

# Diridon Station & Area Plan



SPUR  
November 2016  
City of San José

# Bay Area Regional Rail Plan 2050

 **HSR**



 **BART**



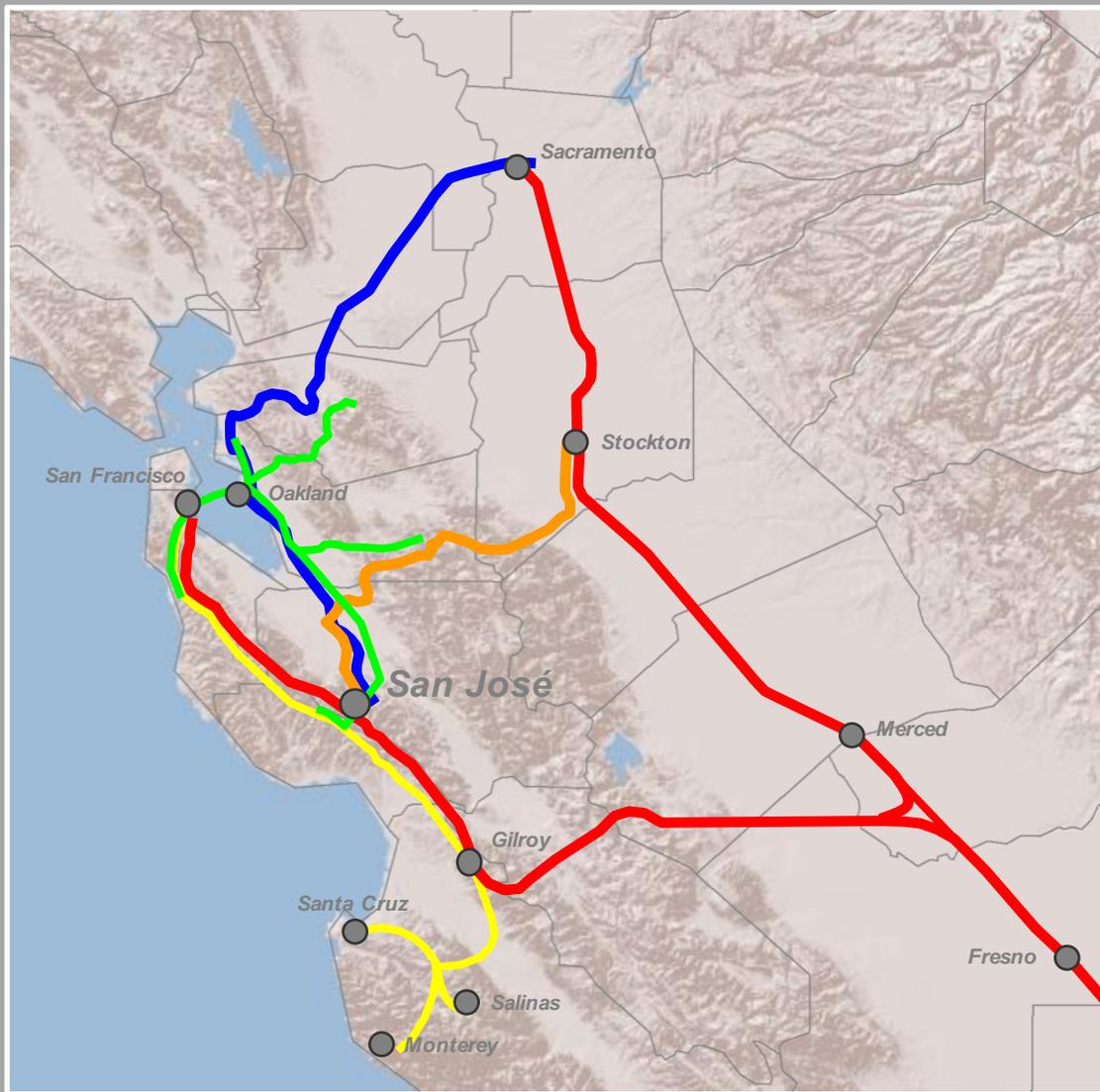
