and equal access to all modes, including pedestrian, bicycles, and motorists. Where appropriate, Auzerais Avenue is planned to have protected bike lanes, enhanced bicycle and pedestrian at-grade crossing under the planned elevated heavy rail tracks and State Route 87.
  The street will also include two on-street trail linkages—one from the east side of the existing rail corridor to the Los Gatos Creek Trail, and another at-grade on the west side of the rail corridor.
- ***Sunol Street Enhanced Bike Lanes and Bike Boulevard (B12):*** Enhanced bicycle lanes are planned on Sunol Street between Park Avenue and The Alameda. The segment between Auzerais Avenue and Park Avenue is planned to have a shared-use bike boulevard.
- ***Autumn Parkway Complete Street (B13):*** As a City Connector, Autumn Parkway will be designed and operated to enable safe and equal access from Coleman Avenue to St. John Street for all users, including pedestrians, bicyclists, transit riders, and motorists. Between St. John Street and Julian Street, the City will use either the current right-of-way along Autumn Street or a new alignment connecting directly with Autumn Parkway at and north of Julian Street. The segment north of Julian Street may be reconfigured to accommodate the planned elevated Union Pacific Railroad (UPRR) tracks.

- ***Montgomery Street Complete Street with Bicycle Priority Improvements (B14):*** Montgomery Street between Cahill Street and Lenzen Avenue will give priority to bicycles in the complete street operations. Protected bike lanes are planned for these street segments.
- ***Bike Share and Micro-mobility Program (B15):*** Bay Wheels is the Bay Area's bike share system and is being built out to eventually feature 1,000 shared bikes and e-bikes in San José, including the Diridon Station Area. Since March 2018, multiple e-scooter sharing programs have been available in Downtown, including the Diridon Station Area. The City has adopted a permit program and regulations in February 2019 to promote the safe and responsible operation of these systems. The shared bike and micro-mobility program is planned for expansion to accommodate the increase in short trips internal to the Diridon Station Area as well as the first- and last-mile connection of long trips.
- ***Delmas Avenue Complete Street (B16):*** As a Local Connector that directly connects with the southbound State Route 87 off-ramp at Park Avenue and the on-ramp at Auzerais Avenue, Delmas Avenue is planned to provide enhanced bike facilities between Auzerais Avenue and San Fernando Street.
- ***Cinnabar Street Complete Street with Bicycle Priority Improvements (B17):*** Enhanced Bike Lanes are planned on Cinnabar Street between Stockton Avenue and Julian Street. These lanes will provide an all ages and abilities bike and scooter connection from the active greenway proposed on Cinnabar Street under the elevated tracks to The Alameda via Julian Street.

  As described in Chapter 3, the Diridon Station Area sits at the confluence of the Los Gatos Creek and the Guadalupe River. It is also the place where many pieces of an extensive and growing urban trail network converge. These core trails are heavily used not only by locals, but by people traveler longer distances both for recreational and transportation purposes. The following are key trail and street/trail interface projects within the Diridon Station Area:

- ***Los Gatos Creek Trail (G1):*** The planned Los Gatos Creek Trail alignment is the remaining unconstructed segment of the 19-mile trail. This mile-long segment between Auzerais Avenue and Santa Clara Street, once built, will complete the Los Gatos Greek Trail connection to the Guadalupe River Trail and other regional trail systems. It will provide an important link to the Diridon Station and Area.
- ***Santa Clara Street Grade-Separated Trail Crossing (G2):*** The Los Gatos Creek Trail will ultimately cross Santa Clara Street via a long-span bridge or under-crossing.
- ***San Fernando Street Grade-Separated Trail Crossing (G3):*** After crossing the light rail tracks via existing at-grade crossing, the Los Gatos Creek Trail will cross San Fernando Street via a long-bridge span. Two-way Class IV bikeways will be provided on the bridge.
- ***Park Avenue Grade-Separated Trail Crossing (G4):*** Once the rail corridor is raised as part of the Diridon Integrated Station Concept Plan, the City will seek a grade-separated crossing of Park Avenue along the Los Gatos Creek Trail. Class IV bikeways will be provided along Barack Obama Boulevard.
- ***San Carlos Street At-Grade or Grade-Separated Trail Crossing (G5):*** The Los Gatos Creek Trail will cross under San Carlos Street along the west bank. Along the east bank, it will cross San Carlos Street via a bridge or under-crossing, which will become a bike path alongside the track line ending at Auzerais Avenue.
- ***Auzerais Avenue At-Grade Trail Crossing (G6):*** The Los Gatos Creek Trail will cross Auzerais Avenue at-grade along the west bank. Trail improvements are further described in Chapter 3, Open Space and Public Life.

Placemaking and New Connections At and Near The Station

As explained in Section 4.3, the big design moves proposed by the Diridon Integrated Station Concept Plan create new opportunities for public spaces and connections, particularly for pedestrians and cyclists. The intent is to make the Diridon Station Area an enjoyable place to spend time and not simply a place to pass through quickly and efficiently. Signage should be easy to understand and getting around should be easy and intuitive. Connections within the Diridon Station Area are illustrated in ***Figure 4-4-6***.

