

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.

1.1.2.1. Implementation Oversight Body

1.1.2.1.1. Neighborhood Representation

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.

1.1.4. Ensure plan looks at daytime events. – single and double

1.1.5. Planning begins before development starts.

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

1.2.1. Short-term parking options, drop-off points.

1.2.2. ADA time requirements for short-term parking.

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 Ballpark 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.

1.6. Ensure Public Transportation is tied into the development of Diridon. – WG

1.7. Encourage, support and collaborate with local transit agencies to support efforts in Diridon.

1.8. Locate future parking and manage traffic to not impact neighborhoods.

1.9. Parking Revenue District to fund improvements in the Diridon Station Area.

1.10. Permit Parking in residential neighborhoods

1.11. Metered Parking in Business Districts.

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NEIGHBORHOOD QUALITY OF LIFE

- 2. The quality of life of surrounding neighborhoods will be enhanced by better connections to the Diridon Station Area.**
 - 2.1. Impacts to Neighborhood Quality of Life need to be mitigated**
 - 2.2. Noise Impacts to neighborhoods need to be mitigated**
 - 2.2.1. There needs to be an ongoing process involving residents for addressing concerns about noise**
 - 2.2.2. Noise monitoring station around Ballpark**
 - 2.2.3. Setting Sound Levels**
 - 2.2.4. Oversight person to adjust sound levels**
 - 2.2.5. Adjust sounds levels in real time**
 - 2.3. Vibration Impacts to neighborhoods need to be mitigated**
 - 2.3.1. Potential sources of vibration include both High Speed Rail and music concerts at the Ballpark.**
 - 2.4. Look for opportunities to enhance existing neighborhoods quality of life**
 - 2.5. The projects and new development in Diridon need to be non-intrusive for the existing neighborhoods.**
 - 2.6. (added) Equity – Incoming Residential development should reflect all incomes**
 - 2.7. (added) Equity – Parks, public services, and amenities should be prioritized.**

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- 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. Major Pedestrian and Bicycle only paths/thoroughfares beyond the current trail system**
 - 3.3. Bike Rental Stations.**
 - 3.4. Develop temporary bike lane on Bird Ave into full permanent bike lanes with connectivity into the Diridon Area and beyond.**
 - 3.4.1. Implementing Beautiful Way Program**
 - 3.5. Connectivity should be increased to support businesses and the business districts**
 - 3.5.1. Downtown, The Alameda, and West San Carlos**
 - 3.5.2. The Diridon Area should have safe secure bike facilities for bike commuters, casual riders and visitors.**

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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

4.4. Connecting Los Creek Trail and Guadalupe River Trail

4.5. Supports the system we are building in the area

4.6. Gather place

4.7. Existing and planned parks and trails be made part of the Diridon Station Area Plan.

4.8. Opportunity to re-create river-walk into the nature setting of the creek/river.

5. TRANSIT AND HIGH SPEED RAIL

5.1. Above ground needs to be designed 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. Vibration and noise effects.

5.2. 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.

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

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

5.3. 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.

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

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

5.4. 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.

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

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

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

5.5.1. 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.

5.6. The Station should be a placemaking destination.

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

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

5.8. Sarah notes

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

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

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.

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.

6. LAND USE, SMART GROWTH, AND RETAIL

- 6.1. The Diridon Station Area should be designed for People – not for cars.**
- 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.**
- 6.4. The plan should take into account and address potential negative equity impacts.**
- 6.5. The decision making process for both the Ballpark and High Speed Rail should be informed by an understanding of their respective Economic Impacts.**
- 6.6. The Diridon Area is one of the most significant opportunities for placemaking in San Jose.**
 - 6.6.1. Do not set boundaries - flows to existing neighborhoods and resources**
 - 6.6.2. Every project and development in the Diridon Station area should contribute to placemaking.**
- 6.7. The Diridon Station Area should be different than it is today.**
- 6.8. Pedestrian and traffic encourages people to connect to downtown.**
- 6.9. 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.**
- 6.10. Take advantage of the weather and plan for outside and destination retail spaces in Diridon between ballpark and the Arena.**
- 6.11. Creating places for leisure and pleasure. – Slower pace.**
- 6.12. Making sure in the Diridon Plan creates “meaningful” jobs that are accessible to residents from the surrounding neighborhoods.**
 - 6.12.1. Focus on middle income and sustainable jobs that produce a net benefit to our local economy.**
- 6.13. Policy that ties to fiscal benefits to City and Agency be re-invested into the surrounding neighborhoods and business districts that are affected.**
- 6.14. Creating branch library space.**

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**

8. Arts