

I. PARKING AND TRAFFIC

1.1. Create a comprehensive Parking and Traffic Management plan for the entire Diridon Station Area.

1.1.1. The plan would include HP Pavilion, the potential Ballpark, Diridon Station and the space in between.

1.1.2. There should be ongoing community participation in, and oversight of the creation and implementation of the plan

1.1.3. The city should explore using an approach other than just Police Officers for traffic control and parking management of events. A Goundwerx like crew could provide both traffic control and serve as ambassadors to the Diridon area.

1.2. People choosing to go to the Diridon Station Area in cars need to be accommodated.

1.3. Utilize the existing dispersed parking downtown to serve the Diridon station area

1.3.1. Do not fill the area between the HP Pavilion and a Ball park with structured parking.

1.3.2. Rely on existing connections to downtown, and create new connections to encourage people to park downtown and walk to Diridon

1.4. Create Satellite Parking for games and events

1.4.1. People who do choose to drive should be able to park outside of Diridon and have convenient transportation into Diridon

1.5. Parking solutions should not have a negative impact on adjacent neighborhoods and should be equitable

1.5.1. Permit Parking to protect neighborhoods should be expanded

1.5.1.1. Permit Parking for affected neighborhoods should be affordable or no-cost for neighborhoods and easy for residents to use.

DRAFT

Diridon Station Area – Framework for Implementation

27 January 2010 Version 1.0

2. NEIGHBORHOOD QUALITY OF LIFE

2.1. The quality of life of surrounding neighborhoods will be enhanced by better connections to the Diridon Station Area.

2.2. Impacts to Neighborhood Quality of Life need to be mitigated

2.3. Noise Impacts to neighborhoods need to be mitigated

2.3.1. There needs to be an ongoing process involving residents for addressing concerns about noise

2.4. Vibration Impacts to neighborhoods need to be mitigated

2.4.1. Potential sources of vibration include both High Speed Rail and music concerts at the Ballpark.

2.5. Look for opportunities to enhance existing neighborhoods quality of life

2.6. The projects and new development in Diridon need to be non-intrusive for the existing neighborhoods.

2.7. (added) Equity – Incoming Residential development should reflect all incomes

2.8. (added) Equity – Parks, public services, and amenities should be prioritized.

DRAFT

Diridon Station Area – Framework for Implementation

27 January 2010 Version 1.0

3. PEDESTRIAN AND BICYCLE CONNECTIONS AND CONNECTIVITY

3.1. Enhanced Connectivity between the Diridon Station Area and the adjacent neighborhoods enhances neighborhood quality of life.

3.2. Connectivity should be increased to support businesses and the business districts

3.2.1. Downtown, The Alameda, and West San Carlos

3.2.2. The Diridon Area should have safe secure bike facilities for bike commuters, casual riders and visitors.

DRAFT

Diridon Station Area – Framework for Implementation

27 January 2010 Version 1.0

4. RIVER PARKS AND TRAILS

4.1. The Diridon Station area should cause the connection of trails

4.1.1. All disconnected bike and pedestrian trails should be connected in a hub in Diridon

4.1.1.1. The Los Gatos Creek Trail should connect in Diridon

4.1.1.2. The Guadeloupe Creek Trail Should connect in Diridon

4.1.1.3. The Guadeloupe Bike Trail Should connect in Diridon

4.2. The Autumn Street Parkway should be a Park that connects the trail and creek systems

4.3. (added) Enhance Opportunities for new open space, parks and plazas

5. TRANSIT AND HIGH SPEED RAIL

5.1. Social Equity - The High Speed Rail decision making process should be informed by an understanding of Social Equity issues that arise for Diridon and the surrounding neighborhoods.

5.1.1. Social Equity Issues of an above grade alignment must be understood

5.1.2. Social Equity Issues of below grade alignment must be understood.

5.2. Economic Impact – The High Speed Rail decision making process should be informed by an understanding of the Economic Impact to Diridon and the surrounding neighborhoods.

5.2.1. The Economic Impact of an above grade alignment must be understood.

5.2.2. The Economic Impact of a below grade alignment must be understood.

5.3. Environmental Impact – The High Speed Rail decision making process should be informed by an understanding of the Environmental Impact to Diridon and the surrounding neighborhoods.

5.3.1. The Environmental Impact of an above grade alignment must be understood.

5.3.2. The Environmental Impact of a below grade alignment must be understood.

5.4. High Speed Rail should minimize impacts to the surrounding neighborhoods

5.5. The Station should be a placemaking destination.

5.5.1. If the station is below ground it should still have public art and contribute to place making in Diridon.

5.6. (added) High Speed Rail should not reduce the existing Park land or potential for more park lands.

DRAFT

Diridon Station Area – Framework for Implementation

27 January 2010 Version 1.0

6. LAND USE, SMART GROWTH, AND RETAIL

6.1. The Diridon Station Area should be designed for People – not for cars.

6.2. The planning for the Diridon Station Area must understand the transit demands and the needs of the transit facilities and use that as the starting point for the planning.

6.3. The plan should take into account and address potential negative equity impacts.

6.4. The decision making process for both the Ballpark and High Speed Rail should be informed by an understanding of their respective Economic Impacts.

6.5. The Diridon Area is one of the most significant opportunities for placemaking in San Jose.

6.5.1. Every project and development in the Diridon Station area should contribute to placemaking.

6.6. The Diridon Station Area should be different than it is today.

DRAFT

Diridon Station Area – Framework for Implementation

27 January 2010 Version 1.0

7. Miscellaneous

7.1. The Diridon Station Area should be home to and encourage and support a wide range of diverse businesses.

7.2. The Diridon Station Area should be developed in a manner that supports existing businesses.

7.3. Destination Diridon – Diridon should be a destination whether a Ballpark is build there or not.

7.3.1. The planning for the area needs to look at both Diridon with a Ballpark and Diridon without a Ballpark.

7.4. The Diridon Station Area must be an economic driver for downtown and the City of San Jose.

7.5. Corporations and private developers must play a significant role in financing and supporting the development of Diridon as a place.

7.5.1. Should look for ways of attracting corporate and developer support.