As part of the Diridon Integrated Station Concept Layout, numerous changes to the Station and surrounding places are enabled. These include:

- ***Elevated Station Platforms (S8):*** Elevated tracks and platforms allow for street-level east/west connections through the Diridon Station Area, knit together neighborhoods on either side of the tracks, and facilitate connections for people walking, bicycling, and driving.
- ***Station Entrances (S9):*** The Diridon Integrated Station Concept proposes two main concourses with four station entrances. One concourse is oriented toward Santa Clara Street and will be close to BART, light rail, bus, and other connecting modes to allow for quick transfers. The other concourse will be located near San Fernando Street and allow for easy connections to the bike network, creeks, existing neighborhoods, and future office and housing development projects.
- ***Track Approaches to Station (S10):*** As recommended in the Diridon Integrated Station Concept Plan, track approaches to the station will generally follow the existing northern and southern corridors to the extent feasible to leverage existing rail infrastructure, minimize overall community impact, and minimize the need to acquire significant land.
- ***Active Greenway Underneath and Along Elevated Tracks (A1):*** An active greenway and car-free open space will be provided underneath and alongside the elevated tracks. This will provide a needed north-south active transportation link connecting directly to Diridon Station via the space underneath and alongside the elevated tracks. It will address the issue that the existing bike network running north to south is not as strong as its perpendicular counterpart. It will also allow for specific placemaking opportunities underneath and alongside the elevated tracks—including retail and other activity nodes. Connected with the Los Gatos Creek Trail at San Carlos Street, it will decrease commuting times, separate cyclists and pedestrian from motorized vehicles, enhance air quality, and in turn, add joy to the art of bicycling and walking in a major metropolis.
- ***Lenzen Avenue Active Greenway or Complete Street with Bicycle Priority Improvements (A2):*** Lenzen Avenue is planned to have a linear open space that allows pedestrian and bicycle crossing under the elevated heavy rail tracks. A complete street option that prioritizes people walking and bicycling, but allows for motor vehicle crossing, is also an alternative.
- ***Cinnabar Street Active Greenway (A3):*** Cinnabar Street is planned to have a linear open space that allows pedestrian and bicycle crossing under the elevated heavy rail tracks from Stockton Avenue to Montgomery Street.
- ***San Fernando Street Active Greenway (A4):*** As the primary corridor for traveling to and through the station by bicycle, San Fernando Street from the east or west of the station will lead to the station open plaza and a major bicycle parking facility near the south station concourse. A linear path is planned to allow pedestrian and bicycle crossing from one side of the tracks and station to the other.

