

Diridon Station Area: Framework for Implementation

LAND USE

MISSION: The Diridon Station Area is the most significant opportunity for placemaking in San Jose. Development should integrate and expand into the existing downtown core and surrounding business districts.

GOALS:

- Diridon Station Area must be considered its own Specific Plan and incorporated into the 2040 General Plan.
- Diridon Station Area must be consistent with the General Plan 2040 and developed under a Master Development Agreement.
- Development at Diridon should prioritize mixed use, urban development that connects transit, jobs, housing, sports, entertainment, hotels, and the convention center.

IMPLEMENTATION PRIORITIES:

1. The Diridon Station Area should account for Pedestrian activity and auto use by way of downtown parking, satellite parking and shuttles.
2. The Diridon Station Area should be designed and planned to attract meaningful sustainable jobs accessible to local residents to produce a net benefit to the local economy.
3. Take advantage of the weather and plan for outside and destination retail spaces in the core of the Diridon Station Area.

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PARKING AND TRAFFIC

MISSION: The Diridon Station Area is a destination that invites people to stay. The right balance must be struck between all modes of travel and there is recognition that too much auto parking is in direct conflict with a walkable, bikeable, transit-friendly neighborhood.

GOALS:

- Provide and expand multimodal access to the Diridon Station Area.
- Provide equitable solutions to protect neighborhoods and business districts from the potential negative parking and traffic impacts of development in the Diridon Station Area.
- Ensure there is sufficient multimodal parking for the development in the Diridon Station Area.
- Consistent with San Jose General Plan 2040, traffic and parking management in the Diridon Station Area, should reflect a 40% reduction in Vehicle Miles Traveled (VMT).

IMPLEMENTATION PRIORITIES:

1. Create an equitable and comprehensive Parking and Transportation Management Plan (TPMP) for the entire Diridon Station Area, similar to and building upon the Arena TPMP.
2. The Diridon Station Area planning should be consistent with the “CalTrain Access Plan”, which prioritizes transportation modes in the following order: Pedestrian, Bicycle, Transit and Auto.
3. Encourage the use of transit and increase transit ridership to over 20% in the Diridon Station Area.

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PARKS AND TRAILS

MISSION: Implementation of the development of the Diridon Station Area must use an integrated approach that mixes the built environment with the natural environment to promote San Jose as one of the Great Green Sustainable Cities for the 21st Century.

GOALS:

- Trails should be considered as both recreation and transportation assets by maximizing the connectivity between businesses, residents, and entertainment and recreation areas.
- Any movement or loss of existing or planned park space should be returned to the community it was supposed to serve.
- Natural habitat should be the focal point for driving economic benefits by providing restoration, flood control and bio-diverse wildlife corridors that connect the future generations of San Jose residents with their natural environment.

IMPLEMENTATION PRIORITIES:

1. Restore the natural setting of the waterways in the urban areas, including specifically that of the Los Gatos Creek as it passes under Montgomery Street and Park Avenue, and, to the extent possible, implement a river walk modeled on the one in San Antonio that balances nature and commercial vibrancy.
2. Recognizing parks, trails and open space as an economic driver and an opportunity for investment therefore prioritizing parks and trails in the implementation process for the Diridon Station Area.
3. Create public-private partnerships for parks, trails, and open space for the Diridon Station Area.

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PEDESTRIAN AND BICYCLE CONNECTIONS AND CONNECTIVITY

MISSION: The Diridon Station Area should be designed for people, using greener forms of mobility transitioning away from cars, allowing vibrancy, safety and attractive connections.

GOALS:

- Develop attractive and safe connections in all directions between the Diridon Station Area and the adjacent neighborhoods to enhance neighborhood and visitor quality of life.
- Connectivity should support businesses and the business districts, such as the Downtown, the Alameda, West San Carlos and Willow Glen.

