

**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.**

**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.**

DRAFT

Diridon Station Area – Framework for Implementation

1 May 2010 Version 1.2

**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.**

**4. RIVER PARKS AND TRAILS**

- 4.1. Any loss of parkland of 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 nature setting of the creek/river in the urban areas. 6**
- 4.4. Recognize parks, trails and open space as a economic drive 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.**
- 4.9. Investigate public-private partnerships for parks, trails and open space for the Diridon Station Area. 3**
  - 4.9.1. Adding revenue generating events and activities to park master plans. 6**
  - 4.9.2. Establish Community Facilities District to assist with funding for maintenance of parks, trails and open space.**
  - 4.9.3. Business sponsorship, partnership for development and maintenance of parks, trails and open space.**
- 4.10. Pedestrian and bike systems should be separate from street and rail network. 2**
- 4.11. Green fingers concept integrated in the parks, trails and open space plans. 1**
- 4.12. 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**

**TRANSIT AND HIGH SPEED RAIL**

- 5. 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**