

Diridon Station Area Plan

January 25, 2011

Item 9.3

Staff Recommendations

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2. **Proceed with starting EIR process for a maximum development scenario:**
 - 4,950,000 SF of office/commercial; 420,000 SF of retail/restaurant
 - 2588 residential units; 900 hotel rooms
3. **Confirm long-range planning direction as consistent with goals from Envision 2040 and Good Neighbor Committee:**
 - Great place, economic development, regional transit center, multimodal transportation, manage parking
4. **Expand project scope**
 - Arena parking and traffic issues (10-year phasing plan)
 - High Speed Train parking and access plan (including Airport connection)
 - \$305,000 cost; \$200,00 from HST; \$105,000 from City

Reed, Liccardo, Oliverio

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- 1. Continue collaboration with San Jose Arena Management**
 - Parking, traffic, phasing
- 2. Consider land use flexibility in central and northern Diridon areas**
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- 4. Schedule a City Council Study Session**
 - Staff suggests April 2011

Context and Significance



- **Diridon Station**
 - Caltrain, Amtrak, ACE, LRT, BART, HST
- **Arena (HP Pavilion)**
- **Downtown Strategy 2000**
- **Ballpark**
- **Economic Strategy 2010**
- **Recent Studies**
 - Harvard University, Urban Land Institute

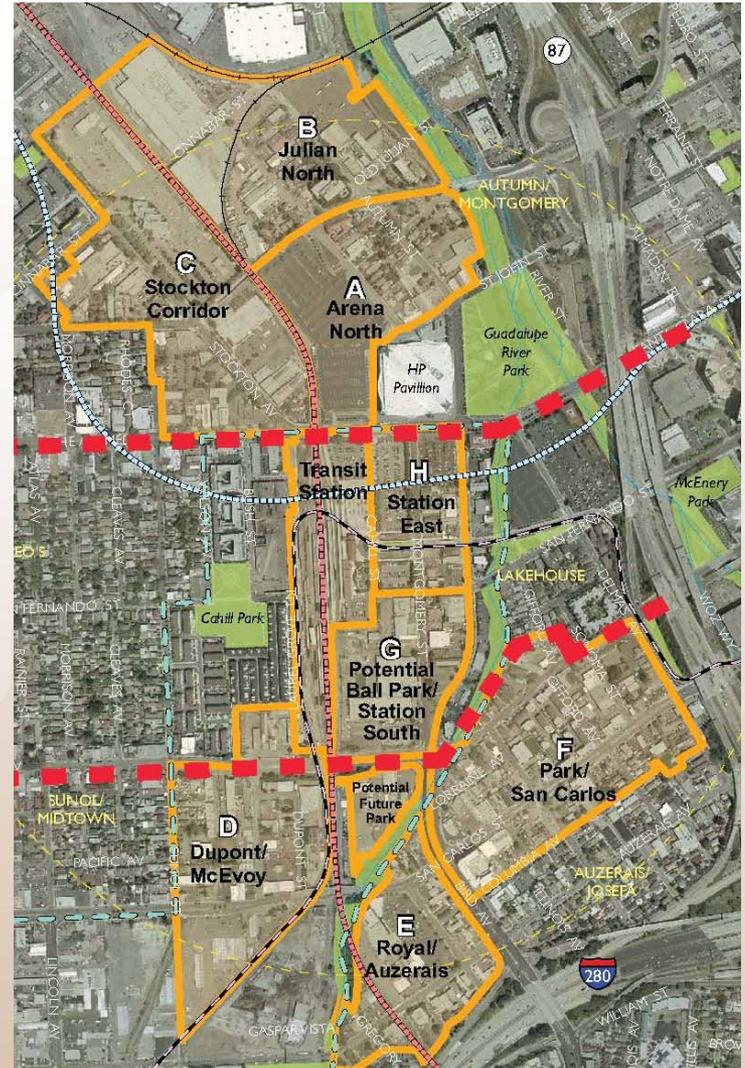
MTC Planning Grant

Grant

- \$750,000 grant approved by MTC plus \$200,000 from City and VTA
- Study area includes 240 acres (1/2 mile radius)
- Study process started June 2009

