



DIRIDON STATION AREA PLAN

Cover Image © Magda Biernat

DRAFT | October 2020

DRAFT

SANITARY

CITY OF SAN JOSE
CITY OF SAN JOSE
C



DIRIDON STATION AREA PLAN

DRAFT | October 2020

DRAFT

For The City of San José

PREPARED BY

Skidmore, Owings & Merrill | SWA Group

TABLE OF CONTENTS

1. INTRODUCTION | 7

- 1.1 Executive Summary | 8
- 1.2 Project Vision | 10
- 1.3 Station Area Profile | 14
- 1.4 Planning for Equity | 16
- 1.5 Engagement Process and Timeline | 21
- 1.6 Related Projects | 23
- 1.7 Report Organization | 24

2. STATION AREA DEVELOPMENT | 25

- 2.1 Framework | 26
- 2.2 Key Principles | 28
- 2.3 Land Uses | 28
- 2.4 Urban Design | 38
- 2.5 Affordable Housing | 52
- 2.6 Infrastructure Capacity and Demand | 56

3. OPEN SPACE AND PUBLIC LIFE | 59

- 3.1 Framework | 60
- 3.2 Key Principles | 66
- 3.3 Related Projects and Park Assets | 68
- 3.4 Parks, Plazas and Community Facilities | 72
- 3.5 Los Gatos Creek and Spur Segments | 78
- 3.6 Public Art | 82

4. MOBILITY | 88

- 4.1 Framework | 89
- 4.2 Key Principles | 91
- 4.3 Related Transportation Projects | 101
- 4.4 Transportation Network | 107
- 4.5 Parking and Transportation Demand Management (TDM) | 124

5. PLAN IMPLEMENTATION | 130

- 5.1 CEQA and Environmental Analysis | 131
- 5.2 Key Planning Amendments | 131
- 5.3 Director Update to Downtown Design Guidelines and Standards | 132
- 5.4 Measuring Progress | 132

APPENDICES

(not included in October 2020 draft)

Appendix A – Maximum Build-Out *(to be included in future drafts)*

- A.1 Maximum Build-out Methodology and Calculations

Appendix B – Public Feedback *(to be included in future drafts)*

- B.1 Summary of 2019-21 Outreach
- B.2 Summary of 2018 Outreach

Appendix C – Companion Documents *(links to be included in future drafts)*

- C.1 California Environmental Quality Act (CEQA) Environmental Compliance Document
- C.2 Diridon Affordable Housing Implementation Plan

DRAFT

1 | INTRODUCTION

1.1 EXECUTIVE SUMMARY

The City of San José adopted the Diridon Station Area Plan in 2014 in anticipation of major transportation investments and a major league ballpark. The 2014 Plan set forth a blueprint for development in the 250-acre area. The 2014 Plan was formulated with numerous stakeholders, including individuals, businesses, agencies, institutions, and many private and public entities over a five-year period.

In 2009, the City Council and Redevelopment Agency Board established the Diridon Station Area Good Neighbor Committee (GNC) to provide a forum for neighbors to work collaboratively in solving problems in the neighborhood arising from development in the Diridon Station Area. The 31-member committee met 22 times over a 14-month period and achieved its purpose through the creation and unanimous adoption of the Diridon Station Framework for Implementation (Framework) in 2011. The Framework focused on six interest areas: land use, neighborhood quality of life, parking and traffic, parks and trails, pedestrian and bicycle connections and connectivity, and public transportation systems. In addition, three public community workshops and a considerable number of community events by related groups contributed to the creation of the 2014 Plan.

The City convened the Diridon Station Area Advisory Group (SAAG) in January 2018. It includes 38 member organizations appointed by the City Council. The primary purpose of the SAAG is to provide input to the City Administration on land use, development, transportation, and construction plans affecting the Diridon Station Area.

In 2018, the City held a community engagement process that centered on the SAAG and culminated in a comprehensive Diridon Station Area Civic Engagement Report (2018). From 2018 to 2021, the SAAG continued to meet to review and provide input on transportation, planning and affordable housing in the Diridon Station Area, as well as community benefits associated with Google, Inc.'s Downtown West Mixed-Use Plan.

In 2019, the City initiated amendments to the 2014 Plan to reflect major changes that had occurred since its adoption. This amended Plan adapts the 2014 Plan to current conditions and reflects the City's goals of advancing equity as development and investment occurs in the area. Major changes include expanding the 2014 Plan boundary, adding development capacity, increasing building height limits, and updating sections on land use, urban design, open space, and mobility. In addition, the City initiated separate, detailed areawide studies and implementation plans on affordable housing and parking, which contributed greatly to the development of this Plan and are summarized in the relevant sections. The City will also prepare a separate infrastructure financing study following the adoption of this Plan.

The City of San José and the greater Bay Area region have the unique opportunity to build an internationally prominent transportation hub and to develop a world-class destination within the area around the Diridon Station. This Diridon Station Area Plan (referred to in the document as the Plan) presents an overview, a direction, and critical aspects for the successful future of an equitable Diridon Station Area. The Plan integrates land uses, urban design, open spaces, and mobility to enhance Downtown San José, while respecting existing surroundings. The plan weaves new ideas and new development possibilities within existing city fabric and strong neighborhoods. Large proposals, such as the Diridon Integrated Station Concept Plan (DISC) and Google's Downtown West Mixed Use Plan, are reflected in the Plan. In addition, proposals are made to strengthen existing features of the area, such as Los Gatos Creek, and enhance connectivity to surrounding neighborhoods.

The Plan proposes ideas for twenty years or more into the future for the Diridon Station Area. It establishes a bold framework for development, while also being flexible for change within that framework. The Plan sets major policies and large physical realities while acknowledging

¹ <https://www.diridonsj.org/s/FINAL-DiridonStationAreaCivEngagementReport10312018.pdf>

that is it impossible to predict the future with assurance. Development actions will occur in different forms as markets and other circumstances evolve over the coming decades. The Plan proposes the largest ideas for the Diridon Station Area and outlines many policies and physical design concepts for the future.

Beginning with the project vision, the Plan describes the many objectives of the area, as well as the planning process and schedule. Station Area Development follows, which is a tool to guide the future implementation of the Plan by public and private development. The Plan then describes the areas open space and public life, and mobility. Finally, the Plan discusses the next steps in the planning implementation process, including environmental analysis and actions for implementation.

The Plan has several companion documents. Related documents are referenced in the Appendices and when printed, are separate reports. The related documents include:

- California Environmental Quality Act (CEQA) Environmental Compliance Document
- Affordable Housing Implementation Study

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

1.2 PROJECT VISION

INTRODUCTION

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

In 2014, the City adopted the Diridon Station Area Plan to guide development in an approximately 250-acre area around Diridon Station. The DSAP envisions the transformation of the station area—an area which has been dominated by parking lots and old industrial buildings—into a dynamic mixed-use urban neighborhood anchored by a world-class transportation hub and the SAP Center.

The City began the process of amending the 2014 Plan in November 2019, informed by an extensive public outreach process for the broader Diridon Station Area that began in early 2018.

This amended Plan establishes new General Plan designations and allowable building heights to support the preferred development framework, along with design standards and guidelines that build on the Downtown Design Guidelines and Standards adopted in 2019 to assist the City with subsequent development review and implementation.

This Plan analyzes the expansion of the 2014 Diridon Station Area and the development of land uses within the amended 262-acre project boundary surrounding the station. The Plan boundary is illustrated in *Figure 1-2-1*.

The goal is to develop a sustainable and equitable Plan around Diridon Station that capitalizes on an anticipated possible build-out of new transit-oriented development to allow for more urban vitality and economic activity, to act as a catalyst for similar development in surrounding neighborhoods, and to obtain environmental clearance under the California Environmental Quality Act (CEQA).

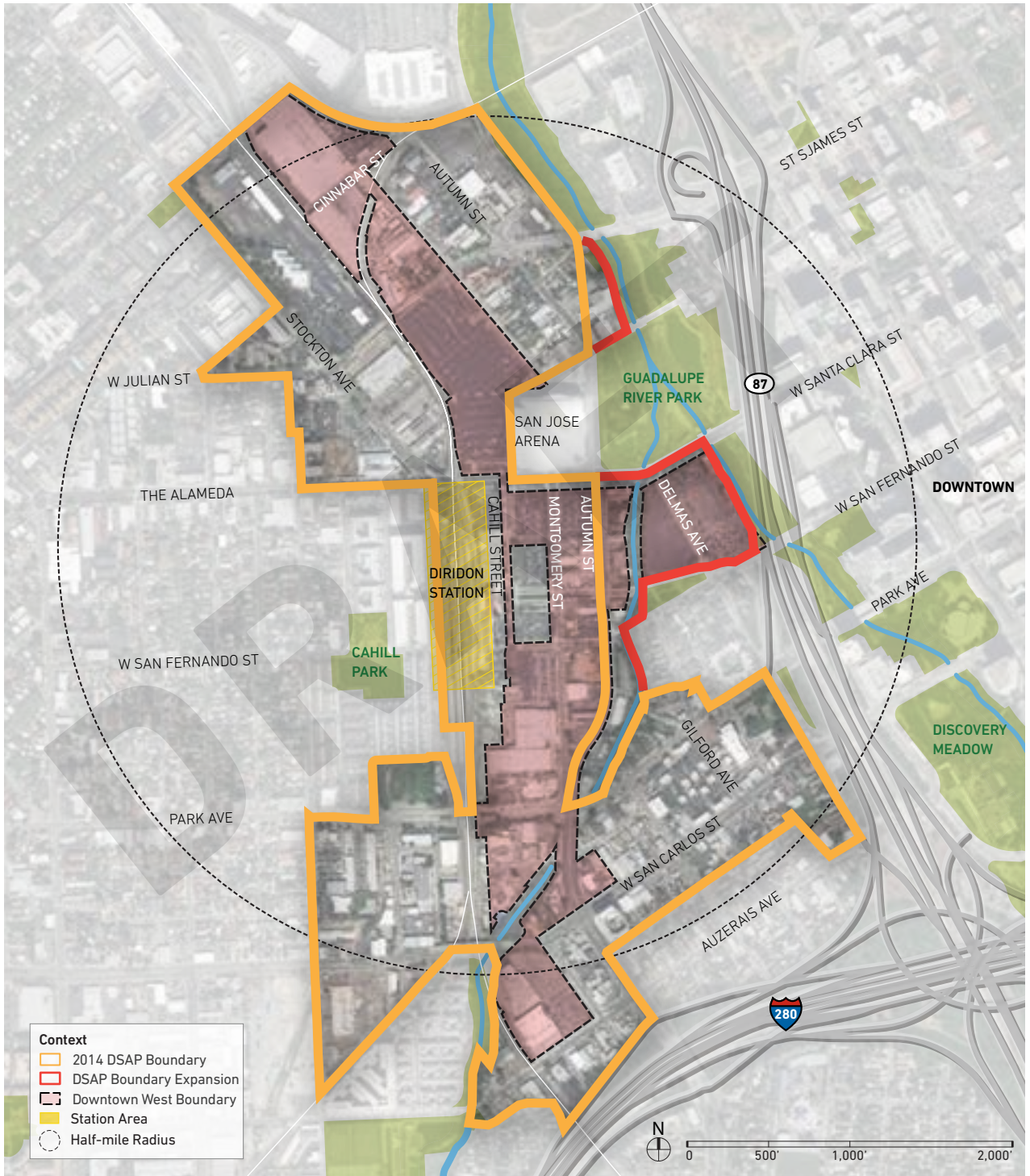


Figure 1-2-1: Diridon Station Area In Context

OBJECTIVES

The following objectives reconfirm and adapt the 2014 Plan's objectives, themes and goals to include input received through the Diridon Station Area outreach process in 2018-20. The 2014 themes and goals were based on the collective input received during the Existing Conditions Report phase of the project, to gain consensus on the primary goals and objective established in the 2014 Plan.

This Plan includes the following amended objectives that embody the overall spirit and characteristics the community indicated are important to include in the Plan. They can also be used as a basis for ongoing evaluation and subsequent detailed planning projects, a framework for policies within this Plan, and for review of planning applications for individual projects as they come forward. In addition to the following objectives, Chapter 3 (Open Space and Public Life) and Chapter 4 (Mobility) in this Plan include topic-specific goals.

- Establish Diridon Station and the surrounding area as a local, citywide, and regional destination where all residents and visitors, regardless of race, ethnicity, age, gender identity, and income level can live, work, and play.
- Establish a land use plan and policy framework that will guide future development and redevelopment toward land uses that support low-cost, low-impact transportation modes, equitable economic development, and a world-class cultural destination.
- Create a pedestrian-focused mixed-use urban district with buildings that maximize height potential to allow for more urban vitality and economic activity, with appropriate transitions to surrounding lower-density residential neighborhoods.
- Develop strategies to produce new affordable housing units, preserve the affordability of the neighborhoods for lower income residents, and protect vulnerable residents from displacement to ensure low-income residents benefit from new development.
- Improve pedestrian, bicycle, motorized and transit connectivity between the station site and existing adjacent commercial and residential areas to ensure seamless multi-modal connectivity.
- Develop and implement urban design standards that promote walkable, livable, and business-supportive places.
- Provide a variety of commercial and mixed-use development opportunities, ranging from large-scale corporate or institutional sites to smaller infill development sites to create opportunity-rich neighborhoods.
- Create a highly active, safe, and lively pedestrian and bicycle friendly environment with excellent connectivity to Downtown destinations and regional transit to enhance connectivity and reduce greenhouse gas emissions that contribute to climate change.
- Establish a mobility network that is space-efficient, is environmentally and economically sustainable, and that fosters community development, social interaction, and public life.
- Prioritize shared parking and disperse parking through a right-size parking approach in different locations to ensure easy walking access to destinations.
- Expand and redesign Diridon Station to create a well-integrated center of architectural and functional significance.
- 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.

The Diridon Station Transit Center is located along the Union Pacific/Caltrain/Amtrak/Altamont Commuter Express (ACE) right-of-way. With the addition of BART and planned California High-Speed Rail (HSR) service, the Transit Center, already a major transit hub, will emerge as one of the premier multimodal stations in the Bay Area. This Transit Center will serve as a station of the proposed BART extension to Silicon Valley and the proposed High Speed Rail to San Francisco and Los Angeles.

- Enhance the existing neighborhoods and add high-density residential-commercial mixed-use development to allow for more urban vitality, economic activity, and to act as a catalyst for similar developments in surrounding areas.
- Enhance the open space network to provide recreation, active transportation, education, and cultural benefits to all residents and visitors alike.
- Activate the streets, parks, and Station with art that engages visitors and residents alike and is integrated into infrastructure to humanize and enliven standard features.
- Prepare a program-level environmental compliance document which anticipates a maximum build out to facilitate subsequent project-level environmental review, possible changes to existing policy/regulatory documents, capital improvement projects, and private development proposals.
- Educate and inform the public about the area planning process and Equitable Transit-Oriented Development (eTOD) concepts.

1.3 STATION AREA PROFILE

STATION AREA POPULATION

As part of the Diridon Station Area outreach effort, in 2020 a Community Profile was prepared that includes information about the population living within approximately one mile of Diridon Station and compares it to the population of the entire City of San José.² The profile found some significant differences between the population of this area and that of the entire city. Within the Community Profile area:

- The median income is lower (\$90,452 compared to \$104,234 in San José as a whole)
- A higher percentage of residents are below the poverty level (14% compared to 9% in San José as a whole)
- A much higher percentage of residents are renters (68% compared to 43% in San José as a whole)
- A higher percentage of residents are Hispanic or Latinx (39% compared to 32% in San José as a whole)
- A higher percentage of residents are White alone (35% compared to 26% in San José as a whole)
- A much lower percentage of residents are Asian alone (17% compared to 35% in San José as a whole)
- Working age adults make up a higher percentage of the population (41% are ages 25 to 44, compared to 30% in San José as a whole)
- School age children make up a smaller percentage of the population (11% of residents are children aged 5 to 17, compared to 16% in San José as a whole)
- A higher percentage of residents are male (54% compared to 50% in San José as a whole)

The Diridon Affordable Housing Implementation Plan also analyzed the population in the Diridon Station Area and surrounding neighborhoods. The Census Study Area includes six census tracts that roughly align with areas within a one-half mile radius of the Diridon Station Area Plan boundary. Within this Census Study Area:

- 63% of the approximately 11,700 households are renters, who are more vulnerable to displacement than homeowners.
- Nearly half of renter households are very low income, with approximately 3,900 low-income renters who earn less than 80% of the Area Median Income (AMI) in this area. Many of these renters have inadequate protections from rent increases and evictions.
- 90% of renters earning less than \$50,000 are cost-burdened.

² The Community Profile study area includes Census block groups that have any portion within a one-mile buffer around Diridon Station, so this study area extends up to 1.5 miles from the station in certain areas. The Community Profile area extends as far as Interstate 880 to the north and includes portions of Japantown to the northeast, the San Jose State University campus to the east, portions of the Gardner and Washington neighborhoods south of I-280, and portions of the Buena Vista and Rose Garden neighborhoods to the west.

STATION AREA HOUSING STOCK

The Diridon Affordable Housing Implementation Plan proposes a Neighborhood Stabilization Study Area/ Preservation Area encompassing a one-half mile radius from the Plan area boundary. Data from this area is used to understand the characteristics of the existing housing stock. A half-mile radius was used because studies show that indirect displacement occurs within one-half mile of transit investments and other major investments which will occur in the Plan area. Within the Neighborhood Stabilization Area, as of 2020:

- There are 840 Apartment Rent Ordinance units, of which approximately two-thirds, or 560 units, are estimated to be occupied by low- and moderate-income households.
- There are 1,300 existing deed-restricted affordable units and another 320 units in the pipeline.

The Plan area, not including the half-mile buffer, contained 698 housing units as of January 2019. The housing stock included 69 single-family units, 32 duplex units, 456 unsubsidized multifamily units, and 141 deed-restricted affordable multifamily units. Overall, 20 percent of the existing housing units in the DSA are deed-restricted affordable units.

1.4 PLANNING FOR EQUITY

Equitable development and outcomes are part of the City’s vision for a “more urban future.” Social equity and diversity are included in the Envision San José 2040 General Plan, as identified by the community and approved by the City Council in 2011. The Plan states, “Social equity for San José is defined broadly to include equitable access to municipal services and public amenities, sensitivity to environmental concerns, efforts to promote economic prosperity for all of the City’s residents and to foster a culture that recognizes the value of San José’s diverse community.”

Equity has been a key theme of public input in the community engagement process that began in early 2018 to refine the Diridon Station Area Plan, including Google’s proposal to locate here. Additionally, in recent years the City of San José has promoted adoption of a racial equity lens for City services and policymaking, and the City established an Office of Racial Equity in 2020. The COVID-19 pandemic and racial justice movement have added considerable weight to the need to address racial and social equity in policy-making.

The City’s proposed amendments to this Plan provide an opportunity to address equity in the context of area planning. This section summarizes the approach for thinking about equity when planning for the Diridon Station Area. The City welcomes feedback on this draft approach.

EQUITY AND CITY PLANNING

PolicyLink defines **equity** as “just and fair inclusion into a society in which all can participate, prosper, and reach their full potential—unlocking the promise of the nation by unleashing the promise in us all.”

In planning physical places and spaces, city planners can take steps to ensure that development facilitates what all residents need to participate, prosper, and reach their full

potential. For example, a person’s health is affected by their physical and social environments, such as neighborhood conditions, the quality of education they receive, workplace safety, and the cleanliness of water and air. These conditions influence why some people are healthier than others, and why where people live and work matters. In the United States, we can estimate how long people will live based on their zip code.³ People live the longest in zip codes that offer safe neighborhoods, clean air, well-maintained public spaces, high performing local schools, access to good paying jobs, and other health-supporting features. Those with low-incomes have the best outcomes when they live around people with a mix of incomes and have the worst outcomes when they live in high poverty neighborhoods – creating an intergenerational cycle that is difficult to escape.

The influence of place on health is connected with how communities of color and low-income households have currently and historically experienced **environmental injustices**. For example, redlining and other forms of institutionalized racial discrimination helped to create and perpetuate segregation throughout the U.S. – with San José as no exception. Impacted communities typically have limited access to the healthier benefits of planning decisions and have a greater share of burdens that can lead to various health problems which can impact a family for generations. These injustices may include:

- Displacement from their neighborhood;
- Only being able to rent or afford homes near industrial properties or freeways (due to price, discrimination, and/or exclusionary policies in other neighborhoods);
- No or poor access to well-maintained schools, parks, libraries, health clinics, or community centers; or
- Barriers to providing input on developments and investments coming into their neighborhoods.

³ National Center for Health Statistics. U.S. Small-Area Life Expectancy Estimates Project (USALEEP); Life Expectancy Estimates File for San Jose, California, 2010-2015. National Center for health Statistics. 2018. Available from <https://www.cdc.gov/nchs/nvss/usaleep/usaleep.html>

Low-income residents typically own fewer vehicles, drive less, and are more **transit dependent**; ideally, these residents have opportunities to live near transit hubs. This both improves quality of life for the residents and is good for transit ridership and the environment. However, improvements in public transit services tend to increase property values and spur private development. Without careful, intentional planning and strategies, transit-oriented development can result in disproportionate impacts to disadvantaged populations. This includes:

- Rent increases in the surrounding area that contribute to displacement of existing residents and the pricing out of potential residents;
- Loss of racial/ethnic diversity as lower-income people of color are priced out, relative to an influx of wealthier residents; and
- Loss of unique small businesses, nonprofits, and cultural organizations.

Equitable transit-oriented development or eTOD (an initiative of Enterprise Community Partners) is a planning concept that uses development within walking distance of transit stations to benefit existing lower-income communities and communities of color in the area. eTODs support affordable, healthy, and walkable neighborhoods. In addition to great transit access, they offer amenities such as grocery stores, restaurants, health centers, parks, and job opportunities.⁴ As public and private investments occur over time, these neighborhoods remain affordable and healthy with improved air quality, renter protections, new and preserved affordable housing, and support for small and local businesses.⁵ They are safe, welcoming, and accessible to people of all ages, abilities, and genders.

eTOD has many benefits for existing residents and the City overall:

- Reduced displacement of residents;
- Better access to jobs, goods, services, and opportunities;
- Stable, mixed-income, diverse neighborhoods;
- Safe, well-maintained streets, parks, and community amenities;
- Resilient small and local businesses;
- Improved health outcomes related to pollution, financial stress, and access to resources – such as increased life expectancy;
- Shorter commutes and more transit usage;
- Reduced greenhouse gas emissions and other impacts associated with commuting.

Lastly, equity is one of the three “Es” of **sustainable community**. A balance of equity, economy, and environment are the ingredients for a sustainable future. The overall goal of sustainable development is to ensure that future generations can thrive.

For these reasons, it is important to apply an **equity lens** as the City plans for the future. Having an equity lens means considering potential differences in needs, impacts, and benefits across population groups when developing goals, policies, and actions. It also involves inclusive community engagement. These equitable processes can greatly improve outcomes at the individual, community, and city levels.

⁴ <https://allincities.org/toolkit/equitable-transit-oriented-development>

⁵ <https://www.enterprisecommunity.org/solutions-and-innovation/equitable-transit-oriented-development>

EQUITABLE DEVELOPMENT IN SAN JOSÉ

There has been progress in the past two decades to develop and advance goals related to equity in San José. Equity goals are reflected in the Envision San José 2040 General Plan, as well as the Welcoming San José Plan, the ActivateSJ Strategic Plan, and the Citywide Residential Anti-Displacement Strategy.

In the last two years, two City Council study sessions have been held on equity and anti-displacement. At the October 1, 2019 City Council Study Session, staff presented the commitment to equitable development: “As San José “grows and secures planned investment, we will maximize the positive opportunities and prevent or minimize the negative impacts for our vulnerable residents, so they can succeed in our changing City.” The study session also brought together academic, housing advocate, and real estate perspectives to provide a common understanding on the issue of displacement.

In June 2020, the City established a new Office of Racial Equity, building upon two years of involvement with the Government Alliance for Race and Equity (GARE). The Office’s inaugural director was appointed in October 2020.

The approach to equity varies across City’s programs, policies, and practices. For example, there are many ways in which the City has considered and incorporated equity into the emergency and recovery response to the COVID-19 pandemic. The City considers equity in the context of hiring/promoting in the City’s organization. While the City has expressed equity values and set equity goals in the past, the City organization and community are now in a stage of accelerated learning and change and heightened commitment, and there is much work still to be done.

Equity in the context of approving private real estate development, making public investments in infrastructure, and managing neighborhood change will require developing a unique and specific framework.

Development and public infrastructure covered by an area plan are subject to citywide policies and plans. However, area planning also offers the opportunity to develop specific strategies that address the local context and project characteristics. Public investments in streets, utilities, parks, and other community facilities should consider ways to intentionally benefit populations that have the greatest needs.

While the City’s control over private development has regulatory limits, there are ways in which land use, design, and infrastructure improvements can promote equitable development. For example, the review of development proposals should seek to minimize impacts to disadvantaged populations through its design, mitigation measures, and project conditions. Development agreements — common for large, multi-phased projects — offer additional opportunity to increase benefits for residents and advance equity goals.

San José’s goal of equitable development is part of a national challenge. The American Planning Association’s (APA) “Planning for Equity Policy Guide” emphasizes that “planning for equity does not stifle growth or impede development, rather it opportunity for all members of a community and builds local capacity to respond to equity concerns going forward.” APA, PolicyLink, and other organizations offer resources to help guide San José’s work.

Inclusive community engagement is critical to understanding the variety of needs, perspectives, and aspirations of existing residents and to developing strategies that effectively reduce disparities across population groups while improving outcomes for all. This framework will evolve over time as the City continues to study, adopt, and implement equitable development policies.

ADVANCING EQUITY IN THE DIRIDON STATION AREA

Equity has been a key theme of public input throughout the community engagement process for the Diridon Station Area. Top concerns include preventing further displacement of residents from San José; the shortage of affordable housing for low-income households; and ensuring job opportunities for disadvantaged residents. Top opportunities expressed by community members include making the Diridon area a nicer place to live with more development and amenities, improving the safety and quality of the multi-modal transportation network; and investing in education to help youth succeed in the future economy.

The community engagement process itself has had equity as a key consideration. The goal has been to hear from all segments of the San José community and to pay special attention to reaching populations that are typically under-represented in planning processes. Examples include including equity advocates on the 38-member advisory group, establishing a small grant program for community-based organizations to assist with outreach and engagement, offering many of the meetings and materials in Spanish and Vietnamese, and reducing logistical barriers to participation in community meetings.

In the greater Diridon Station Area, we know that 63% of the approximately 11,700 households are renters; that nearly half of renter households are very low income; and that 90% of renters earning less than \$50,000 are rent-burdened. Some of the features that make the area supportive of improved health and economic outcomes include great transit access, proximity to jobs and cultural amenities in Downtown, trails and open space along the Guadalupe River, and a mix of housing types that support a range of income levels – including several affordable housing buildings.

The goal is to retain and leverage these features, increase opportunities for low-income residents to live and work in this highly connected area, and increase access to the new and existing resources for all San José residents, especially those with the greatest needs. With these goals

and community input in mind, the City used an equity lens when developing the proposed amendments to this Plan. The chapters in this amended Plan highlight equity as a key consideration in the planning process. Examples include:

Station Area Development

- This amended Plan will greatly increase capacity for both residential and commercial development, which in turn will increase opportunities for people to live and work near the City's largest transit hub.
- The City prepared a Draft Affordable Housing Implementation Plan to complement this Plan and establish strategies for the production and preservation of affordable housing and protection of renters. The draft implementation plan builds upon existing policies, programs, and strategies – including those in the newly adopted Citywide Residential Anti-Displacement Strategy.
- The draft implementation plan recommends the goal for 25% of all housing to be affordable at DSAP buildout. This is much higher than the City's inclusionary requirement for private development of 15%.
- The market-rate residential and commercial development allowed under this amended Plan will generate fees that the City will use to build affordable housing. This type of revenue is the main local source of affordable housing funding in San José.
- The draft implementation plan acknowledges, based on research, that investments in high quality transit and private development can contribute to rising rents within a half mile. It includes the goal of no net loss of low-income renters in the Diridon Station Area and its surroundings, as well as the intention to establish a pilot program for preserving housing as affordable in that broader study area.

