



Photo : Sergio Ruiz, SPUR

Friends of Caltrain MEETING

Friday, November 13, 2020

Lori Severino, Office of Economic Development
Eric Eidlin, Department of Transportation



Downtown Strategy: Expand West, Integrate



SAN JOSE DIRIDON STATION AREA
COMMUNITY ENGAGEMENT

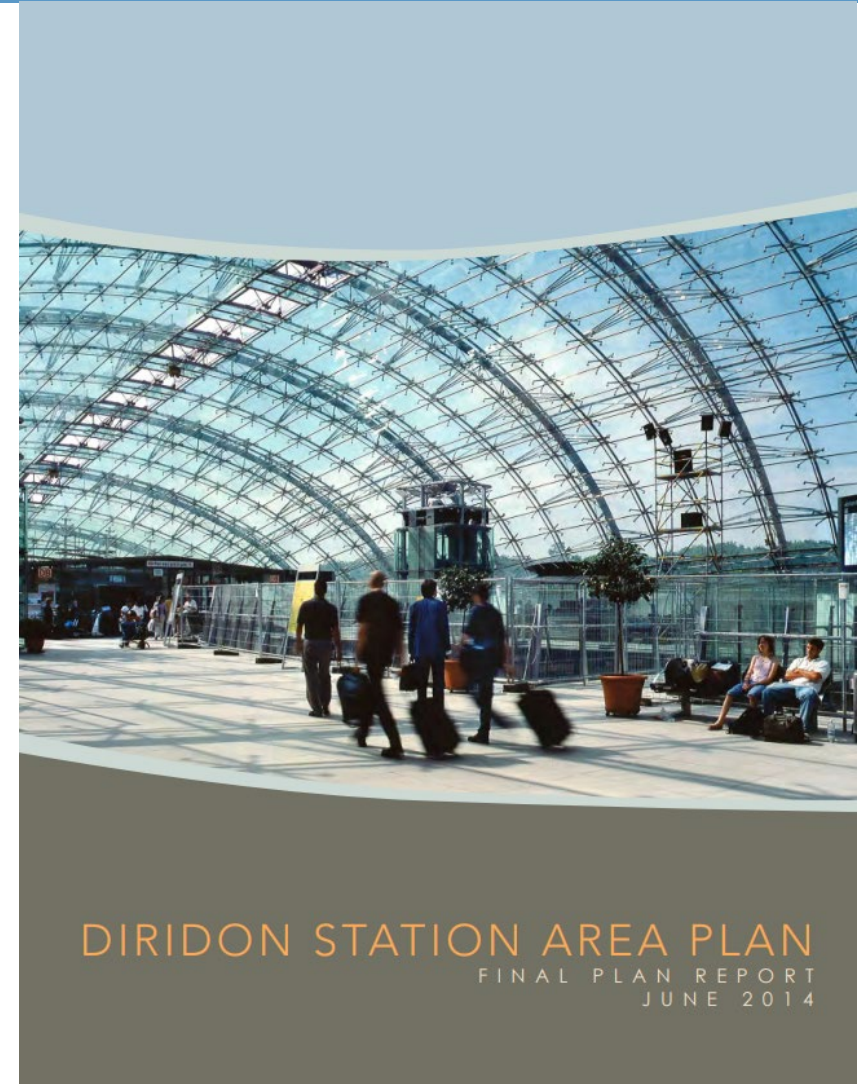


Transit Hub Planning for 8X Passenger Growth



Diridon Station Area Plan (2014)

- Establish Diridon Area as **major destination**
- Foster a **lively public realm** that supports walking and bicycling
- Create a **new intermodal station** of architectural significance
- Encourage high-density land uses that support **high transit ridership**
- Use **art** to create a strong **sense of place**
- Reflect Silicon Valley's **spirit of innovation** and San José's **rich history** through distinctive architecture and **civic spaces**



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Coordinated Planning Efforts



DOWNTOWN SAN JOSE



DIRIDON STATION LOCATION WITHIN SAN JOSE

Legend

- Existing Heavy Rail Tracks
- Downtown Transportation Plan Boundary
- Diridon Station Location
- Diridon Station Area Plan Boundary (2014)
- Google Project Site
- Other Private Development Projects
 - A Julian/Stockton Housing + Retail
 - B 292 Stockton Ave Hotel + Residential
 - C Akattff Offices
 - D 777 Park Ave Affordable Housing
 - E 777 W San Carlos Mixed Use
 - F Dupont Village + McEvoy GPA Residential
 - G 750 W San Carlos Residential
 - H Lorraine Mixed Use + Montgomery 7 Residential
 - I Filice + Park Delmas Residential + Retail
 - J Delmas Apartments