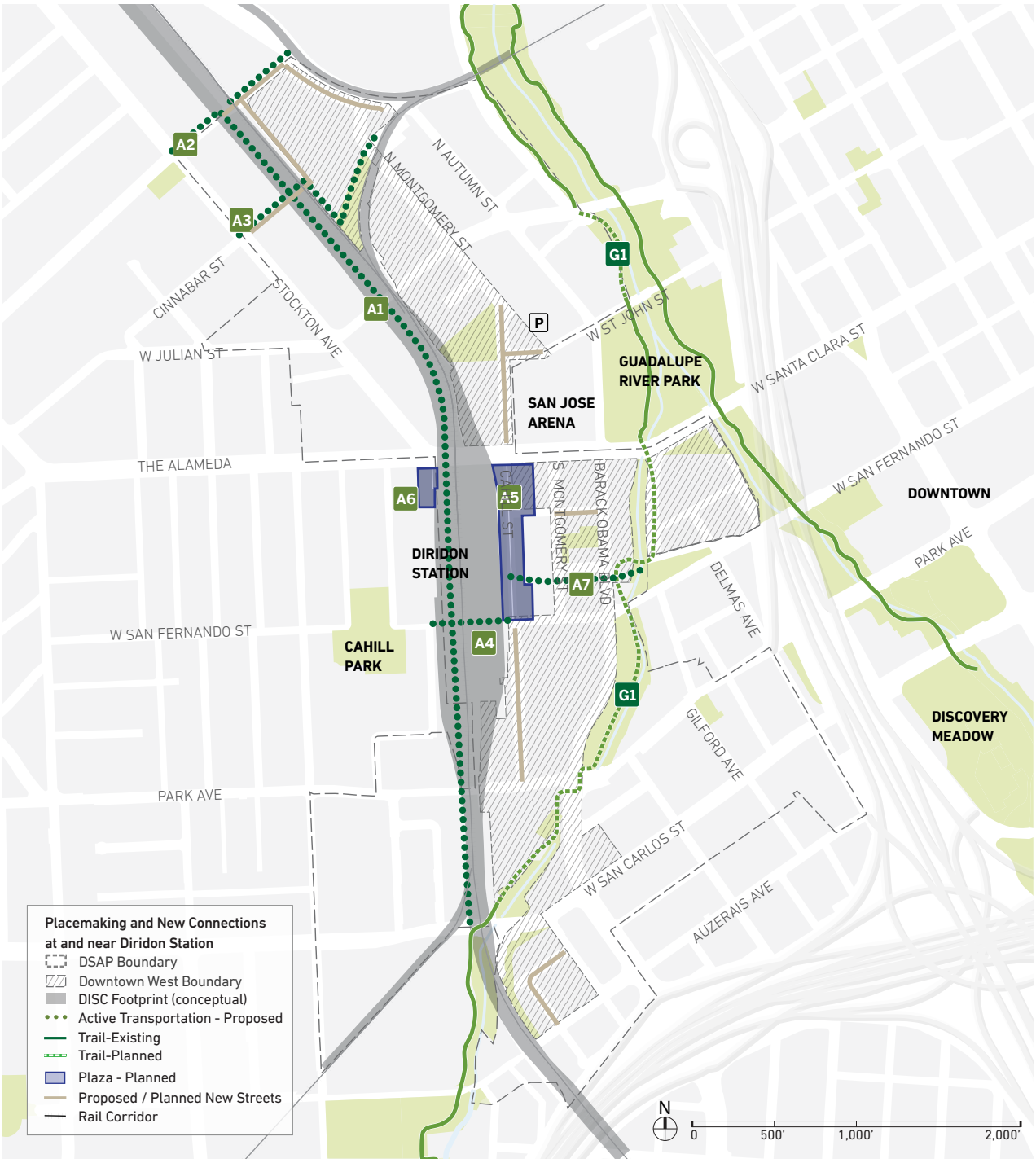


Figure 4-4-6: Placemaking and New Connections at and near Diridon Station

- ***Station Plaza on Cahill Street (A5):*** A plaza that serves only active transportation and prohibits motor vehicles will be located on Cahill Street in front of the two station entrances on Santa Clara Street and San Fernando Street.
- ***Station Open Plaza on White Street (A6):*** A plaza for only pedestrian, bicycles, and other active modes will be located on White Street in front of the west station entrance. Little or no plaza space is planned for the west side of the station at San Fernando, given limited space available.
- ***Active Greenway Along Light Rail Tracks (A7):*** A linear east-west car-free open space will be located on axis with the historic Diridon Station, extending across Barack Obama Boulevard and reinforcing the existing pedestrian and bike routes which follow the light rail tracks, on to San Fernando Street and into Downtown.

The decision in the DISC process to elevate the tracks will create space for an active greenway and potential open spaces below. In Toronto, shown here, the long-neglected spaces below the Gardiner Expressway were transformed into much-needed and beloved open space for the city's rapidly growing downtown core. [Refers to A1-A3 from previous page]

4.5 PARKING & TRANSPORTATION DEMAND MANAGEMENT (TDM)

As discussed in the Introduction, the Envision San José 2040 General Plan sets ambitious goals for access and mobility. Diridon Station, with its rich mix of land uses and transportation options, is key to meeting these goals. By 2040, of trips starting and/or ending in the Diridon Station Area, it is estimated that 75 percent should be made by transit, on foot, by bicycle, or by other alternatives to single-occupancy vehicles to help achieve citywide access and mobility goals.

While the City seeks to prioritize sustainable, affordable, and space-efficient modes in the Diridon Station Area, the area must accommodate all modes. Planning for private vehicles, taxis, ride-hailing vehicles, and service vehicles is critical to creating an accessible and economically vibrant place. Providing different modes with clear priority and separated networks to access the Diridon Station Area not only will improve conditions for pedestrians, cyclists, and transit users, but will also support Diridon Station Area growth in the most space-efficient and sustainable way.

In addition to the Diridon Integrated Station Concept Plan and enhancements to the surrounding street network, this Plan also seeks to support growth through well-located and managed parking and an effective transportation demand management (TDM) program. Promoting and expanding non-auto transportation options through transportation demand management will make it easier for people to access the Diridon Station Area while minimizing congestion and pedestrian-auto conflicts.

The parking and transportation demand management policies outlined in the following sections will also further community priorities as expressed in various public engagement efforts. These policies will:

- Reduce travel by car and associated congestion and safety concerns
- Support walking, biking, transit, and other low-cost, low-impact transportation modes
- Provide sufficient parking for SAP Center customers
- Provide sufficient, secure parking for modes other than cars
- Minimize land dedicated to parking and maximize land for homes and jobs
- Disperse parking to allow easy walking access to final destinations and minimize conflicts between people walking and driving
- Ensure that any above-ground parking is accommodated within structures that are visually appealing and wrapped with active uses
- Consider how any new parking structures that are constructed could be adapted or retrofitted as needed to respond to changing travel behaviors and/or redevelopment
- Create a shared parking program for private development, transit users, and visitors, including especially the patrons of events at the SAP Center
- Minimize parking impacts to adjacent neighborhoods.

The 2014 Plan contains numerous parking and transportation demand management strategies. This Plan reinforces those and recommends a Parking and Transportation Management District to carry out the strategies in a coordinated and efficient manner.

PARKING MANAGEMENT

To effectively utilize the parking supply within the Diridon Station Area and achieve the mode shift goals for the area, several parking management strategies enumerated in the following section are encouraged of all new development in the area. These strategies are also important to maintaining the parking spaces needed for the SAP Center per the City's Arena Management Agreement, and include, but are not limited to, shared, priced, and unbundled parking.

San José Arena Management Agreement

The San José Arena Management Agreement commits the City to maintaining at least 6,350 parking spaces at off-site parking facilities available for SAP Center patrons within one-half mile of the West Santa Clara Street entrance to the SAP Center. Approximately half of such spaces must be within one-third mile of the West Santa Clara Street entrance. In addition, the City will facilitate convenient vehicular access to and from parking facilities located in the Diridon Station Area. The parking and transportation plan sections in this Plan align with the agreement and support the SAP Center as a regional attraction for thousands of visitors each year.

Shared Parking

The mix of land uses within the Diridon Station Area present an opportunity for shared parking, as different uses have different and complementary periods of peak parking demand. For example, parking for transit and offices is most heavily used during the daytime on weekdays, but parking for entertainment and retail is most heavily used in the evening and on weekends. Implementing a shared parking strategy in the Diridon Station Area will result in lower overall need for parking spaces, reduce the total parking footprint in the Diridon Station Area, preserve land for development, and reduce the cost of parking construction and operations.

Private commercial and retail developments in the Diridon Station Area are incentivized to make off-street parking facilities available for public use at any time. For existing private commercial and retail developments, this will be achieved through voluntary agreements with the Diridon Station Parking and Transportation Management District. For new commercial and retail developments, zoning code modifications in the Diridon Station Area will provide significant parking reductions for projects that agree to share the parking that they build.