Open Space and Public Life

- This chapter states that the City has a responsibility to develop a parks and recreation system that serves each neighborhood and demographic group with equity. This means that all residents - regardless of race, age, gender identity, income, ability or culture - have the right to health, wellness and access to parks and recreational opportunities.
- It includes the goals for open spaces in the Plan area to provide multi-generational recreational and social opportunities and experiences for San José's diverse community and to provide equity in the quality and style of park amenities and spaces, regardless of whether the space is owned by the city or is a privately owned public space.

Mobility

- The Mobility chapter includes as a guiding principle: 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.
- The section on Transportation Equity acknowledges that transportation planning decisions have significant and long-lasting equity impacts and commits to addressing the needs and concerns of the low-income communities and people of color, so that the distribution of transportation investments and policies accrue benefits as opposed to harm in these communities.
- To better meet the needs of the disadvantaged communities living in the Downtown area east of SR-87, the amended DSAP places significant focus on improving transportation options and access to the Diridon Station Area for these communities.

- The Plan complements the Diridon Integrated Station Concept Plan process, which aims to improve the experience for transit riders (including bus and light rail). These investments will benefit low-income people, who are more likely to depend on transit.

CONCLUSION

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 adjacent to rich transit service. Done well, planning for growth and development will help "lift up" everyone in the area and the broader 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, across the City 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 robust economy serving all.

1.5 ENGAGEMENT PROCESS AND TIMELINE

2014 DIRIDON STATION AREA PLAN

The Diridon Station Area planning process that culminated in the 2014 Plan was initiated in June 2009. Throughout the study, extensive efforts were made to engage members of the business and development community, as well as residents within the immediate area and surrounding long-established neighborhoods. The surrounding areas have neighborhood associations with a history of active participation in both City and private development proposals and activities. Many of these associations have been supportive of improving transit and pedestrian access and circulation but remain focused on ensuring that new future development within their neighborhoods will enhance the area's amenities and will not detract from current residents' quality of life.

In 2009, the City Council and Redevelopment Agency Board established the Diridon Station Area Good Neighbor Committee (GNC) to provide a forum for neighbors to work collaboratively in solving problems in the neighborhood arising from development in the Diridon Station Area. The GNC discussed potential impacts of existing and planned development and collaborated to recommend reasonable implementation priorities. The 31-member committee met 22 times over a 14-month period and achieved its purpose through the creation and unanimous adoption of the Diridon Station Framework for Implementation (Framework) in 2011. The Framework focused on six interest areas: land use, neighborhood quality of life, parking and traffic, parks and trails, pedestrian and bicycle connections and connectivity, and public transportation systems. For each of the GNC's interest areas, the Framework identified the top three objectives to guide future implementation. In addition, three public community workshops and a considerable number of community events by related groups contributed to the creation of the 2014 Plan.

In April 2011, the City Council accepted the plan that defined the maximum development potential for the area and the project description and directed the consultant team to begin the environmental analysis. In June 2014, City Council approved the Final Plan and certified the Environmental Impact Report.

2021 AMENDED PLAN (THIS PLAN)

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

- The City is no longer planning for a ballpark;
- City Council adopted comprehensive Downtown Design Guidelines and Standards in 2019;
- City Council approved a policy to allow for greater height limits;
- City Council directed City staff to implement a 25 percent affordable housing goal for the Diridon Station Area and the City initiated an Affordable Housing Implementation Study;
- City staff initiated updates to park and trail planning in the area;
- The City initiated a Diridon Parking Study to identify parking supply and management strategies;
- The Diridon Integrated Station Concept Plan (DISC) was initiated by the City and partner agencies;
- A Downtown Transportation Study was initiated;
- Google submitted a Downtown West Mixed Use Plan development proposal at the core of the Diridon Station Area.

As part of this process, the City Council appointed 38 organizations to a new Diridon Station Area Advisory Group (SAAG). The City also set up a new website (www.diridonsj.org) and held a variety of events and activities to engage the general public. The 2018 process generated a list of desired outcomes related to Housing and Anti-Displacement; Jobs and Education; Land Use and Design; Transportation and Parking; Parks and Public Space; and Environmental Sustainability. Key findings from the process were that the community's overall vision for the area had not changed and that social equity should be a top consideration (see *Appendix B.2* for a complete summary).

In 2019, the focus of the City's community engagement was on the Diridon Integrated Station Concept Plan (DISC), a collaboration between the City and transit agency partners. It generated feedback on the future station's design, layout, access, and effects on and integration with surrounding neighborhoods. The community input informed a Concept Layout for the Diridon Station and informed the development of this Plan.

In fall 2019, the City officially launched the process of amending the 2014 DSAP – along with reviewing Google's Downtown Mixed Use Plan development proposal and completing areawide studies to comprehensively plan for the area. The process includes three rounds of public outreach and engagement in fall 2019, spring 2020, and fall 2020. As part of the fall 2019 round, staff shared initial thinking about the scope of changes under consideration and the intended process for analyzing and proposing the amendments to the 2014 Plan. In spring 2020, staff shared draft concepts related to land use, heights, design, mobility, parks, open space, and trails. In fall 2020, staff released the Draft Amended Plan and Draft Affordable Housing Implementation Plan for the Diridon Station Area for public review.

The 2019-20 engagement process evolved from the original plan due to the COVID-19 crisis. The City had to extend the process and switch to digital tools. Throughout the process, the goal was to hear from all segments of the San José community, such as residents living in the area, Downtown businesses, developers, transit riders, and affordable housing, labor, and environmental advocates. To help reach populations that are typically under-represented in planning processes, the City established a small grant program and partnered with seven community-based organizations to assist with 2020 outreach and engagement. The City also offered many of the meetings and materials in Spanish and Vietnamese. For in-person community meetings, the City typically offered refreshments and supervised activities for children.

From early 2018 through fall 2020, City-led community engagement related to the Diridon Station Area has included:

- 18 Station Area Advisory Group (SAAG) meetings
- 14 SAAG small group discussions
- 15 Community Meetings
- 3 online surveys with 2,263 responses
- Approximately 67,500 page views and 33,000+ unique visitors on diridonsj.org
- 9 pop-ups at community events
- 4 Diridon Joint Policy Advisory Board meetings
- 5 virtual office hours
- Many meetings with community groups

In addition to these efforts, Google and the City's transit partners conducted their own outreach to guide their projects.

Community input has been central to the development of this amended Plan. The amendments adapt the Plan to current circumstances; emphasize equity as a primary objective; align the Plan to complement other adopted and ongoing plans, and support and facilitate Plan implementation for private development and public investments.

Major changes include expanding the Diridon Station Area Plan boundary, adding development capacity, increasing building height limits, and updating sections on land use, urban design, open space, and mobility.

1.6 RELATED PROJECTS

Two major projects – the Diridon Integrated Station Concept Plan (DISC) to expand and redesign Diridon Station and Google’s Downtown West Mixed Use Plan development proposal – have had an important influence on the evolution of the Plan and are discussed below.

THE DIRIDON INTEGRATED STATION CONCEPT PLAN

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). 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 Section 4.3, 4-3-1 of this 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 is critical.

GOOGLE’S DOWNTOWN WEST MIXED USE PLAN

Google’s Downtown West Mixed Use Plan for the redevelopment of approximately 81 acres of the Diridon Station Area’s 262 acres seeks to build upon and implement the vision of the 2014 Plan, while recognizing evolving realities and aspirations since its original

adoption. The City’s review of the development application was closely coordinated with the development of this Plan to ensure a cohesive vision for the Diridon Station Area.

The Downtown West Mixed Use Plan proposes the construction of approximately:

- Up to 7,300,000 gross square feet (GSF) of office space, including approximately 1,000,000 GSF on the previously entitled San José Water Company Building site east of Los Gatos Creek;
- Up to 5,900 units of new housing;
- Up to 500,000 GSF of active uses, which may include retail, cultural, arts, etc.; and
- Up to 300 hotel rooms along with event space and limited-term corporate accommodations.
- Additionally, the proposal includes infrastructure, utilities, and public space.

As part of the application, the development proposal includes the Downtown West Design Standards and Guidelines (DWDSG) which describes the vision for the Downtown West Mixed-Use Plan and provides requirements and recommendations for new development within the project site.

The Downtown West development program is provided for reference purposes only. The Downtown West project approvals and project documents (City Council File No.) establish the land use regulations, approved land uses and development program for Downtown West, including permitted adjustments to land use square footages and modifications and/or additions of uses. The DWDSG establishes objective and mandatory standards and subjective guidelines. These standards and guidelines balance new development flexibility, which allows for innovation and evolution, with specificity to ensure the delivery of high-quality urban spaces and building design. The standards and guidelines are separate from — yet expand upon — the Downtown Design Guidelines and Standards (DDG) developed for Downtown San José and the Diridon Station Area, and the Complete Streets Design Standards and Guidelines (CSDSG).

1.7 ORGANIZATION OF THIS PLAN

This Plan builds on the Envision San José 2040 General Plan and other City plans to establish a framework for future public and private investment in the Diridon Station Area. Chapters 2, 3 and 4 address broadly related topics. Each of these chapters includes a framework section, key principles, and a discussion of related plans and projects, followed by more detailed discussion of related topics.

Chapter 2, Station Area Development, discusses multiple topics related to development within the Diridon Station Area, including land use, building heights, urban design, affordable housing, and infrastructure capacity and demand. It includes a discussion of the Downtown West Mixed-Use project within the Diridon Station Area.

Chapter 3, Open Space and Public Life describes the envisioned open space and trail network, public art, and public life strategy for the area, including the trail and open space systems that connect to the Diridon Station Area as well as those within it.

Chapter 4, Mobility, includes a description of the envisioned mobility network connection the Plan area to. It discusses important related plans, including the Diridon Integrated Station Concept plan, and includes a framework for an area-wide parking and Transportation Demand Management strategy.

Chapter 5, Plan Implementation, describes action the City will take together with and after the Plan is adopted. These include CEQA and environmental clearance, key planning amendments, and possible ways to measure progress as the Plan is implemented.

2 | STATION AREA DEVELOPMENT

2.1 FRAMEWORK

INTRODUCTION

The *2014 Diridon Station Area Plan (2014 Plan)* was adopted after extensive community outreach and built upon the various Strong Neighborhood Initiative Improvement Plans (SNI) and/or Business Improvements Plans prepared in the past. The 2014 Plan envisioned transit-oriented development, established physical parameters to accommodate a forecasted maximum build-out, and presented urban design proposals based on the following three distinct zones:

- **Northern Zone:** a high-intensity business district with a higher concentration of businesses and commercial uses.
- **Central Zone:** a commercial-focused area which included the Diridon Station, a planned baseball stadium, and a mix of employment, retail, hotel, and entertainment uses.
- **Southern Zone:** a residential-focused area including mixed-use, residential, parks, business, and hotel uses.

This Plan builds on the 2014 Plan and the community's recommendations to reflect changed conditions and City Council direction since the SNI Plans were adopted and to transform the Diridon Station Area into a more dynamic, sustainable, and equitable mixed-use urban neighborhood.

Table 2-1-1: Diridon Station Area Theoretical Maximum Build-out used in Environmental Analysis

Land Use	Google's Downtown West Mixed Use Plan (DTW)		Diridon Station Area Outside DTW		Complete Diridon Station Area	
	Total	Unit	Total	Units	Total	Units
Residential	Up to 5,900	Units	Up to 7,619	Units	Up to 13,519	Units
Office	Up to 7,300,000	SF	7,144,154	SF	Up to 14,444,154	SF
Active Use/Retail	Up to 500,000	SF	Up to 536,000	SF	Up to 1,036,000	SF
Hotel	Up to 300	Rooms	–	–	Up to 300	Rooms

* Google's Downtown West Mixed Use Plan also contemplated other uses, such as Limited-term Corporate Accommodations, event center(s), Central Utilities, Plant(s), and logistics/warehouse use

MAXIMUM BUILD-OUT

To inform the planning effort, this Plan developed a maximum build-out estimate based on identified potential development sites in the area outside of Google's Downtown West Mixed Use Plan, which is covered by separate assumptions and its own environmental review (*Table 2-1-1*). The figures in the table for land uses within the Downtown West Mixed Use Plan are included for reference only. This maximum build-out estimate does not preclude the development of projects under planning review prior to establishing the capacity framework or of other permitted uses for which capacity is available. The Diridon Station Area is within the Downtown Strategy 2040 boundary, which includes capacity beyond what is shown in *Table 2-1-1*.

The Plan's land use framework allows for flexibility in allowable land uses in many areas, to encourage a range of future development proposals that are consistent with the objectives of this Plan. Therefore, the build-out program analyzed reflects the maximum amount each use that could be built under the Plan. Please see Appendix A for further details on the maximum build-out.

2.2 KEY PRINCIPLES

STRATEGY

The Station Area Development strategy is founded on an Equitable Transit-oriented Development approach as discussed in Section 1.2 of this Plan. The strategy includes removing the 2014 Plan’s three distinct zones to establish a more mixed-use land use approach, increased building height limits to help support equitable development, and updated urban design direction to build on the San José Downtown Design Guidelines and Standards to ensure design excellence and sensitivity to surrounding established lower-density residential neighborhoods.

The mix of uses throughout the Diridon Station Area puts residential, commercial, and recreational uses closer together, promoting an increase in walking, biking, and other low-impact ways of travel. It provides for a more diverse and sizable population and increased commercial activity to support public transit use. This can also enhance the vitality and safety of neighborhoods by increasing the number of people and amount of activity on the street. The dynamic experience can attract pedestrians and help increase economic activity and enhance public life, making streets, public spaces, and active uses into places where people meet.

Residential uses are strategically located throughout the Diridon Station Area to enhance vitality, to achieve a jobs/housing balance, and maximize the competitiveness for state funding affordable housing sources. For stand-alone affordable housing projects, it is assumed that units will be provided in a mix of mid-rise and high-rise buildings. Incorporating a range of height limits not only provides transitions in building heights adjacent to lower

density residential areas, but also provides opportunities for a variety of affordable housing types to be developed close to public transit (see Section 2.5 for further details on affordable housing strategies).

Increased building height limits create a supportive environment for equitable development and makes more efficient use of scarce transit-adjacent land and preserves natural resources by accommodating urban growth in the city’s core instead of undeveloped areas at the city’s edge. It also provides for opportunities for an increase in quality housing for people of all income levels through the City’s Inclusionary Housing Ordinance. Reaching the Plan’s goal for 25 percent affordable housing in the Diridon Station Area, along with strategies for tenant protection and the preservation of existing affordable units, will also ensure low-income residents benefit from new development.

2.3 LAND USES

LAND USE DIAGRAM

This Plan establishes a mix of vibrant uses that build off the synergy and activity of the SAP Center, an expanded Diridon Station, and future development of the Downtown West Mixed Use Plan. The land use concept strategically locates residential, commercial and recreational uses throughout the area in order to achieve the objectives of this Plan. While there is flexibility in the land use designations to allow for office or housing, *Figure 2-3-1* illustrates a preferred predominant land use structure for the Diridon Station Area. Land uses shown within the Downtown West Mixed Use Plan boundary in this Plan represent predominant land uses for illustrative purposes only. The estimated build-out program for the preferred predominant land use structure illustrated in *Figure 2-3-1* is shown in *Table 2-3-2*.

Table 2-3-2: Diridon Station Area Illustrative Build-Out Scenario Program

Land Use	Google’s Downtown West Mixed Use Plan (DTW)		Diridon Station Area Outside DTW		Complete Diridon Station Area	
	Total	Unit	Total	Units	Total	Units
Residential	Up to 5,900	Units	Up to 7,000	Units	Up to 12,900	Units
Office	Up to 7,300,000	SF	Up to 6,400,000	SF	Up to 13,700,000	SF
Active Use/Retail	Up to 500,000	SF	Up to 536,000	SF	Up to 1,036,000	SF
Hotel	Up to 300	Rooms	–	–	Up to 300	Rooms

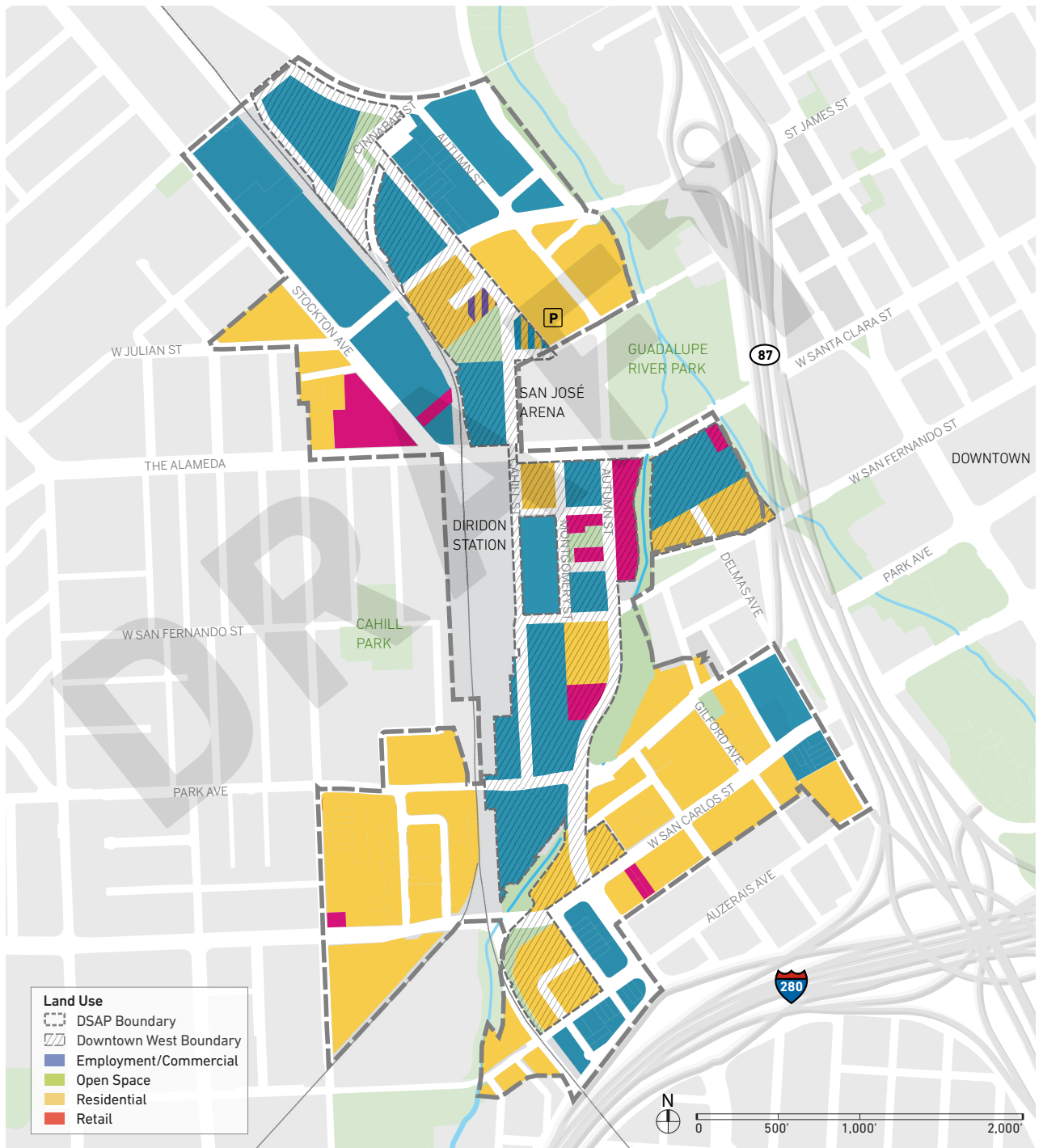


Figure 2-3-1: Land Use

LAND USE DESIGNATIONS

The land use designations below define the uses and urban form of future development in the Diridon Station Area. *Figure 2-3-2* illustrates the General Plan Designations in the area. These land use designations are not specific to this Plan but are existing designations within the Envision San José 2040 General Plan and are applied elsewhere in the City. However, some of the designations are modified to facilitate development consistent with the goals and objectives of this Plan. In addition to being consistent with the given land use designation below, new development should also be consistent with the San José Downtown Design Guidelines and Standards (Downtown Design Guidelines) and the urban design standards and other policies set forth in this Plan. Urban Design direction for the Diridon Station Area are provided in Section 2.3 of this Plan. Properties within Google's Downtown West Mixed Use Plan are governed by the Downtown West Design Standards and Guidelines (DWDSG), which supplement the Downtown Design Guidelines with project-specific standards and guidelines and supersedes certain Downtown Design Guideline standards and guidelines as identified in the DWDSG.

Downtown

Density: Up to 800 DU/AC; FAR Up to 30.0

This designation includes office, retail, service, residential, and entertainment uses in Downtown. Redevelopment should be at very high intensities, unless incompatible with other major policies within the Envision San José 2040 General Plan (such as Historic Preservation Policies), must be consistent with this Plan's height limits (*Figure 2-2-4*), and compatible with the surrounding residential neighborhoods. Where single-family detached homes are adjacent to the perimeter of the area designated as Downtown, new development should serve as a transition to the lower-intensity use while still achieving urban densities appropriate for the perimeter of downtown in a major metropolitan city. All development within this designation should enhance the "complete

community" in Downtown, support pedestrian and bicycle circulation, and increase transit ridership.

Residential projects within the Downtown designation should generally incorporate ground floor commercial uses. This designation does not have a minimum residential density range (DU/AC) in order to facilitate mixed-use projects that may include small amounts of residential in combination with significant amounts of non-residential use. Such mixed-use projects should be developed within the identified Floor Area Ratio (FAR) range of up to 30.0. While this land use designation allows for up to 800 dwelling units to the acre, achievable densities may be much lower in a few identified areas to ensure consistency with the Santa Clara County Comprehensive Land Use Plan (CLUP).

The CLUP was adopted by the Santa Clara County Airport Land Use Commission (ALUC) for the Norman Y. Mineta San José International Airport to be used to safeguard the general welfare of the inhabitants within the vicinity of the airport. Further details on consistency with the CLUP are provided in the building height section. The broad range of uses allowed in Downtown could also facilitate medical office uses or full-service hospitals.

The Downtown Design Guidelines and urban design direction in this Plan speaks to the urban, pedestrian-oriented nature of this area. Land uses that serve the automobile should be carefully controlled in accordance with the Downtown Design Guidelines and the goals and objectives of this Plan.

This designation is located throughout the Diridon Station Area to create a mixed-use urban neighborhood. To help activate the corridor, new development along Primary and Secondary Addressing Streets in this designation must incorporate active uses as illustrated in *Figure 2-4-4* in Section 2.4 of this Plan and further discussed in the Downtown Design Guidelines. Active use locations within Google's Downtown West Mixed Use Plan are governed by the DWDSG.

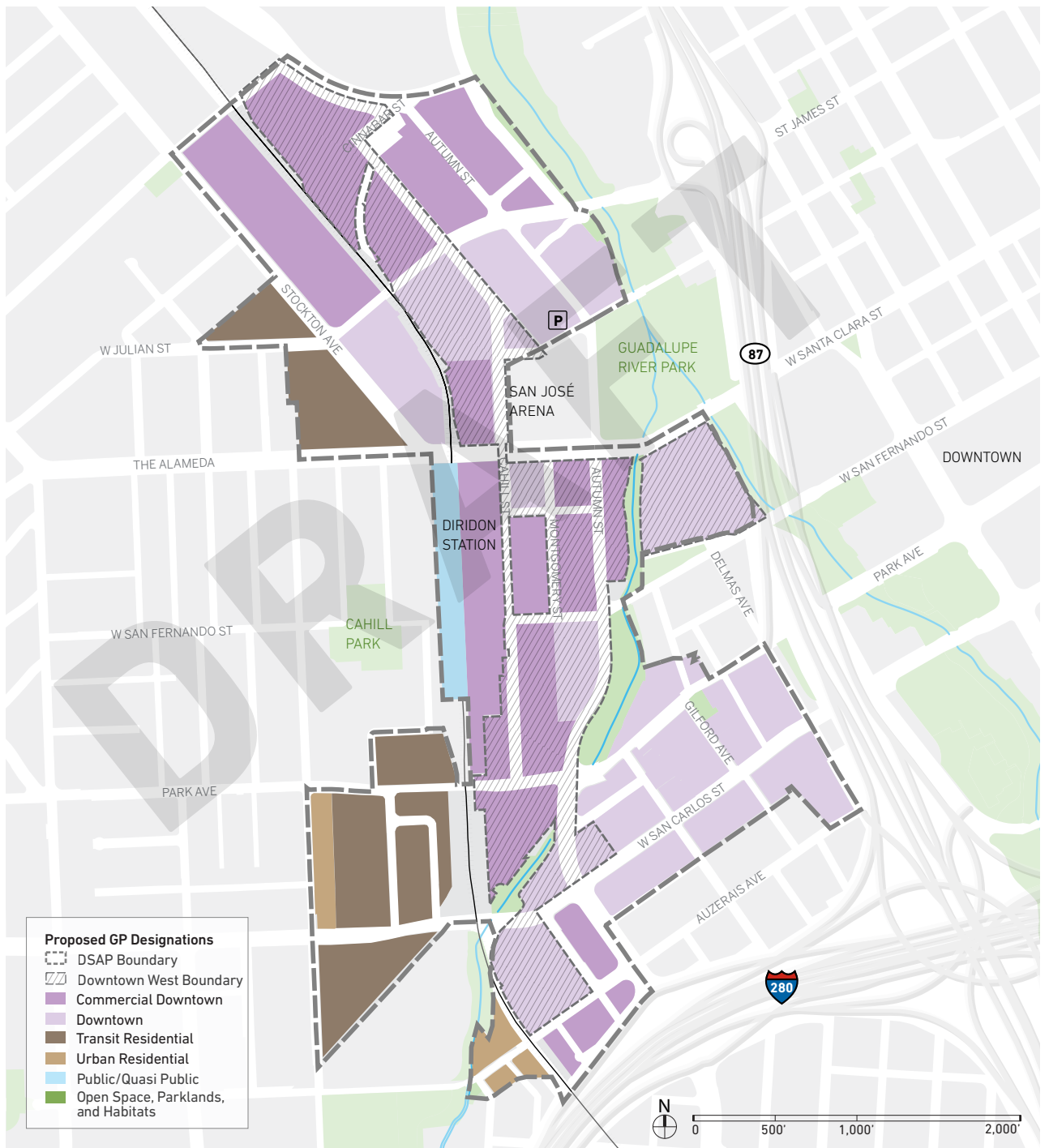


Figure 2-3-2: DSAP Preliminary GP Designations

Commercial Downtown

Density: FAR Up to 15.0

This designation includes office, hotel, retail, service, and entertainment uses in the City's Downtown, consistent with those supported by the Downtown Designation, but denotes areas in which residential uses are not appropriate and are therefore excluded. Development should be at very high intensities, unless incompatible with other major policies within the Envision San José 2040 General Plan (such as Historic Preservation Policies), must be consistent with this Plan's height limits (*Figure 2-3-4*), and compatible with the surrounding residential neighborhoods. Where single-family detached homes are adjacent to the perimeter of the area designated as Commercial Downtown, new development should serve as a transition to the lower-intensity use while still achieving urban densities appropriate for the perimeter of Downtown in a major metropolitan city. All development within this designation should enhance the "complete community" in Downtown, support pedestrian and bicycle circulation, and increase transit ridership. The broad range of uses allowed in Downtown could also facilitate medical office or full-service hospitals.

The Downtown Design Guidelines and urban design direction in this Plan speak to the urban, pedestrian-oriented nature of this area. Land uses that serve the automobile should be carefully controlled in accordance with the Downtown Design Guidelines and the goals and objectives of this Plan.