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Draft Documents Released Fall 2020

- Google's Downtown West Project www.sanjoseca.gov/GoogleProject
 - Updated submittal, including project-specific Design Standards and Guidelines
 - Draft Environmental Impact Report
 - Public Comment Period: Oct. 7 – December 8 (5:00 PM)
- Diridon Station Area Plan (DSAP):
 - Draft Amended DSAP
 - Technical Memo on CEQA approach
- Draft Diridon Affordable Housing Implementation Plan

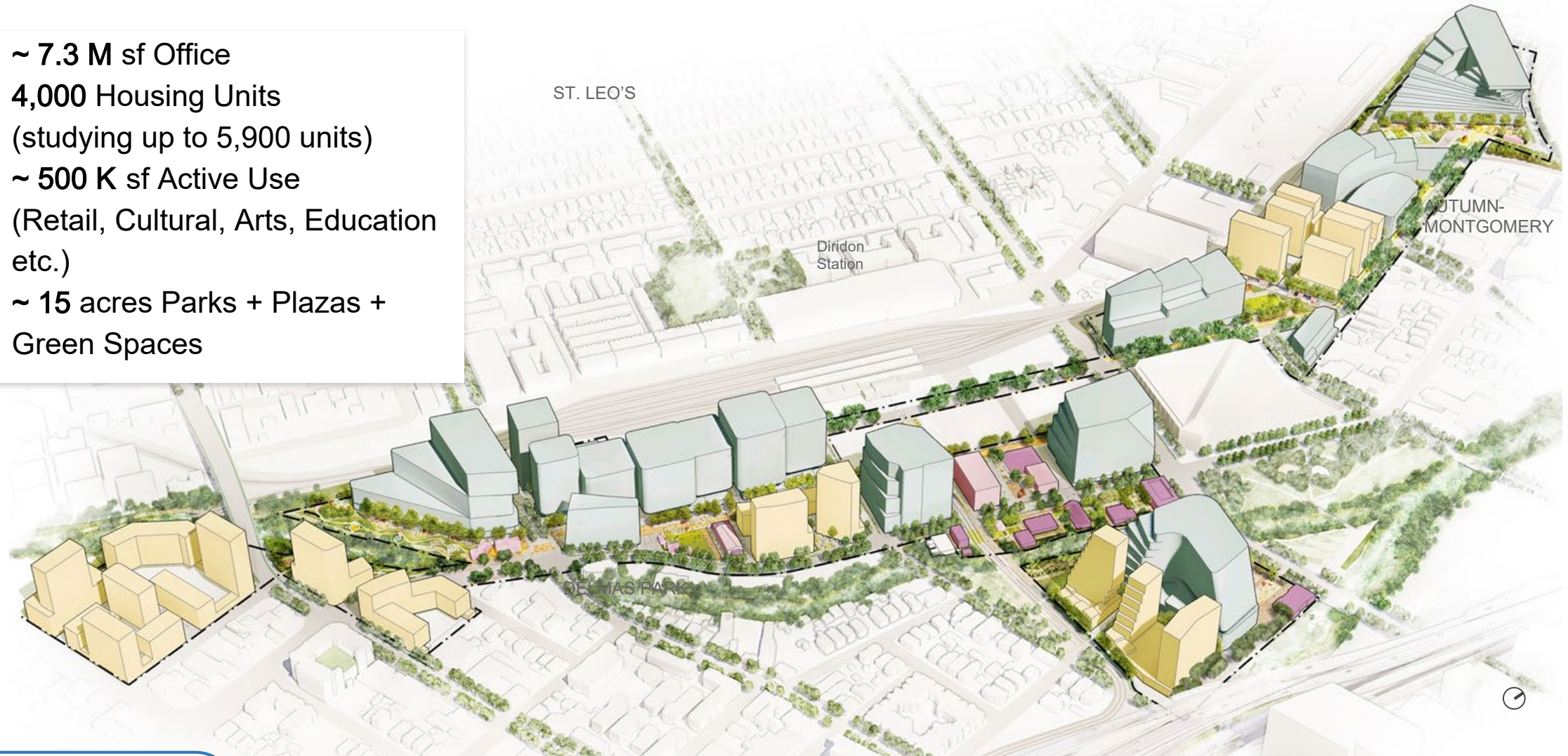


Videos, context, and feedback forms www.diridonsj.org/fall2020

Google's Downtown West Project

GARDEN
ALAMEDA

- ~ 7.3 M sf Office
- 4,000 Housing Units
(studying up to 5,900 units)
- ~ 500 K sf Active Use
(Retail, Cultural, Arts, Education
etc.)
- ~ 15 acres Parks + Plazas +
Green Spaces