Parking Supply

Parking in the Diridon Station Area enables access for people who need a car to get to and from the Area. This is particularly critical for those traveling at hours or from locations that make taking transit or other non-auto options difficult, if not impossible. At the same time, too much parking in the Diridon Station Area will lead to traffic congestion and potential spillover into neighborhoods surrounding Diridon. For these reasons, this Plan recommends maintaining a parking minimum for commercial property while requiring transportation demand management measures for new development. It also establishes a Parking and Transportation Management District, an integrated approach to managing public and private parking resources in the Diridon Station Area. The future parking supply includes a planned structured parking facility just north of the SAP Center, which can be shared by SAP Center customers, transit-riders, employees, and others visiting the Diridon Station Area.

Priced Parking

Coordination of parking pricing in the Diridon Station Area will encourage more efficient travel behavior, optimize curb space for shorter duration trips, and generate new sources of revenue for transportation services and infrastructure. All on-street and off-street public parking within the Diridon Station Area will be offered at market rate with the approval of the Director of Transportation in coordination with the Parking and Transportation Management District. Similarly, private off-street parking facilities within the Diridon Station Area that agree to make their parking available to the public through the Parking and Transportation Management District shall be priced to incent sustainable travel behavior, support multi-modal goals, and provide access to the SAP Center.

Unbundled Residential Parking

Parking spaces in new residential structures are encouraged to be unbundled as part of a project's transportation demand management (TDM) program requirements, detailed below. Unbundling parking means the cost of leasing or buying parking stalls must be assessed and offered separately from the cost of the unit. By unbundling the price of parking from the unit, residents are prompted to carefully consider if they would like to take on the expense of a parking space. To mitigate the potential spillover effect of unbundled residential parking, the policy will be implemented with a suite of complementary parking and transportation management strategies described in the following sections.

Residential Parking Permit Program

As of 2021, there are six established residential parking permit (RPP) zones in the vicinity of the Diridon Station Area and the SAP Center. In the north are the Autumn/Montgomery and Garden/Alameda zones; to the west of the Diridon Station are the Cahill Park and St. Leo zones; and to the east are the Delmas Park and Parkside zones. As development proceeds in the Diridon Station Area, the City may consider creating new RPP zones and/or expanding existing RPP zones in surrounding neighborhoods.

Parking Distribution

Off-street

Parking facilities should be located to facilitate vehicular access from freeways and other major roadways and to reduce vehicular footprint and conflicts with non-auto modes within the core Diridon Station Area. The Diridon Station Area is designed to be a "park once" environment, with major destinations within an easy walking distance of parking. Off-street public and private parking facilities should also provide adequate bikes, shared micro-mobility, and other non-auto modes to facilitate safe last-mile connection for motorists after they have parked their vehicles.

On-Street Curbside Management

Recognizing that the Diridon Station Area is a multi-modal transit hub with many different users and potential conflicts along the curb, establishing a curbside management strategy is critical to prioritizing safety and access for public transit. The approach to curbside management in the Diridon Station Area will reflect the City's Vision Zero, transit, and mode shift policies, promote shared mobility services like carshare, and feature zones for commercial loading and delivery. As the local transit provider, VTA will be a key partner in the development of the curbside management strategy in the Diridon Station Area. As part of this curb management strategy, the City, with Caltrain (owner of Diridon Station), will evaluate active management of drop-off/pick-up to further reduce pedestrian/vehicular and other conflicts and minimize traffic into surrounding neighborhoods.

TRANSPORTATION DEMAND MANAGEMENT

Key to achieving the transportation and mobility goals in the Diridon Station Area is a Transportation Demand Management (TDM) framework- comprised of three components: 1) a Parking and Transportation Management District; 2) a Transportation Management Association (TMA); and 3) project-level Transportation Demand Management (TDM) requirements.

PARKING AND TRANSPORTATION MANAGEMENT DISTRICT

To implement parking and transportation demand management strategies in the Diridon Station Area, this Plan recommends the formation of a Parking and Transportation Management District. As a formal partnership between the City of San José and a third-party Transportation Management Association (TMA), the District would be responsible for managing, marketing, and enforcing public and privately-owned parking resources, setting parking rates, implementing transportation demand management programs and services, and overseeing monitoring and compliance of project-level transportation demand management measures required by the City of San José. The District would operate a unified, shared parking system by managing public parking resources as well as identifying and managing adjacent private parking resources. Roles, responsibilities, and governance between the City and TMA will be further defined at the time of the District's formation.

A Parking Benefits District (PBD) is recommended to implement the Diridon Parking and Transportation Management District, which would set aside a portion of the revenues derived from publicly operated and potentially privately owned parking resources for qualified programmatic and infrastructure-based transportation expenditures in the Diridon Station Area. Other potential funding mechanisms to support the Diridon PBD could include future on-street parking meters, a Community Facilities District, a Property Based Improvement District, a parking in-lieu fee, a parking surcharge, and TMA membership fees.

TRANSPORTATION MANAGEMENT ASSOCIATION

As part of the TDM program requirements in the Diridon Station Area, developments submitted for a new Planning permit or permit amendment following the effective date of this Plan will be required to join the Diridon Station Area's district transportation management association once it is established. The Diridon Station Area TMA will represent, coordinate, and administer transportation demand management programs of employers and development in the area. The TMA will also work closely with VTA and the community to ensure the overall success of transportation in the area. The key purpose of the Diridon Station Area TMA is to help its members fulfill their TDM requirements with the City of San José and develop transportation management strategies that encourage visitors, residents, and employees to travel by public transit and other sustainable, non-auto modes. Once established, the TMA may also serve the Parking and Transportation Management District by coordinating with private parking operators to provide additional off-street parking to the public.