Goals

- Establish land use plan and policy framework
- Develop a 24-hour/7-day a week commercial and entertainment center
- Expand Diridon Station
- Develop a model plan for pedestrian, bicycle, and transit connectivity
- Enhance and protect existing neighborhoods
- Complete an EIR to encourage and facilitate development



Coordination and Outreach

▪ Technical Working Group

- Monthly meeting with City departments and outside agencies

▪ Public Outreach

- Stakeholder interviews (8) Aug 2009
- 1st Community Workshop – Sep 26, 2009
- 2nd Community Workshop – Mar 27, 2010
- 3rd Community Workshop – Aug 7, 2010
- Good Neighbor Committee/Area tours

▪ Station Design Charrette

- Held on February 19, 2010
- City of San Jose, ACE, Amtrak, Capitol Corridor, SamTrans, VTA, Consultants

▪ Developer Focus Group

- Held on November 18, 2010

▪ Public Reports

- Existing Conditions (March 2010)
- Land Use Alternatives (July 2010)



Common Themes

- Establish the Station and surrounding area as a local, citywide, and regional destination
- Foster a vibrant public realm through the station area that supports pedestrian and bicycling activity and connectivity
- Reflect the Silicon Valley spirit of innovation and San José's rich history through iconic world class architecture and distinctive civic spaces
- Use art a defining feature to create a strong sense of place



Land Use Alternatives

Use	Initial Range	Preferred
Office	2.4 M – 5.3 M SF	4.95 M SF
Retail	200K – 400 K SF	420 K SF
Residential	2700 – 4500 units	2588 units
Hotel	440 – 660 rooms	900 rooms

Preferred Land Use Concept

3 Distinct Zones

- **Northern Zone “*Innovation District*”**
 - Long term development potential
 - 3,000,000 SF Office
 - 80,000 SF Retail
 - 223 Residential
- **Central Zone “*Destination Diridon*”**
 - Office, entertainment, transit
 - 1,150,00 SF Office
 - 140,000 Retail
 - 250 Hotel
- **Southern Zone “*South of Diridon*”**
 - Mixed Used Residential
 - 800,000 SF Office
 - 200,000 SF Retail
 - 2365 Residential
 - 650 Hotel



“World Class Transit System”