 **Caltrain**

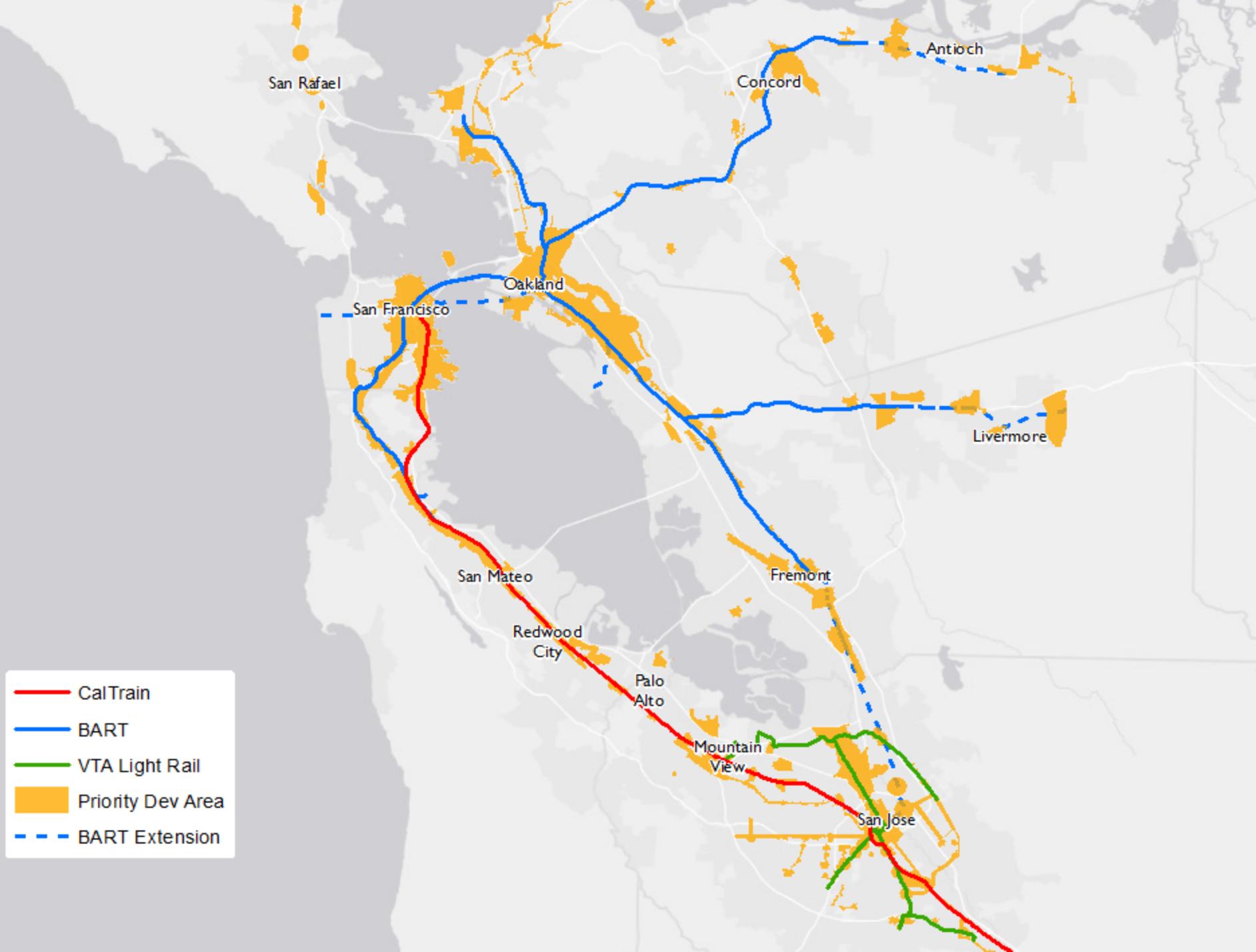


 **ACE**



 **Capitol**





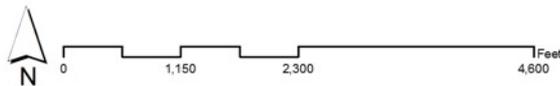
- CalTrain
- BART
- VTA Light Rail
- Priority Dev Area
- - - BART Extension