All existing developments in the Diridon Station Area and surrounding areas are encouraged, but not mandated, to join the Diridon Station Area TMA. In addition, in order to allow robust TDM services to reach a broader socio-economic population, including those in Downtown San José, the Diridon Station Area TMA could be expanded over time.

PROJECT-LEVEL TRANSPORTATION DEMAND MANAGEMENT

The Diridon Station Area TDM requirements ensure that new development projects are designed to make it an easier choice for new residents, tenants, employees, and visitors to get around by sustainable travel modes, such as transit, walking, and biking. By enhancing and expanding the transportation network through infrastructure and program-based transportation investments, the Diridon Station Area TDM requirement aims to accommodate new development while minimizing impacts to the transportation system. As the Diridon Station Area promotes the "right-sizing" and increased efficiency of available parking, effective and actively managed TDM will help ensure that people enjoy a complete set of mobility options while preserving access by all modes.

Per the City of San José's citywide TDM ordinance, expected to be in effect by the end of 2021, private development projects citywide may be required to implement TDM measures from a TDM menu of options, aligned with ***Table 4-5-1***, based on a project's location and proposed parking supply ratios. The citywide effort recommends the removal of the City's current minimum parking requirements, with the exception of Diridon Station Area which will retain a parking minimum requirement for commercial land uses, and establishes TDM requirements for new development. Under the citywide TDM ordinance, the TDM policy framework in the Diridon Station Area will require future project applicants, property owners, or employers to develop a TDM plan comprising infrastructure- and/or program-based TDM measures such as those listed in ***Table 4-5-1***. Project applicant TDM plans are designed so that the proposed package of TDM measures—in concert with project density, diversity of land uses, and transportation improvements and investments- will achieve the Plan's goal of a 50 percent reduction in VMT from current levels. All project sponsors will be required to implement a set of baseline mandatory TDM measures, including membership in the Diridon Station TMA. In addition, project sponsors may be required to select additional TDM measures to meet the citywide TDM ordinance requirements. The forty-eight TDM measures enumerated in ***Table 4-5-1*** are subject to modification pending adoption of the citywide TDM ordinance.

Table 4-5-1: TDM Measures Menu

Category	Measures	Home-End[1]	Commute-End[2]	Visit-End[3]
Program-1	Transportation Management Association	*	*	*
Program-2	Free High Speed Wifi	X		
Program-3	Education, Marketing, and Outreach	X	X	X
Program-4	Transit Pass Subsidy	X	X	
Programs-5	Flexible Work Schedules		X	X
Programs-6	Family TDM Amenities	X		
Programs-7	Family TDM Package	X		
Programs-8	Ride-Matching Service Provision & Access		X	X
Programs-9	Vanpool Program		X	X
Programs-10	Guaranteed Ride Home		X	X
Programs-11	Mobility Wallet	X	X	X
Programs-12	Pre-Tax Commuter Benefits	X	X	X
Programs-13	Car Share Subsidy	X	X	X
Programs-14	Vanpool Subsidy	X	X	X
Programs-15	Bike Share Subsidy	X	X	X
Programs-16	Carpool Incentives		X	X
Programs-17	School Pool		X	
Programs-18	School Bus		X	
Parking-1	Unbundled Parking	X		
Parking-2	Shared parking	X	X	X
Parking-3	Priced Parking	X	X	X
Parking-4	Parking Cash Out		X	
Active-1	Bicycle Parking	X	X	X
Active-2	Complete Streets with Bike Priority Improvements	X	X	X
Active-3A	Complete Streets with Improved Walking Conditions: Site Access	X	X	X

** = Mandatory TDM measure for new home-end, commute-end, and visit-end development in the Diridon Station Area.*

X = The TDM measure applicable to the land use category regardless of location.

*** Mobility-as-a-Service (MaaS) is a type of service that enables users to plan, book, and pay for multiple types of mobility services through a digital platform.*

1. *Home-End Use TDM Measures focus on reducing vehicle ownership and drive-alone rates among a development's residents.*
2. *Commute-End Use TDM Measures focus on reducing drive-alone commuting.*
3. *Visit-End Use TDM Measures focus on reducing drive-alone visitor access.*

Category	Measures	Home-End[1]	Commute-End[2]	Visit-End[3]
Active-3B	Complete Streets with Improved Walking Conditions: Traffic Calming	X	X	X
Active-4	Bike Valet			X
Active-5	Bike Station	X	X	X
Active-6	Bike Repair Station	X	X	X
Active-7	Bike Maintenance Services	X	X	X
Active-8	Showers, Changing Facilities, and Lockers		X	X
Active-9	Active Transportation Focused Wayfinding Signage	X	X	X
Land Use-1	Affordable Housing	X		
Land Use-2	Neighborhood School	X		
Land Use-3	On-Site Daycare	X	X	X
Land Use-4	Healthy Food Retail	X		
MaaS-1**	Neighborhood Electric Vehicle Carshare	X	X	X
MaaS-2	Car-Share Membership	X	X	X
MaaS-3	Car-Share Parking	X	X	X
MaaS-4	Bike Fleet and Bike Share	X	X	X
MaaS-5	Delivery-Supportive Amenities	X	X	X
MaaS-6	Delivery Services			X
Transit-1	Access to Public Transit	X	X	X
Transit-2	Transit Improvements	X	X	X
Transit-3	Complete Streets with Transit Priority Improvements	X	X	X
Transit-4	Public Transit Service Upgrade	X	X	X
Transit-5	Real-Time Transit/ Transportation-Service Tracking Display	X	X	X
Transit-6	Shuttle/Connector Bus Service		X	X

5 | PLAN IMPLEMENTATION

5.1 CEQA AND ENVIRONMENTAL CLEARANCE

In coordination with the preparation of the 2021 amendments to this Plan, the City of San José as the lead agency, prepared an environmental document in accordance with the requirements of the California Environmental Quality Act (CEQA), and its implementing guidelines, as amended. The environmental document is commensurate with the level of detail provided in this Plan and will provide program-level analysis and CEQA compliance for as many issues as possible, including but not limited to air quality, biological resources, cultural resources, energy, greenhouse gas emissions, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, population and housing, public services, recreation, transportation, tribal cultural resources, and utilities and service systems. Property-specific impacts will be analyzed at a project level when development applications are submitted to the City, such that environmental review for future development projects could be tiered off this Plan's environmental document. This will allow these more detailed reports to be prepared as and when properties are redeveloped in accordance with the goals of this Plan, while at the same time allowing for streamlining by avoiding the need to re-analyze many subject areas.