This designation is located throughout the Diridon Station Area to create a mixed-use urban neighborhood. To help activate the corridor, new development along Primary and Secondary Addressing Streets in this designation must incorporate active uses as illustrated in *Figure 2-4-4* in Section 2.4 of this Plan and further discussed in the Downtown Design Guidelines. Active use locations within Google's Downtown West Mixed Use Plan are governed by the DWDSG.

Transit Residential

Density: 65-450 DU/AC; FAR 2.0 to 12.0

This designation is the primary designation for high-density, mixed-use residential development sites that are located in close proximity to transit, jobs, amenities, and services. This designation also supports intensive commercial employment uses, such as office, retail, hotels, hospitals, and private community gathering facilities. To help contribute to "complete communities," commercial uses should be included in new residential development in an amount consistent with achievement of the planned job growth and the goals and objectives of this Plan.

While this land use designation allows between 50 to 250 dwelling units to the acre in the Envision San José 2040 General Plan, the sites designated Transit Residential in this Plan have a minimum residential density of 65 dwelling units to the acre and a maximum of 450 dwelling units to the acre to facilitate the development of residential densities that are supportive of the goals and objectives of this Plan. Given the potential noise, vibration, and aesthetic impacts, residential uses should not be located directly adjacent to train lines unless a residential project can be designed to mitigate these impacts and create a high quality living environment.

This designation is located within walking distance to transit, jobs, amenities, and services, and along key transportation corridors like Stockton Avenue, and West San Carlos Street. All development within the Transit Residential designation is required to be pedestrian oriented with an emphasis on activating the ground level. To help activate the corridor, new development along Secondary Addressing Streets in this designation must incorporate active uses as illustrated in *Figure 2-4-4* in Section 2.4 of this Plan and further discussed in the Downtown Design Guidelines.

Urban Residential (30-95 du/ac)

Density: 30-95 DU/AC; FAR 1.0 to 4.0

This designation allows for medium density residential development and a fairly broad range of commercial uses, including retail, offices, hospitals, and private community gathering facilities. This designation is also used to identify areas where the density of new development should be limited to a medium intensity in order to provide for a gradual transition between surrounding low-density neighborhoods and other areas suitable for greater intensification. The allowable density/intensity for mixed-use development will be determined using an allowable FAR (1.0 to 4.0) to better address the urban form and potentially allow for fewer units per acre if in combination with other uses such as commercial or office.

This designation is found in the southern portion of the Diridon Station Area along Auzerais Avenue, and along Sunol Street, between Park Avenue and West San Carlos Street, providing a transition to lower density residential uses. To help activate the corridor, development along West San Carlos Street (a Secondary Addressing Street) must incorporate active uses.

Open Space, Parklands, and Habitat

Density: N/A

This designation includes lands that can be publicly or privately owned areas that are intended for low intensity uses. Lands in this designation are typically devoted to open space, parks, recreation areas, trails, habitat buffers, nature preserves and other permanent open space areas. This designation also includes privately owned publicly accessible parks within the Diridon Station Area. This designation is applied within the Urban Growth Boundary to lands that intend their permanent use as open space, including lands adjacent to various creeks throughout the City.

New development on lands within this designation should be limited to minimize potential environmental and visual impacts. Developments of public facilities such as restrooms, playgrounds, educational/visitors' centers, or parking areas can be an inherent part of City or County park properties and are appropriate for this designation. Community centers and other amenities open to the public would also be allowed within publicly-owned properties in this designation. Privately-owned lands in this designation are to be used for low intensity, open space activities.

Park and recreation areas are essential for new and existing neighborhoods within the Diridon Station Area, and are therefore proposed throughout the entire area to serve each neighborhood and demographic group with equity. *Figure 3-4-1* in Section 3.4 of this Plan illustrates the various open space types for the Diridon Station Area, which consists of 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 and visitors alike.

Private properties along the west side of Los Gatos Creek between Santa Clara Street and Park Avenue are identified as Open Space, Parklands, and Habitat. These properties are identified for additional park land. Until the City can purchase these properties for parkland, they could be redeveloped, consistent with the Envision San José 2040 General Plan, which designated them as Commercial Downtown. Further details on the open space related projects and park assets are provided in Section 3.3 of this Plan.

Public/Quasi Public

Density: N/A

Diridon Station is the only site designated Public/Quasi Public within the Diridon Station Area, so the only uses allowed are government, civic, cultural, educational, and public service uses.

BUILDING HEIGHT

Flight Path Restrictions

The Diridon Station area is subject to height and land use restrictions related to the Norman Y. Mineta International Airport. Restrictions are defined by the Federal Aviation Administration (FAA) and Santa Clara Airport Land Use Commission (ALUC). The City also establishes aviation policies in the Envision San José 2040 General Plan.

The Federal Aviation Administration (FAA) administers regulations to protect the airspace for safe aircraft operations. In particular, Federal Aviation Regulations, Part 77, Objects Affecting Navigable Airspace (commonly referred to as "FAR Part 77"), sets forth standards and review requirements for airspace protection, primarily through restricting the height of proposed structures and minimizing other potential hazards (such as reflective surfaces, flashing lights, and electronic interference) to aircraft in flight. These regulations require that the FAA be notified of proposed construction projects located within an extended zone defined by an imaginary slope radiating outward for several miles from the airport's runways, or which otherwise stand at least 200 feet in height above ground. The entire Diridon Station Area falls under the imaginary airspace notification surface for San José International Airport, ranging in elevation from approximately 120 feet above mean sea level at the north end of the Diridon Station Area to approximately 170 feet above mean sea level at the south end (note: ground elevation within the Diridon Station Area varies roughly from about 75-95 feet above mean sea level in a north/

south direction). Therefore, any proposed structure or object which would penetrate the imaginary notification surface, whether permanent or temporary, must be filed with the FAA for an aeronautical study to determine whether the specific structure would constitute a hazard to aircraft. Please refer to the FAR Part 77 for further details. Pursuant to the City's Envision San José 2040 General Plan, all such projects must obtain "determinations of no hazard" from the FAA and comply with any conditions set forth in those determinations.

The ALUC, under State regulations, maintains a Comprehensive Land Use Plan (CLUP) for Areas Surrounding Santa Clara County Airports, including the Norman Y. Mineta International Airport. The CLUP establishes land use policies for the regulation of height, air safety, and noise compatibility within the defined Airport Influence Area (AIA). As a large portion of the Diridon Station Area (primarily the eastern half) falls within the CLUP's AIA, certain proposed land use projects within the AIA, including General Plan, specific plan, zoning, or building regulation changes must be submitted to the ALUC for a CLUP consistency determination. The City's Envision San José 2040 General Plan also requires projects to be consistent with the adopted airport CLUPs. See the Santa Clara County ALUC CLUP for San José International Airport for further details. The AIA for the Norman Y. Mineta International Airport is illustrated in *Figure 2-3-3*.

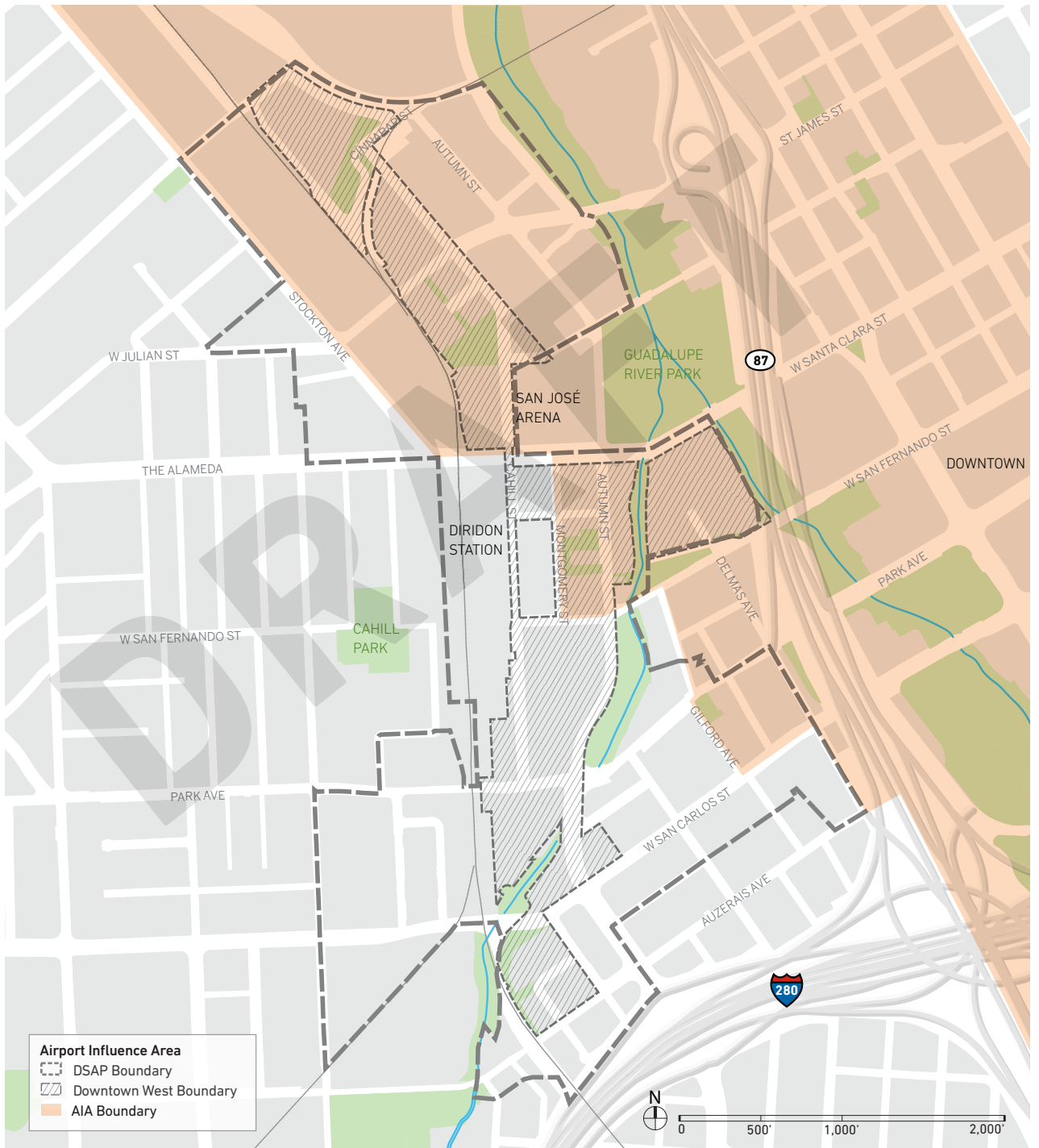


Figure 2-3-3: Airport Influence Area (AIA)

BUILDING HEIGHT LIMITS

The establishment of maximum building heights is essential to ensuring that new development is integrated and compatible with the surrounding neighborhoods and with key City assets, including historic resources and the Guadalupe River Park.

The Plan establishes new allowable building heights outside the Downtown West Mixed Use Plan. Building height limits within the Downtown West Mixed Use Plan are governed by the Downtown West Design Guidelines and Standards (DWDSG). Heights shown within the Downtown West Mixed Use Plan boundary in this Plan are approximate and are shown for illustrative purposes only.

The Plan's allowable heights for areas outside the Downtown West Mixed Use Plan take into account community input, the City's published elevation limits which are based on FAA flight procedures for the Norman Y. Mineta San José International Airport, height transition concepts, the Downtown Design Guidelines massing transition standards, and typical heights for mid-rise and high-rise construction.

This Plan establishes three types of height limits:

High-Rise height limits, ranging from 160 to approximately 295 feet, are intended to allow development up to the maximum height permitted by the City, contingent upon required FAA airspace safety determinations. High-Rise height limits increase from north to south across the Plan area and are primarily located on sites near Diridon Station, the rail line, freeways, and the Guadalupe River Park. For both office and residential projects, maximizing allowable height is crucial for making high-rise building construction economically feasible given the City/ FAA height restrictions for the area. The High-Rise heights in this Plan are approximate and are provided for reference; applicants will need to coordinate with San José Airport Department staff and FAA airspace safety review process for site-specific allowable height determinations. In some areas adjacent to lower height contexts, additional height and massing transition standards apply; see *figure 2-4-7* for stepback plane locations.

Mid-Rise height limits, ranging from 110 to 130 feet, are intended to create urban districts and neighborhoods that are lower in scale than High-Rise areas, in order to transition from High-Rise areas to existing low-rise residential neighborhoods. Mid-Rise height limits are located in the Sunol Street and West San Carlos Street area, and Central Delmas Park areas. Building codes typically require buildings over 75 feet in height to be constructed to high-rise standards, which can make it economically challenging to take full advantage of these allowable heights; however, lower-rise development is still permitted in these areas. In some areas adjacent to lower height contexts, additional height and massing transition standards apply; see *Figure 2-4-7* for stepback plane locations.

Transitional height limits, ranging from 65 to 90 feet, are generally located near relatively low density single-family residential areas and are accompanied by height transition standards for specific locations. These lower height limits can apply to standalone development or to portions of sites where additional height is permitted, such as the podium portion of a high-rise building.

In all height areas, subject to FAA determination of no hazard, limited extrusions exceeding the maximum building height limits in this Plan by up to 15 feet may be allowed for elevator shafts, rooftop amenities and equipment, and architectural treatments, as long as such extrusions do not exceed the City's elevation limits and receive required airspace safety determinations.

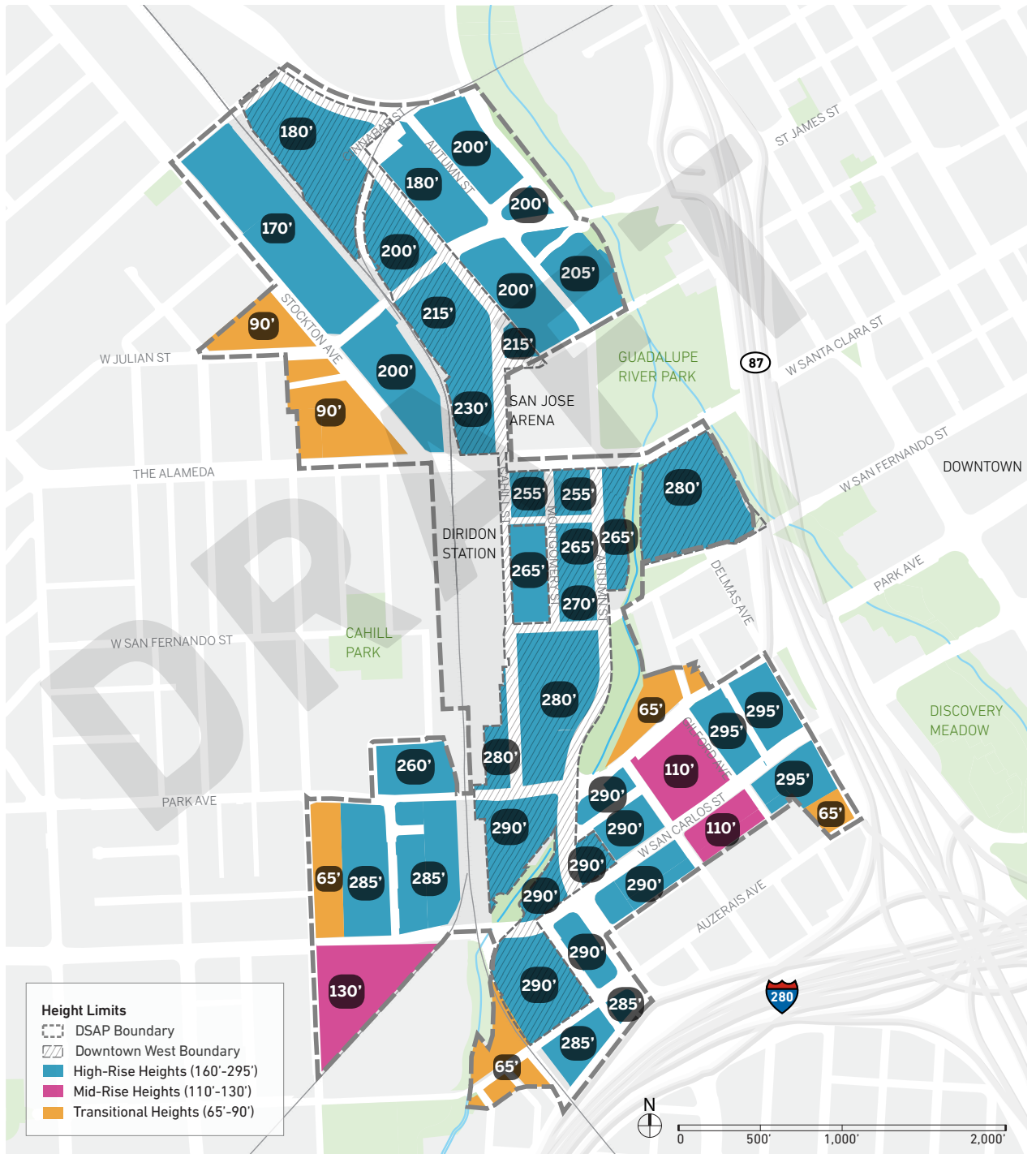


Figure 2-3-4: Building Heights

2.4 URBAN DESIGN

INTRODUCTION

The San José Downtown Design Guidelines and Standards adopted in 2019 (Downtown Design Guidelines) provide guidance for the form and design of buildings in Downtown, their appearance in the larger cityscape, and their interface with the street level public realm. The Downtown Design Guidelines define the design objectives for the elements that determine the image of Downtown and refines the concepts of other plans, translating them into an operational document that increases predictability for developers and their architects for development in Downtown.

The Downtown Design Guidelines apply generally to the General Plan Downtown Growth Area, including the Diridon Station Area. Any Planning application submitted for a new permit or permit amendment within the Diridon Station Area is required to comply with the Downtown Design Guidelines, with the exception of the properties within Google's Downtown West Mixed Use Plan, which are required to comply with the Downtown West Design Guidelines and Standards (DWDSG).

The urban design direction in this section expands upon and will be incorporated into the Downtown Design Guidelines document after the adoption of this Plan. The following urban design direction highlights additions to the Downtown Design Guidelines for the Diridon Station Area.

FRAMEWORK PLANS

The Downtown Design Guidelines and Standards include Framework Plans that provide site-specific guidance for development projects on certain sites, which have specific guideline requirements in addition to the requirements for all parcels. The Framework Plans assign characteristics to various streets, blocks, and parcels in Downtown. These characteristics affect the treatment of urban design elements in the Downtown Design Guidelines (DDG) Chapters 3-5 (site, building, and pedestrian level). These Framework Plans are not specific to this Plan but are existing framework plans within the DDG.

Prominent Site and Frontages (DDG section 2.1)

Rationale – The skyline and highly visible building facades create the first impression of Downtown from other locations within San José and beyond. The skyline is also visible inside Downtown from certain vantage points. The skyline is shaped by many factors, but one of the foremost is the limitation of building heights by the Mineta San José International Airport, located north of Downtown. This limit, in combination with zoning height standards, has created a “mesa” (table) shaped skyline, with most buildings at similar heights (*Figure 2-4-1*). Among the most memorable Downtown skyline views are those from parks such as Arena Green, from highways that pass through and adjacent to the site, and from some major streets, such as the Alameda (*Figure 2-4-2*).

Prominent Locations—Due to the flat shape of the skyline and limited view locations, some sites have more impact on the Downtown skyline. Based on analysis of this pattern, the resulting Gateway Sites and Image Defining Frontages in the Diridon Station Area are illustrated in *Figure 2-4-3*. Buildings on these sites will have a large impact on the image of the City. For this reason, their design receives special attention in the Downtown Design Guidelines and this Plan.



Figure 2-4-1: View Corridors Framework Plan

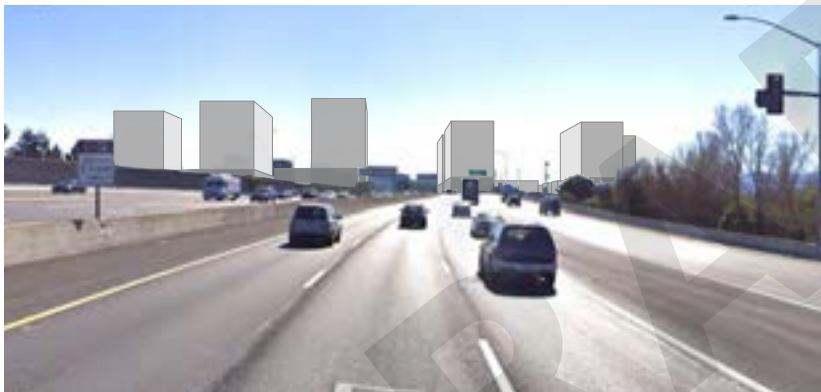


Figure 2-4-2: Rendering views from highway and skyline view from park

Additions to the Downtown Design Guidelines

Image-Defining Frontages were added to a portion of Cahill Street between The Alameda and West San Fernando to ensure the new expanded and redesigned Diridon Station receives special design attention. A portion of Delmas Avenue between West San Carlos Street and Auzerais Avenue also includes an image-defining frontage to ensure development visible from Highway 87 is appropriately designed and adds to the image of the City.

Podium Level and Pedestrian Level (DDG section 2.2)

Rationale – The interface with the streets is the primary organizing element at the base of a building. The design should be attractive and engage pedestrians with the activities within the building. The public realm treatment of streets varies by their location, land uses, and commercial and symbolic importance within Downtown. Street design is governed by the San José Complete Streets Design Standards & Guidelines (2018). *Figure 2-4-4* illustrates the Podium Level and Pedestrian Level Designations within the Diridon Station Area.

Street Frontage Classifications

There are no unimportant streets. However, the built form treatment along streets can vary. Street frontage classification indicates the role of the streets in the Downtown urban fabric.

- **Primary Addressing Street:** This is a primary commercial street that includes retail and other active ground floor uses.
- **Secondary Addressing Street:** This is a street with a commercial or residential focus. While it may provide some active ground floor uses, retail is not the primary function of the street.
- **Paseos:** Paseos are pedestrian connections that can have a variety of uses
- **Alleys:** Alleys have no streetwall requirements.¹ An alley should always be the location of services, if one is available.
- **Other Streets:** Other streets are streets within the Guidelines boundary without the designations stated above.

WHAT TO DO

Locate the proposed development site to determine if it:

1. Has an Image-Defining Frontage
2. Is a Gateway Site

This will affect its treatment in the relevant Downtown Design Guidelines and Standards:

- 4.2.1 Form, Proportion, and Organizing Idea
- 4.3.2 Skyline Level Massing (Above 70')
- 4.4.1 Façade Pattern and Articulation
- 4.4.3 Materials and Colors
- 4.4.6 Parking Garages

Parks and Open Spaces—Urban parks and natural open spaces are amenities that form part of Downtown's ecological systems and address the need for natural spaces that support mental and physical health.

- **Urban Park/Plaza Frontage:** These facades form the urban framework for the existing civic spaces in Downtown. They should create a sense of enclosure for the spaces.
- **Open Space Frontage:** These facades define the experience within Downtown's natural spaces and should have an urban form that provides visual permeability toward the open space.

¹ Streetwall refers to the building façade(s) along a public street, public open space, or a paseo from ground level up to 70 feet above.

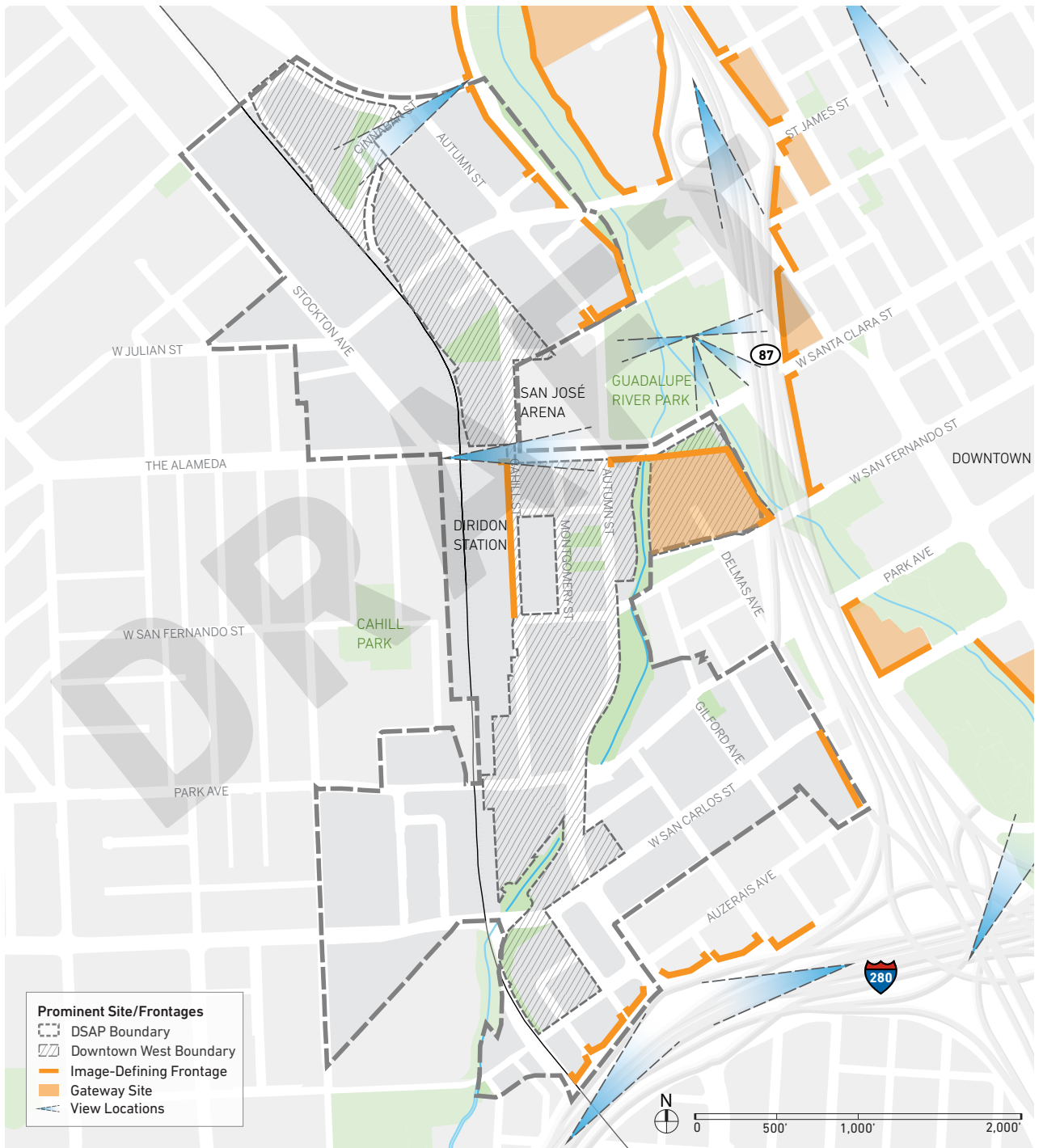


Figure 2-4-3: Prominent Sites and Frontages

Gateways—Entry points into Downtown from transit and pedestrian and bicyclists create special opportunities for high levels of amenity and safety at the small scale. These are different from Gateway Sites which relate to the visual entry experience at the larger scale and for longer views.

- **Transit Gateway:** Rail transit stations are key permanent locations for entry into and exit from Downtown.
- **Pedestrian and Bicycle Gateway:** Certain pedestrian and bicycle routes take on additional importance at entry points into Downtown.

Additions to the Downtown Design Guidelines

Primary Addressing Street classifications were added to a portion of Cahill Street and Montgomery Street between West Santa Clara Street and West San Fernando Street to ensure development along the street incorporates active uses, and a Secondary Addressing Street was added on North Montgomery Street between Cinnabar Street and West Santa Clara Street. Given these properties are within Google's Downtown West Mixed Use Plan, development is subject to the Downtown West Design Guidelines and Standards. Transit Gateways locations were updated for consistency with transit entrances in the Diridon Integrated Station Concept Plan for the expansion and redesign of Diridon Station.