**Illustrative massing reflects the combination of density allowed in project's zoning and applicable Downtown West design standards and guidelines*



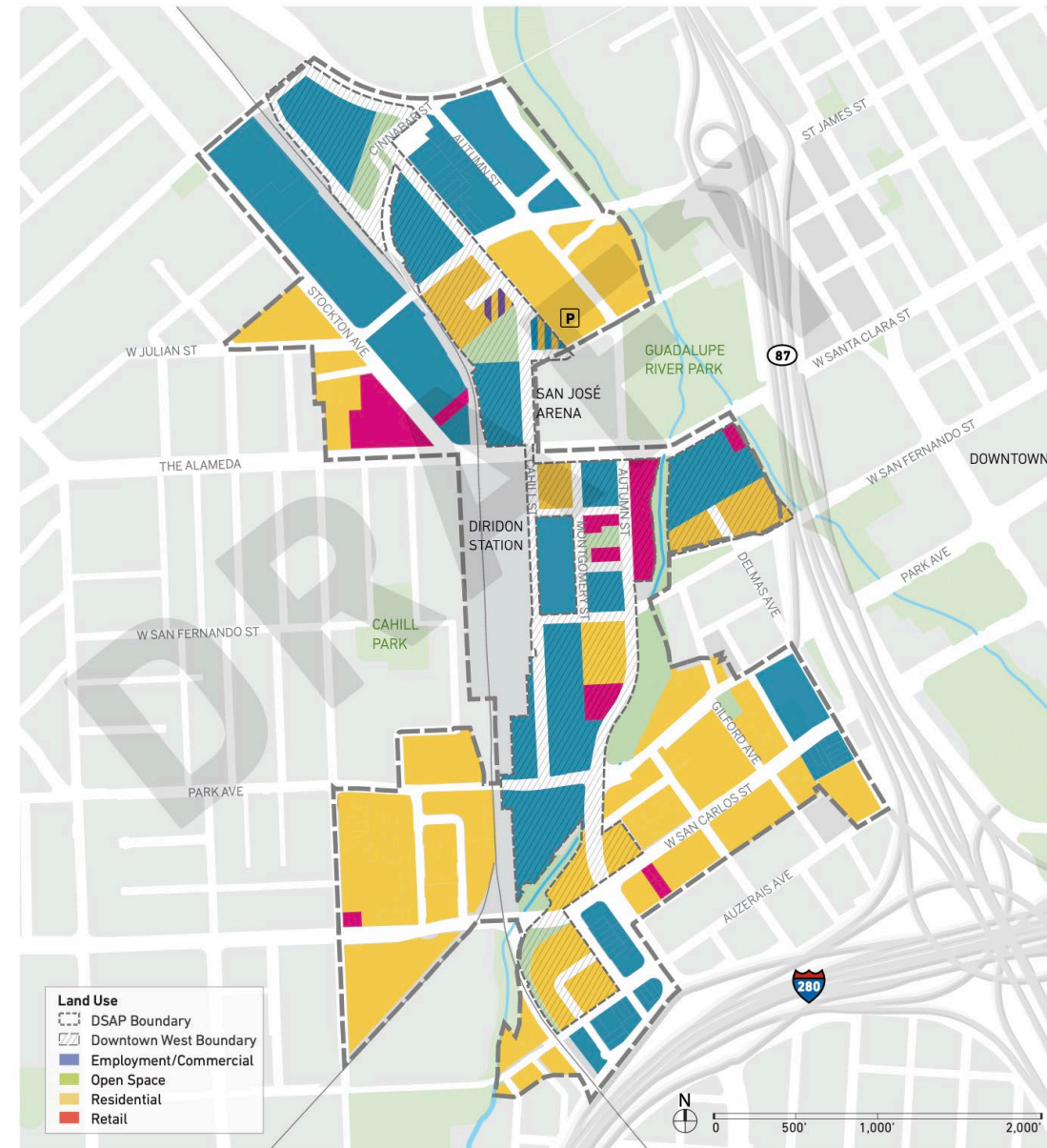
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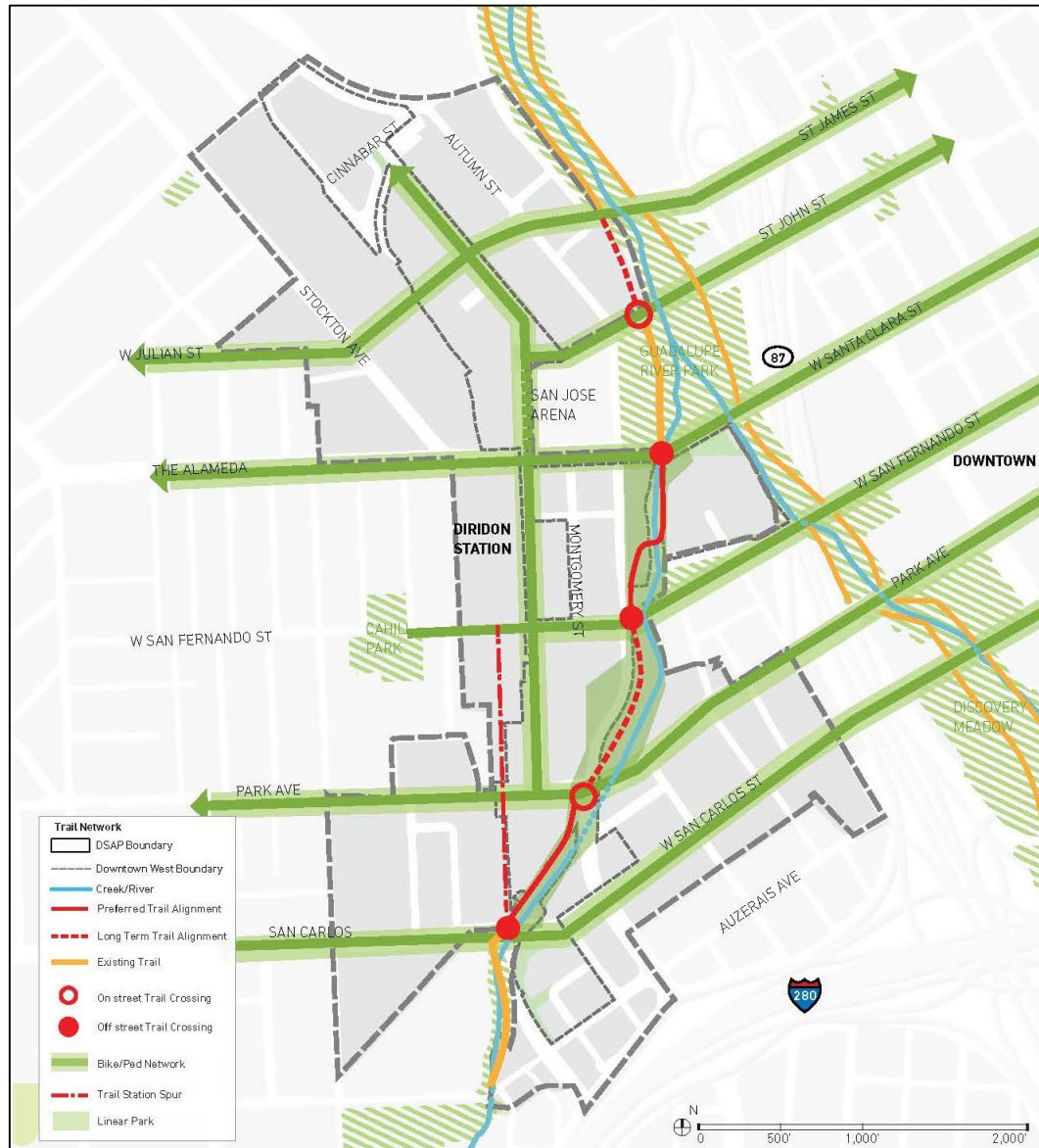
Draft Amended DSAP Station Area Development