IMPLEMENTATION PRIORITIES:

1. The Diridon Station Area, including any new construction, should have secure bicycle parking/storage for bike commuters, casual riders and visitors.
2. Implement the existing bike and pedestrian master plans as adopted in the City's current Greenprint.
3. Improve all undercrossings in the Diridon Station Area and turn them into attractive visual assets to achieve safety and better pedestrian and bicycle experiences.

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PUBLIC TRANSPORTATION SYSTEM

MISSION: The Diridon Station will be the hub of all public transportation in the South Bay. While new public transportation systems will come online the City should not lose site of existing transit options.

GOAL:

- The design of High Speed Rail, whether above and/or below grade, needs to be world-class structures, art and graffiti proof.
- The High Speed Rail decision making process must be informed by environmental impact, social equity impact and economic impact.
- All aspects of High Speed Rail operations should minimize impacts to the surrounding neighborhoods.

IMPLEMENTATION PRIORITIES:

1. High Speed Rail should not reduce the existing park land and trails or potential for more park lands and trails.
2. Vibration and noise effects should be mitigated.
3. High Speed Rail design shall combine CSS process within the context of comprehensive CEQA and NEPA review of design elements, such as grade separations, overcrossings of waterways and elevated structures.

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NEIGHBORHOOD QUALITY OF LIFE

MISSION: Development of Diridon Station Area must provide protection for, ongoing engagement with the surrounding community. In addition, the surrounding neighborhoods should benefit from the development. The Diridon Station Area investment should honor the past and embrace the future.

GOALS:

- Adverse impacts to Neighborhood Quality of Life need to be mitigated.
- Enhance existing neighborhood quality of life.
- Development and operations in Diridon Station Area needs to be non-intrusive for the existing neighborhoods.
- Development should include amenities and projects that draw residents from the surrounding neighborhoods.
- Development should support safe neighborhoods and enhance the safety of surrounding neighborhoods.

IMPLEMENTATION PRIORITIES:

1. Noise impacts to neighborhoods need to be mitigated.
2. Incoming residential development should include all incomes.
3. The Diridon Station Area and abutting neighborhoods should have a program of enhanced services including street cleaning, security, park maintenance, sidewalk cleaning, litter and graffiti removal, similar to the current Groundwerx program.

I. PARKING AND TRAFFIC

- 1.1. Create a comprehensive Parking and Traffic Management plan for the entire Diridon Station Area. **16**
 - 1.1.1. The plan would include HP Pavilion, the potential Ballpark, Diridon Station and the space in between.
 - 1.1.1.1. Implementation Oversight Body
 - 1.1.1.1.1. Neighborhood Representation
- 1.2. 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. **4**
 - 1.2.1. Ensure plan looks at daytime events. – single and double
 - 1.2.2. Planning begins before development starts.
- 1.3. People choosing to go to the Diridon Station Area in cars need to be accommodated. **8**
- 1.4. Strongly encourage and promote multimodal access to the Diridon Station Area.**
- 1.5. “CalTrain Access Plan”, which priorities transportation modes in the following order: Pedestrian, Bike, Transit, and Auto. **10**
- 1.6. A range of access modes should be encouraged to access the Diridon Station Area. **0**
- 1.7. Encourage the use of transit and increase transit ridership to over 20% in the Diridon Station Area. **9**
- 1.8. Provide equitable solutions to protect neighborhoods and business districts from the potential negative parking and traffic impacts of development in the Diridon Station Area.**
- 1.9. Ensure there is sufficient parking for the development in the Diridon Station Area.**
 - 1.9.1. Short-term parking options, drop-off points.
 - 1.9.2. Long-term parking demands are addressed.
- 1.10. Utilize the existing dispersed parking downtown to serve the Diridon station area. **2**
- 1.11. Do not fill the area between the HP Pavilion and a Ballpark with structured parking. **7**
 - 1.11.1. Rely on existing connections to downtown, and create new connections to encourage people to park downtown and walk to Diridon
- 1.12. Create Satellite Parking for games and events. **1**
- 1.13. People who do choose to drive should be able to park outside of Diridon and have convenient transportation into Diridon. **0**
- 1.14. Permit parking should be expanded to protect neighborhoods. **7**
 - 1.14.1. Permit parking should be paid for by the entity that creates the demand.
 - 1.14.2. Permit Parking to protect neighborhoods should be expanded
 - 1.14.3. Permit Parking for affected neighborhoods should be affordable or no-cost for neighborhoods and easy for residents to use.
- 1.15. Ensure Public Transportation is tied into the development of Diridon. – WG **0**