WHAT TO DO

Locate the proposed development site to determine if it is adjacent to:

1. Primary Addressing Street
2. Secondary Addressing Street
3. Paseo
4. Urban Park/Plaza Frontage
5. Open Space Frontage
6. Transit Gateway
7. Pedestrian and Bicycle Gateway

This will affect its treatment in the relevant Downtown Design Guidelines and Standards:

- 3.3.2 Relationship to Transit
- 3.4.4 Vehicle and Bicycle Parking Location
- 3.5.1 Pedestrian and Bicycle Entrance Location
- 3.5.2 Service Entrance Location
- 3.5.3 Parking and Vehicular Access Location
- 4.3.1 Podium Level Massing
- 4.3.3 Streetwall
- 4.4.6 Parking Garages
- 5.2 Public Art in Private Development
- 5.3.1.a Active Frontages
- 5.3.2 Ground Floor Non-Residential Space
- 5.3.4 Lighting – Pedestrian Level
- 5.3.5 Signage – Podium Level and Pedestrian Level

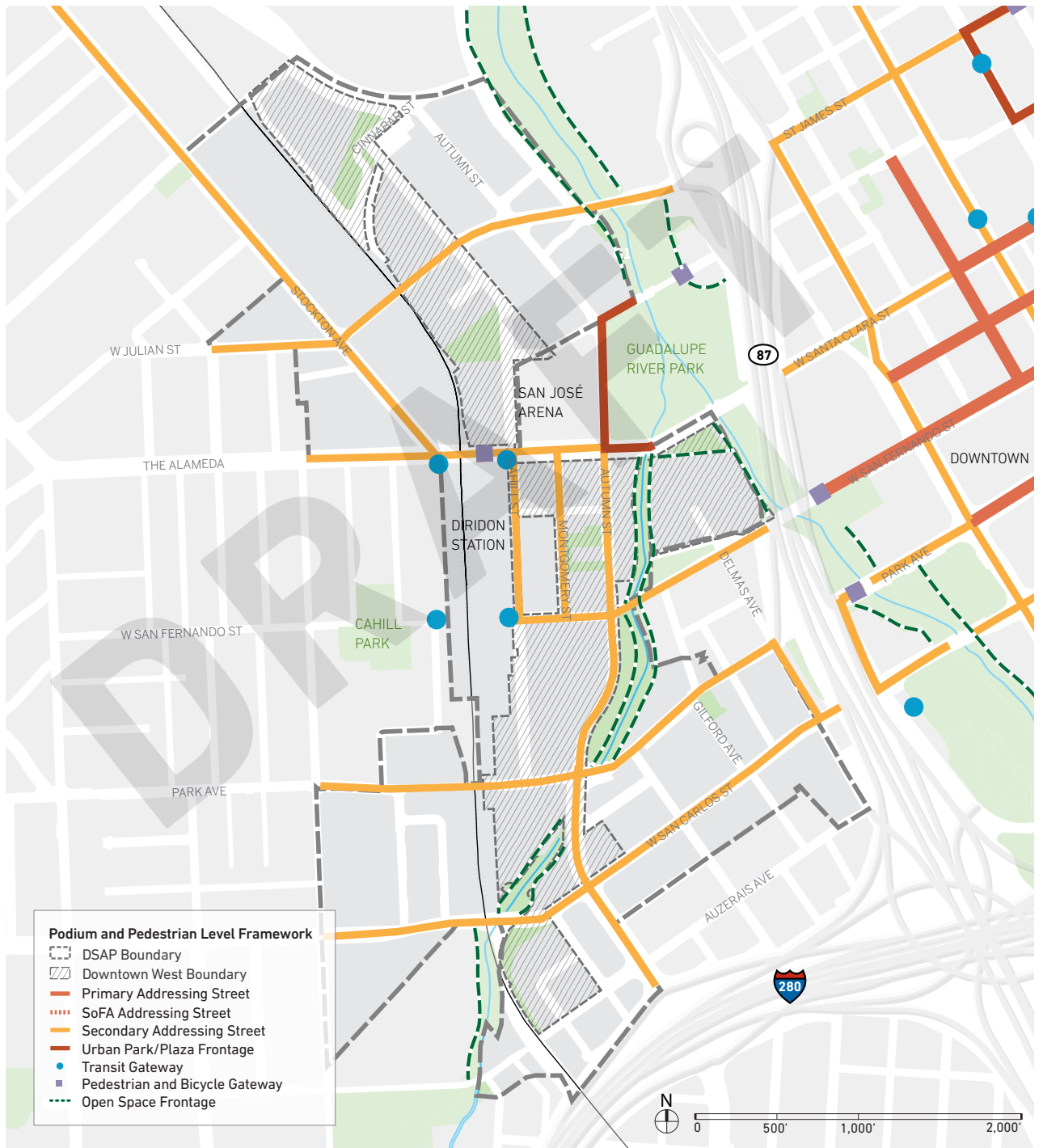


Figure 2-4-4: Podium and Pedestrian Level Framework

Street Level View Corridors (DDG Section 2.5)

Rationale – Street level views are essential to orientation within Downtown and a way to connect to the surrounding landscape. Level topography makes these corridors crucial because there are few high public vantage points. Figure 2-4-5 illustrates the Street Level View Corridors within the Diridon Station Area Plan.

Within the Diridon Station Area there is one type of street level view corridor to be protected:

- **Urban View** – Distinctive view to buildings and along corridors within the district

WHAT TO DO

Locate the proposed development site to determine if it is adjacent to a:

1. View Corridor – Urban View

This will affect its treatment in the relevant Downtown Design Guidelines and Standards:

- 3.2.1 Block Size
- 3.2.2 Building Placement
- 4.3.1 Podium Level Massing
- 4.4.8 Pedestrian Bridges

Additions to the Downtown Design Guidelines

The urban view corridor along West Santa Clara Street was modified to ensure street level views to and from the new expanded and redesigned Diridon Station and Downtown.

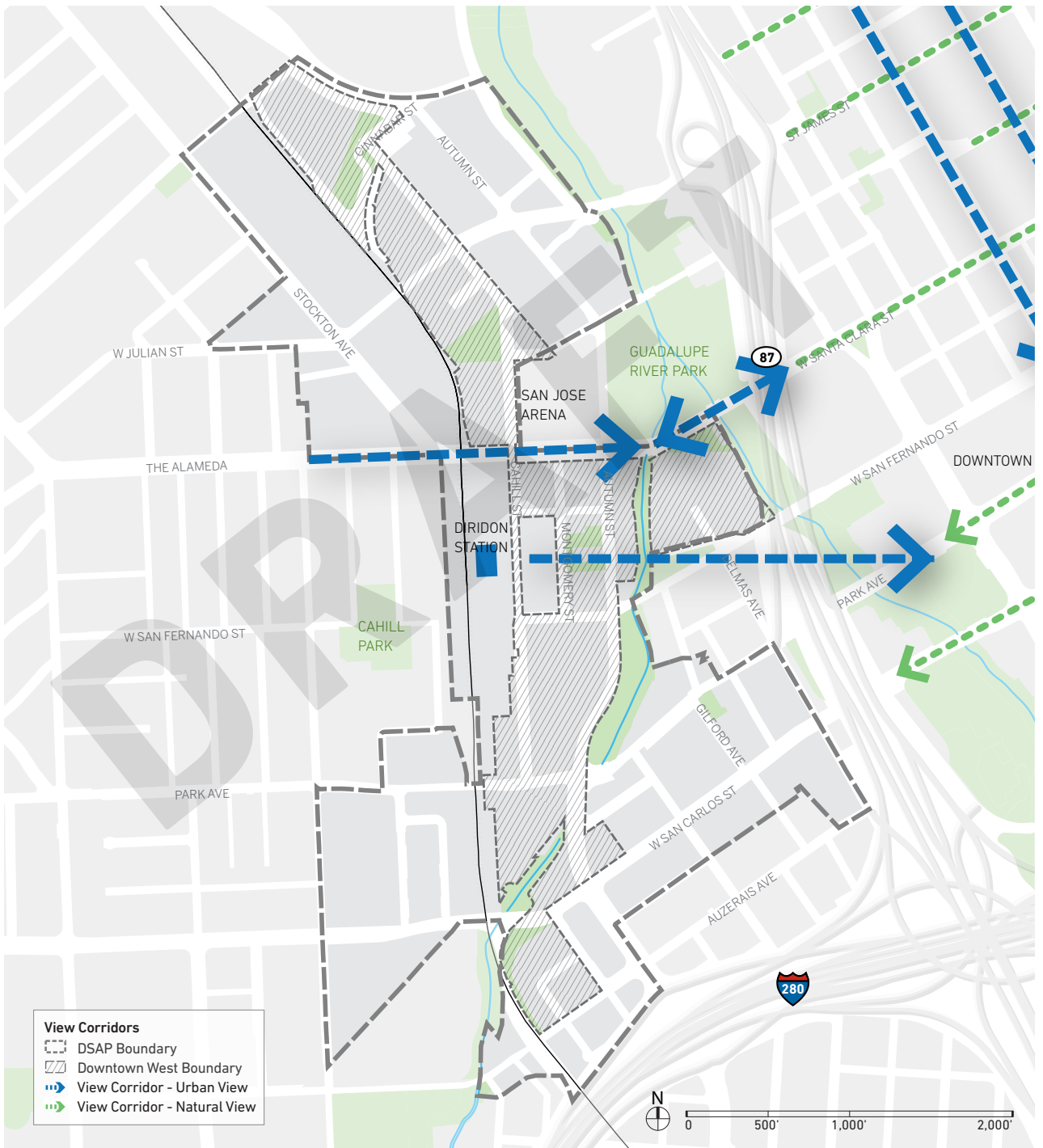


Figure 2-4-5: View Corridors Framework Plan

Special Lighting (DDG Section 2.6)

Rationale – Lighting at all levels of a building is a place-making quality that provides around-the-clock legibility to Downtown. Lighting that illuminates the pedestrian space without creating glare makes that space more comfortable and safe. Lighting on the building can emphasize interesting architectural features and create a more distinctive and memorable urban fabric. This framework plan creates lighting to enhance the experience of pedestrians as well as Downtown’s Skyline Level and distant image. See the relevant guidelines in the Downtown Design Guidelines for specific information. *Figure 2-4-6* illustrates Special Lighting within the Diridon Station Area.

Lighting Gateways – These special points aid orientation by serving as markers for specific areas and as points of transition at the ground level as people pass through and experience Downtown.

Enhanced Lighting Corridors – These corridors form the core commercial and active districts in Downtown. Employing distinctive lighting techniques or artistic illumination along these streets will contribute to the creation of more interesting nighttime urban spaces for pedestrians and other occupants of these spaces.

Image-Defining Frontages – These frontages, noted previously, offer opportunities to create interesting and dramatic façade lighting in prominent location.

Gateway Sites – These sites are particularly prominent in long views of Downtown. As noted in the relevant guidelines, they are good locations for special lighting in buildings’ skyline level.

WHAT TO DO

Locate the proposed development site to determine if it is:

1. Adjacent to an Enhanced Lighting Corridor
2. Adjacent to a Lighting Gateway
3. Has an Image-Defining Frontage
4. Is a Gateway Site

This will affect its treatment in the relevant Downtown Design Guidelines and Standards (Note that lighting guidelines apply to all locations in Downtown, but locations noted in this Framework Plan have special guidance):

- 4.4.9.a Lighting – Podium Level
- 4.4.9.b Lighting – Skyline Level
- 5.2 Public Art in Private Development
- 5.3.4 Lighting – Pedestrian Level

Additions to the Downtown Design Guidelines

A lighting gateway and image defining frontages were added to land adjacent to Diridon Station to ensure opportunities for interesting and dramatic façade lighting. Properties within Google’s Downtown West Mixed Use Plan are subject to the Downtown West Design Guidelines and Standards.

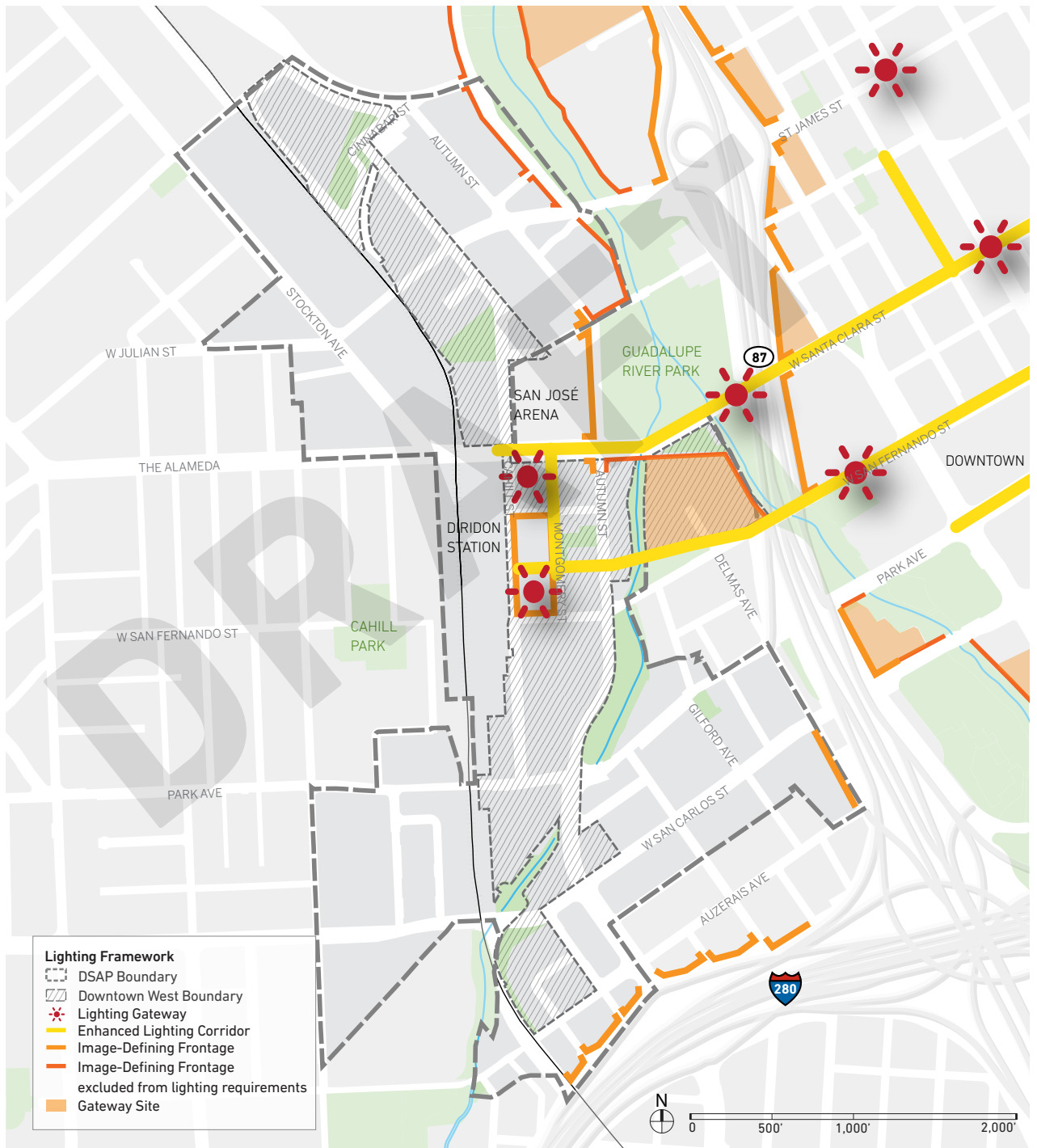


Figure 2-4-6: Lighting Framework Plan

HEIGHT AND MASSING TRANSITION DESIGN STANDARDS

These additional design standards are specific to this Plan and build on the existing Downtown Design Guidelines and Standards (DDG) to facilitate development consistent with the objectives of this Plan. Projects within the Diridon Station Area must be consistent with these standards in addition to the Downtown Design Guidelines, except for properties within Google's Downtown West Mixed Use Plan, which are subject to the Downtown West Design Guidelines and Standards and the Downtown Design Guidelines.

Massing Relationship to Context (DDG Section 4.2.2)

Rationale – In some Downtown locations, tall new buildings will be adjacent to historic buildings of lower height and to properties at the edge of Downtown where the General Plan land use designations limits buildings to lower heights. In these conditions, a massing transition for the tall buildings to the lower height context, creates compatibility between new and old. *Figure 2-4-7* illustrates stepback plane locations.

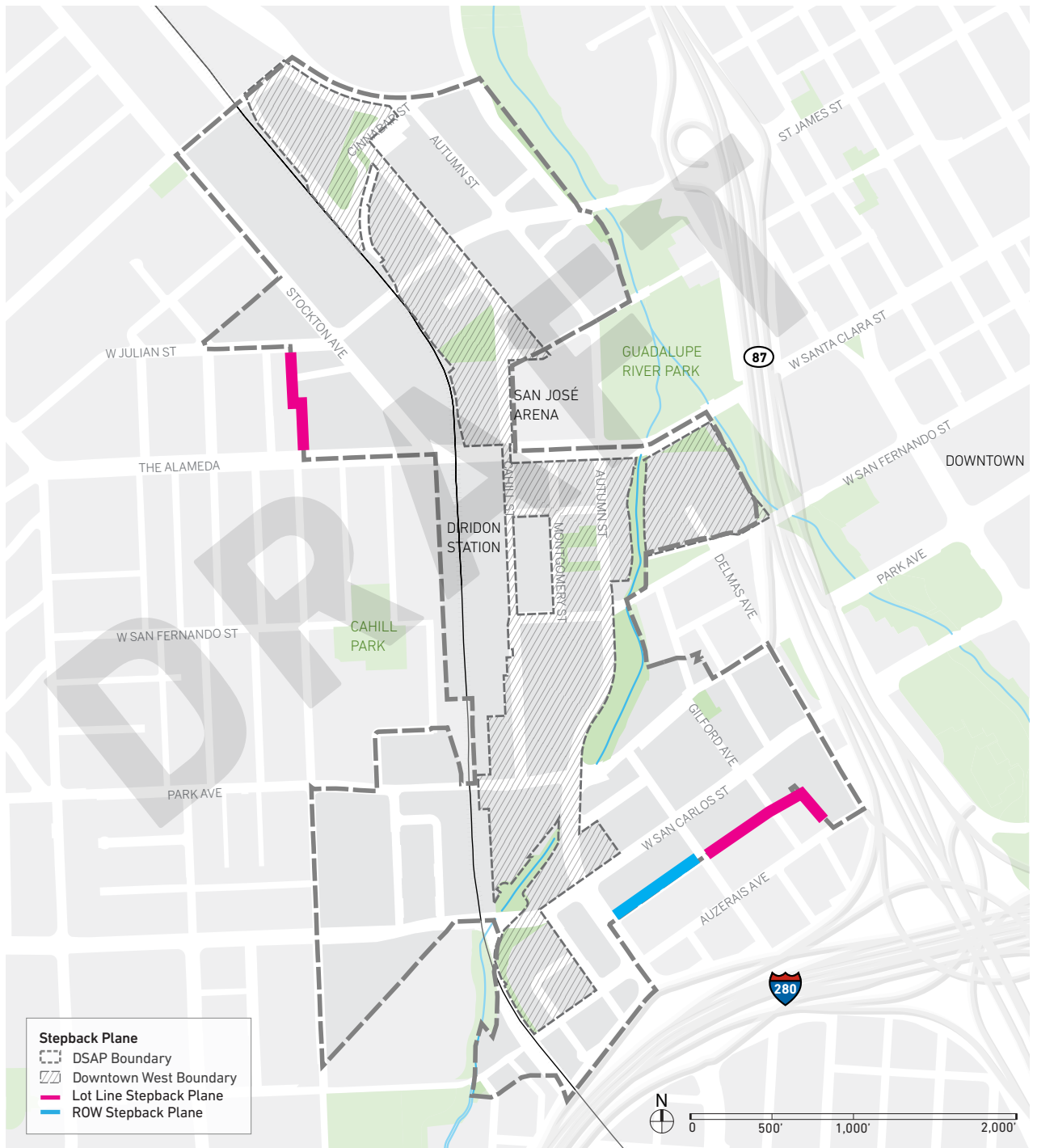


Figure 2-4-7 Stepback Plane Locations

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.

1. Provide building setbacks 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 2-2-8a*).
 - Each building setback must be a minimum of six feet in depth.
2. Provide building setbacks 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 2-2-8b*).
 - Each building setback must be a minimum of six feet in depth.

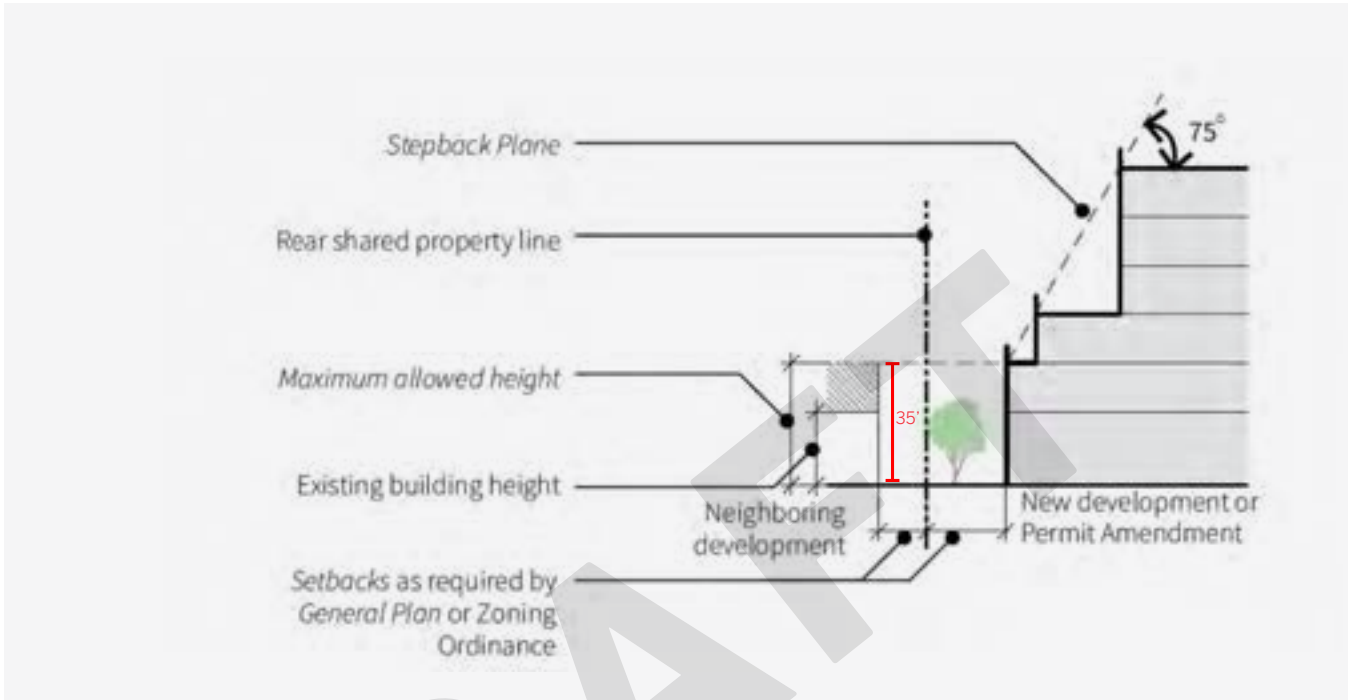


Figure 2-4-8a:

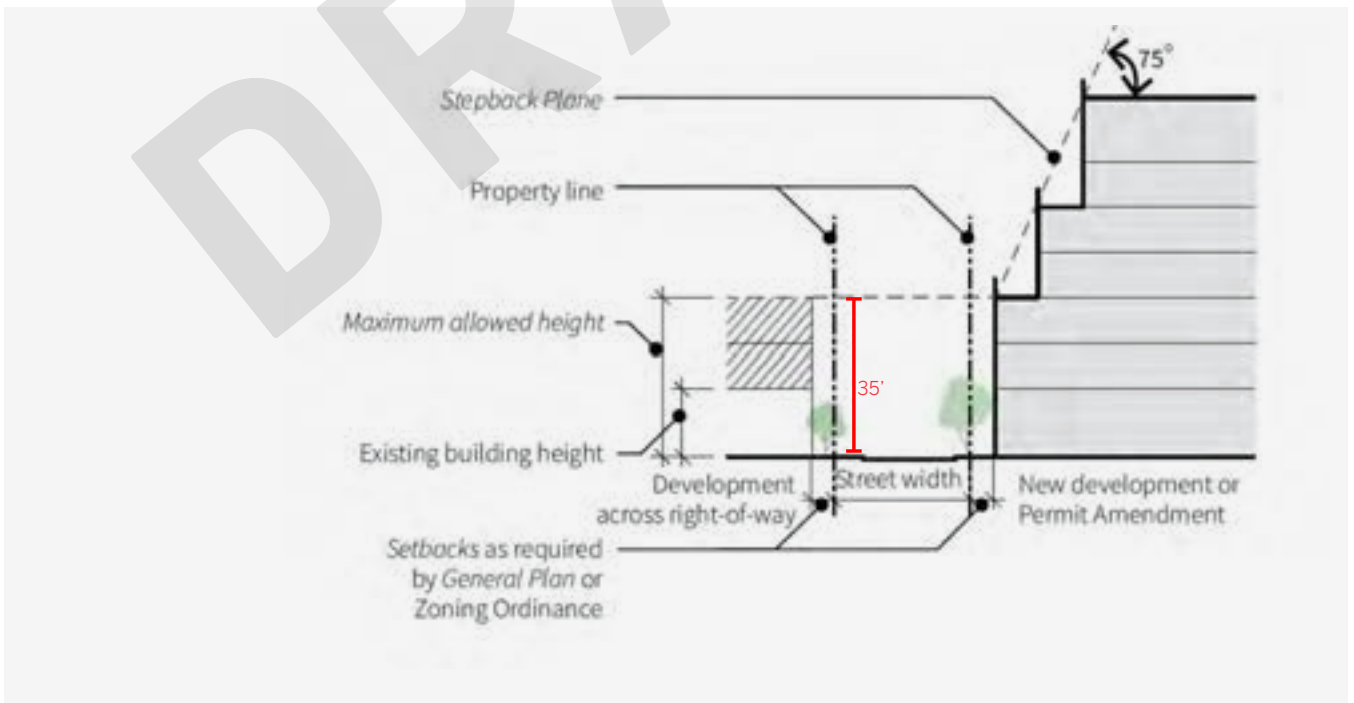


Figure 2-4-8b

2.5 AFFORDABLE HOUSING

The Diridon Affordable Housing Implementation Plan (implementation plan) summarized here characterizes the need for affordable housing in the Plan area and surrounding communities, in light of the large-scale transit investments planned for Diridon Station, the Downtown West Mixed-Use project, and other future development, which will transform the 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.

The implementation 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 Plan 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.

TARGETS AND GOALS

Production

Build-out of this Plan and Downtown West, if approved, has the potential to add between 10,619 and 13,519 new housing units in the Plan area. Based on City Council direction, staff is recommending a goal that 25 percent of all housing units in the Plan area, including the Downtown West project, be affordable to lower-income households at buildout of the land use plan (2040). While there are currently 141 units of deed-restricted affordable housing (or 20%) in the Plan area as of 2019, the area goal is to achieve an overall 25% affordability goal for the Plan area. Therefore, it is assumed that at least 25% of future housing production would need to be deed-restricted affordable units. The implementation plan envisions the production of new affordable units (including permanent

supportive housing) for households at a range of incomes, including extremely-low-income, very-low-income, low-income, and moderate-income households. Under the 25 percent goal, the number of affordable housing units to be added is estimated at between 2,655 and 3,380 units.

Preservation

The area within a half-mile of the Diridon Station Area Plan boundary, 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. In addition, there are another 319 deed-restricted affordable units in the pipeline as of mid-2020. The Plan establishes a goal to preserve the affordability of all existing affordable units, as well as forthcoming new deed-restricted units, ongoing.