Diridon Station



Traditional  
Downtown  
Core

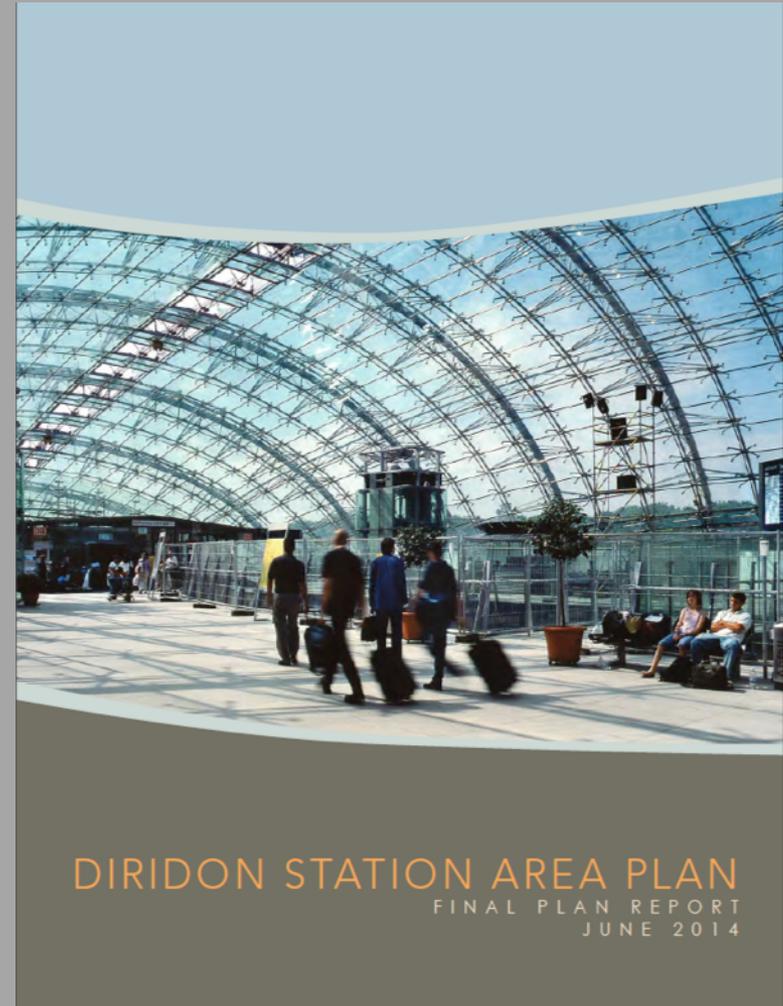
San Jose State  
University



-  Downtown Boundary
-  Diridon Station Area Plan

# Diridon Station Area Plan Process

- \$750,000 MTC Grant plus \$200,000 from City and VTA
- Study area includes 240 acres
- Study process started June 2009
- Included 3 Community Workshops
- Plan Approved by Council in June 2014



# Plan Goals

- Establish Diridon as regional employment and entertainment destination
- Expand Diridon Station
- Develop model for pedestrian, bicycle and transit connectivity



# Plan Goals

- Reflect the Silicon Valley spirit of innovation and San José's rich history through iconic world class architecture and distinctive civic spaces
- Foster a vibrant public realm
- Use art a defining feature to create a strong sense of place



# Planned Development Levels

- 4.96 Million SF Office
- 420,000 SF Retail
- 2,588 Residential Units
- 900 Hotel Rooms