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- 1.16. Encourage, support and collaborate with local transit agencies to support efforts in Diridon. 0
- 1.17. Locate future parking and manage traffic to not impact neighborhoods. 0
- 1.18. Parking Revenue District to fund improvements in the Diridon Station Area. 1
- 1.19. Permit Parking in residential neighborhoods. 0
- 1.20. Metered Parking in Business Districts. 0
- 1.21. **Consistent with San Jose General Plan 2040 traffic and parking management should reflect 40% reduction in Vehicle Miles Traveled (VMT).**

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 **9**
 - 2.3.1. There needs to be an ongoing process involving residents for addressing concerns about noise
 - 2.3.2. Noise monitoring station around Ballpark
 - 2.3.3. Setting Sound Levels
 - 2.3.4. Oversight person to adjust sound levels
 - 2.3.5. Adjust sounds levels in real time
- 2.4. Vibration Impacts to neighborhoods need to be mitigated **1**
 - 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. Equity – Incoming Residential development should reflect all incomes **8**
- 2.8. Equity – Parks, public services, and amenities should be prioritized.
- 2.9. Encourage below grade “submerged” design of the ballpark. **4**
- 2.10. ***Amenities and projects that draw residents from the surrounding neighborhoods.***
- 2.11. Proper way-finding signage. **4**
- 2.12. There should be ongoing community participation in, and oversight of the creation and implementation of the plan. **13** *MOVE TO BOX 0*
- 2.13. Diridon Station Area plan should encompass and respect the existing and approved planning documents. **4**
- 2.14. Lighting impacts on neighborhoods needs to be mitigated.
 - 2.14.1. Potential sources of light – ballpark and high speed rail.
- 2.15. Permit parking should be paid for by the entity that creates the demand.
- 2.16. Overall Oversight body should include immediate surrounding neighborhoods and business districts.
- 2.17. Enhance security beyond the normal event detail in the west and south of Diridon Station. **4**
- 2.18. Enhanced street cleaning, park maintenance, sidewalk cleaning, litter and graffiti removal, etc. in the surrounding areas. **6**
- 2.19. ***New development should support safe neighborhoods and enhance safety of surrounding neighborhoods.*** **4**
- 2.20. Enforce existing regulations to deter parking on lawns/creating parking lots on residential property.
- 2.21. Enforcement of parking by towing. **1**
- 2.22. Existing parks should have restrictions against tail-gate parties and cleanup should be supported.
- 2.23. Increased police presence in transit areas before, during and after events. **2**

- 2.24. Parking fines need to be high to be effective.

3. PEDESTRIAN AND BICYCLE CONNECTIONS AND CONNECTIVITY

3.1. Enhanced Connectivity in all directions between the Diridon Station Area and the adjacent neighborhoods enhances neighborhood quality of life. 14

3.2. Major Pedestrian and Bicycle only paths/thoroughfares beyond the current trail system, such as San Fernando. 3

3.3. Bike Rental Stations.

3.4. Develop the existing bike lane on Bird Ave into full permanent bike lanes with connectivity into the Diridon Area and beyond. 2

3.5. Implement the Alameda, Beautiful Way Program. 2

3.6. Connectivity should be increased to support businesses and the business districts, such as the Downtown, the Alameda, West San Carlos and Willow Glen. 10