In addition, about 10 percent of existing housing units (840 units) in the Neighborhood Stabilization Area are in older multi-family buildings that are regulated by the City's Apartment Rent Ordinance (ARO). The ARO provides tenants with protections by limiting rent increases to five percent annually and requiring defined "just causes" for evictions. It is estimated that approximately two-thirds of ARO units (560 units) are occupied by low- and moderate-income households. However, the units are not deed-restricted, and therefore do not provide long term affordability. Acquiring, rehabilitating, and converting these units to deed-restricted units is an important strategy for ensuring that the lower-income tenants of multi-family apartments in the Neighborhood Stabilization Area can remain in place.

The implementation plan establishes a goal of developing a Preservation Pilot program to acquire and rehabilitate existing multi-family units that are affordable to lower-income households and convert them to long-term, deed-restricted affordable units.

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). Many of these renters have inadequate protections from rent increases and evictions. Anti-displacement policies, including enhanced renter protections, can help to reduce incidences of homelessness.

About 27 percent of renters live in single-family, duplex, or condo units, which have very weak tenant protections compared to multi-family units protected under the City's Apartment Rent Ordinance. The majority of renters who live in single-family homes and duplexes are not protected by existing local and state laws.

The implementation 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 Plan area. New affordable units will be provided through a variety of methods, such as inclusionary requirements for market-rate development projects and stand-alone deed-restricted affordable projects subsidized by a number of 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 for Sustainable Communities program (AHSC), Transit-Oriented Development (TOD) Housing Program, 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 for Sustainable Communities grants for affordable housing developments near 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. First-last mile pedestrian and bike improvements may also be leverageable for AHSC funds. AHSC also provides affordable housing developers more flexibility in their unit affordability breakdowns, which can be all the difference in whether affordable housing projects are feasible. Because AHSC applications are known to be incredibly lengthy and complex, it is important the City of San José take an active role organizing an AHSC application with transit agency and developer partners, as AHSC applications are typically most successful with strong jurisdictional leadership.²
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 Plan area, this could produce tens of millions of dollars for affordable housing over the next two decades.
4. **Adopt the proposed update to the citywide Inclusionary Housing Ordinance.** The proposed update to the City's Inclusionary Housing Ordinance is designed to encourage the construction of new housing for a range of income levels, including median-income households. Under the current requirements, developers have chosen to pay the in-lieu fee rather than provide on-site units. Solely collecting revenue from this Ordinance is not realizing the full potential of this important

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 completed in 2035, will take place too far in the future to be leverageable now.

program, which has the goal to economically integrate neighborhoods and to produce affordable housing along with market-rate housing. The proposed modifications are designed to provide developers with a wider range of economically feasible options to meet the inclusionary requirement while meeting the City's needs.

5. **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.

6. **Explore potential changes to park fees to decrease overall development costs for market-rate and affordable housing.**

As one of the City's most significant development fees, a reduction in the parks fee would help to reduce the overall cost of housing development in the Plan area and encourage the provision of inclusionary affordable units integrated into market-rate projects. The City currently discounts the park fees by 50 percent for deed-restricted housing units affordable to households at 80% AMI and below. The City also is considering a reduction of up to 50 percent for deed-restricted housing units affordable to moderate-income households earning 81 to 100% AMI. In addition, a proposed change to charge the fee on a per-square-foot basis rather than on a per-unit basis can improve the development feasibility of small market-rate units, like studios and one-bedrooms.

7. **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 for the production of 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 around accessory dwelling unit production, including easing multiple building requirements in conformance with new state laws³ 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 units in ADUs, not just for single-family properties, but also for lots that currently contain duplexes or small multi-family buildings.

Preservation

Preservation of existing multifamily units would formalize the affordability of older properties for the long term. The City does not have a history of acquiring, rehabilitation, and converting privately-owned multifamily housing into deed-restricted affordable housing. The first step is to develop a Preservation Pilot Program specifically for the Neighborhood Stabilization Area, which is a half-mile area around the DSA. 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, adjacent development activity, or location.

This pilot program would require multifaceted strategies that streamline acquisition, affordability restriction implementation, property rehabilitation and property maintenance. These include:

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>

1. **Conduct outreach to non-profit 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.
 2. **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.
 3. **Implement complimentary policies that support preservation activity.** Right of first refusal policies (such as Tenant Option to Purchase and Community Option to Purchase acts) elevate the position of lower-income tenants interested in communal ownership models and non-profit housing entities. The City and RSP could also work closely to identify candidates for acquisition-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.
1. **Establish a Housing Collaborative Court to provide legal support for tenants facing eviction.** Many households in the Plan 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.
 2. **Create a “satellite office” in the Plan area 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 (RSP). The City also has local enforcement tools so that tenants who have experienced violations to these laws can submit a petition to the RSP for an administrative hearing. Establishing a satellite office in the Plan area 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.
 3. **Consider options for enforcing AB 1482.** AB 1482, which was signed into law in 2020, prevents rent-gouging and requires just causes for eviction. AB 1482 covers many homes in the Diridon Station Area and surrounding neighborhoods, 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.

Protection

The 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.

4. **Expand San José's existing Tenant Protection Ordinance to include all rental units (including duplex, single-family, and condo/townhome rental 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 to include renter-occupied duplex units.** The ARO, which limits rent increases for existing leases to 5 percent annually, 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 ARO to include 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.

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 the Downtown West Mixed Use Plan boundary. The 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 the 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 the 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 the Downtown West 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. Any proposed mitigation will require a study through the flood control district coupled with a FEMA application and approval (Letter of Map Revision) for FEMA to modify the areas Flood Insurance Rate Map.

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.

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.

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 the 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.

2 | STATION AREA DEVELOPMENT

Recycled Water

The City of San José administers the South Bay Water Recycling (SBWR) Program, a long-term program for the cities of Milpitas, San José, and Santa Clara, created to bring 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 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.

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 the 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. 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 (SWA Group)



Bryant Park, New York, NY (Teri Tynes, Flickr)



Madison Square Park, New York, NY (Andrew Burton 2014 Getty Images)

VISION

With the enhancement of the Diridon Station Area proposed in this plan, San José has a unique opportunity to strengthen its open spaces and public life. Working in concert with the proposed 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, teeming with life, and that provide important transition zones between Diridon Station and the surrounding neighborhoods. Cafés and active uses near the station give way to more peaceful areas along Los Gatos Creek where nature and play take the center stage. The Los Gatos Creek Trail will lead residents and visitors across West Santa Clara Street north to Guadalupe River Park, where they can relax in the green open spaces, or south toward Del Monte Park and beyond. Public art will play key role in emphasizing the vision of the Diridon Station Area as a crossroads for innovation, engagement, and ecology. The park, 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.

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 provide a vision to work from when considering the Diridon Station Area. It establishes 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 of citywide or regional serving parks, and 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 an abundance

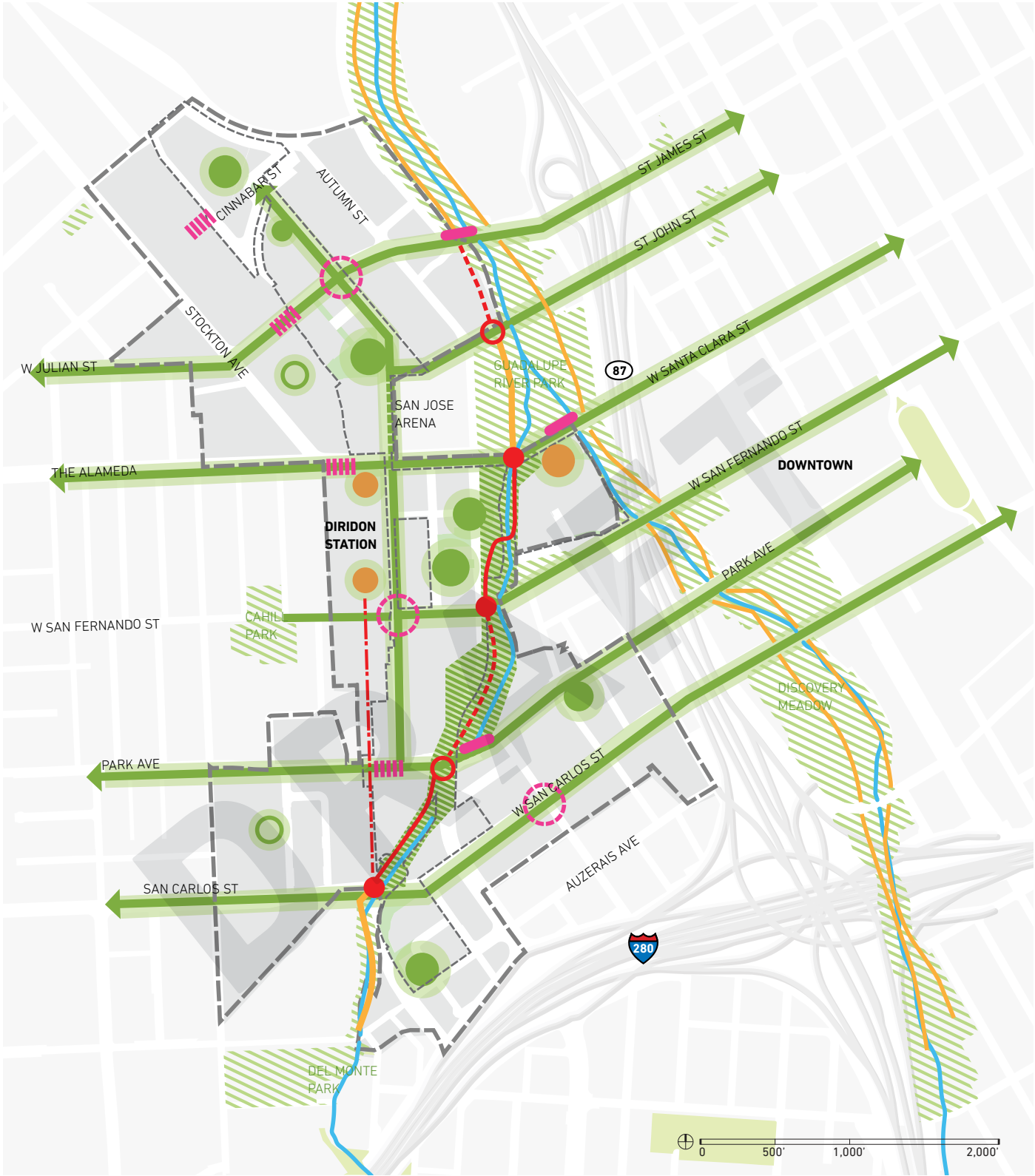
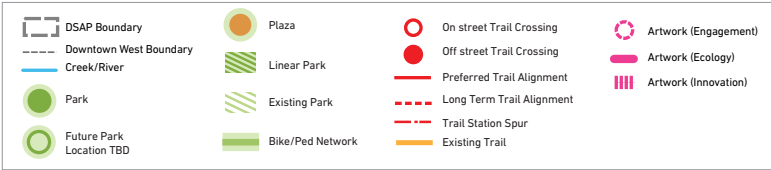


Figure 3-1-1: Open Space and Public Life Vision





City Creek Center, Salt Lake City, UT (SWA Group)



Willow Waterhole, Houston, TX (SWA Group)



River Islands Vega, Lathrop, CA (SWA Group)

of 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.

EXISTING OPEN SPACE

The Diridon Station Area is a blank palette for open space and public life planning, with limited existing resources located inside the planning area. Adjacent to the Diridon Station Area plan boundary there are existing open space assets where people can play and enjoy nature. While these spaces are not part of the Diridon Station Area, their adjacency makes them important assets when considering the future plans for this urbanized area. *Figure 3-1-2* illustrates the existing parks and open space 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, extending from Discovery Meadow at the south to Interstate 880 to the north. East of the project area is the Guadalupe River Trail, which runs through the heart of Downtown, past the Children’s Discovery Museum, the Center for Performing Arts and Adobe to name a few of its neighbors. Once complete, this trail will connect south all the way to the Almaden Valley. North of West Santa Clara Street the park opens up to Arena Green East and West, with the trail connecting northward to the Guadalupe River Gardens and eventually to Alviso and the San Francisco Bay. The GRP is operated in a hybrid model by the City of San José and the Guadalupe River Park Conservancy.
- **Cahill Park:** Located immediately west of Diridon Station, Cahill Park is the only park serving a large portion of the St Leo’s and Shasta Hanchett 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 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, 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 I-280 through this park and crosses Auzerais Avenue.
- **Los Gatos Creek Trail:** The existing Los Gatos Creek Trail extends from Lonus Street, under Interstate 280 and follows the creek across Auzerais Avenue. North of Auzerais this incomplete trail ends at DuPont Street. Even though incomplete, the trail sees an estimated 171 users during peak hours.
- **Discovery Dog Park:** This small pocket park is nestled between Highway 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 well-manicured. It has two playgrounds and a picnic area.



Figure 3-1-2: Existing Open Space

PREVIOUS PLANNING EFFORTS

Three significant previous planning efforts have been undertaken in the Diridon Station Area and this Plan builds on those. 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 Diridon Station Area Plan built upon the Midtown Specific Plan, but called for major assets like a baseball stadium.

The 1992 Midtown Specific Plan acknowledged that intense development would occur around Diridon Station and along the 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; and
- 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 Guadalupe River Trail at West Santa Clara Street. This reach required more detailed study to evaluate crossing the Caltrain tracks north of Auzerais 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 bike 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 called for an open space improvement strategy that sought to enhance the underdeveloped and underutilized open spaces in the Diridon Station area. The 2014 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; and
- Develop a network of smaller neighborhood squares.

3.2 KEY PRINCIPLES



Hunters Point South, Long Island, NY (SWA/Balsley)



Buffalo Bayou, Houston, TX (SWA Group)

STRATEGY

San José is home to a diverse population that faces unique challenges with changes in urban design, increasing density, and growing income disparity. The City has a responsibility to develop a parks and recreation system that serves each neighborhood and demographic group with equity. All residents – regardless of race, age, gender identity, income, ability or culture – have the right to health, wellness and access to parks and recreational opportunities. Open spaces in the Diridon Station Area will provide multi-generational recreational and social opportunities and experiences for San José’s diverse community.

The open space strategy for the Diridon Station Area consists of 19 acres of easily-accessible public and private open spaces, including plazas and neighborhood parks, dispersed through the existing neighborhoods and the proposed new developments. The Los Gatos Creek Trail connects the spaces from north to south, with on-road (and future under rail) connections from the neighborhoods west of Diridon Station to Downtown in the East.

A balanced distribution of these interconnected spaces will complement and enhance the existing parks that surround the Diridon Station Area. The proposed network will provide recreation, active transportation, education, and cultural benefits to residents, visitors, and employees throughout the Diridon Station area. The plazas, and neighborhood parks in the area can respond to the character and needs of the existing neighborhoods while also serving as the catalyst to spur new development. Connecting plazas, neighborhood parks, and other open spaces to the existing and planned street network with a consistent system of signage and public art will create a coherent and accessible network of open spaces.

OPEN SPACE GOALS

The following goals define the approach to the open space plan for the Diridon Station Area. These build on the principles in ActivateSJ and the City's General Plan, but are tailored to the proposed development scenario for the Diridon Station Area.

- Create a variety of open spaces including plazas and neighborhood parks to establish an Identity unique to the Diridon Station Area.
- Provide access to Nature and educational opportunities by providing parkland along Los Gatos Creek.
- Provide Equity in the quality and style of park amenities and spaces regardless of whether the space is owned by the city or is a privately owned public space.
- Make the plazas around Diridon Station a focal point of Public Life by encouraging uses that foster social connections.
- Complete the Los Gatos Creek Trail from Auzerais Avenue to the Guadalupe River Trail at Arena Green East through off-road routes.
- Provide for future open spaces and trail connections that can be constructed following elevation of the train tracks that is planned as part of the Diridon Station Integrated Concept Plan, particularly bicycle and pedestrian connections from the Park Avenue area to Diridon Station.
- Provide community space to provide services for existing and future residents of all ages and socioeconomic status.
- Consider design and management strategies that allow for Stewardship of open space amenities.
- Integrate public art throughout the open space network to building upon the Identity of the area.



Milton Street Park, Baldwin Hills, CA (SWA Group)



Milton Street Park, Baldwin Hills, CA (SWA Group)

3.3 RELATED PROJECTS AND PARK ASSETS



Guadalupe River Park, San Jose, CA (Karl Mondon, Bay Area News Group)

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 the plan. These include 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

Guadalupe River Park (GRP) serves as the spine of the Downtown San José Park System. The park includes distinct areas with different characters and amenities that are well-connected by an active river trail.

GRP Discovery Meadow is located at the southern end of the park. It includes a large open field that can hold up to 20,000 people during regional festivals and the Children's Discovery Museum. The museum is a cultural attraction and was designed by world-renowned Mexican architect, Ricardo Legorreta. It also holds Monopoly in the Park, which is the largest, interactive Monopoly game board in the world.



Los Gatos Creek Trail, San Jose, CA (Sandip Bhattacharya, Flickr)

Moving north along the park is The Veterans Memorial, located on Park Avenue at the Guadalupe River. The tribute to the men and women who have served our country consists of 76 flags.

Arena Green is bordered by Santa Clara Street on the south and St. John Street on the north. This area includes three distinct spaces – Arena Green East, Arena Green West and Confluence Point. Arena Green includes a carousel, playgrounds, picnic areas, and art commissions, such as the “Five Skaters” art piece, which honors five Olympic champion ice skaters from the Bay Area. Confluence Point includes a Ranger Station and numerous art works that honor the Ohlone history of the area. As its name implies, this is the confluence where Los Gatos Creek meets the Guadalupe River.

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.

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 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 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 GRP, just as changes in GRP will impact the Diridon Station Area. This necessitates that the open space strategy considers how these will interact and be managed and funded in the long term.

SAN JOSÉ TRAIL NETWORK

The build-out of the Los Gatos Creek Trail within the Diridon Station Area is a critical strategy to 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. Core trails like the Guadalupe River, Coyote Creek and Los Gatos Creek extend long distances and provide opportunities for both recreation and transportation.

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. Once complete, this trail system will provide approximately 11 miles of linear recreation opportunities from Lexington Reservoir to Downtown San José. Improvements and enhancements to the trail segments south of the project area are in planning and development. These include the undercrossing of Caltrain north of Auzerais Avenue. Enhancements to the undercrossing of Interstate 280 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 providing 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.

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 ideas 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, and as of fall 2020, three ideas had been selected for further development and consideration. Project development and fundraising will be ongoing throughout the planning period for the Diridon Station Area.

The project is located within the GRP and so is closely coordinated with the GRPC, but is mentioned separately because of the potential for Urban Confluence to dramatically change how Arena Green is used in the future. Since the exact nature of the change is not known at this time, we can only speculate what will occur, but there is an expectation that the proposed plan will work in concert with the Diridon Station Area open space plan.

PROPOSED MOBILITY ENHANCEMENTS

The Open Space Plan presented here 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, robust open space and public life provide opportunities for residents to come to the Diridon Station Area for a unique experience and then move easily to the vibrant spaces of Downtown. Proposed mobility enhancements, such as the elevated rail tracks will reconnect the street grid and active transportation corridors. As a result, these improvements will smoothly connect the open space network, such as Cahill Park to other open spaces east of the station. east of the station.



Figure 3-3-1: Related Projects and Park Assets

3.4 PARKS, PLAZAS AND COMMUNITY FACILITIES



Shekou Promenade, China (SWA Group)



Charleston Park, Mountain View, CA (SWA Group)

The Open Space Plan for the Diridon Station Area consists of 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 and visitors alike. *Figure 3-4-1* illustrates the proposed park and plaza network. Diridon Station is projected to serve 140,000 people per day by 2040 - roughly eight times as many as the 17,000 people who pass through the station today. Whether arriving or departing, those people will need and want places to sit and rest before heading to their destination. Plazas will serve that need. The dispersed open spaces will provide visitors and residents with a variety of user experiences from creek side paths, to green spaces, to active amenities like hardcourts. The presence of a recreation facility or community center space will provide access to programs and services that meet the needs of a broad range of residents.

NEIGHBORHOOD PARKS

Neighborhood parks provide important, intimate spaces where people can gather to relax and play. San José has a goal of providing parks within a 10-minute walk of all residents, and providing 3.5 acres of parkland per 1,000 residents. These goals help prioritize equitable access to

parks and open space throughout the City. Neighborhood parks are critical to meeting these goals. The current 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.

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 and civic spaces that could become memorable places for public life. They serve as nodes for public life and 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 bike and trail network. The entire area will benefit from improved pedestrian connectivity through an evenly distributed collection of outdoor urban spaces.

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, outdoor dining, playgrounds, passive areas, landscaping, trees, and

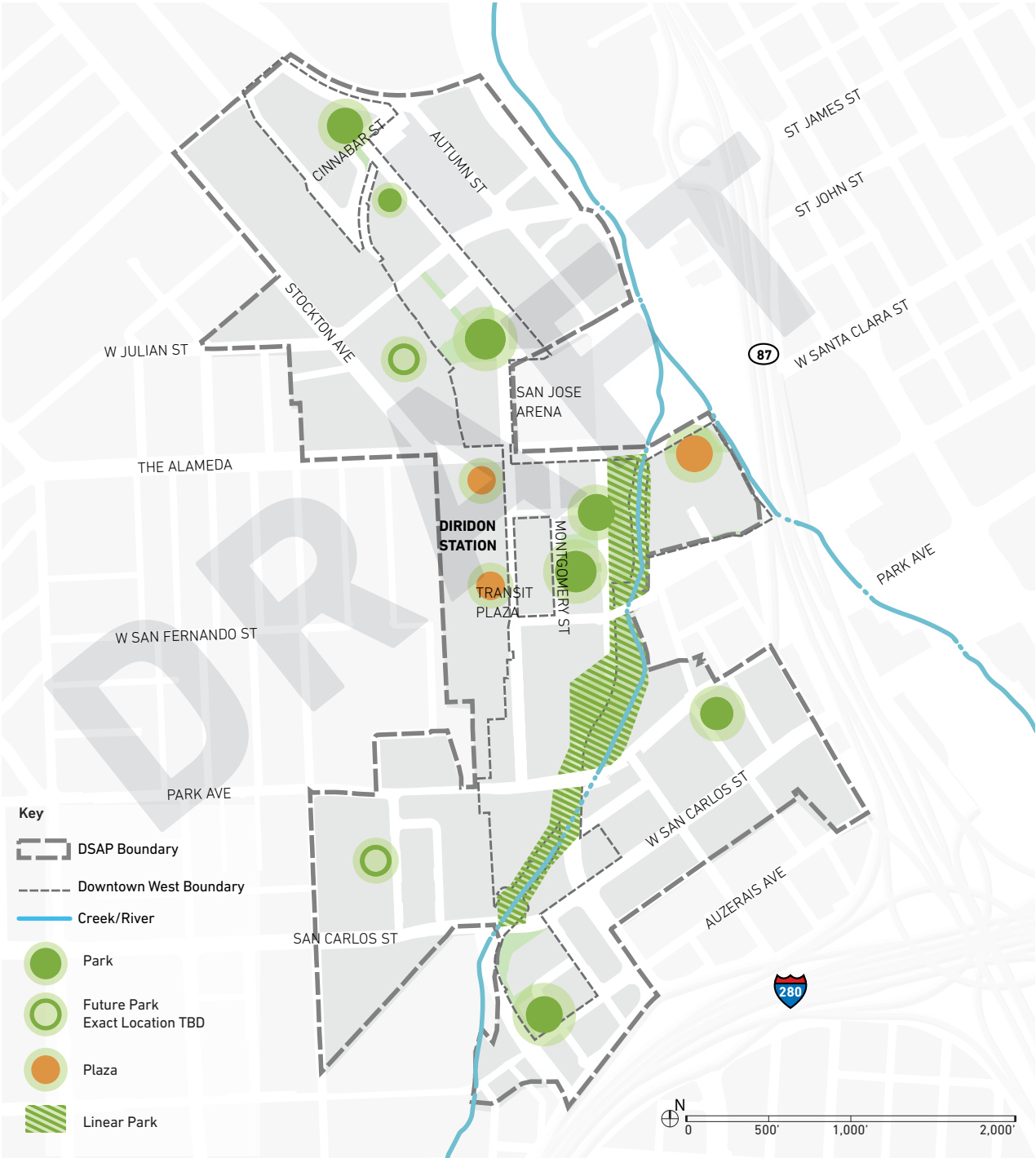


Figure 3-4-1: Open Space Types



San Jacinto Plaza, El Paso, TX (SWA Group)

shade. These parks will create a network of local spaces that meet the needs of nearby residents of all ages and offer recreational and leisure space, such as seating, tot-lots, hardscapes and softscapes, that encourage daytime use and community interaction. 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.

Starting at Auzerais Avenue a linear park is proposed along the existing rail corridor. The space will provide recreational opportunities, and a walking path that will lead to San Carlos Street. This path may provide an alternate to Los Gatos Creek Trail during winter rain events. This park space may be expanded in the future when the rail corridor is elevated.

North of San Carlos Street, parks will line both sides of Los Gatos Creek, providing space for Los Gatos Creek Trail, but also affording recreational opportunities and access to nature. North of Park Avenue the linear park would continue with plazas and public spaces adjacent to cafes and seating areas. Between Park Avenue and San Fernando Street, assuming successful future acquisition of private property, a linear park (including a future segment of the Los Gatos Creek Trail) would extend

on the west bank of Los Gatos Creek, replacing existing parking lots and industrial property with green space.

North of San Fernando Street open spaces will line the east and west bank of the Creek, providing walking paths and connection points to Arena Green to the north. West of Autumn Street the open spaces will transition to more hardscape and plazas on approach to Diridon Station.

North of Santa Clara Street and the SAP Center, two neighborhood parks are envisioned to provide active recreation and green space for residential and office users.

Near the south end of the Diridon Station Area, a city owned undeveloped parcel at the corner of Park Avenue and Gifford Street will provide a neighborhood park for the well-established Delmas Park neighborhood.

Two additional parks are envisioned near the northwest corner of McEvoy Street and West San Carlos Street and near the intersection of The Alameda and Stockton Avenue. The Department of Parks, Recreation and Neighborhood Services has identified a need for parks in these general areas to reach their equity goals, but no specific site has been identified at this time. These parks have a “floating” designation which indicates the general area where a park site should be located. The specific size, exact location, and configuration of such park sites will be finalized only through future development of particular parcels in the Diridon Station Area.

When the rail system through this area is elevated, the use of the space under the elevated tracks will be considered for open spaces and parkland. While this may not be traditional green park space, this undercrossing space could play a critical role in meeting the recreational needs of this urban community.

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

- Connect the park network with the pedestrian paths and the neighborhoods.
- Provide a diverse array of 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 and squares.
- 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.
- Include in each location:
 - Play features for children and adults of all abilities (e.g., playgrounds, ping pong tables, basketball, etc.)
 - 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 or square



City Creek Center, Salt Lake City, UT (SWA Group)



Elk Grove Community Center, Elk Grove, CA (SWA Group)

PUBLIC PLAZAS

Public plazas strategically located throughout the Diridon Station Area will enhance public life by creating outdoor spaces where workers, residents, and visitors can gather and meet. The design of these plazas will consider relationships to other public open spaces and amenities including transit stations and the Diridon Station. Plazas will 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 Santa Clara Street entrance and the second near the San Fernando Street entrance. These plazas will be active public spaces that serve as San José's front door and be welcoming to everyone. The plazas will allow for comfortable and easy transitions between travel modes and will be well integrated into surrounding land uses.

New public plazas will demonstrate the City's commitment to creating a transitional space and gathering place with a predominantly urban focus in Downtown and the Diridon Station Area. Plazas will accommodate high volumes of movement in different directions and provide a transition

from one area to another, including Diridon Station to the City. They will be highly visible to street frontages on at least one side of the plaza, with deep and narrow sites discouraged. To accommodate many community events, these plazas will be mostly hardscaped and will incorporate carefully curated public art.

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 parks/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; and
- Integrated bike and pedestrian circulation, connecting with adjacent through bike and pedestrian routes.