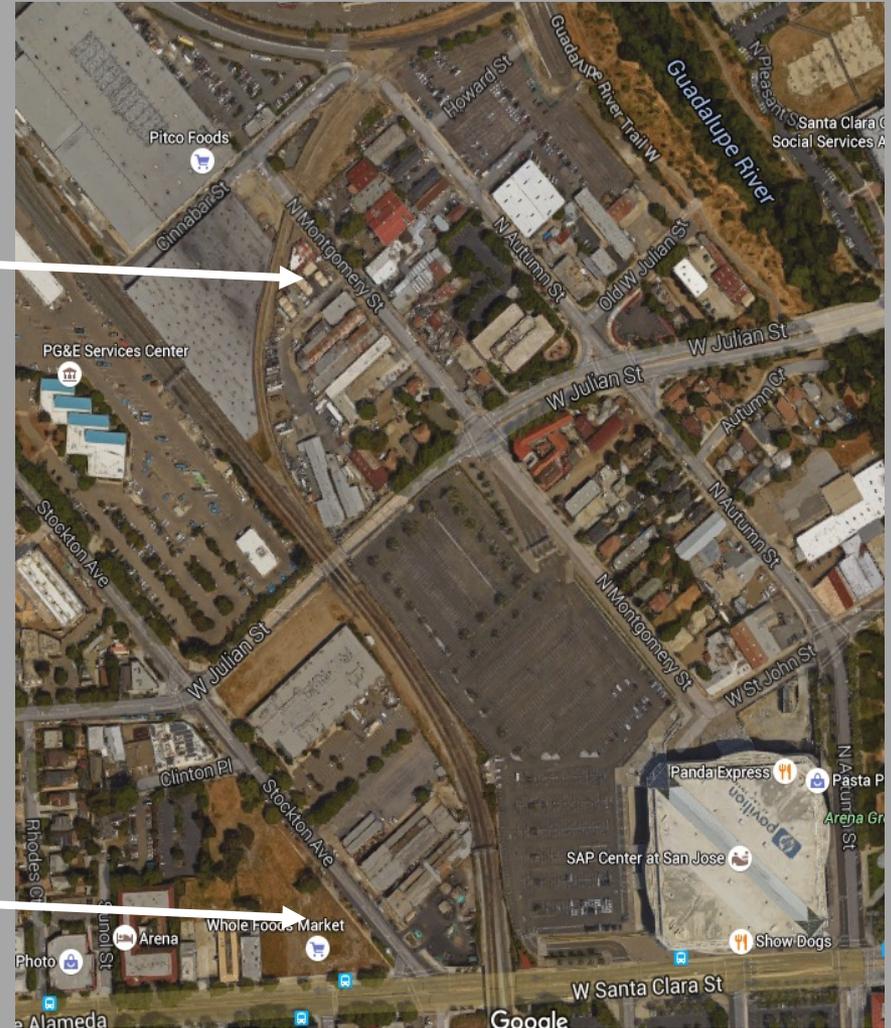
# Northern Zone – Innovation District



Example of area's industrial uses

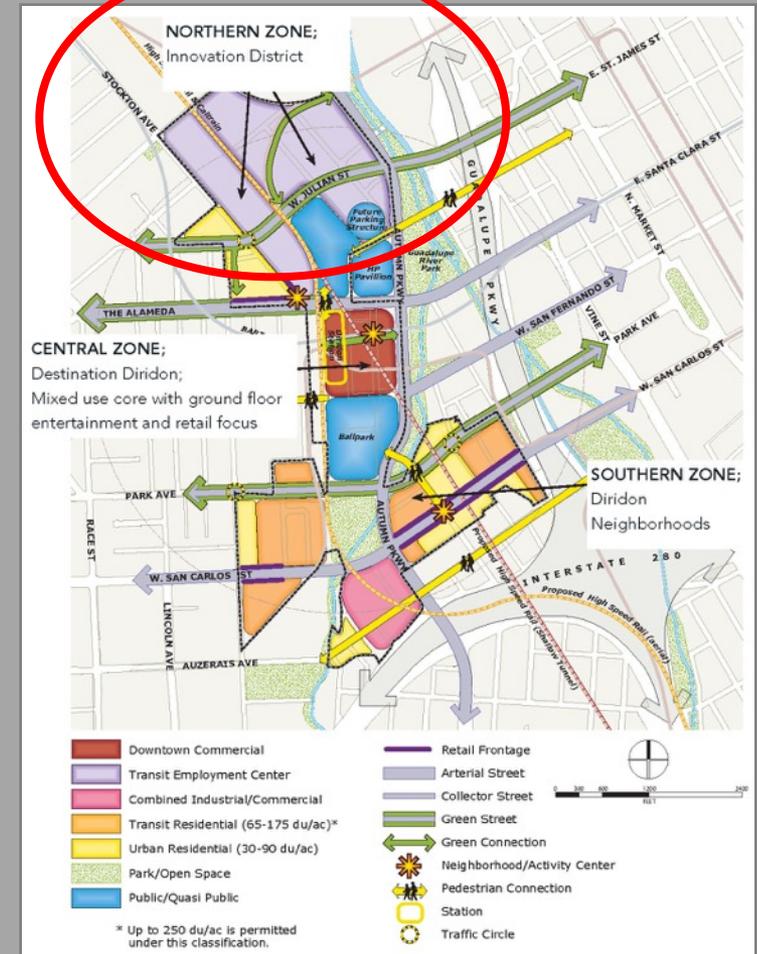


New Whole Foods and Brew Pub