3.7. The Diridon Area, including any new construction, should have safe secure bicycle parking/storage for bike commuters, casual riders and visitors. 7

3.8. The plan maximizes the ability to travel within the Diridon Station Area on foot or bike. 4

3.9. Bike lane on Lincoln Ave.

3.10. Implement the existing bike and pedestrian master plans. 6

3.11. Connectivity during construction must be maintained or replaced if impacted. 1

3.12. Use every opportunity to enhance the bike and pedestrian experience.

3.13. Bike lanes are important to increasing the connectivity of businesses and the business improvement districts.

3.14. Prioritize pedestrian and bike access in the Diridon Station Area. 3

3.15. Safe bike and pedestrian system within the existing transportation system.

3.16. Pedestrian walkway into Downtown on San Fernando.

3.17. Enough crosswalks

3.18. Accommodating skate borders and roller bladders.

3.19. Connect Bird Ave, San Fernando, Alameda, Park Ave, Lincoln, Guadalupe Trail North, Los Gatos Creek Trail and Auzerais bike lanes. 7

3.20. City and development community should pay particular attention to highway 280 and highway 87 and turn it into attractive visual assets to achieve safety and better pedestrian experience. -- Added

4. RIVER PARKS AND TRAILS

- 4.1. Any loss of parkland or potential parkland needs to be replaced for that affected area. **11**
- 4.2. Create an exemption for the City’s Living-Wage Policy for the Diridon Station Area. **7**
- 4.3. Opportunity to re-create a San Antonio like river-walk into the natural setting of the creek/river in the urban areas. **6**
- 4.4. Recognize parks, trails and open space as an economic driver and an opportunity for investment therefore prioritizing parks in the implementation process for Diridon Station Area. **6**
- 4.5. Enhance Opportunities for new open space, parks and plazas **5**
- 4.6. The Diridon Station area should cause the connection of trails **1**
 - 4.6.1. All disconnected bike and pedestrian trails should be connected in a hub in Diridon **5**
 - 4.6.1.1. Connecting Los Creek Trail and Guadalupe River Trail **3**
 - 4.6.1.2. The Los Gatos Creek Trail should connect in Diridon
 - 4.6.1.3. The Guadalupe River Trail Should connect in Diridon
 - 4.6.1.4. The Guadalupe Bike Trail Should connect in Diridon
- 4.7. The Autumn Street Parkway should be a Park that connects the trail and creek systems **1**
- 4.8. Investigate public-private partnerships for parks, trails and open space for the Diridon Station Area. **3**
 - 4.8.1. Adding revenue generating events and activities to park master plans. **6**
 - 4.8.2. Establish Community Facilities District to assist with funding for maintenance of parks, trails and open space.
 - 4.8.3. Business sponsorship, partnership for development and maintenance of parks, trails and open space.
- 4.9. Pedestrian and bike systems should be separate from street and rail network. **2**
- 4.10. Green fingers concept integrated in the parks, trails and open space plans. **1**
- 4.11. Existing or future parkland used for temporary construction purposes should be restored to its previous status before the construction took place at no cost to the city. **1**
- 4.12. **Trails should be considered as both recreation and transportation benefits by maximizing the connectivity between businesses, residents, and entertainment and recreation areas.**
- 4.13. **Any movement or loss of existing planned park space should be returned to the community it was supposed to serve.**
- 4.14. **Natural habitat becomes the focal point for driving economic benefits by providing restoration, flood control and bio-diverse wildlife corridors that connect the future generations of San Jose residents with their natural environment.**