COMMUNITY CENTER

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 pre-school and after school care to fitness classes and more. Community Centers provide residents with cost-effective vital services. These facilities serve as a center of public life in the community, providing a valuable space for residents of all ages and abilities to gather and connect with each other. The closest centers to the Diridon Station Area are the Gardner Neighborhood Center to the south, Roosevelt Community Center to the east and Bascom Community Center to the west. Currently, there is no community center in Downtown San José, the target of much of the City's planned growth.

The maximum build-out of the Diridon Station Area Plan outside of the Downtown West Mixed Use Plan would allow construction of up to 7,000 housing units. This new housing will increase the population beyond what was originally

planned in the 2014 Diridon Station Area Plan, leaving the City without adequate local community center spaces to provide the 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. While a specific location has not been identified for a community center in the planning area, the addition of a minimum 30,000 square foot facility is critical to needs of the future community. A larger space of up to 50,000 square feet would be preferable.

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 through 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.

Key services and amenities may include, but are not limited to:

- Fitness centers and gymnasiums;
- After school programs and summer camps;
- Arts, dance, and exercise focused programming for all ages;
- Teen Center programs focused on a variety of programming areas including leadership; development, digital and media arts, and sports and recreation;
- Community meeting space and additional classroom spaces

3.5 LOS GATOS CREEK TRAIL AND SPUR SEGMENTS

The completion of the Los Gatos Creek Trail improvements through Diridon Station Area will complete the final section of a much larger trail and open space network that connects the City with surrounding communities and countryside, from the San Francisco Bay at Alviso to the Santa Cruz Mountains. This trail and park system passes through the heart of the Diridon Station Area and will provide improved recreational opportunities and enhance north-south pedestrian and bike connections to the whole of San José. *Figure 3-5-1* illustrates the proposed trail alignment through this area.

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 bike elements on City-owned or controlled land. The result is a master plan that did not define a fully separated, off-street, Class I Bikeway System, which is the long-term goal for the City's Trail Network according to the General Plan and other guiding documents. This current plan proposes to maximize the off-street alignment, which will require acquisition of property to fully implement.

Auzerais Avenue to Park Avenue

At the south end of the planning area, design is underway by the City to extend the Trail on the west side of the Creek under Caltrain and 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 Site to Park Avenue.

On the east side of the creek, on-street bike facilities will allow users to cross the rail tracks and then head north behind the former Orchard Supply Building. A future trail connection will allow the trail to continue under San Carlos Street and meet the west side trail at Park Avenue. Coordination with the Department of Transportation for long-term improvements to Auzerais Avenue (widening, realigning, elevating, etc.) 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 less than desirable route to the station. The long term goal will be to provide this important direct connection.

Park Avenue to West San Fernando Street

Acquiring land along the Los Gatos Creek between San Fernando Street and Park Avenue will allow for the development of an urban green space to support a creek side trail alignment and landscaped open space. This is consistent with the 2014 Diridon Station Area Plan. Until the necessary property is acquired, the bike route through this segment will be on-street, with bike lanes on each side of Autumn Street.

West San Fernando to West Santa Clara

From West San Fernando Street when traveling north on Autumn Street, the trail will be via on-street bikeway until after crossing 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.

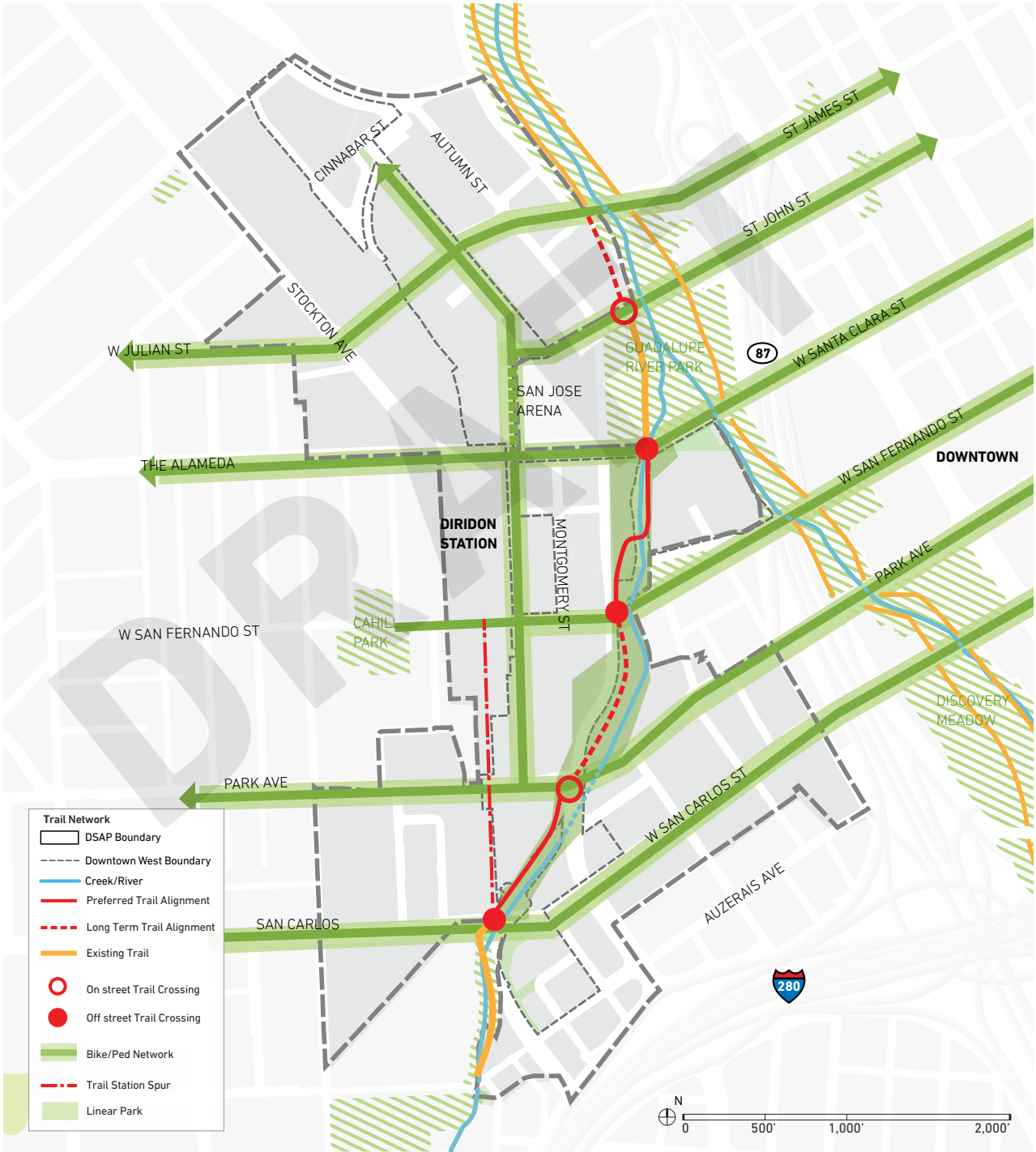


Figure 3-5-1: Trails and Mobility Network



Ljubljana, Slovenia



Circle Bridge, Denmark



Hunters Point South, Long Island, NY (SWA/Balsley)

The **at grade crossing** presents challenges due to the high volume traffic on Santa Clara Street. An existing pedestrian crosswalk exists at Delmas Avenue and a signalized intersection exists at 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 not likely 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 Santa Clara Street solution. The trail alignment between San Fernando north of Arena Green as currently proposed is less than optimal. As people bicycling cross 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 approximately from San Fernando the Arena Green East, connecting the Los Gatos Creek Trail. 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.

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 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 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*).



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

DRAFT

3.6 PUBLIC ART



Buffalo Bayou, Houston, TX (SWA Group)



Buffalo Bayou, Houston, TX (SWA Group)

INTRODUCTION

In 2010 an artist team prepared a separate summary report for the public art component of the Diridon Station Area 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 Plan.

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 legibility.

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
- be interactive, creating opportunities for cross-cultural communication and public engagement

Vision

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

Public art will play key role in emphasizing the vision of the Diridon Station Area as a crossroads for innovation, engagement, and ecology. Artworks can be commissioned to reinforce the goals of these guidelines and to create landmarks, opportunities for community interaction, and human-scaled places.

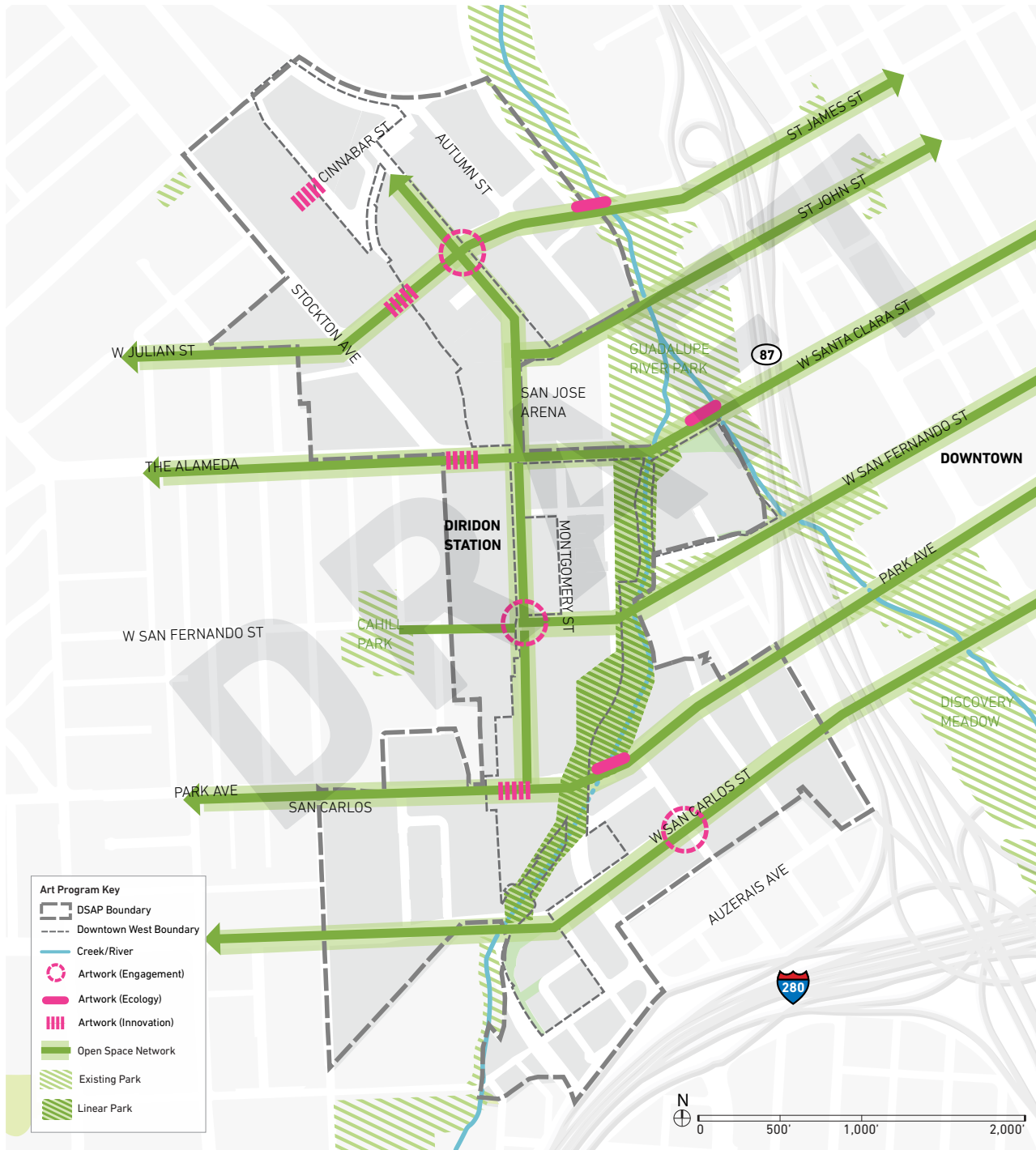


Figure 3-6-1: Art Zone Master Plan

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 Station Area Concept Plan and future development should be dynamic and theatrical. 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.

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 the station area. 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.



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



Figure 3-6-3 Sonic Runway, 2017, Artists Rob Jensen and Warren Trezevant, San Jose, CA (Adrien LeBiavant)



Figure 3-6-4 Guthrie Green, Tulsa, OK (SWA Group)



Cloud Gate by Anish Kapoor, Chicago, IL (Vincent Desjardins, Flickr)

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.

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* envisioned the transformation of the 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 José 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 *San José Envision 2040 General Plan* sets ambitious goals for access and mobility, most clearly articulated by its goals to grow citywide trips taken on foot, public transit, bicycle, shared micro-mobility, and/or carpooling from the current citywide level of roughly 20 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 and/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.

This Plan maintains the following objectives in support of the City's access and mobility goals:

- Expand and redesign Diridon Station to create a well-integrated center of architectural and functional significance.
- Improve pedestrian, bicycle, motorized, and transit connectivity between the station site and adjacent commercial and residential areas to ensure seamless multi-modal connectivity.
- Create a highly active, safe, and lively pedestrian and bicycle-friendly environment with excellent connectivity to Downtown destinations and regional transit to enhance connectivity and reduce greenhouse gas emissions that contribute to climate change.
- Establish a mobility network that is space-efficient, is environmentally and economically sustainable, and that fosters community development, social interaction, and public life.
- Prioritize shared parking and disperse parking through a right-size parking approach in different locations to ensure easy walking access to destinations.
- 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 that sufficient parking and efficient access for SAP Center customers, consistent with the provisions of the Arena Management Agreement, are critical for its ongoing success.
- Establish Diridon Station and the surrounding area as a local, citywide, and regional destination where all residents and visitors, regardless of race, ethnicity, age, gender identity, and income level can live, work, and play.
- This Plan reflects changes to planning conditions and aligns with ongoing efforts such as the Diridon Integrated Station Concept Plan and the Downtown Transportation Plan. Further details are provided in Section 1.3 of this Plan. It also incorporates key access and mobility principles that will allow the Diridon Station Area to live up to its potential as a great place to live, work, and play for all residents and workers of San José.

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 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. 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.



Rotterdam Central Station (Credit: Laura Tolkoff, SPUR)



Denver Union Station (Credit: Visit Denver)

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 spending time.

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, or other alternatives to single-occupancy vehicles (SOV) from the current level of 40 percent to at least 75 percent by 2040. This requires that the Diridon Station Area be people-centered, not only to improve the mobility network and outcomes, but also to create an attractive, sustainable, vibrant, and equitable place. Non-SOV modes tend to be better for the environment, take up less space, be more affordable, and do more to promote access to opportunities for disadvantaged groups. *Figure 4-2-1* compares mode share today versus 2040 goals for the Diridon Station Area.

There are four 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.

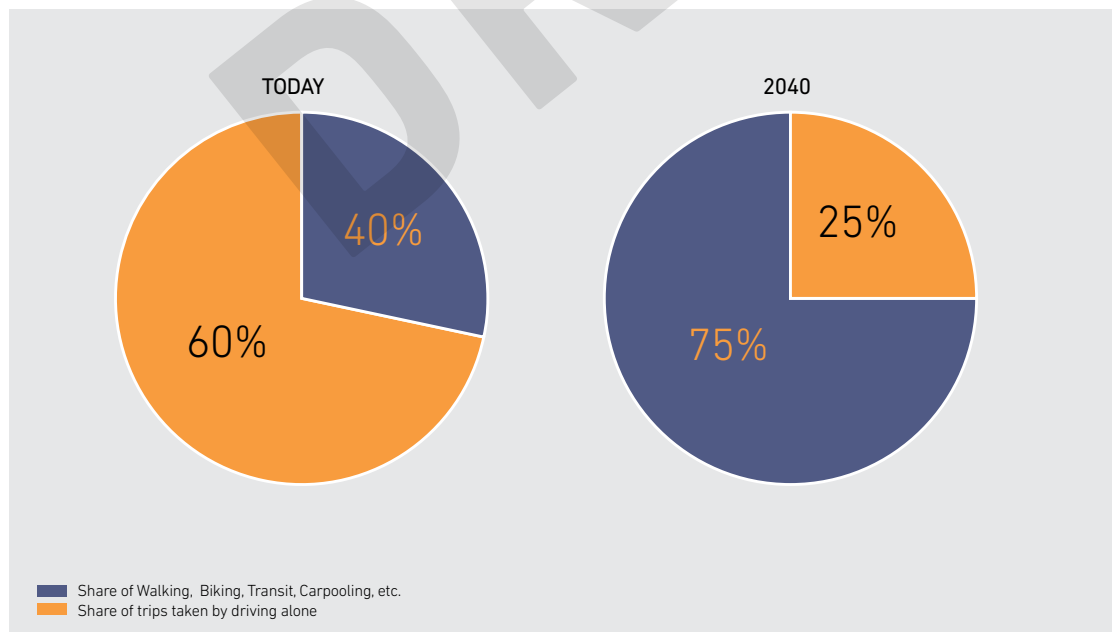


Figure 4-2-1 Mode Split today vs. 2040 Goals for Diridon Station Area

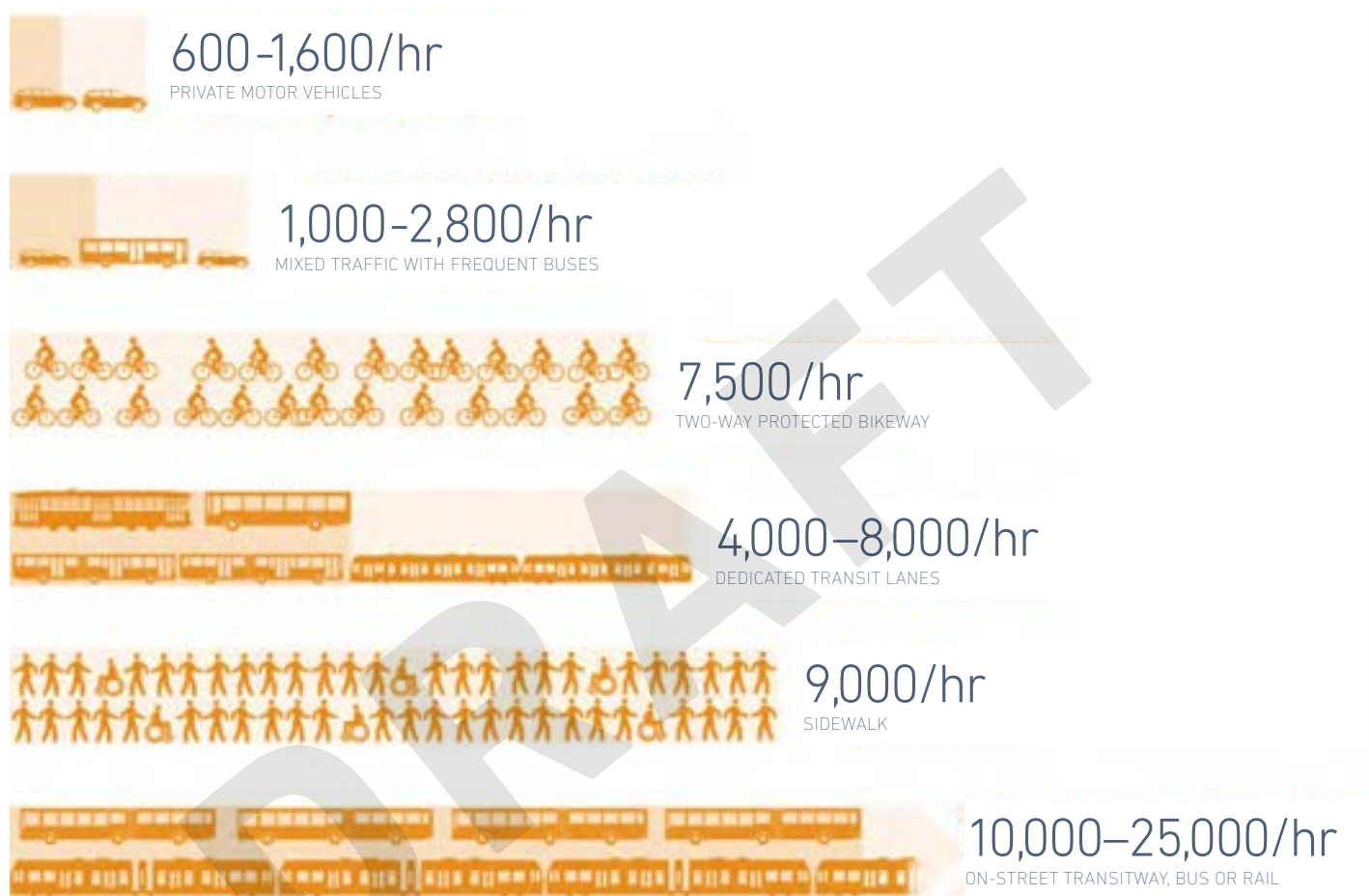


Figure 4-2-2 Maximum Number of People a 10-foot lane can Carry in Different Modes during peak time

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 to where they need to go while requiring the least amount of land to do this.

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 given a set 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* of reducing its carbon footprint significantly to limit global warming to less than 2°C—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 and throughout much of the United States, 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. Our 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 cost and environmental footprint of transportation and improve quality of life, particularly for those of lesser means.

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



Driver’s road rage (J&Y Law)



Brooklyn, NY (Joanna Goddard)



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 walking and bicycling, 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 city 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, 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 particularly positive social interactions. Motorists, for example, generally move too quickly down a street to engage in chance encounters with other people on the street. 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—to the extent that they occur at all—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 the places that people find most enjoyable to spend their time. They are the places with the most vibrant public life.



Viva CalleSJ Open Streets (Gehl)



SOFA Street Fair (Team San Jose)

TRANSPORTATION 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 working people 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 SR-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.

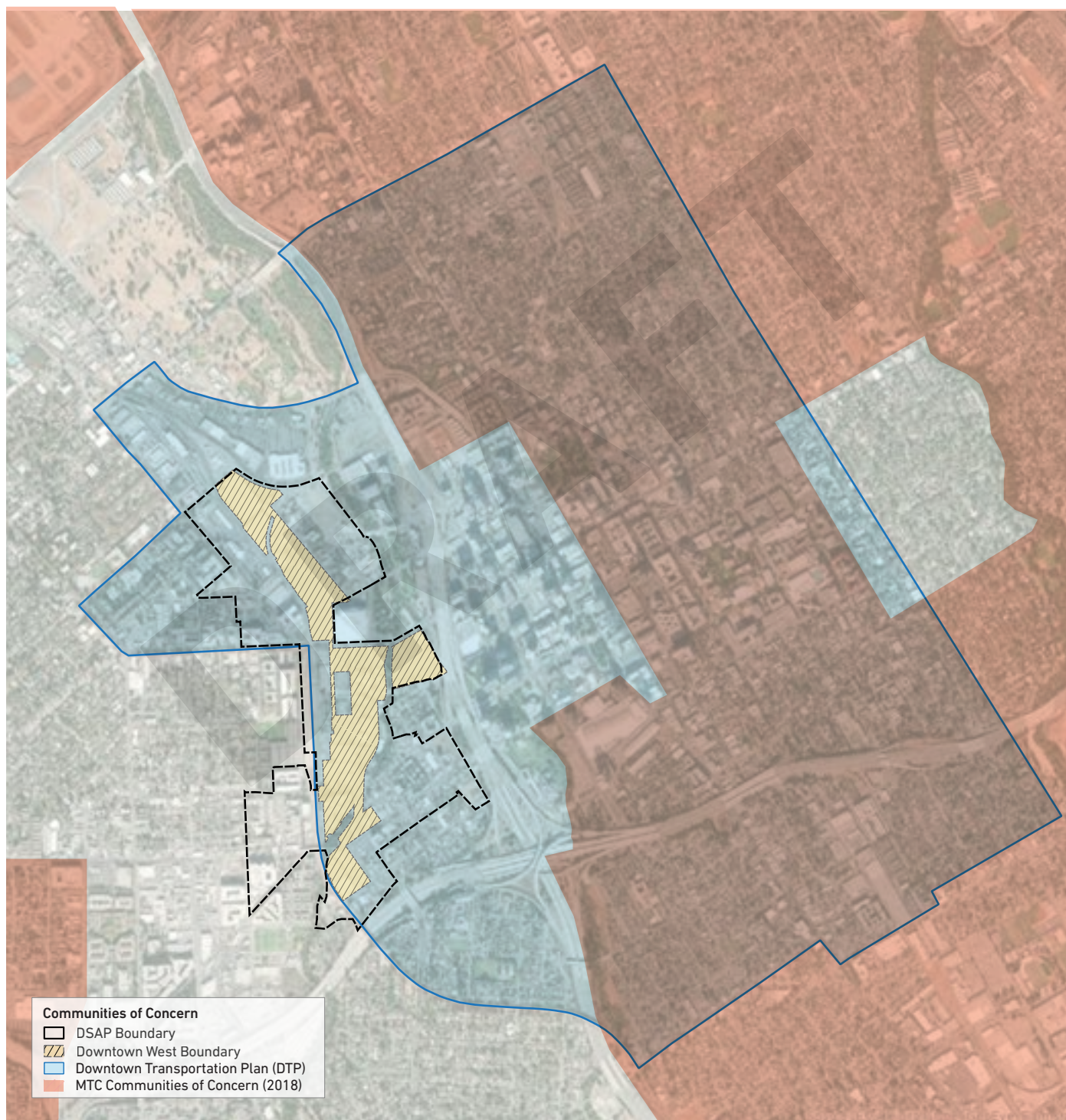


Figure 4-2-4: Communities of Concern within the Downtown San José Area

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, Diridon 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 140,000 passengers daily, equal to 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.

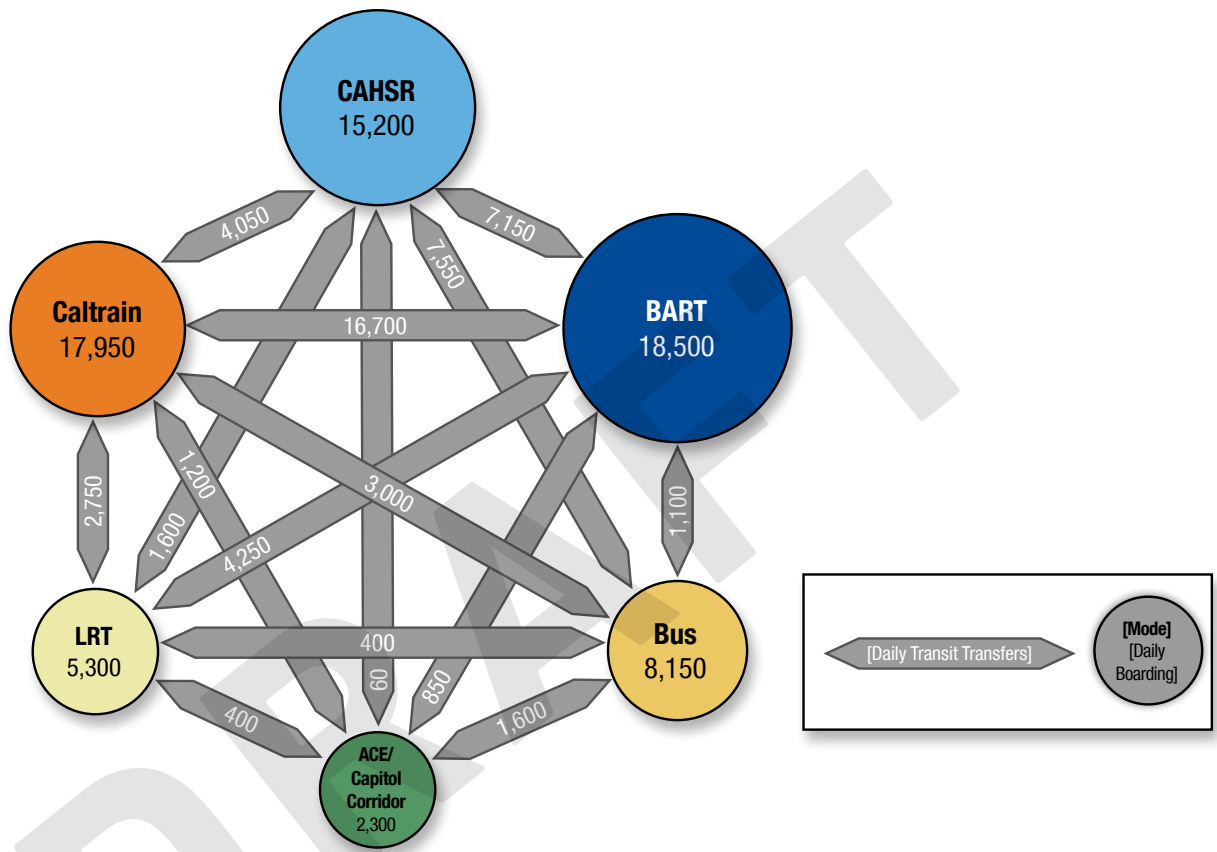
Today, people access Diridon Station as follows: 26 percent drive to the station and park there, 23 percent transfer from another transit operators, 18 percent walk to the station,² 18 percent are dropped off at the station, and 16 percent bike to the station. These trips constitute a relatively small 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 that 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 itself 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 also by providing quick, comfortable, and intuitive transfer routes between them.