5.2 KEY PLANNING AMENDMENTS

Zoning Ordinance changes were undertaken by the City of San José as part of the adoption of this Plan to comply with State law and support this Plan's vision for the Diridon Station Area. Properties within this Plan's boundary were rezoned to the conventional zoning districts that align with the underlying general plan designation of the respective sites. Zoning code changes and implementing documents will also be prepared for the Parking and Transportation Management District and associated Transportation Management Association, in line with Chapter 4, Section 4.5 (Parking and Transportation Demand Management) and in coordination with relevant stakeholders.

5.3 DIRECTOR UPDATE TO DOWNTOWN DESIGN GUIDELINES AND STANDARDS

This Plan includes urban design direction for modifications to the Framework Plans of the San José 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.

5.4 COORDINATING AND CONSTRUCTING MAJOR PROJECTS OVER TIME

Implementation of this Plan requires thoughtful and continued coordination of major new development and public infrastructure projects over a prolonged period of time. This will include significant collaboration and leadership from the City to bring private and public partners together on an ongoing basis to properly plan for, coordinate, and construct various improvements.

Specifically, in conjunction with the anticipated update to the Diridon Station Area Plan infrastructure analysis, the City will summarize the inter-related projects identified in this Plan, provide information about their scope, cost, and schedule, and identify the primary agency responsible for their delivery. This will clarify how each project contributes to the whole, leverage investments for mutual benefit, minimize impact, and avoid duplicative efforts. Understanding and guiding investments based on anticipated phasing is critical, as is coordinating projects well in advance of construction. The City will be responsible for comprehensive Construction and Transportation Management Programs, bringing individual projects (e.g., BART Phase II, the Diridon Integrated Station Concept, and private development) together to minimize potential impacts to existing and future neighborhoods and businesses, including ensuring ongoing access to the SAP Center during construction.

5.5 MEASURING PROGRESS

Throughout the implementation of this Plan, the City intends to set objectives and measure progress in fulfilling ongoing activities recommended in this Plan, as well as the Diridon Housing Implementation Plan. Monitoring key indicators of equitable development will help the City respond to changing conditions and advance this Plan's equity goals as discussed in Chapter 1. Collecting, tracking, and reporting on equity-related data should be part of a broader citywide effort that may be accelerated with the new Office of Racial Equity and incorporated into existing processes, such as the General Plan Four-Year Review process. It will be important to track trends for the city as a whole, as well as different neighborhoods, to understand the full picture.

As described in Section 2.5 of this Plan, the Diridon Affordable Housing Implementation Plan establishes performance measures and indicators that the City will track over time, including:

- Increase in percentage of deed-restricted affordable apartments in the Diridon Station Area (25 percent goal at time of full build-out)
- Percent of new affordable apartments for extremely low-income residents (30 percent goal at build-out)
- No net loss in number of low- and moderate-income renter households (Income under $100,000 as of 2021)
- Decrease in share of severely cost-burdened renter households
- No net loss in number of deed-restricted apartments with long-term affordability restrictions
- Percent of rental units most likely to go up for sale that are preserved and turned into deed-restricted affordable homes (10 percent of these units, or 530 homes, Preservation goal at build-out)

- No net loss in number of homeless shelter beds and interim housing units for homeless residents
- Change in population by race/ethnicity.

Other potential indicators include:

- Mix of new ownership and rental housing
- Decrease in share of trips made by single-occupant vehicle
- Miles of trail completed
- Life expectancy
- Commute times
- Transportation costs
- Household income
- Access to park space

this Plan's goals and equity objectives will also require continued engagement of the community. The City intends for this to involve utilizing clear, consistent communication to inform people about planning processes and decisions, involving the public in the review of private proposals and development of public projects (consistent with City requirements and policies), and using inclusive strategies for engaging historically marginalized communities. Community members have dedicated a tremendous amount of time and energy contributing to planning decisions affecting the Diridon Station Area, not just in recent years but for decades. Outreach and engagement moving forward should build upon that strong foundation and commitment. For example, future engagement opportunities could include involving community members in monitoring key indicators, completing local needs assessments, and working together on neighborhood-driven projects and programs.

The opportunity in the Diridon Station Area is tremendous. Our community has never been closer to realizing its goals and values for a new neighborhood district. In addition, given the area's prominence as a regional connection and extension of Downtown, investments made here have the potential to benefit the entire San José community. Done well, planning for growth and development will "lift up" everyone in the community. The implementation road ahead is one that takes commitment to people—commitment to support economic mobility, including expanded access to affordable housing, education and jobs—for existing residents and those to come. Moving forward, there will be exploration of a range of ideas and solutions to help heal the wounds of the past and reduce disparities, all while creating a great place and fostering economic development.