# Northern Zone – Innovation District

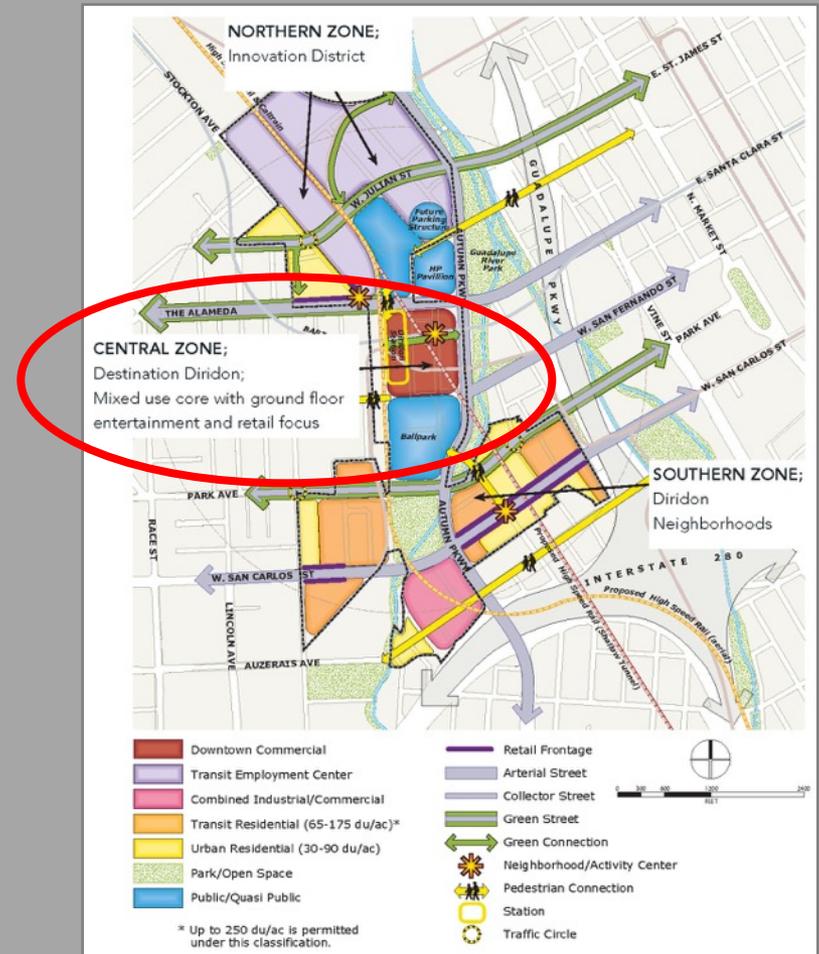
- Long term development potential
- Tech office, R n D, and incubator space
- 3,000,000 SF Office
- 80,000 SF Retail
- 223 Residential Units