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



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

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

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.

People walking have top priority within the 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 travel.

DRAFT

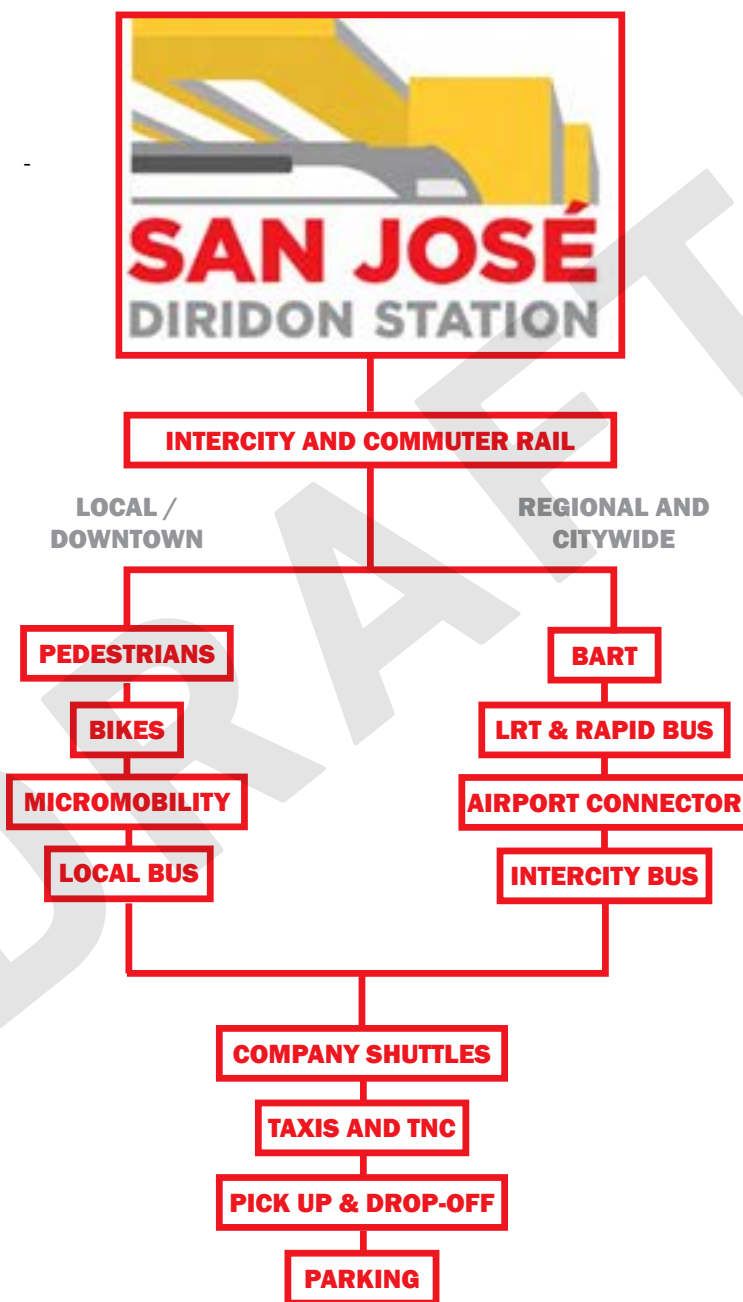


Figure 4-2-6: Station Access Hierarchy

4.3 RELATED TRANSPORTATION PROJECTS

THE DIRIDON STATION AREA CONCEPT PLAN

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), the Metropolitan Transportation Commission (MTC), 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). 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*.

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. Importantly, while the station will connect the Diridon Station Area to places throughout the region and state more easily, it must not do this at the expense of dividing 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.

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

The Concept Layout provides clear guidance on three major elements of the station:

- **Elevated Station Platforms.** Elevating the tracks and platforms to roughly 20 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, one centered on San Fernando Street. These plazas will serve as important public gathering spaces. They will also serve important breaks in urban fabric that (1) will make the station more visible from surrounding areas and that (2) will also help travelers orient themselves upon arriving at the station by affording for 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.

The Concept Layout reflects overall community preferences for elevated platforms, major station entrances near Santa Clara Street and San Fernando Street, along with high-quality public plazas leading to this station entrances, as well as short transfer times between all high-capacity transit modes. It also creates the opportunity for grade-separated light rail through the Diridon Station Area and conveniently located bus stops. The Concept Plan also prioritizes pedestrian, bicycle, light rail, and local bus access, while accommodating intercity bus and vehicle drop-off and pick-up zones and parking adjacent to the core Diridon Station Area.

Implications on Broader Circulation Network

Elevating the tracks at the station to allow for easy east-west street connections transforms the station from being a barrier to being a connector. Primary east/west auto routes will remain the same as today, but 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 street connections across the tracks because of the decision to raise the tracks.



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

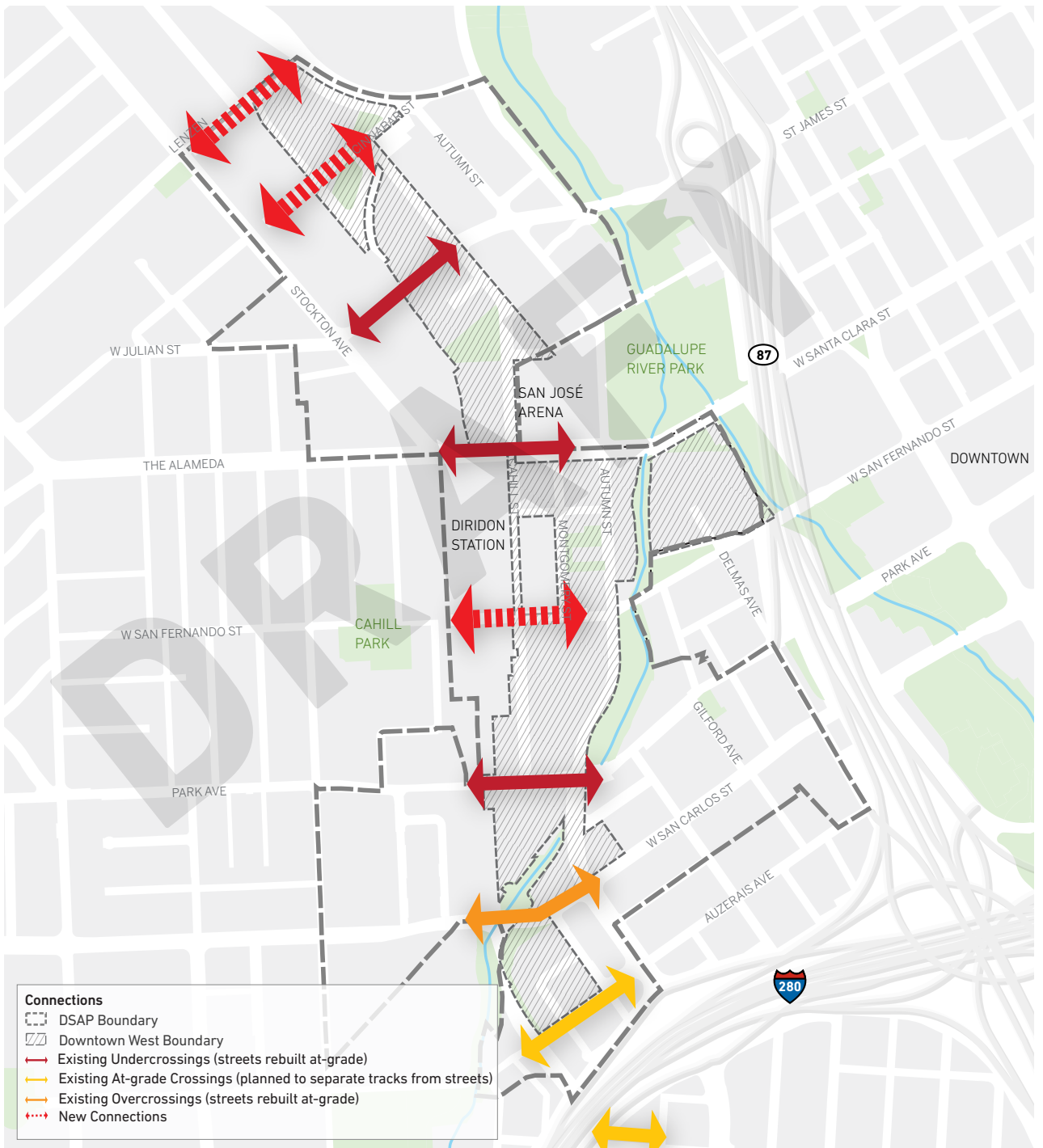


Figure 4-3-3: Planned Street Connections Across the Future Elevated Tracks

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.

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:

- 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; and
- Prioritize projects and programs based on Downtown community, City, County, and regional goals and values.
- Incorporate trail systems;

The ***Downtown Transportation Plan*** has 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 reflects community values, the plan will carry out a robust community engagement process to ensure that the community—including the underrepresented—supports, feels ownership of, advocates for, and helps implement the plan. While the western boundary of the Downtown transportation plan roughly aligns with the western edge of the Diridon Station Area Plan, the Downtown Transportation Plan is also carefully considering connections to areas farther to the west.

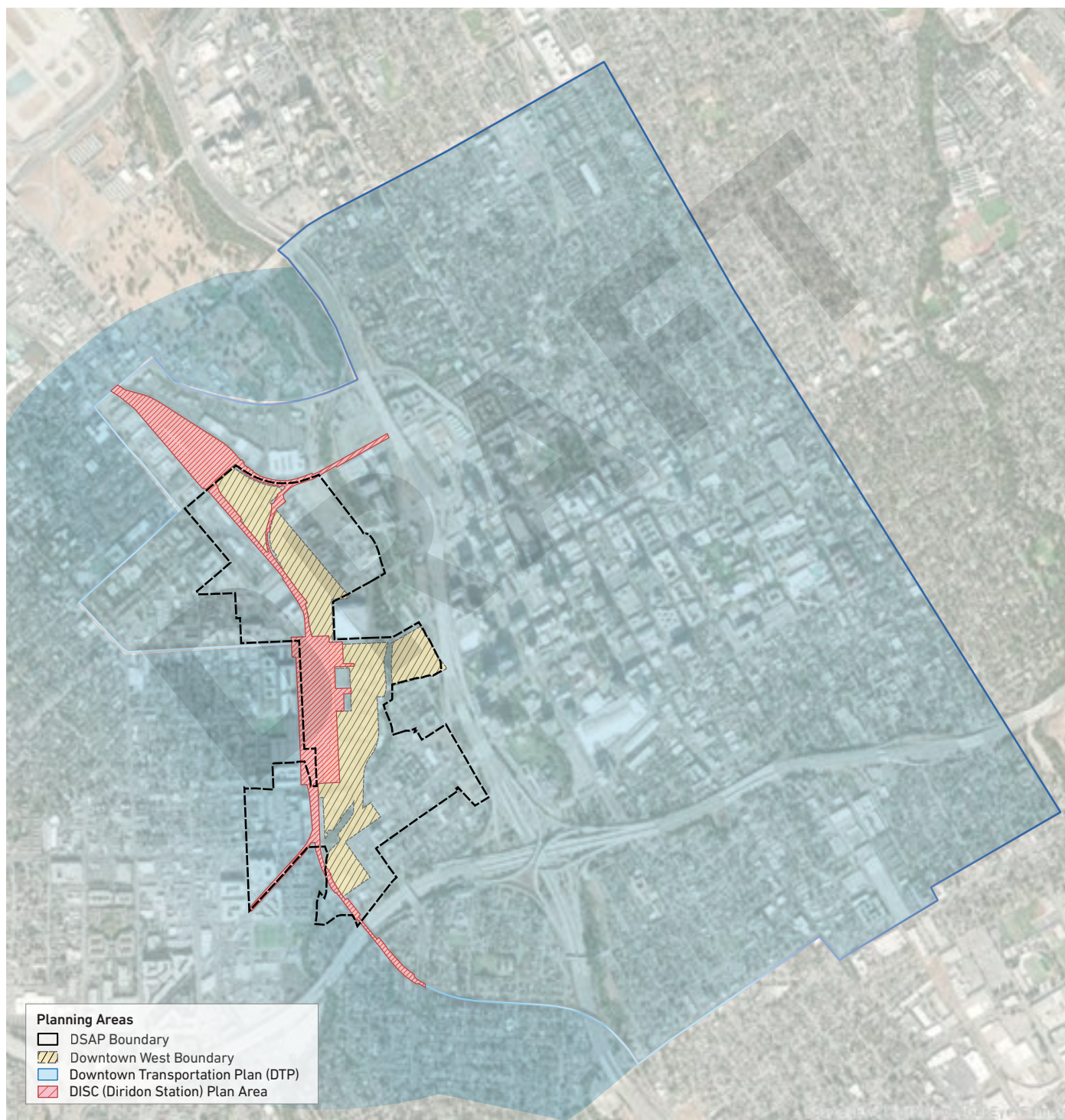


Figure 4-3-4: Related Transportation Project Boundaries

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.

HIERARCHY OF TRANSPORTATION NETWORKS





This Plan sets forth a transportation network that moves people to and within the Diridon Station Area in the ways that are efficient, equitable, and safe, and that also support the kind of place we would like Diridon Station Area to become. As discussed above, the Station – the place in the South Bay where the most high-capacity modes converge – plays a defining role. In addition, the network aims to connect existing neighborhoods – particularly low-income Communities of Concern east of SR 87 – to the Diridon Station Area. A central focus is to prioritize walking, taking public transit, and bicycling in the core Diridon Station Area and prioritize automobile circulation and parking facilities on 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. After the motorists park their vehicles, they become pedestrian, bicyclists, or users of shared micro-mobility when moving in the core area to reach their destinations. The recommended transportation network is illustrated in *Figure 4-4-1*. The modal hierarchy of streets is illustrated in *Figure 4-4-2* and is explained in more detail in the following section. For more details on the design of streets by street type, please see the San José Complete Streets Design Standards & Guidelines (<https://www.sanjoseca.gov/home/showdocument?id=33113>). This document includes information on street dimensions, including sidewalk widths.

Transit Priority Network

Grand Boulevards are designated in the San José Envision 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 the station:

- **Santa Clara Street** is an east-west corridor that is a 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, 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. 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 Station Santa Clara entrance.
- **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 currently have stops at the intersection of San Carlos and Autumn Street, which is roughly 2,000 feet, or 7 minutes of walk time, from the planned Station San Fernando entrance.

				
Grand Boulevard	PRIMARY	•	•	•
Primary Bikeway	•	PRIMARY	•	
Main Street	•	•	PRIMARY	
Connector	•	•	•	
Trail		•	•	
Active Greenway		•	•	

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.

Figure 4-4-1 Model Hierarchy of Street Types



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

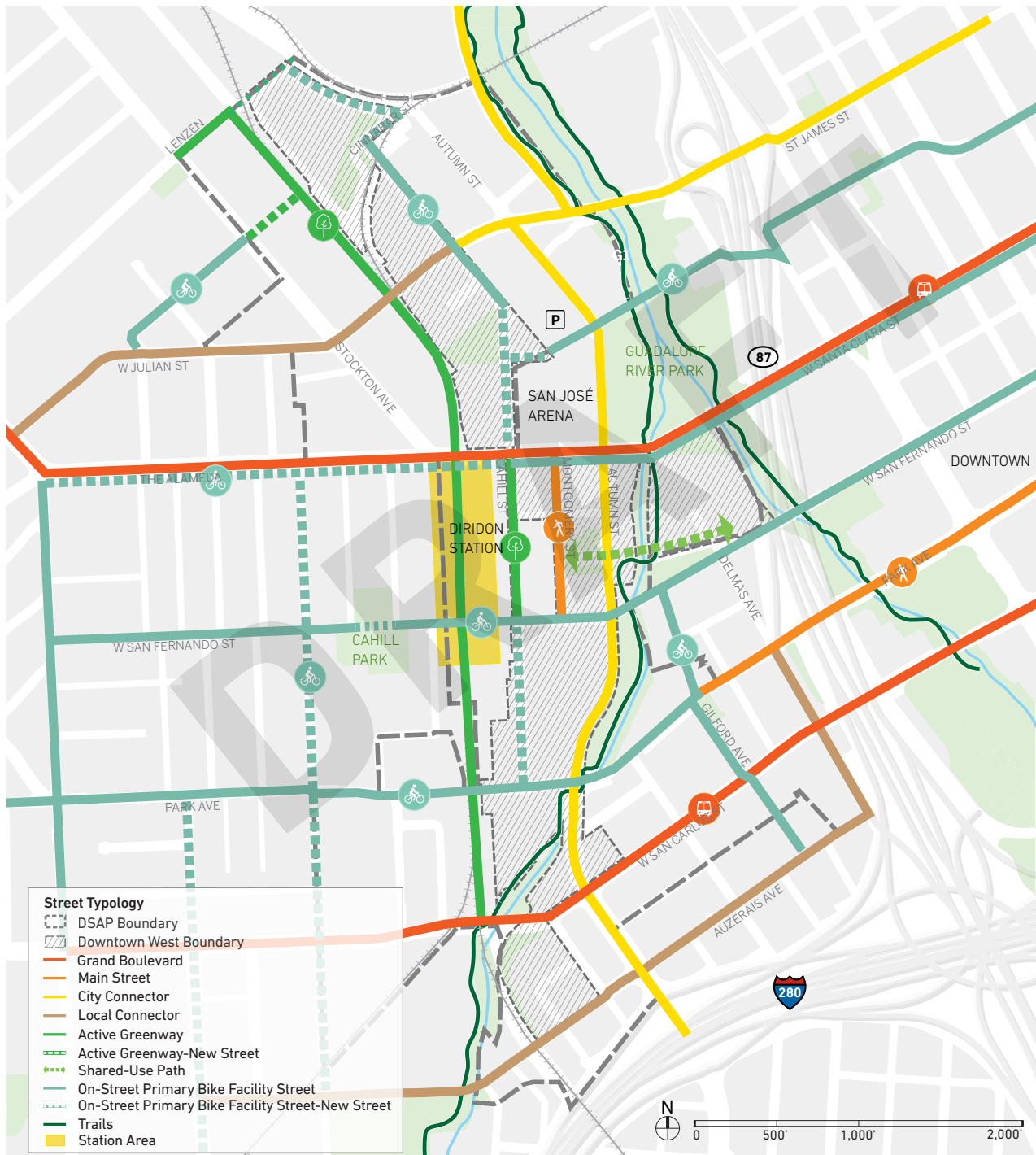


Figure 4-4-2: Transportation Network based on Street Typology

Pedestrian and Bicycling Network

Besides an attractive station, 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, how this space is allocated is critical. In recent years – 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.

Active Greenways are streets that are closed to motor vehicles and open to pedestrians, bicyclists, shared micro-mobility, and emergency vehicles. They become open spaces that connect people and places together. The following streets are designated as Active Greenways in the vicinity of the station:

- **Cahill Street between San Fernando Street and Santa Clara Street** will have open plazas in front of the Station San Fernando and Santa Clara entrances on the east side. In line with the Diridon Station Concept Plan’s access hierarchy, these streets prioritize walking since they are closest to the core of the station and walking is the most space-efficient mode.
- **Lenzen Avenue** under the planned elevated tracks will have new open space that is closed to motor vehicles and allows only pedestrians and bicyclists to cross. The open space connects westward along Lenzen Avenue, eastward to the north-south Montgomery Street, and southward to the Diridon Station. A complete street option that allows for motor vehicle crossing is also under consideration.
- **Cinnabar Street** under the planned elevated tracks will have new open space that is closed to motor vehicles and allows only pedestrians and bicyclists to cross. The open space connects westward along Cinnabar Street, eastward to the north-south Montgomery

Street, and southward to the Diridon Station. A complete street option that allows for motor vehicle crossing is also under consideration.

- **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 vehicle through traffic, an alternative route is needed for pedestrians and bicyclists connecting between San Fernando Street and Santa Clara Street on the east side of Autumn Street and 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.
- **Underneath and Along the Elevated Rail Tracks** is a north-south active transportation corridor that runs between San Carlos Street and Lenzen Avenue. It provides direct access to the Diridon Station for pedestrians and bicyclists from the Los Gatos Creek Trail as well as all the east-west street crossings under the tracks.

The San José Envision 2040 General Plan encourages pedestrian travel between high-density residential and commercial areas throughout the City, including the Diridon Station Area. The plan 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, 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, etc. The following streets are designated as Main Streets in the vicinity of the station:

- **Park Avenue east of Gifford Avenue** is an east-west corridor that connects with the Guadalupe River Trail, the planned Park Paseo, Cesar Chavez Park, and Paseo de San Antonio to the east. The planned Park Paseo project extends the pedestrian experience along Park Avenue west of the Cesar Chavez Park to the Guadalupe River Park and the undercrossing of SR-87, connecting the natural qualities of Guadalupe River Park with the City's cultural center. West of Gifford Avenue is an On-Street Primary Bikeway that runs through the 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 Diridon Station San Fernando entrance, the 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 offer 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 chapter for more detail about the existing and planned trail connections in the Diridon Station Area.

Bicycle Priority Network

On-Street Primary Bikeways are designated in the San José Envision 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 in the 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"). They 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, etc. The following streets are designated as On-Street Primary Bikeway in the vicinity of the 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 that provides direct bicycle access to the commercial development in the north end of the Diridon Station Area. The segment that crosses under the planned elevated tracks from Stockton Avenue to the east side is an Active Transportation 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 Cesar Chavez Park.

- **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 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 side direct access to the Station San Fernando 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 Station Santa Clara entrance. The two stretches of Cahill Street meet at the open plazas in front of the two 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 Bikeway in Park Avenue and San Fernando Street.

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

Motor Vehicle Network

City Connector Streets and Local Connector Streets are designated in the San José Envision 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 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 SR-87/Julian interchange, whereas the segment west of Montgomery Street is designated as a Local Connector Street.
- **Autumn Street** is a north-south City Connector Street that runs through the Diridon Station Area between Julian Street and San Carlos Avenue. South of San Carlos Avenue, the corridor continues as Bird Avenue, which is also designated as a City Connector Street.
- **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 SR-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.

FOUR STRATEGIES FOR CONNECTIVITY

The Hierarchy of Transportation Networks defines a modal priority for each corridor in the mobility system, but innovative transportation solutions, projects, and programs should be identified for each corridor. The Four Strategies of Connectivity are used to ensure an expansive and equitable network. The strategies are as follows: (1) Regional transit access to the Diridon Station Area; (2) City access to the Diridon Station Area; (3) First and last mile connection to the station; and (4) Connection within the Diridon Station Area.

Regional Access to the Station Area

How do people traveling regionally get to the Station Area?

San José has a high number of commuters that require daily travel over long distances between cities. Transit travel times and service quality that are competitive to automobile travel encourage higher transit ridership for those who live and work near stations. Regional access to the Diridon Station Area is illustrated in *Figure 4-4-3*.

- **Bus and Light Rail Transit (Existing):** Diridon Station acts as the central hub for 13 Santa Clara Valley Transportation Authority (VTA) transit routes and 2 inter-county transit routes in the Diridon Station Area. 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. In addition, the Diridon Station Area is also served by Greyhound, BoltBus, Santa Cruz Metro Highway 17 Express, and Monterey-Salinas Transit (MST) routes 55 and 86.
- **Commuter Rail (Existing):** Caltrain, managed by the Peninsula Corridor Joint Powers Board, 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 service 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.
- **Altamont Corridor Express (ACE),** operated by the San Joaquin Regional Rail Commission, 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.
- **Inter-city Rail (Existing):** The Amtrak Capitol Corridor and Amtrak Coast Starlight stop at the station. The Capitol Corridor provides service between San José and Sacramento with multiple trains departing from the Diridon Station each day. The Coast Starlight provides service along the West 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.
- **[T1] VTA BART Silicon Valley Phase II Extension:** The planned VTA BART Silicon Valley Phase II will extend BART service from its current terminus at Berryessa/North San José Station to Downtown San José with a stop at Diridon Station and terminate at the Santa Clara Caltrain Station. Service is expected to begin as early as 2030.
- **[T2] Caltrain Electrification (Under Construction):** The planned Caltrain electrification project will replace diesel-powered trains with electric trains by 2022. More frequent and faster train service will be provided for riders. The number of peak hour trains in each direction will increase from 5 to 6 and will increase combined seating and standing capacity by 31 percent. Caltrain electrification will also lay the groundwork to provide additional capacity improvements in the proposed Caltrain Business Plan.

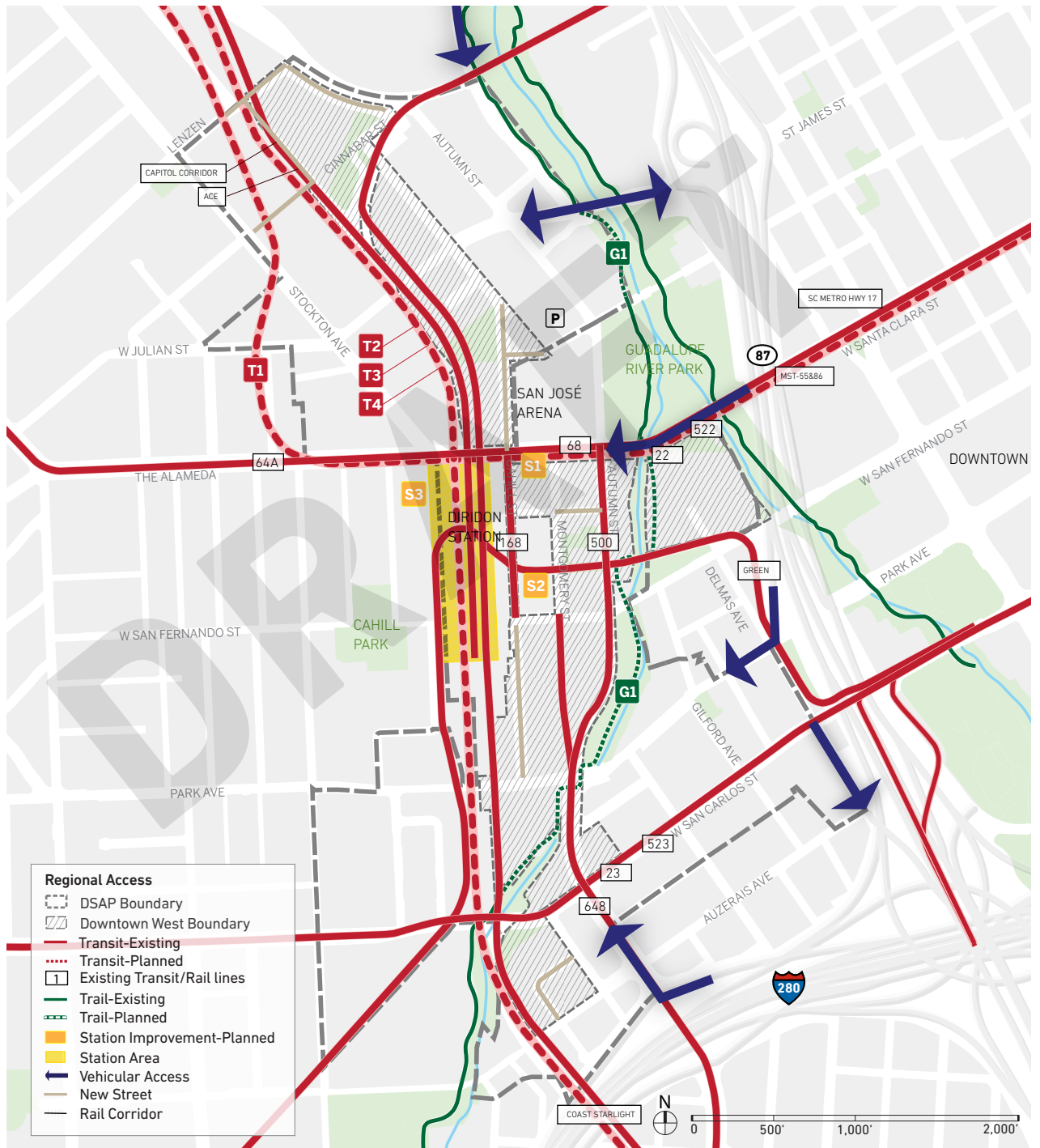


Figure 4-4-3: Regional Access to the Station Area

- **[T3] Caltrain Long-Range Service Vision:** The 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 8 between Tamien Station and San Francisco, 4 between the Blossom Hill and Tamien Stations, and 2 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.
- **[T4] California High Speed Rail:** The proposed California High Speed Rail (HSR) will connect the Los Angeles Metropolitan Area, the Central Valley, and the San Francisco Bay Area with service scheduled to begin in 2029. California HSR will have a stop at Diridon Station.
- **[S1] BART Access to Station:** The Concept Layout proposes an access point to BART via the lobby of a proposed future building on the corner of Santa Clara and Montgomery streets. The Partner Agencies are considering additional access points.
- **[S2] Light Rail Access to Station:** 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 that would be accessed on the east side of the station roughly at the current intersection of Cahill and Crandall streets.
- **[S3] Intercity Bus Access to Station:** The Concept Layout proposes along the western edge of the rail tracks, in the current location of White Street.
- **[G1] Los Gatos Creek Trail:** 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 Area and access to over 100-mile recreation and commuting opportunities.