Major proposed changes:

- Expanded boundary to the west, added ~ 12 acres
- Revised land use concept to allow more mixing (shown here)
- Increased height limits and development capacity
 - Up to 7,619 housing units, 7.1 million sf office, and 536,000 sf retail- *outside of Downtown West project site*



Draft Amended DSAP Open Space and Public Life



Engagement Timeline



Public review of draft documents

SAAG review of Downtown West Development Agreement

Public hearings, concluding with City Council to consider project/plan approvals

If Downtown West is approved:

- Design conformance reviews, building permits
- Construction
- Operation

City's review of other development proposals under the DSAP

Planning and construction of infrastructure



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Plan Boundaries

Downtown West (2020)

- Mitigation
- Design guidelines

Diridon Station Area Plan (DSAP) Update

Key Deliverables

- List of Projects
- TMA/Parking

Diridon Integrated Station Concept Plan (DISC)

Phase I

- Track Alignment
- Station Footprint

Phase II

- Access Planning
- Refined Track Design

Downtown Transportation Plan (DTP) 2020-2021

Goals

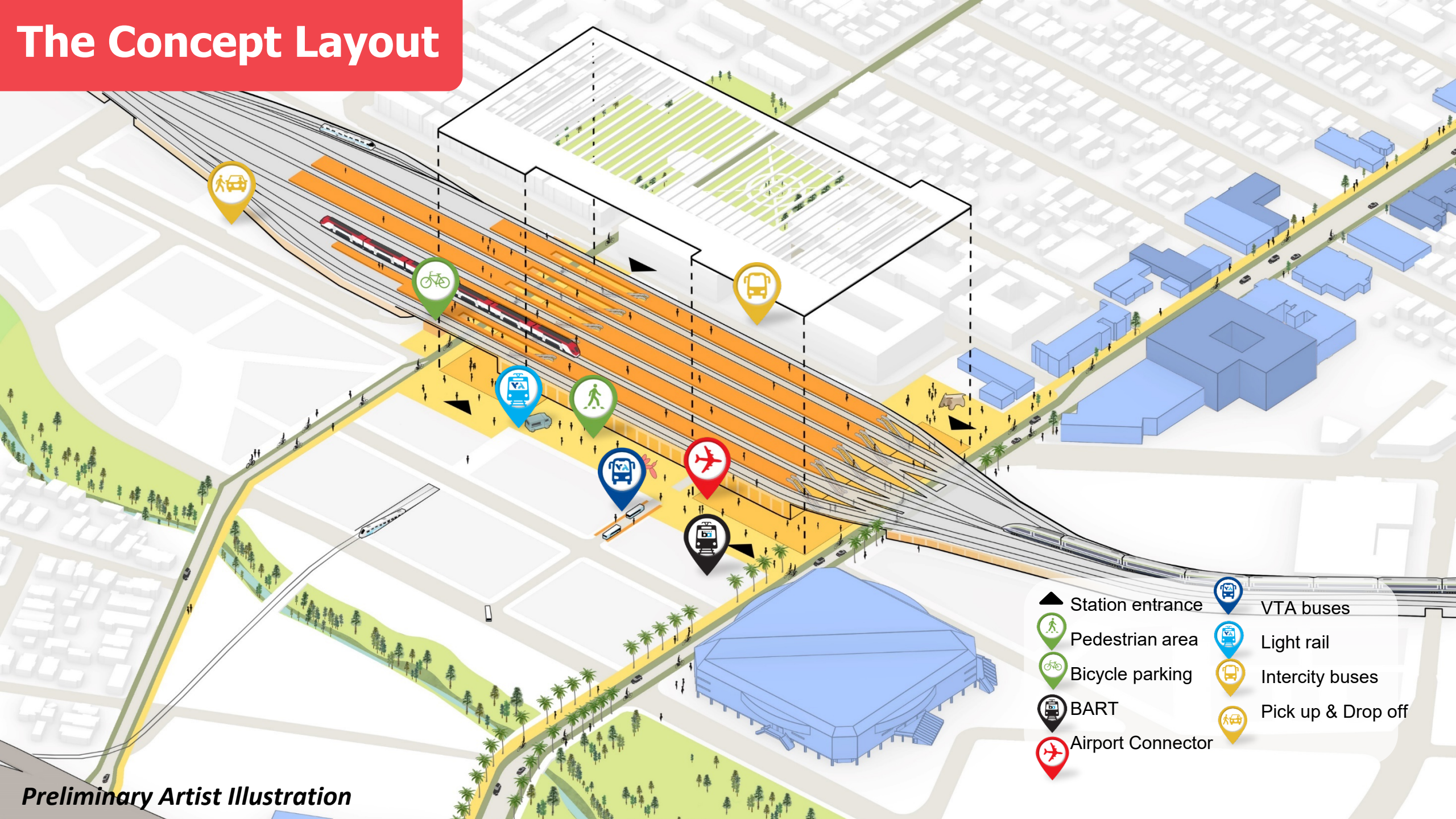
- Support and Complement Places
- Improve Equity & Access; Circulation & Navigability; Streetscapes and Public Life