# Central Zone – Destination Diridon

- Office, entertainment, transit
- 1,150,00 SF Office
- 140,000 Retail
- 250 Hotel
- Ballpark



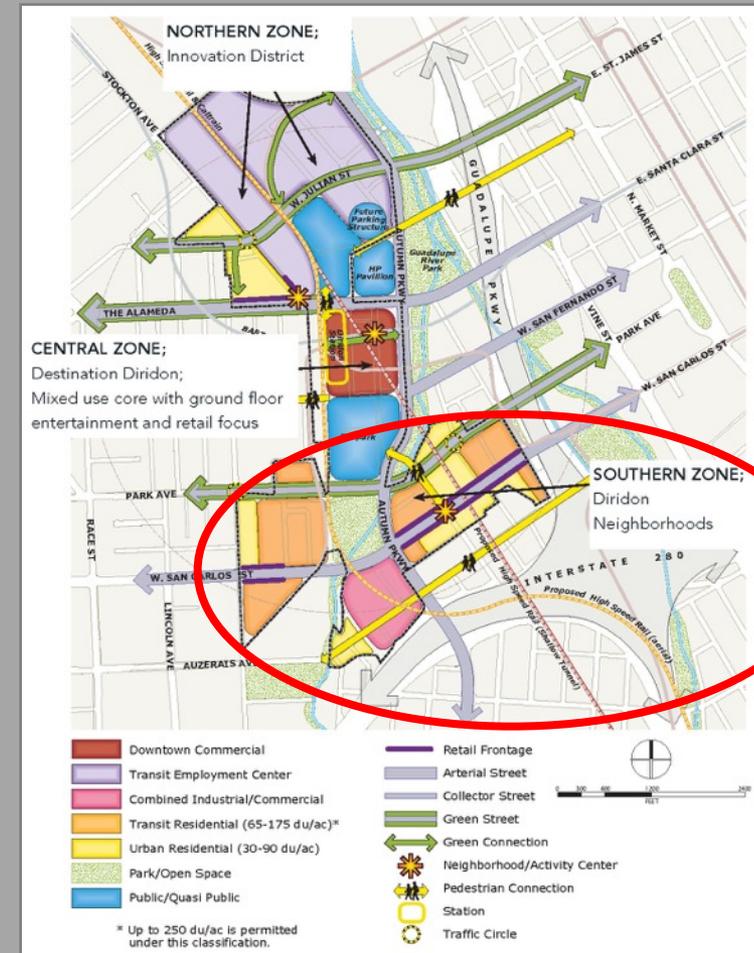
# Southern Zone – Diridon Neighborhoods



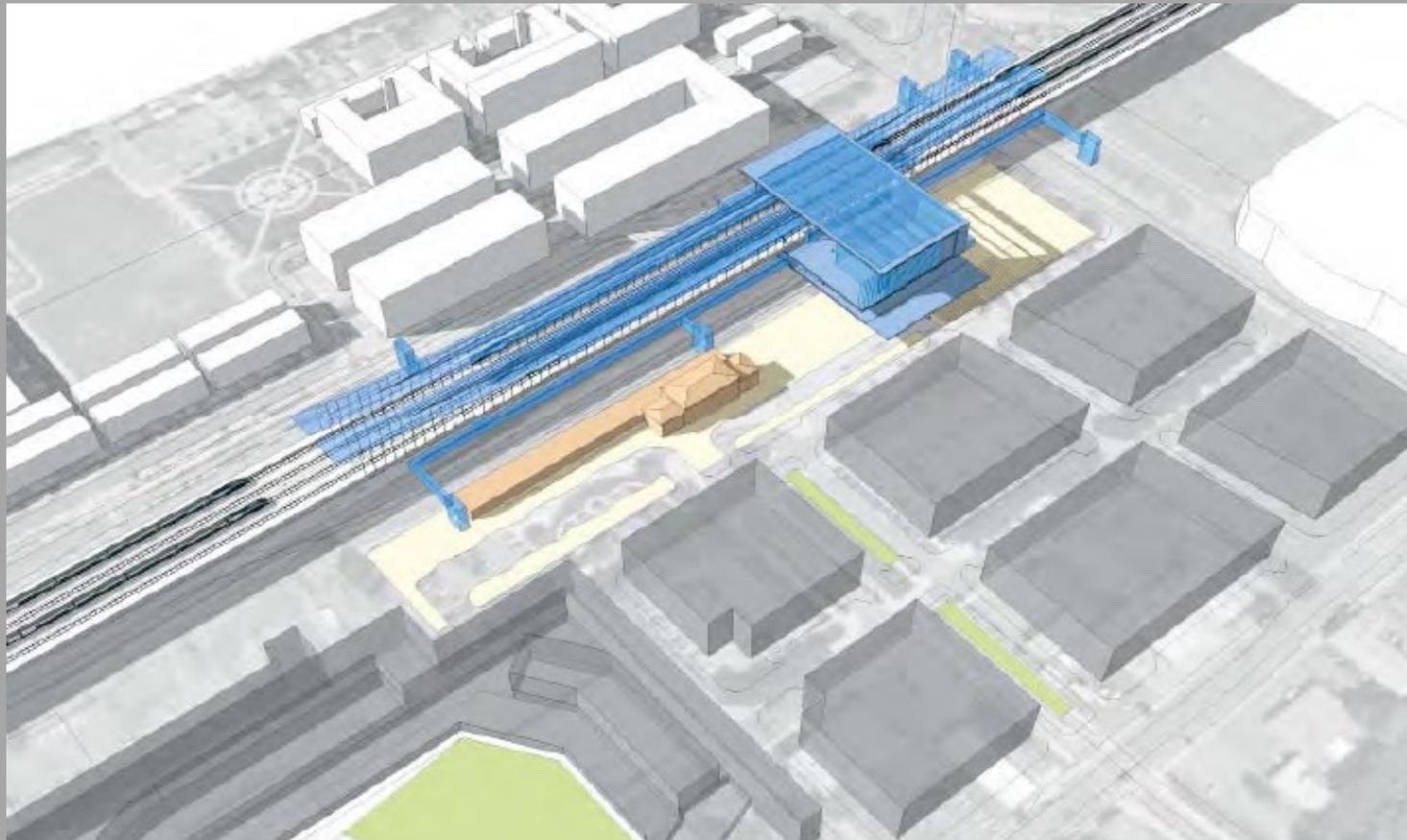
West San Carlos Street

# Southern Zone – Diridon Neighborhoods

- Mixed Used Residential
- Respect and enhance existing neighborhood
- 800,000 SF Office
- 200,000 SF Retail
- 2,365 Residential Units
- 650 Hotel



# Diridon Station Expansion



Goal: Expand Station to create a well-integrated center of architectural and functional significance

# Transportation Strategies

- Enhance facilities for walking, biking, & transit
- Exceed Envision 2040 mode shift goals (20% transit, 15% bike, 15% walk)
- Encourage best practices in parking & transportation demand management (unbundled parking, shared parking, car/bike/ride-share)