Bay Area Regional Rail Plan 2050

 **HSR**



 **BART**



 **Caltrain**



 **ACE**



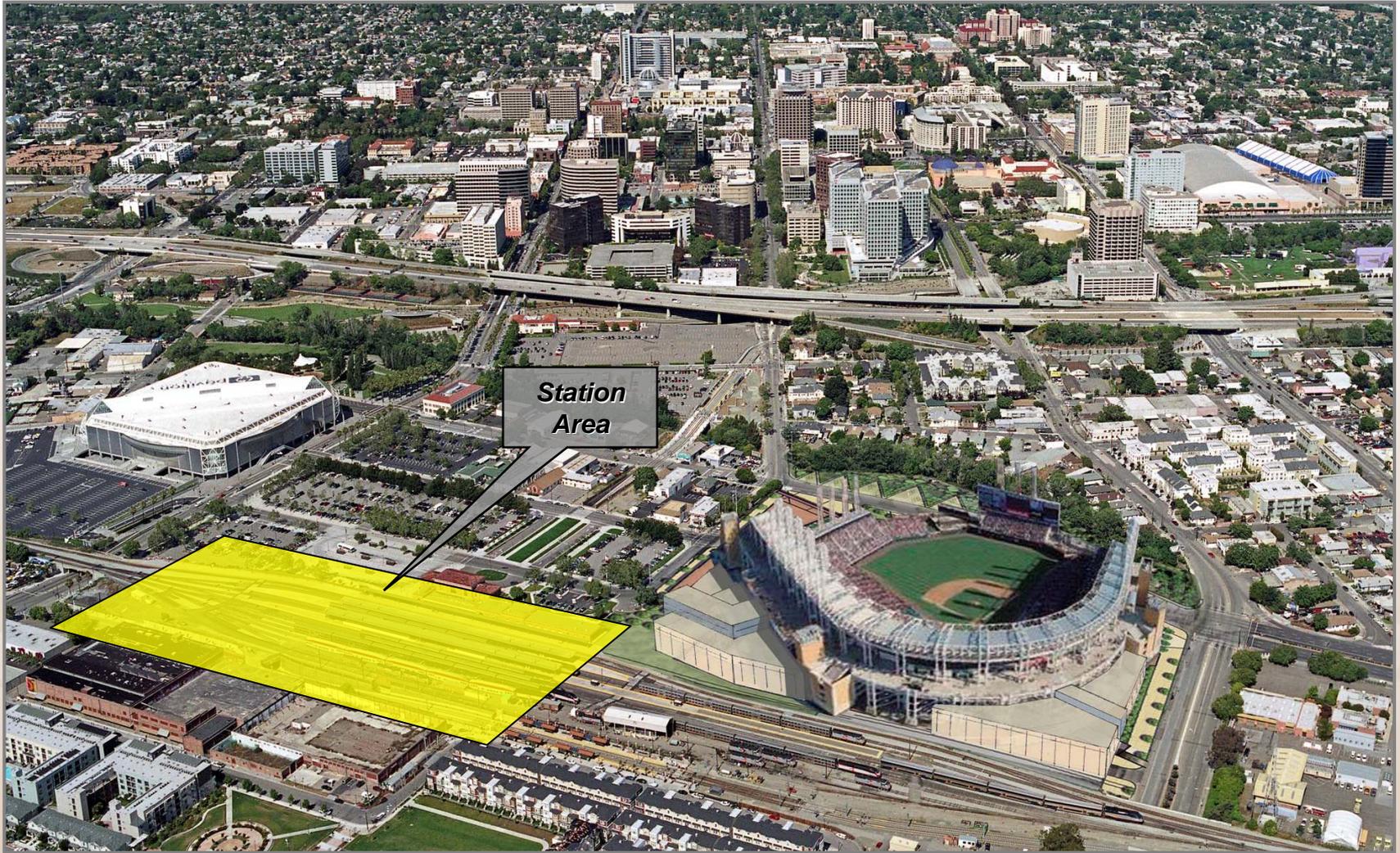
 **Capitol**



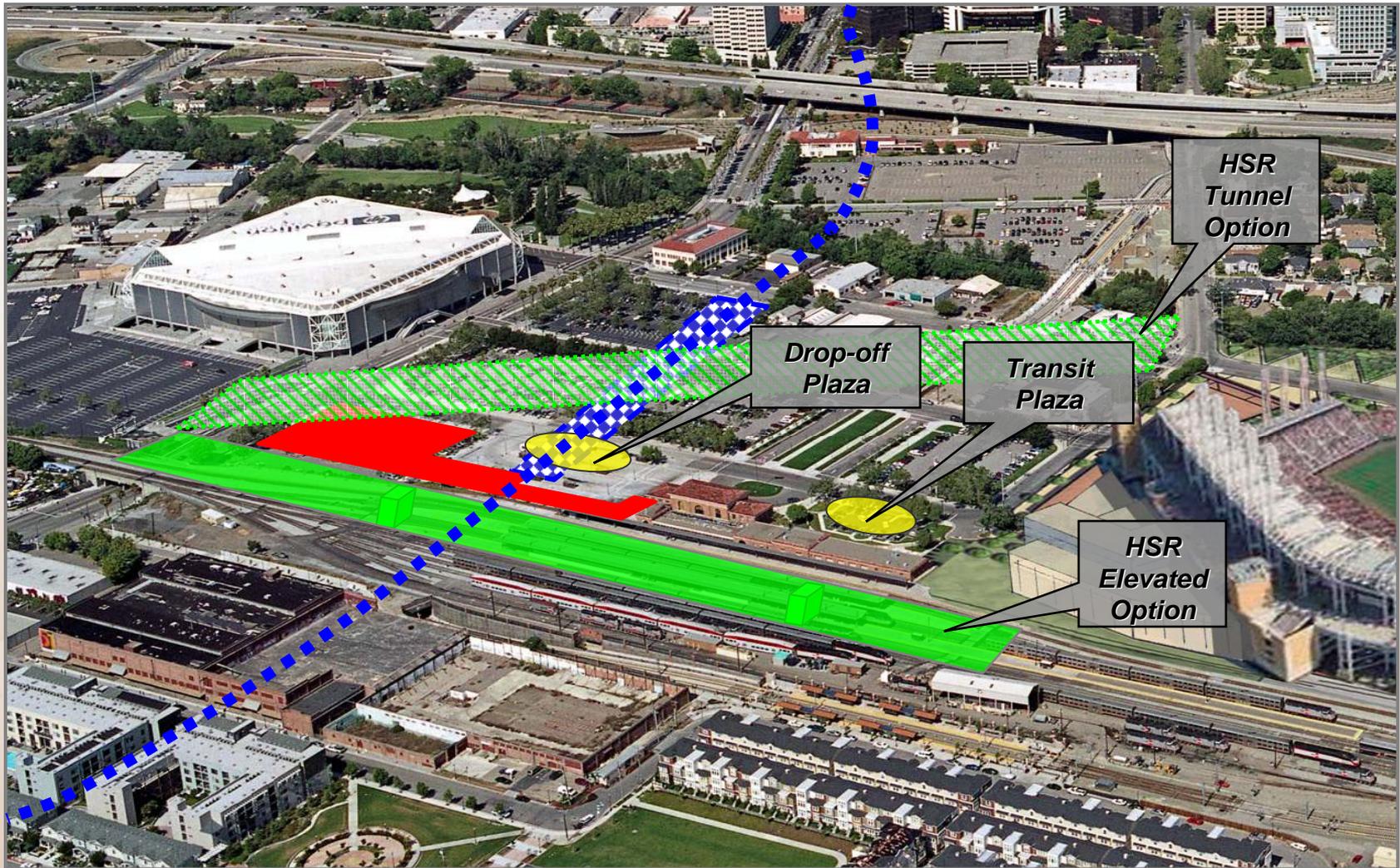
Diridon Station Expansion

- **Goal: Expand Station to create a well-integrated center of architectural and functional significance**
- **Projected Daily Ridership (Regional Rail Systems)**
 - 7,200 (Current)
 - 71,400 (Future): HSR (36%), BART (29%), CalTrain (28%), Other (7%)
 - Need new building for integration and support services (50,000 sq ft)
- **Draft Transit Parking Concept**
 - HSR: 3,800 (400 at Station; 3,400 offsite)
 - BART: 500
 - CalTrain/Other: 900
 - Total: 5,200 (1,800 at Station; 3,400 offsite)