APPENDICES

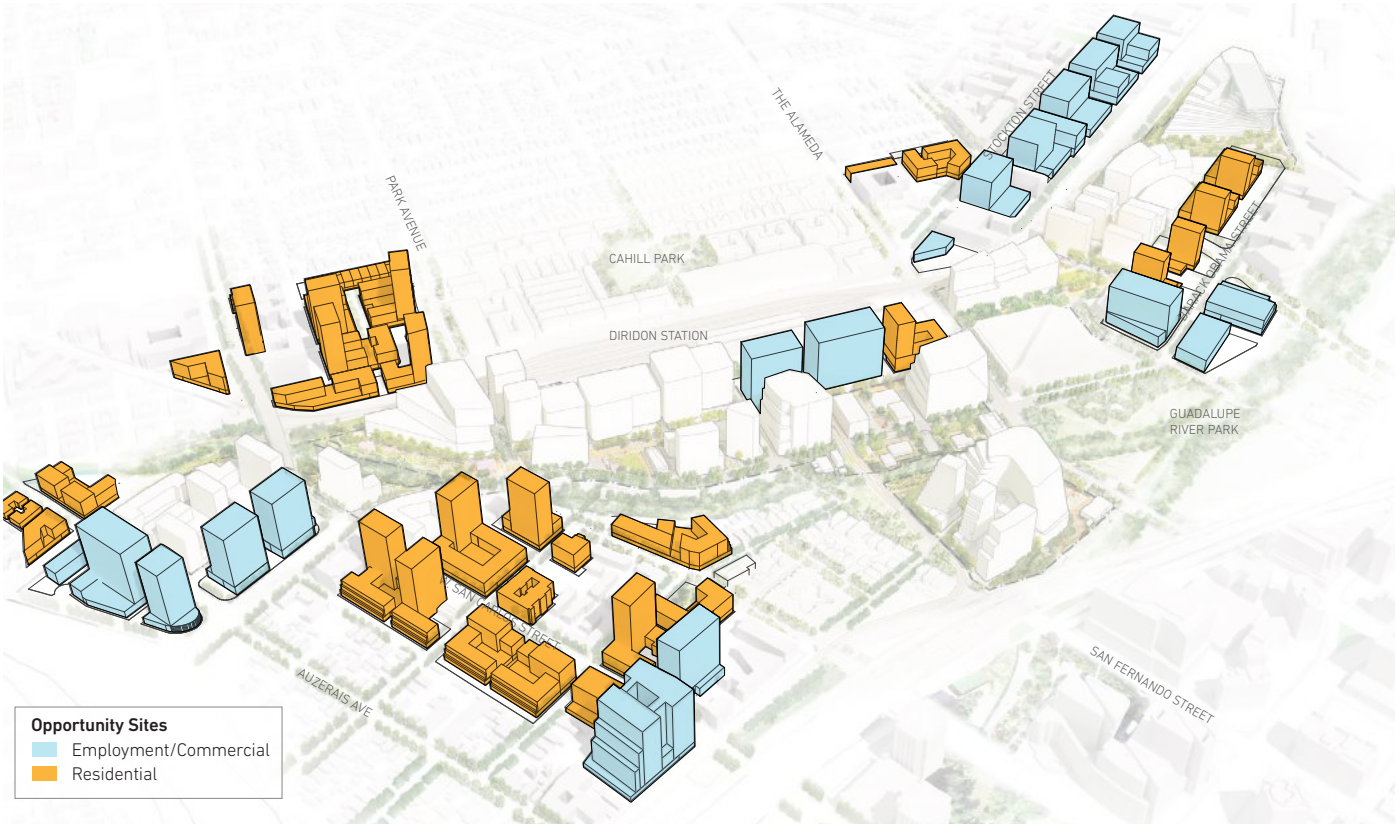
A-1. METHODOLOGY AND CALCULATIONS

ASSUMPTIONS AND EXCLUSIONS

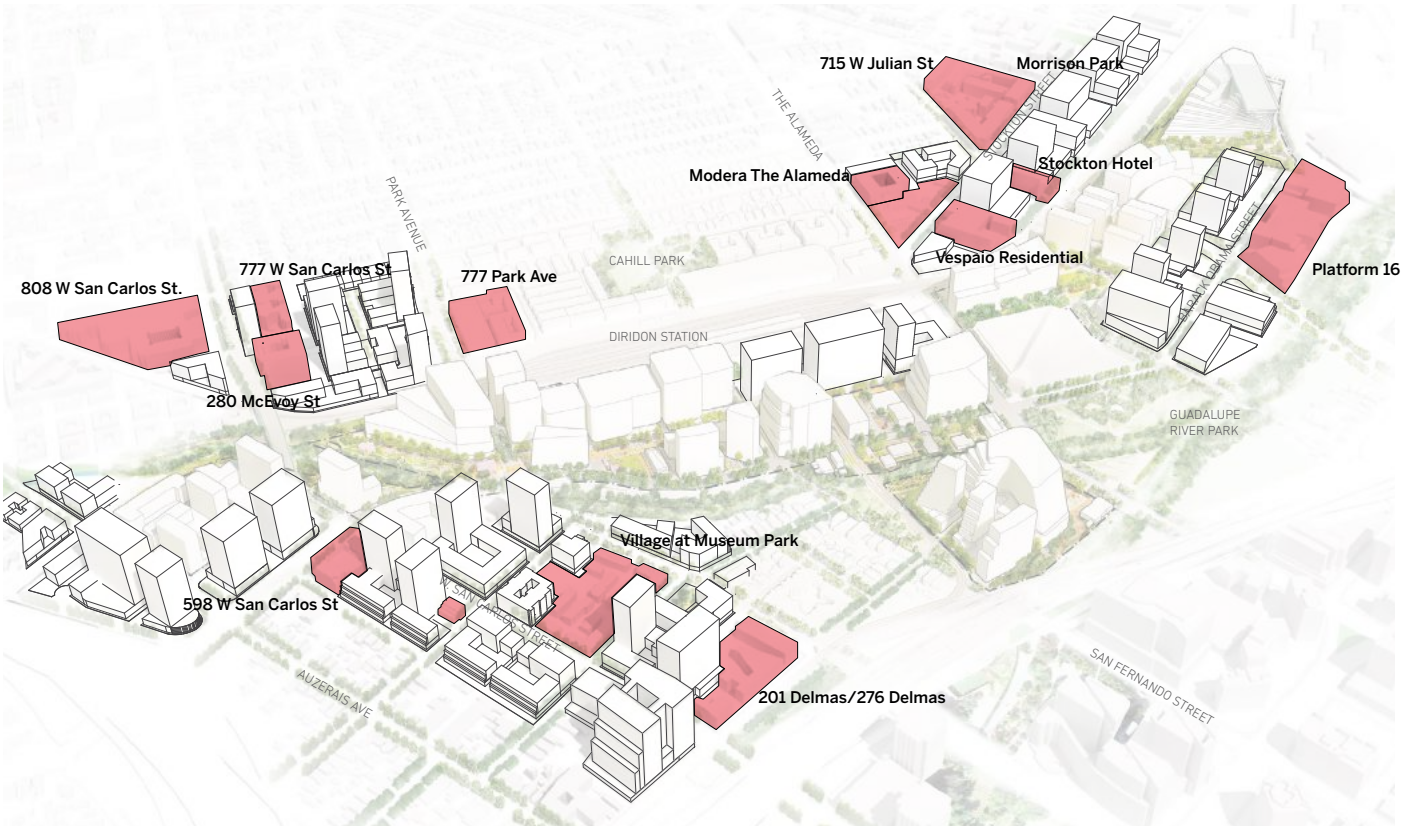
The following assumptions were made in calculating the areas for the maximum build-out, outside of the Downtown West Mixed-Use Plan:

- 100% build out of all potential development sites Potential development sites include all land within the Plan boundary, with the exception of historic resources, projects built after the year 2000, and projects under planning review or which had planning approval (but were not yet built) as of December 2019.
- Projects built after the year 2000 and projects which had planning approval (but not yet built) as of December 2019 were treated as 'existing to remain'.
- Existing or proposed streets, parks, trails, plazas and other such public open spaces are not included in these calculations.
- The maximum build-out does not respect existing individual property lines but is organized and calculated on a block-by-block basis, which assumes the accumulation of individual parcels over time for efficient development.
- The height limits used in the development of the maximum build-out are consistent with the building height limits of this Plan. Building heights used in the Plan are also below the maximum building heights established by FAA Part 77.
- When calculating maximum building heights (and therefore numbers of occupied floors) below the FAA Part 77, a buffer zone of 10-15 feet was included to allow for elevator shaft overruns, rooftop equipment, architectural treatment to parapets, roof lines etc. In some cases, it would be possible to accommodate one additional floor of occupied space below the flight path constraint and the urban design height limits of this Plan, if rooftop projections were kept to an absolute minimum, but that level of detailed design is beyond the scope of this study.
- The average residential unit size is 1,000 gross square feet.
- Typical floor-to-floor heights are:
  - Ground floor retail – 18 ft
  - Prime office/R+D space – 15 ft
  - Hotel rooms – 12 ft
  - Residential units – 10 ft
  - Parking structures and podiums – 10 ft
- Google's Downtown West project program areas as described in Section 1.5 Related Projects is not included in the build-out matrices.
- Parking ratios: The residential parking rate of 1.0 space per unit and the commercial parking rate of 1.0 space per 1,000 gross suqare feet were applied to all new development.