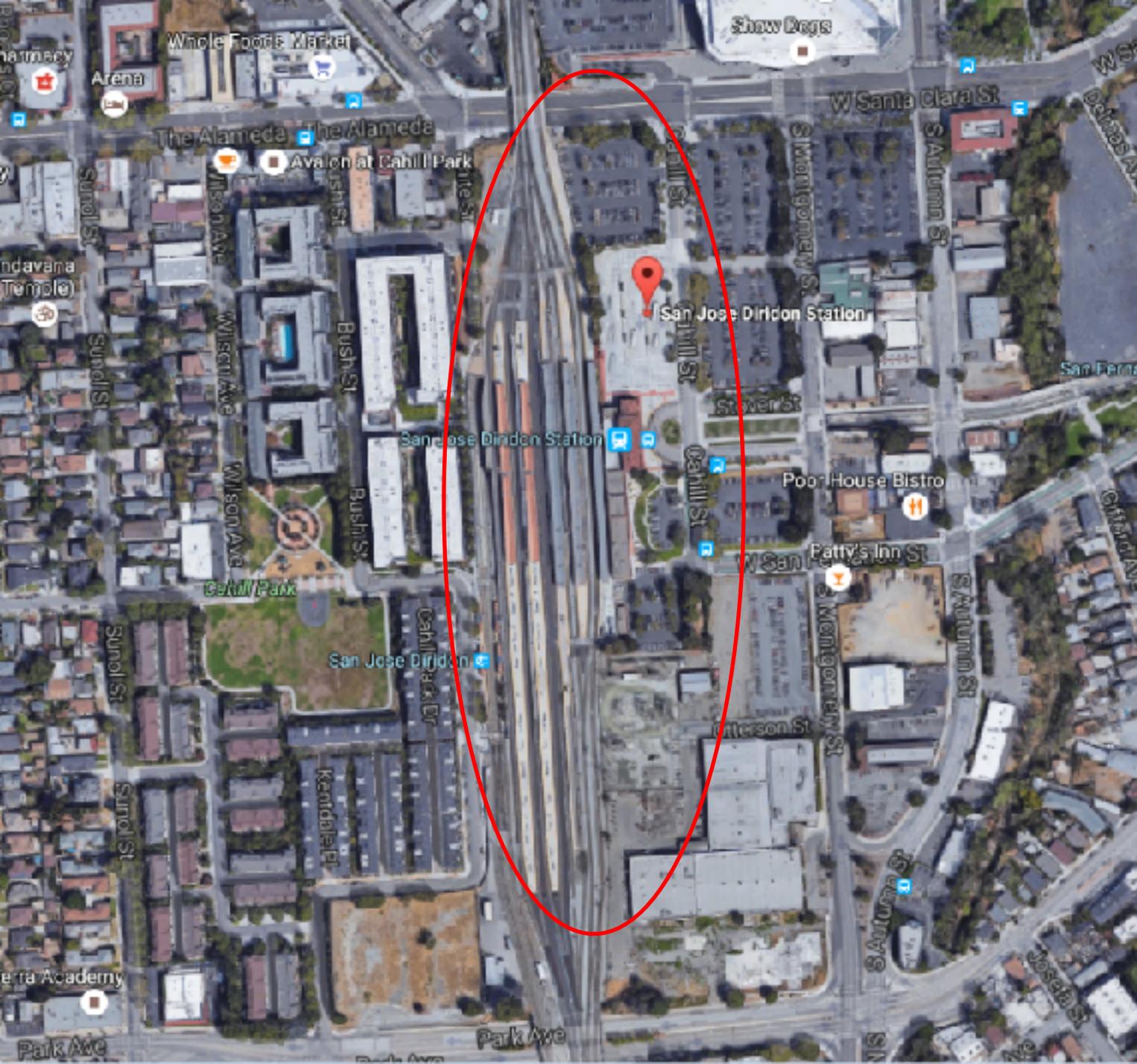


# What's Next For Diridon?

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Leyla Hedayat, VTA BART Silicon Valley  
Planning and Programming Manager





# Weekday Transit Trips Using Diridon



Center at San Jose

Operator	Current	Planned
<b><u>Rail Transit</u></b>		
BART	-	318
VTA Light Rail	118	141
Caltrain	92	114
High Speed Rail	-	64
Capitol Corridor	15	30
Altamont Commuter Express	8	16
Amtrak Coast Starlight	2	2
<b><u>Subtotal Rail Transit</u></b>	<b>235</b>	<b>685</b>
<b><u>Bus Transit</u></b>		
VTA Bus	584	700
Hwy 17 Express Bus	64	128
MST Bus	4	8
Private/Tech Shuttle	4	34
Greyhound	-	?
<b><u>Subtotal Bus</u></b>	<b>656</b>	<b>870</b>
<b>TOTAL</b>	<b>891</b>	<b>1555</b>

# Collaboration Task Force Organization

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- Diridon Station Joint Powers Authority
  - VTA, Caltrain, BART, CAHSR, CSJ, MTC, State of CA, Mineta Transportation Institute (ex-officio)
- Executive Management Group
  - VTA, CSJ, CAHSR, Caltrain
- Working Groups
  - Development, Communications, Governance & Funding
- Facilities Master Plan Working Group
  - Technical Team - VTA, Caltrain/Amtrak, CAHSR, BART, ACE, Capitols, CSJ

# Transportation Facilities Master Plan

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- Phase 1 - Technical Study
  - Identify facility requirements for all current and planned transportation services
  - Plan for seamless passenger connections
  - Access planning - traffic, transit, bike, ped, parking
  - Develop Facility Alternatives and Evaluation Criteria
  - Key piece of information for future redevelopment of Diridon Station Area

Contract awarded to AECOM - Funded by High Speed Rail and VTA

# Taskforce Work Plan & Schedule



		2016		2017				2018	2019	2020-2025	
		QTR 3	QTR 4	QTR 1	QTR 2	QTR 3	QTR 4				
<b>KEY PROJECT MILESTONES</b>		Develop Diridon Intermodal/Development Vision (completed)				Caltrain Electrification Construction Begins			BART Phase II Construction Begins at Diridon Station	HSR Construction begins at Diridon Station (2020)	
<b>INTER-AGENCY GROUP EFFORTS</b>	<b>STATION</b>	Diridon Intermodal Master RFP	Initiate Long-term Multi-modal Access & Transportation Network Analysis and Diridon Intermodal Master Plan (2025 & beyond)							Diridon Intermodal Station Construction	
	<b>PARKING/ACCESS</b>	Begin Interim Parking & Vehicle Access Program	Preferred Parking Solution & Agreement	Implement Interim Parking & Vehicle Access Solution							
	<b>GOVERNANCE</b>		Interim Parking & Vehicle Solutions Analysis (for 2019-2025)								Establish Joint Powers Authority
	<b>DEVELOPMENT</b>	City of San Jose Infrastructure/Financing Study for Diridon Area		Develop RFP for Developer(s)				Issue RFP for Developers			