Key Deliverables

- Engagement Plan
- Equity Framework
- Public Life Assessment
- Parking & Curbside Management Strategy
- Transportation Network Vision
- Prioritized List of Projects & Programs
- Conceptual Designs



The Concept Layout



- ▲ Station entrance
- 🚶 Pedestrian area
- 🚲 Bicycle parking
- 🚇 BART
- ✈ Airport Connector
- 🚌 VTA buses
- 🚊 Light rail
- 🚌 Intercity buses
- 🚗 Pick up & Drop off

Preliminary Artist Illustration

Framework/Key Principles

- **Bring people together**, prioritizing walking, transit, and bicycling
- **Be environmentally and economically sustainable**, emphasizing easy access to transportation options that are affordable and clean
- **Foster community development, social interaction among people, and public life**
- **Promote social and economic equity** supporting inclusive access to transportation modes that provide the most economic and health benefits







Photo Credit: Nick Lehoux, Highline Network



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Street Network

				
Grand Boulevard	Primary	✓	✓	✓
Primary Bike Facility	✓	Primary	✓	✓
Main Street	✓	✓	Primary	✓
Connector	✓	✓	✓	✓
Trail (and Open Space)		✓	✓	
Active Greenway		✓	✓	

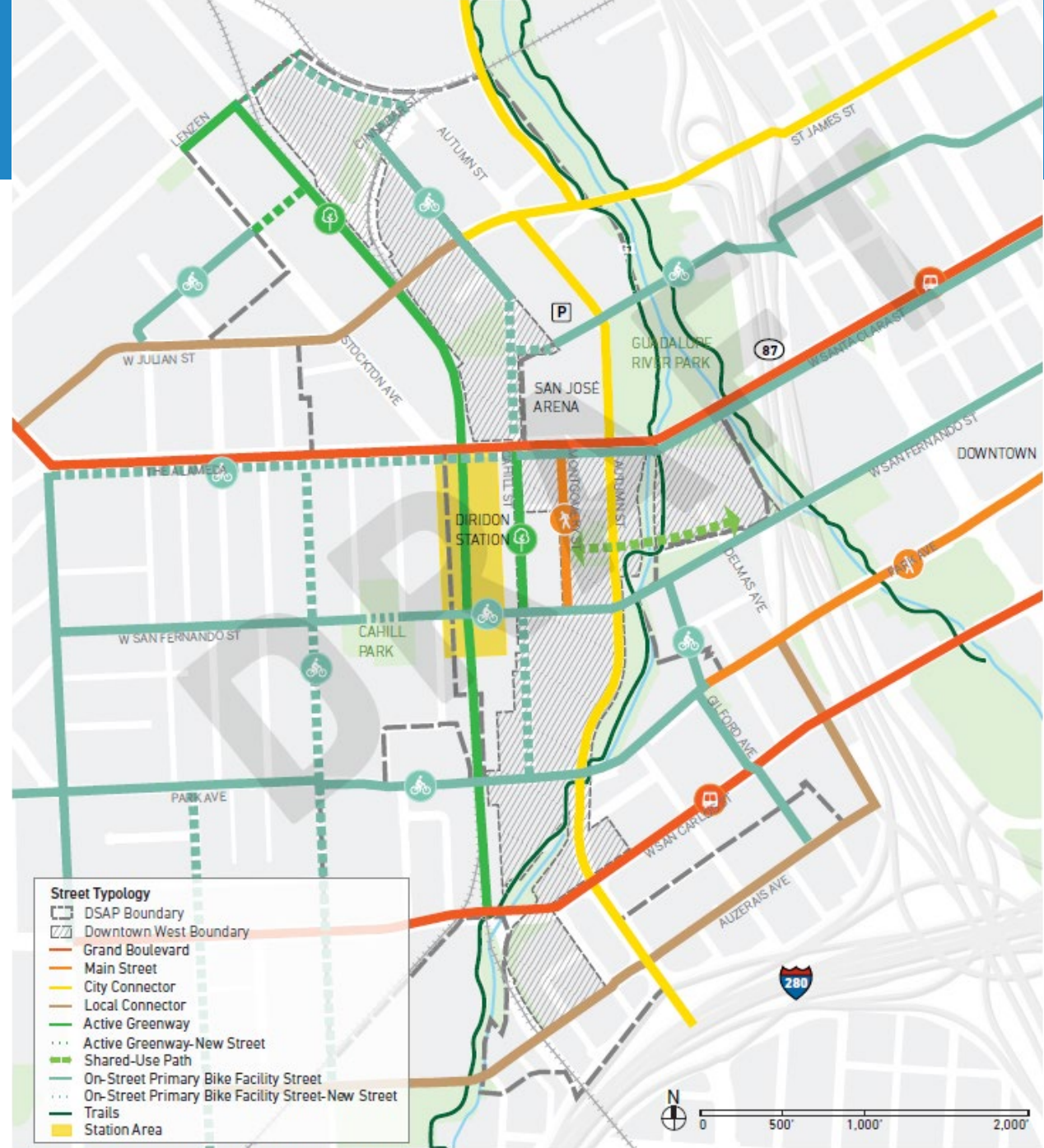
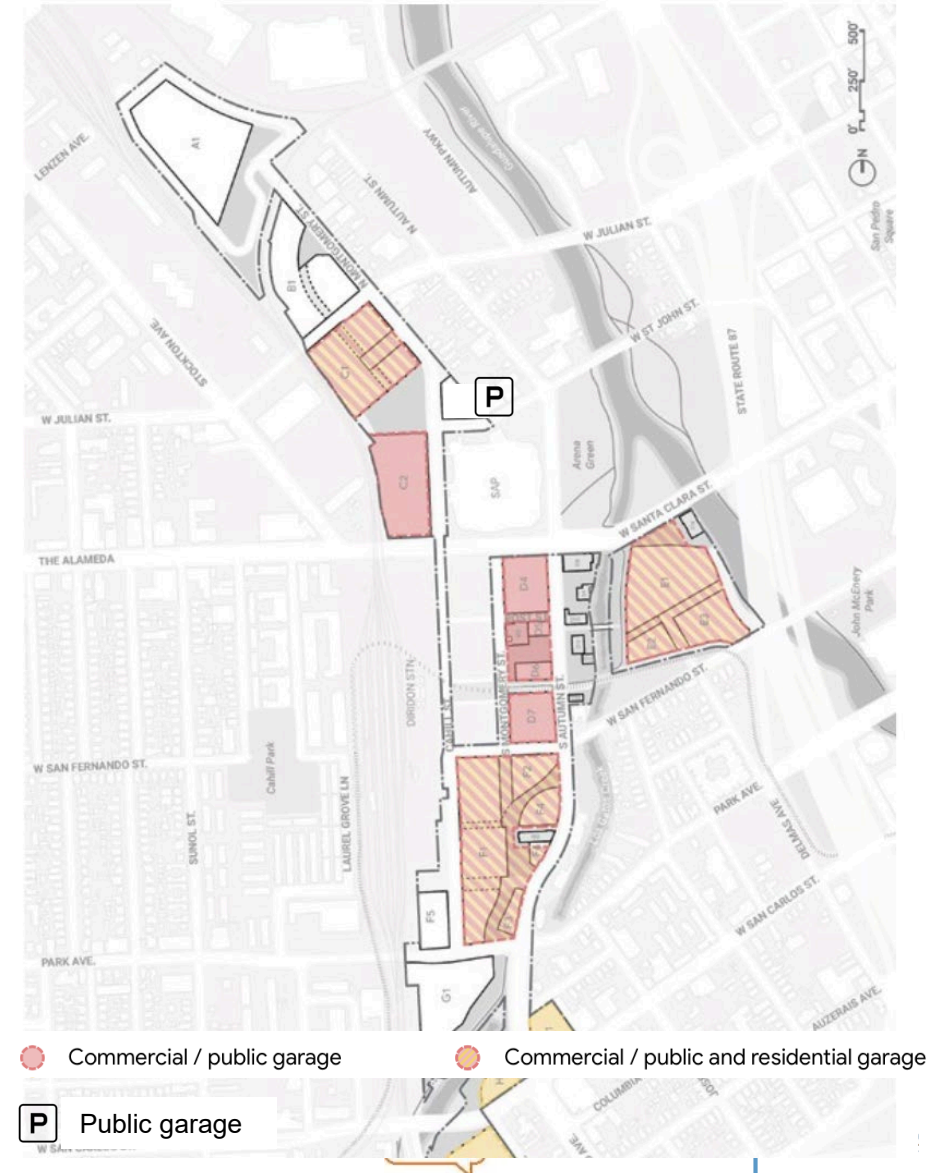