Citywide Access to the Station Area

How do people coming from places within San José 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 focus on active mode accommodations and be fully integrated into the City's mobility network and accessible by all modes. City access to the Station is illustrated in *Figure 4-4-4*.

- **[T5] Airport-Diridon Connector:** The proposed 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.
- **[T6] Santa Clara Street Dedicated Public Service Lanes:** The proposed dedicated public service lanes will provide buses and emergency public service vehicles an exclusive right-of-way in both directions as they travel on Santa Clara Street (Grand Boulevard). Bus passengers traveling between East San José areas and Downtown are expected to have much lower travel time than drivers especially during peak periods. It will connect regional attractors such as Diridon Station, SAP Center, San Pedro Square, City Hall, Roosevelt Community Center and Park, the Five Wounds Portuguese National Parish, the Mexican Heritage Plaza, and Eastridge Mall and Transit Center.

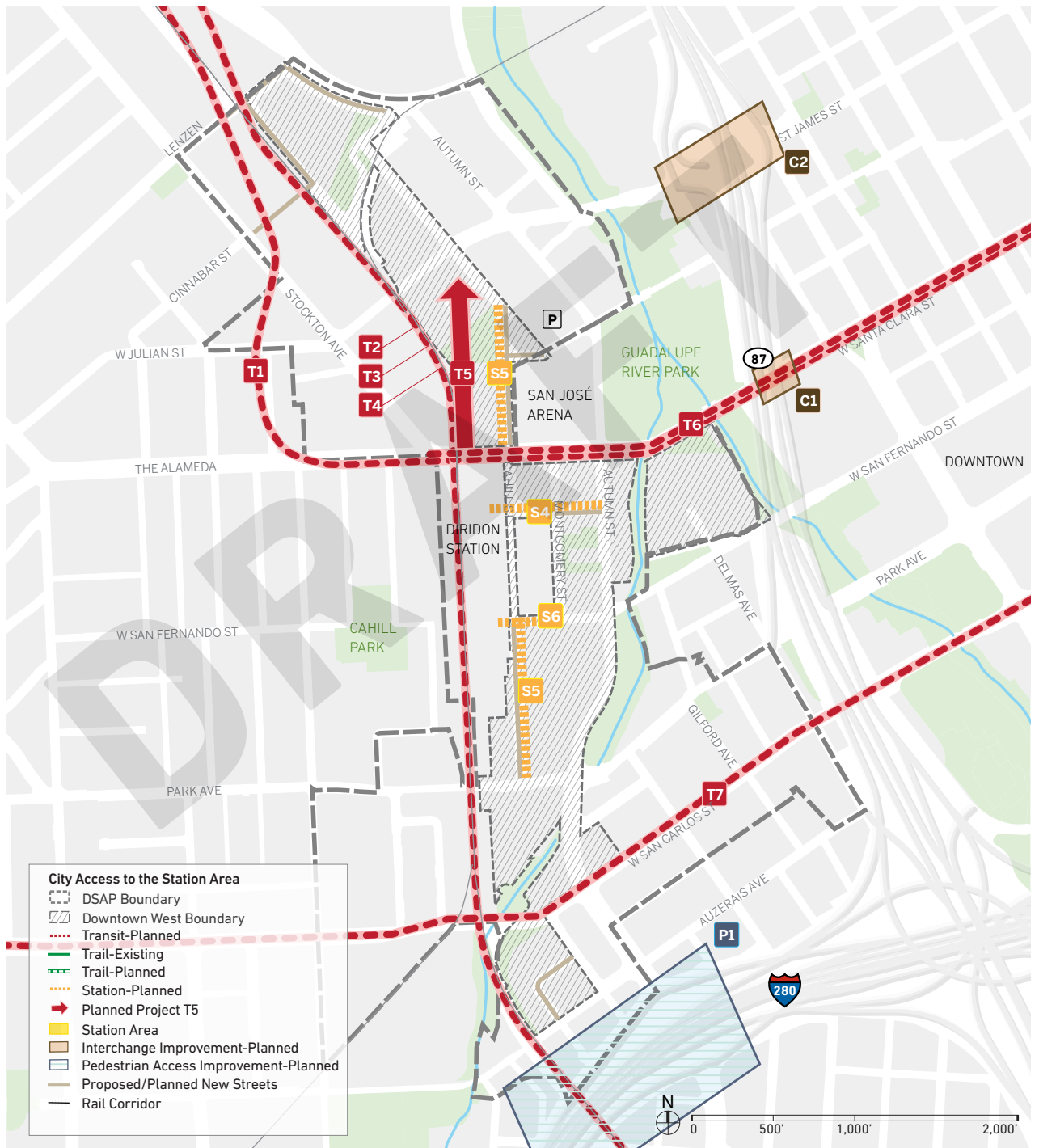


Figure 4-4-4: City access to the Station Area

- **[T7] San Carlos Street Complete Street with Transit Priority Improvements:** Prioritizing transit, San Carlos Street will be designed to enable faster bus operations than automobile especially during peak periods. It will connect regional attractors such as Diridon Station, Children’s Discovery Museum, Convention Center, Cesar Chavez Plaza, and San José State University.
- **[S4] Bus Access to Station:** The Concept Layout proposes a VTA bus facility located south of the primary station hall along a bus-only 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.”
- **[S5] Station Curb Space for Pick-Up/Drop-Off:** Space for these modes is provided at the southeast corner of the station, south of San Fernando Street and west of Cahill street. This facility is carefully sited away from the core of the station to minimize conflicts between pedestrians and cyclists who will be coming to the station from Downtown.
- **[S6] Bicycle Access to Station:** San Fernando Street will serve as the primary corridor for traveling to and through the station by bicycle. The Concept Plan also proposes a major bicycle parking facility under the tracks at San Fernando Street.
- **[S7] Station Park-and-Ride:** 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.
- **[P1] Bird Avenue/I-280 Bicycle and Pedestrian Connection:** The proposed bicycle and pedestrian connection will provide a needed north-south active transportation link across a major barrier in I-280. It will connect the residential neighborhoods south of I-280 – Gardner, Fuller-Drake, North Willow Glen, Broadway-Palmhaven, and Willow Glen, with the residential neighborhoods and commercial activities north of I-280 – Auzerai-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 (City Connector Street).
- **[C1] Santa Clara Street/SR-87 Ramp Modifications:** The proposed modifications to the freeway gateway at Santa Clara Street (Grand Boulevard) will complement the proposed exclusive public service lanes to prioritize transit. Motor vehicles traveling on northbound SR-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.
- **[C2] Julian Street/SR-87 Interchange Modifications:** 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. This improvement is considered in more detail in the Downtown Transportation Plan.

First and Last Mile Connection in the Station Area

How do people travel between key Station Area origins and 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*.

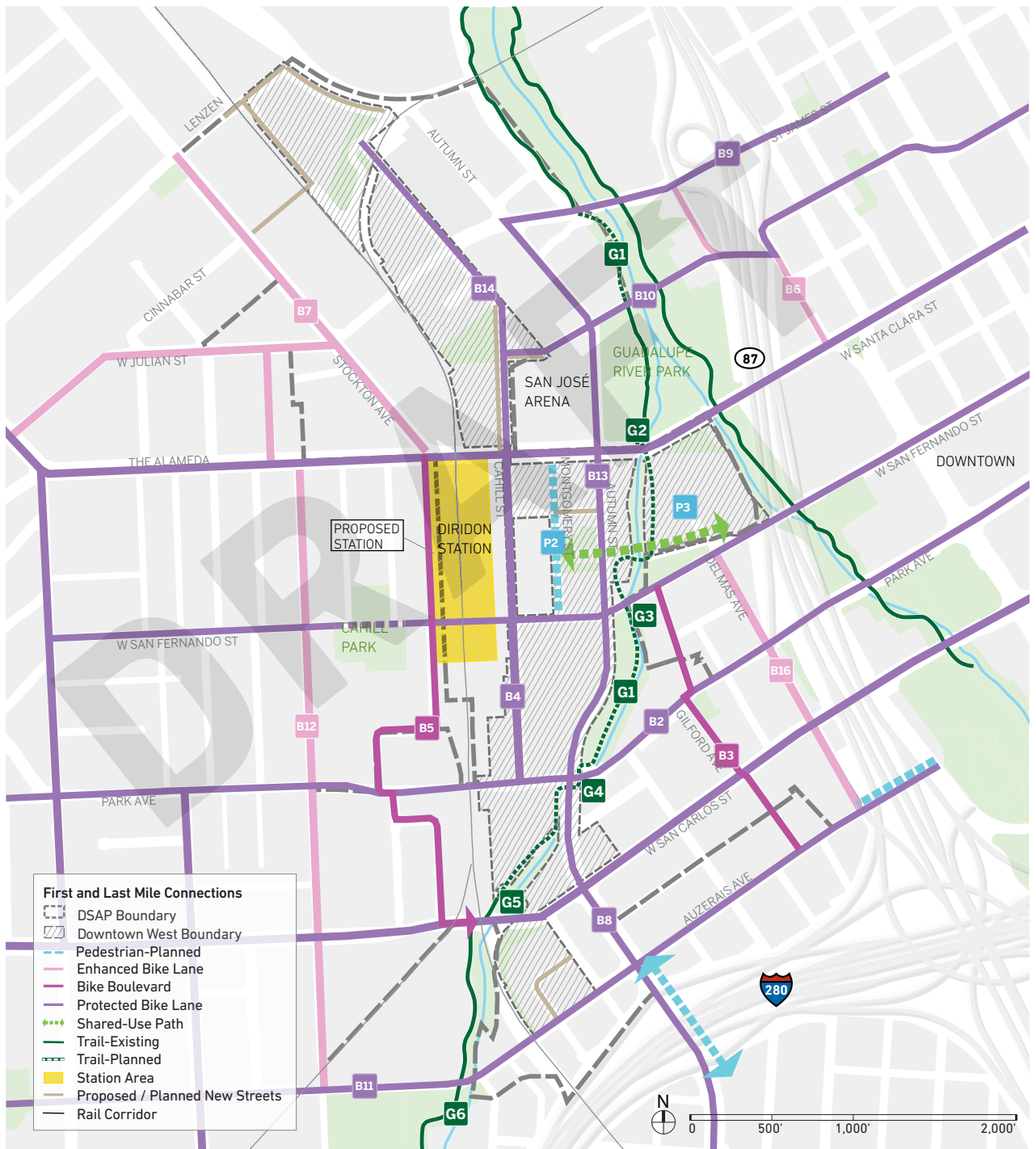


Figure 4-4-5: Bicycle and Pedestrian Network in the Station Area

- **[B1] San Fernando Street Complete Street with Bicycle Priority Improvements:** 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 SR-87. Bikeway design through Cahill Park should prioritize park users and promote continuity of the Park
- **[B2] Park Avenue Complete Street with Bicycle Priority Improvements:** Prioritizing bicycles, Park Avenue is planned to have protected bike lanes, enhanced bicycle and pedestrian at-grade crossing under the elevated tracks and SR-87, and other bicycle priority treatments.
- **[B3] Gifford Avenue Complete Street with Bicycle Priority Improvements:** 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.
- **[B4] Cahill Street Complete Street with Bicycle Priority Improvements:** 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.
- **[B5] Laurel Grove Lane-Dupont Street Bike Boulevard:** As Residential Streets near the station, Laurel Grove Lane-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.
- **[B6] Almaden Boulevard Bike Boulevard:** Almaden Boulevard on the west side of SR-87 is a short, north-south street between Santa Clara Street and Julian Street. Its south end connects to St. John Street, which extends eastward to cross under SR-87. As recommended in the City's Better Bike Plan, Almaden Boulevard is planned to have a bike boulevard.
- **[B7] Stockton Avenue Complete Street:** 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.
- **[B8] Bird Avenue Complete Street:** As a City Connector, Bird Avenue will be planned, designed, operated, and maintained to enable safe, comfortable, and convenient travel and access for all users. Protected bike lanes will be provided where appropriate. This improvement will complement the planned Bird Avenue/I-280 Bicycle and Pedestrian Connection.
- **[B9] Julian Street Complete Street:** As a City Connector that provides safe and equal access to all modes, Julian Street is planned to have protected bike lanes between Montgomery Street and SR-87 where appropriate. The improvement will be designed and operated to complement the planned Julian Street/SR-87 interchange modifications.
- **[B10] St. John Street Complete Street with Bicycle Priority Improvements:** Prioritizing bicycles, St. John Street is planned to have protected bike lanes and enhanced bicycle and pedestrian at-grade crossing under SR-87. Protected bike lanes and other bicycle priority treatments will also be considered where appropriate.
- **[B11] Auzerais Avenue Complete Street:** 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 SR-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.

- **[B12] Sunol Street Enhanced Bike Lanes and Bike Boulevard:** 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.
- **[B13] Autumn Street Complete Street:** As a City Connector, Autumn Street will be designed and operated to enable safe and equal access for all users, including pedestrians, bicyclists, transit riders, and motorists. Autumn Street is planned to have protected bike lanes between Park Avenue and St. John Street. The segment north of Julian Street may be reconfigured to accommodate the planned elevated Union Pacific Railroad (UPRR) tracks.
- **[B14] Montgomery Street Complete Street with Bicycle Priority Improvements:** 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.
- **[B15] Bike Share and Micro-mobility Program:** Bay Wheels is the Bay Area's bike share system and is getting 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 share 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.
- **[B16] Delmas Avenue Complete Street:** As a Local Connector that directly connects with the southbound SR-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.
- **[P2] Montgomery Street Complete Street with Pedestrian Priority Improvements:** Montgomery Street between San Fernando Street and Santa Clara Street is planned to be a curbsless, shared space for pedestrian, cyclists, and motor vehicles, both stationary or moving. This will create a safer, more alive, more accessible, and more aesthetic public space for high volume of pedestrian and bicycle activities along the commercial strip.
- **[P3] Delmas Avenue Complete Street with Pedestrian Priority Improvements:** Delmas Avenue between San Fernando Street and Santa Clara Street is prioritized for pedestrian. The extension of the Los Gatos Creek Trail is proposed on the east side of the creek. The street is also being proposed to provide development driveway access.
- **[G2] Santa Clara Street Grade-Separated Trail Crossing:** The Los Gatos Creek Trail will cross Santa Clara Street via a bridge or under-crossing with a long-span.
- **[G3] San Fernando Street Grade-Separated Trail Crossing:** 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.
- **[G4] Park Avenue Grade-Separated Trail Crossing:** The Los Gatos Creek Trail will cross Park Avenue via a bridge. Two-way Class IV bikeways will be provided on the east side of Autumn Street.
- **[G5] San Carlos Street At-Grade or Grade-Separated Trail Crossing:** 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.
- **[G6] Auzerais Avenue At-Grade Trail Crossing:** The Los Gatos Creek Trail will cross Auzerais Avenue at-grade along the west bank. Trail improvements are further described in the Open Space Chapter.



Figure 4-4-6: Connection within the Station Area

Connection within the Station Area

How do people experience the Station Area?

Connection within the Diridon Station Area is primarily concerned with place-making and user experience. This means that the Diridon Station Area is a pleasant place to be, signage is easy to understand, and the space is designed to provide a pleasant experience. Connections within the Diridon Station Area is illustrated in *Figure 4-4-6*.

- **[S8] Elevated Station Platform:** As recommended in the Diridon Integrated Station Concept Plan, the planned elevated tracks and platform 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.
- **[S9] Station Entrances:** As recommended in the Diridon Integrated Station Concept Plan, there will be 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.
- **[S10] Track Approaches to Station:** As recommended in the Diridon Integrated Station Concept Plan, track approaches to the station will generally stay within the existing northern and southern corridors to leverage existing rail infrastructure, minimize overall community impact, and minimize the need to acquire significant land.
- **[T8] VTA Light Rail Grade-Separation and Realignment:** Extending east of the proposed centrally-located light rail stop at the intersection of Cahill and Crandall streets, the light rail tracks will be realigned to cross SR-87 at-grade or underground and connect to the other stops in Downtown. The proposed track realignment will also reduce at-grade train crossings and conflicts with pedestrian and bicycles at Autumn Street, San Fernando Street, and/or Park Avenue. In addition, the light rail realignment will also speed up train operations by reducing tight turns as experienced today along the tracks on San Carlos Street. Two realignment options under consideration include tracks along San Fernando Street or along Park Avenue.
- **[A1] Active Greenway Underneath and Along Elevated Tracks:** An active transportation, car-free, and open space will be provided under and alongside elevated tracks extended between San Carlos Street and Lenzen Avenue. This will provide a needed north-south active transportation link connecting directly to the Diridon Station via the space underneath and alongside the elevated tracks. It will address the problem 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 the elevated tracks and alongside them. 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.
- **[A2] Lenzen Avenue Active Greenway:** Lenzen Avenue is planned to have a linear, open space that allows pedestrian and bicycle crossing from one side of the elevated heavy rail tracks (Stockton Avenue) to the other (west of Montgomery Street). A complete street option that allows for motor vehicle crossing is also under consideration.
- **[A3] Cinnabar Street Active Greenway:** Cinnabar Street is planned to have a linear, open space that allows pedestrian and bicycle crossing from one side of the elevated heavy rail tracks (Stockton Avenue) to the other (west of Montgomery Street). A complete street option that allows for motor vehicle crossing is also under consideration.

- **[A4] San Fernando Street Active Greenway:** 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, open space is planned to allow pedestrian and bicycle crossing from one side of the tracks to the other.
- **[A5] Station Open Plaza on Cahill Street:** An open 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.
- **[A6] Station Open Plaza on White Street:** An open 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.
- **[A7] Active Greenway Along Light Rail Tracks:** A linear east-west car-free and open space) will be located on axis with the historic Diridon station, extending across Autumn Parkway and reinforcing the existing pedestrian and bike routes which follow the light rail tracks, on to San Fernando Street and into Downtown.



Photo Credit: Nick Lehoux, Highline Network

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 San José Envision 2040 General Plan sets ambitious goals for access and mobility. Diridon Station, with its rich mix of land uses and space-efficient 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 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;
- 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 district for private development, transit users, and visitors, including especially the patrons of events at the SAP Center; and
- Minimize overflow parking impacts to adjacent neighborhoods.

The 2014 Diridon Station Area 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 Diridon Station Area, several parking management strategies enumerated in the following section are required of all new development in the area. These strategies are 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 requirements.

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 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 document align with the agreement and support the SAP Center as a regional attraction for thousands of visitors each year.

Shared Parking

Private commercial and retail developments in the Diridon Station Area shall share parking facilities, particularly at times where SAP Center customers need to park for events. Rather than require separate parking supply for each land use, the same parking supply can be shared among uses. The mix of land uses within the Diridon Station Area present an opportunity for shared parking, as the individual uses, including office/commercial, retail, entertainment, transit and residential, have different periods of peak parking demand. For example, parking demand for transit and office reach their peak during the daytime and weekdays, whereas parking for entertainment and retail is most frequently needed 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.

Unbundled Residential Parking

Parking spaces in new residential structures shall be unbundled. The cost of leasing or buying parking stalls must be assessed separately from the cost of the unit. This prompts residents or employees to carefully consider if they would like to take on the expense of a parking space. To mitigate the potential spillover effect of unbundled parking, the policy will be implemented with a suite of complementary parking management strategies detailed below.

Parking Supply

Parking in the Diridon Station Area enables access for people who need a car to get to and from the Diridon Station Area. This is particularly critical for those traveling at hours and 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 nearby neighborhoods. For these reasons, this Plan recommends maintaining a parking minimum for commercial property and imposing parking maximums on new development. It also establishes a Parking and Transportation Management District, an integrated approach to parking supply and management, as well as programs to manage transportation demand. 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 priced, with the Director of Transportation, in coordination with the Parking and Transportation Management District, setting performance-based parking rates based on time of day and location. Similarly, private off-street parking facilities within the Diridon Station Area shall be offered at market rate parking rates.

Residential Parking Permit Program

Today, there are six established residential parking permit (RPP) zones in the vicinity of the Diridon Station Area and SAP Center. In the north are the Autumn/Montgomery and Garden/Alameda zones; to the east of the Diridon Station is Cahill Park and St. Leo zones; and to the west of the area are the Delmas Park and Parkside zones. Permits in these areas are enforced at all times. As development proceeds in the Diridon Station Area, the City may consider creating new and/or expanding existing RPP zones in surrounding neighborhoods under the priced parking framework.

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 no-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 and of each other. Off-street 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 the Diridon Station Area as a multi-modal transit hub with many different users and potential conflicts, establishing a curbside management strategy is critical to prioritizing safety and transit policies. The approach to curbside management will reflect the City’s Vision Zero and mode shift policies, promote shared mobility services like carshare, and feature zones for commercial loading and delivery.

TRANSPORTATION DEMAND MANAGEMENT

The City of San José has identified opportunities for facilitating greater sustainable development by establishing transportation investments, programs and policies that support a shift in how people travel for new development projects. The Diridon Station Area transportation demand management (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 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 TDM will help ensure that people enjoy a complete set of mobility options while preserving access into the area.

The TDM policy framework in the Diridon Station Area requires that private developments contribute towards or implement infrastructure- and program-based TDM measures, outlined in *Table 4-5-1* and *Table 4-5-2* below. Per the City of San José’s TDM ordinance, expected to be in effect by the end of 2021, private development projects may be required to select and implement a subset of the primary and secondary TDM measures based on proposed parking supply ratios.

As part of the transportation demand management program requirements in the Diridon Station Area, new development will be required to join the Diridon Station Area’s district transportation management association (TMA), with residential and office uses required to provide transit pass subsidies to their residential and office tenants. All existing developments in the Diridon Station Area and surrounding areas are encouraged but not mandated to join the district TMA. However, to allow robust TDM services to reach a broader socio-economic population, including those in Downtown San José, the district TMA could be expanded over time.

Table 4-5-1: Primary TDM Measures Menu

Category	Measures	Home-End ¹	Commute-End ²	Visit-End ³
Program-1	Transportation Management Association ¹	*	*	*
Land Use-1	Affordable Housing	X		
Parking-1	Unbundled Parking	*		
Parking-2	Shared parking	*	*	*
Parking-3	Price Parking	*	*	*
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
Active-3B	Complete Streets with Improved Walking Conditions: Traffic Calming	X	X	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
Program-2	Education, Marketing, and Outreach ¹	X	X	X
Program-3	Transit Pass Subsidy ¹	*	*	

Notes:

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

Table 4-5-2: Secondary TDM Measures Menu

Category	Measures	Home-End ¹	Commute-End ²	Visit-End ³
Parking-1	Unbundled Parking	*		
Parking-2A	Shared Parking (Private-Public)	*	*	*
Parking-2B	Shared Parking (Private)	*	*	*
Parking-3	Price Parking	*	*	*
Parking-5	Parking Cash Out		X	X
Land Use-2	Neighborhood School	X		
Land Use-3	On-Site Daycare	X	X	X
Land Use-4	Healthy Food Retail	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
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
MaaS-1	Neighborhood Electric Vehicles	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

Table 4-5-2: Secondary TDM Measures Menu

Category	Measures	Home-End ¹	Commute-End ²	Visit-End ³
Programs	Free High Speed Wifi	X		
Programs-4	Flexible Work Schedules		X	X
Programs-5	Family TDM Amenities	X		
Programs-6	Family TDM Package	X		
Programs-7	Ride-Matching Service Provision & Access		X	X
Programs-8	Vanpool Program		X	X
Programs-9	Guaranteed Ride Home		X	X
Programs-10	Mobility Wallet	X	X	X
Programs-11	Pre-Tax Commuter Benefits	X	X	X
Programs-12	Car Share Subsidy	X	X	X
Programs-13	Vanpool Subsidy	X	X	X
Programs-14	Bike Share Subsidy	X	X	X
Programs-15	Carpool Incentives		X	X
Programs-16	School Pool		X	
Programs-17	School Bus		X	

* mandatory to home-end, commute-end, and visit-end development in the Diridon Station Area.

X = applicable to land use category regardless of location.

1 – Any Programs-2 and Programs-3 measures that will be available to the property through the required TMA participation/membership can be included separately in the TDM Plan with points accredited accordingly.

PARKING AND TRANSPORTATION MANAGEMENT DISTRICT

To implement the required parking and transportation demand management strategies, this Plan recommends the formation of a Parking and Transportation Management District. As a public-private partnership between the City of San José and third-party Transportation Management Association (TMA), the parking district would be responsible for efficiently managing parking resources, administering transportation demand management

measures, and monitoring the performance of the Diridon Station Area to achieve its access and mobility goals. By comprehensively managing parking and other transportation resources, the District enables businesses and developments in the Diridon Station Area to focus on their core missions without the need to actively manage their own parking and TDM.

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 will be commensurate with the level of detail provided in this Plan and will provide program-level clearance for as many issues as possible, including transportation, land use, air quality, geology, public facilities and services, biological resources, global climate change, energy, population and housing, utilities and service systems. Other issues that are considered to be more property-specific 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 amended 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 the Diridon Station Area Plane, while at the same time allowing for streamlining by avoiding the need to re-analyze many subject areas.

5.2 KEY PLANNING AMENDMENTS

Zoning changes will be undertaken by the City of San José following the completion of the Diridon Station Area Plan. The area will be rezoned to the conventional zoning districts that implement the underlying general plan designation of the respective site.

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 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 the Plan's equity goals as discussed in Chapter 1. There are many potential indicators, some of which could include:

- Increase in percentage of deed-restricted affordable units in the Plan area
- No net loss in share of low- and moderate-income households (Income under \$100,000)
- Decrease in share of severely cost-burdened renter households
- Increase in number of ARO units converted to deed-restricted affordable units with long-term affordability
- Mix of new ownership and rental housing
- Decrease in share of trips made by single-occupant vehicle
- Miles of trail completed

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. 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.

DRAFT

DRAFT

SANITARY

CITY OF SAN JOSE
OFFICE OF THE CITY CLERK
CITY OF SAN JOSE
C