5. PUBLIC TRANSPORTATION SYSTEMS

5.1. The design of HSR, whether above and/or below grade, needs to be world-class structures, art and graffiti proof.

5.1.1. Design needs to reflect the surroundings.

5.1.2. Design around the eyes of a traveler coming to San Jose.

5.1.3. The Station should be a placemaking destination.

5.2. Vibration and noise effects should be mitigated. 7

5.3. 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. 10

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

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

5.4. 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. 11

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

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

5.4.3. Economic impact study should include impacts to the airport. OEI

5.5. THE HSR DECISION MAKING PROCESS MUST BE INFORMED BY ENVIRONMENTAL IMPACT, SOCIAL EQUITY IMPACT AND ECONOMIC IMPACT.

5.6. 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. 6

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

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

5.7. High Speed Rail (All aspects of operations) should minimize impacts to the surrounding neighborhoods.

5.7.1. The design of HSR should not divide existing and future neighborhoods, business districts and downtown but seek to enhance the connectivity of the Diridon and surrounding areas.

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

5.8. High Speed Rail should not reduce the existing Park land and trails or potential for more park lands and trails. 11

5.9. Look at small “footprint” transit that can adjust to demands – Alameda 2

5.10. Creating the Opportunity for Ultra Personal Pods or similar idea for San Carlos Ave. 1

5.11. Encourage Light Rail Station at San Carlos and Azerrais

5.12. Advocate for full funding of transit options that enhance Diridon Station (list to come from VTA).

5.13. Use existing monitoring system and plan at airport for the curfew and apply it to HSR operations. 4

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- 5.14. HSR design shall combine CSS process within the context of comprehensive CEQA and NEPA review of design elements, such as grade separations, overcrossings of waterways, and elevated structures. 8
- 5.15. Advocate for full funding and demand of transit into Diridon Station, including BART and BRT.
- 5.16.

6. LAND USE, SMART GROWTH, AND RETAIL

- 6.1. The Diridon Station Area should be designed for People – not for cars. 11
- 6.2. Station needs to be welcoming and connected at all times.
- 6.3. 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. 7
- 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. Do not set boundaries - flows to existing neighborhoods and resources**
 - 6.5.2. 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.
- 6.7. Pedestrian and traffic encourages people to connect to downtown. 9
- 6.8. There should be a binding agreement between City, developers and community stakeholders that institutes a method for tracking exceptions, violations and impacts in which fines occur they go back into the affected neighborhood. 5
- 6.9. Take advantage of the weather and plan for outside and destination retail spaces in Diridon between ballpark and the Arena. 8
- 6.10. Creating places for leisure and pleasure. – Slower pace.
- 6.11. The plan should take into account and address potential negative equity impacts making sure in the Diridon Plan creates “meaningful” jobs that are accessible to residents from the surrounding neighborhoods.
 - 6.11.1. Focus on middle income and sustainable jobs that produce a net benefit to our local economy. Affordable to all ranges of income. 10
- 6.12. Policy that ties to fiscal benefits to City and Agency be re-invested into the surrounding neighborhoods and business districts that are affected via a community input process. 5
- 6.13. Creating branch library space. 1
- 6.14. No auto orientated uses i.e not freeway orientated (big box retail) 2
- 6.15. Diridon Station Area should be considered its own Specific Plan**
- 6.16. Planning should not ignore the automobile 5
- 6.17. Development at diridon should prioritize mixed use, urban development that connects transit, jobs, housing, sports and entertainment, hotels, convention center (ie destination diridon)**
- 6.18. consider park av, san carlos, and the alameda in the planning
- 6.19.

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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.
 - 7.5.2. Diridon should serve as a community a gathering space that functions as the backyard for residents and gathering space for all, everyday of the year.
- 7.6. Baseball needs to adhere to the Airport curfew.
- 7.7. As Diridon evolves what is the mechanism to bring new issues back? Oversight body – Pete K.
- 7.8. Ballpark should have “community use” built into the agreement. I.E. – ccs
PLAYOFFS
- 7.9. Emergency Preparedness Plan for Diridon Station
- 7.10. There should be ongoing community participation in, and oversight of the creation and implementation of the plans and projects in the Diridon Station Area.
- 7.11.

8. Arts