Figure 4-4-2: Transportation Network based on Street Typology

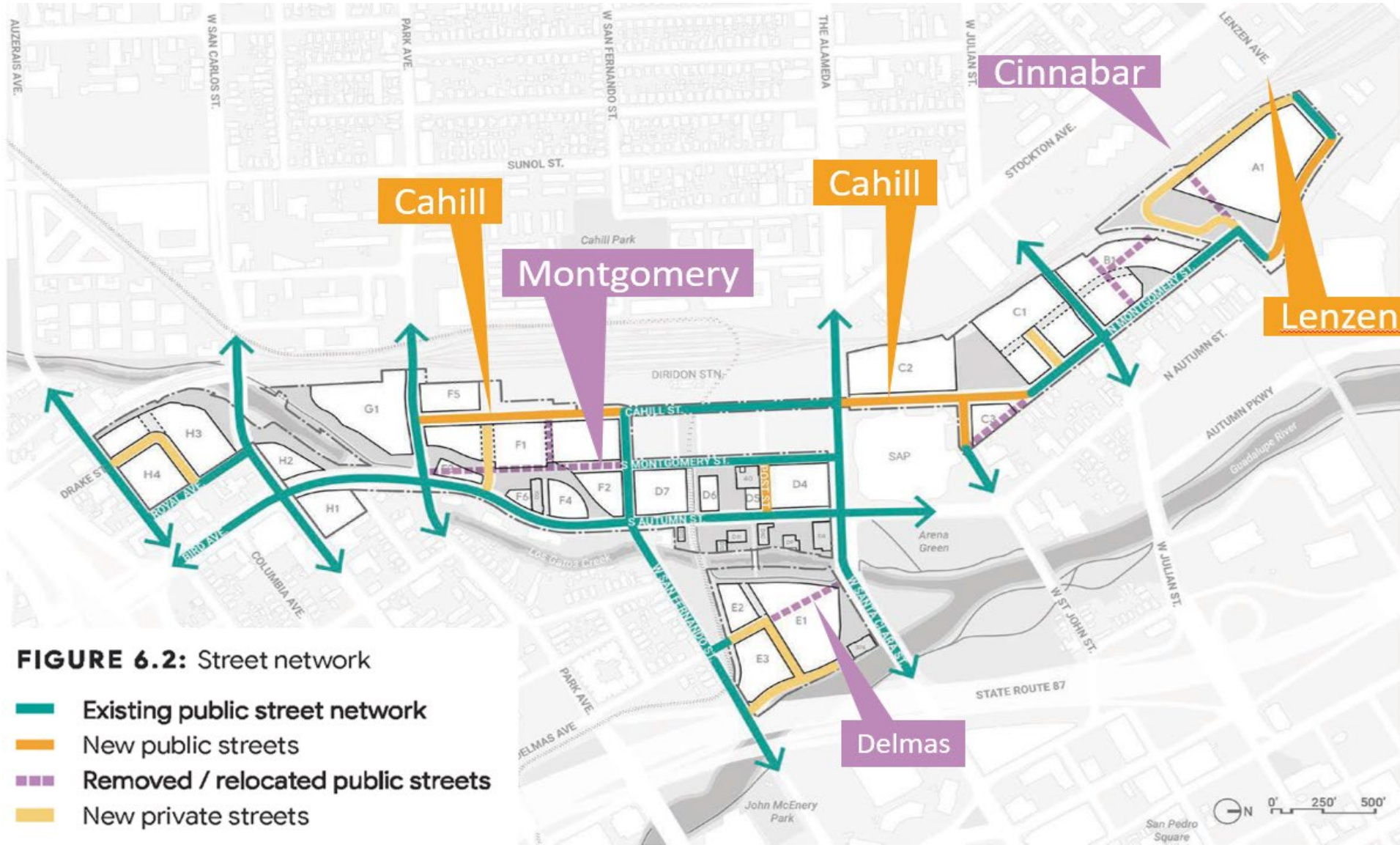
Parking and Transportation Management

District Approach

- Manage public parking as a shared resource
 - New commercial parking must be shared/publicly available
 - Existing landowners encouraged to enter into shared parking agreements
 - Use pricing to efficiently manage parking – especially for events
- “Unbundle” residential parking
- Establish a Transportation Management Association to implement and monitor TDM programs



Downtown West Roadway Network



Downtown West Parking Proposal

Downtown West proposes a shared, district parking approach, including:

- Public structures open to visitors and workers using the offices, retail spaces, transit station, and SAP Center event parking
 - At least 2,850 spaces on-site (under Google commercial buildings)
 - Up to 4,800 total spaces
 - Market rate, demand-based pricing
- Up to 2,360 total residential parking spaces
 - Sold or leased separately from housing (aka. “Unbundled”)