- Parking for commercial developments was generally proposed to be of the 'podium'-type, typically two to four levels above grade and wrapped by outward facing ground floor retail units. In few cases where block sizes were too small to accomodate an efficicently sized parking podium, the parking demand is met by one to two level below grade parking.
- Parking for residential developments was generally proposed to be of the 'podium'-type, typically two levels above grade and wrapped by outward facing residential or ground floor retail units. In a few cases where block sizes were too small to accommodate an efficiently-sized parking podium, the parking demand is met by one level below grade parking, parking structures or podiums on adjacent blocks
- On-street parking is not included in the parking supply totals, as this is projected to be available to meet the demand for retail/restaurant uses in the general area, in accordance with City policy for the Downtown Growth Area.

- Off-street parking is not provided for new retail/ restaurant premises within the boundaries of the City-defined Downtown Growth Area as described in section 2.8 of this report.
- Employment uses in northern and southern zones are projected to have the same parking ratio as general commercial office space.
- The maximum build-out plan has proposed future a typical building footprint for commercial blocks, with some variation according to location within the plan and the street grid which defines the block. The typical footprint is based on a building which is 200-250 ft wide by 100-150 feet deep. This is merely a suggested building size and shape in terms of good passive solar design and effective contribution toward meeting the goals of San José's Green Vision. However, we recognize that the actual build-out of the Diridon Station Area will include many different building designs, shapes and sizes, which is to be encouraged to foster variety and a dynamic public realm. The statement made in Section 2 of this report should be reiterated; this maximum build-out plan is only one of many ways of approaching the layout of buildings and uses within the Station Area and is primarily a means to calculate the maximum build-out potential of the Station Area rather than a prescriptive plan.



Opportunity Sites



Built Development Projects in the DSAP since 2000

CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

DRAFT--Contact the Office of the City Clerk at (408) 535-1260 or CityClerk@sanjoseca.gov for final document.