Diridon Station Expansion

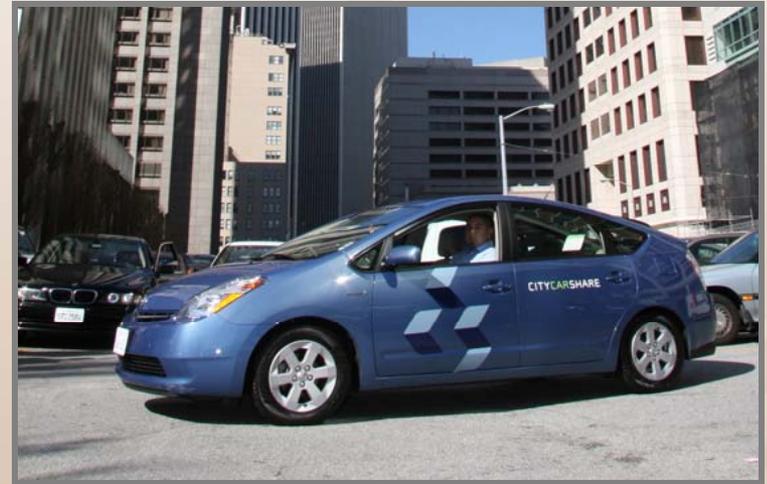


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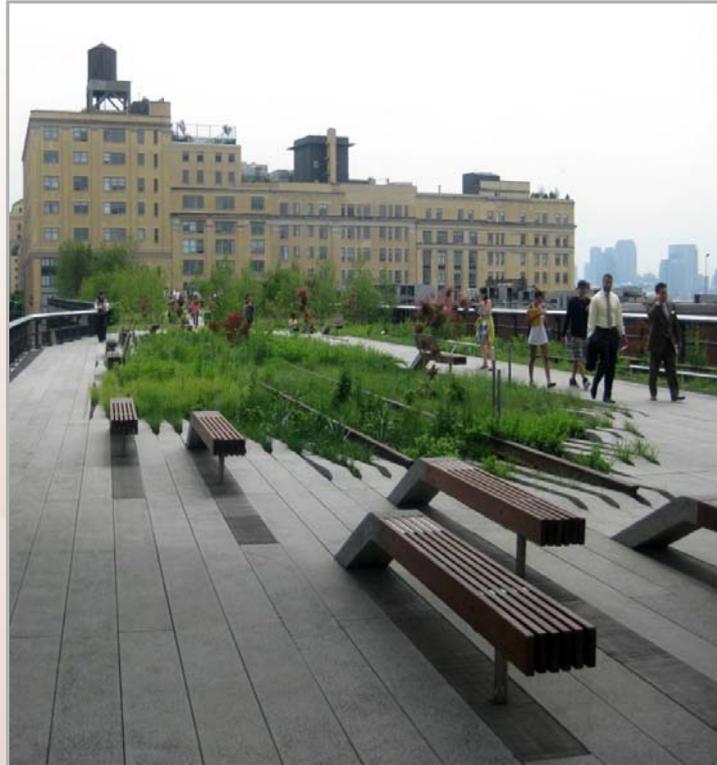


Transportation & Parking Strategies

- **Transportation System**
 - Enhance facilities for walking, biking, and transit
 - Pursue Envision 2040 mode shift goals (20% transit, 15% bike, 15% walk)
- **Parking**
 - Encourage best practices (unbundled parking, shared parking, car share)
 - Parking goals only, no proposed changes to current code
 - If more parking is built, parking would replace development



Other Plan Elements



Parks and Open Space



Public Art

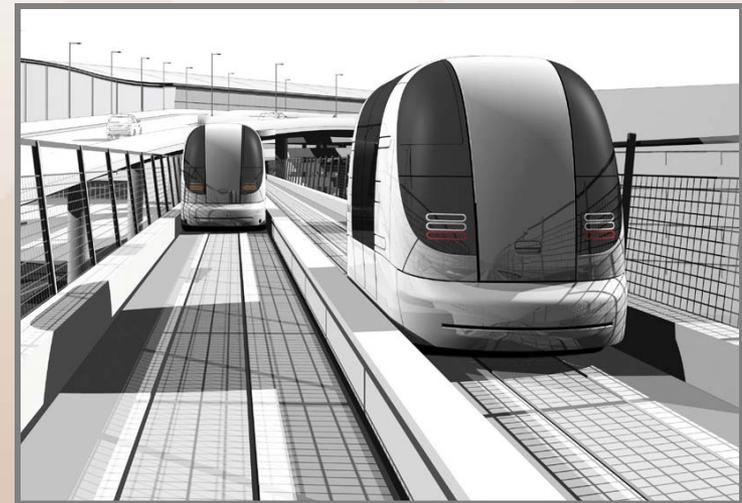
Phase 1 Implementation Plan

- **Goal: Address near term (10 year) development and construction impacts and ensure continued successful operations of the Arena**
- **Assumptions**
 - 1) Construction of the Ballpark
 - 2) Development of the Core Area
 - 3) Development of the former San Jose Water Co site (Adobe)
 - 4) Construction of the BART Box
- **Key HP Pavilion Interests**
 - Access and circulation for HPP events
 - Parking for HPP patrons
- **Process**
 - Close coordination of technical studies with HP Pavilion and Arena Authority



High Speed Rail Parking & Access

- **Identify sites for 3800 parking spaces**
 - 400 at station
 - 3400 off site (within 3 miles)
- **Develop Connection to Airport**
 - Consider Automated Transit Network and Conventional Shuttles



Next Steps

City Council Direction	Jan 2011
EIR Notice of Preparation	Feb 2011
Draft Preferred Plan	Mar 2011
Council Study Session	Apr 2011
Final EIR	Mar 2012
Council Hearing on Final Plan	Mar 2012

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Suggested Focus Areas for Proposed Study Session

- **Arena Area**
 - Parking, Traffic, Phasing
- **Central Zone**
 - Urban Design
 - Implementation, Flexibility
- **Diridon Station Expansion**
 - HSR Options
 - Implementation
- **Other Topics?**

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