**CALIFORNIA**  
High-Speed Rail Authority

# **CONNECTING AND TRANSFORMING CALIFORNIA**

**Melissa DuMond, Director, Planning and Integration**

**SPUR Forum: “What’s Next For Diridon?”**

**November 2, 2016**

**San Jose, California**



# HIGH-SPEED RAIL: Connecting California



**LEGEND**

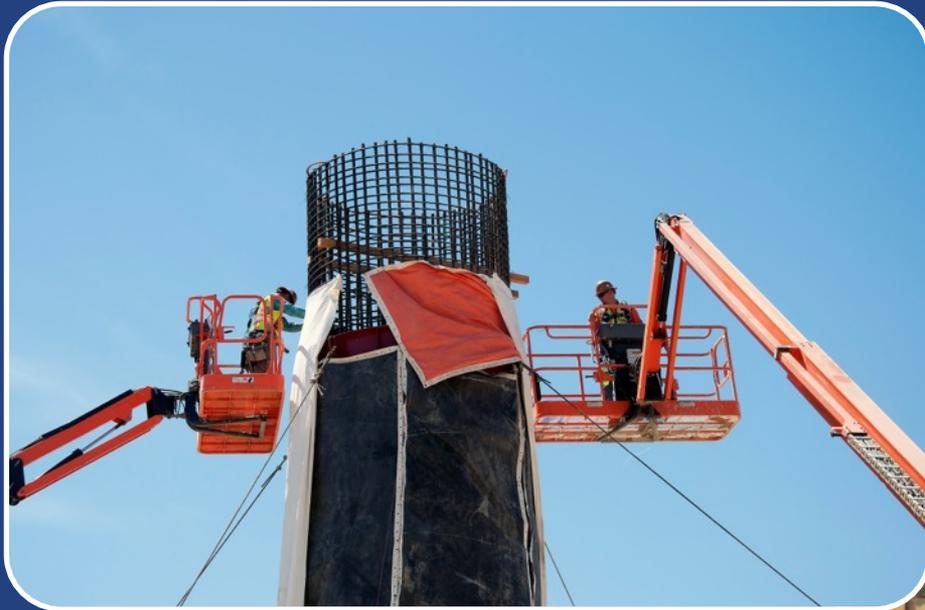
- Phase 1
- Phase 2
- Proposed Station

## MOST EFFICIENT METHODS OF TRAVEL BASED ON TRIP LENGTH



# IT'S HAPPENING!

- Approximately 119 Miles
- Madera to North of Bakersfield
- Approximately \$3 Billion Investment



# 2016 BUSINESS PLAN: Key Highlights

- **Capital Cost Reduction:**
  - » \$67.6 Billion (2014) to \$64.2 Billion
- **Silicon Valley to Central Valley Line**
  - » Operational by 2025
  - » San Jose-North of Bakersfield
  - » \$20.7 Billion – Fully Fundable
- **Burbank to Anaheim Corridor Improvements**
  - » Together with our Partners
  - » Invest \$4 Billion
- **Extension to San Francisco, Merced & Bakersfield**
  - » Additional \$2.9 Billion – Seek Federal Funds
  - » Operational by 2025
- **Phase 1 (San Francisco-LA/Anaheim)**
  - » Operational by 2029



# WORKING WITH OUR PARTNERS

- High-Speed Rail Station Area Planning Program
- Coordination with other Cap & Trade Programs
- Coordination with State Rail Planning efforts
  - » San Jose is a “Hub Station”



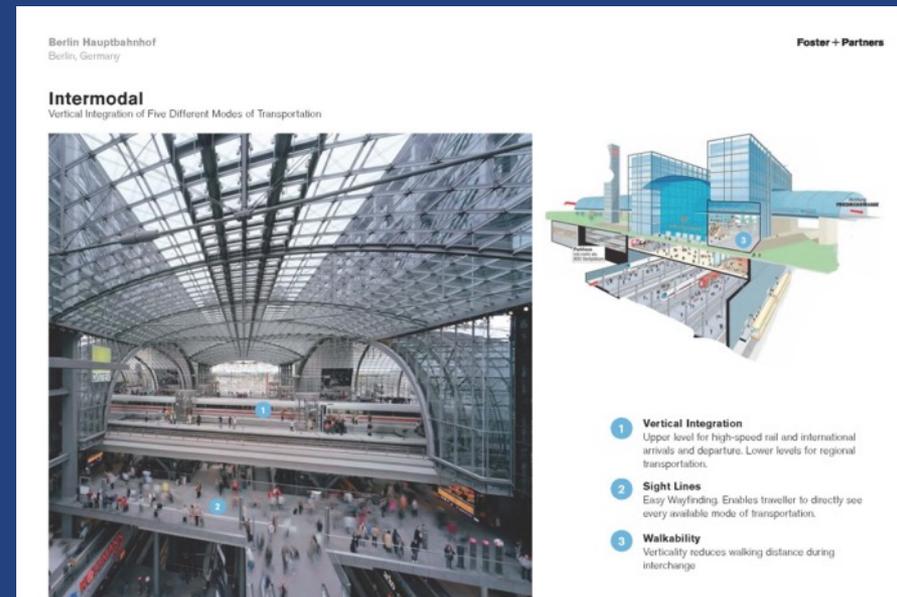
# DISTRICT SCALE PLANNING LEVERAGES THE STATION INVESTMENT



- Increase HSR ridership and revenue
- Reduce land needed for new growth
- Maximize multi-modal access
- Serve local communities

# STATION AREA PLANNING IS ABOUT CREATING A ROADMAP TO TRANSITION FROM 'PLAN' TO IMPLEMENTATION

- Developing relationships for better collaboration and better communication about vision and needs
- Helps communicate that station area planning is not the end of the process
- Helps transition into a working relationship for station delivery that provides more clarity about roles and responsibilities
- Helps identify mutual priorities and goals



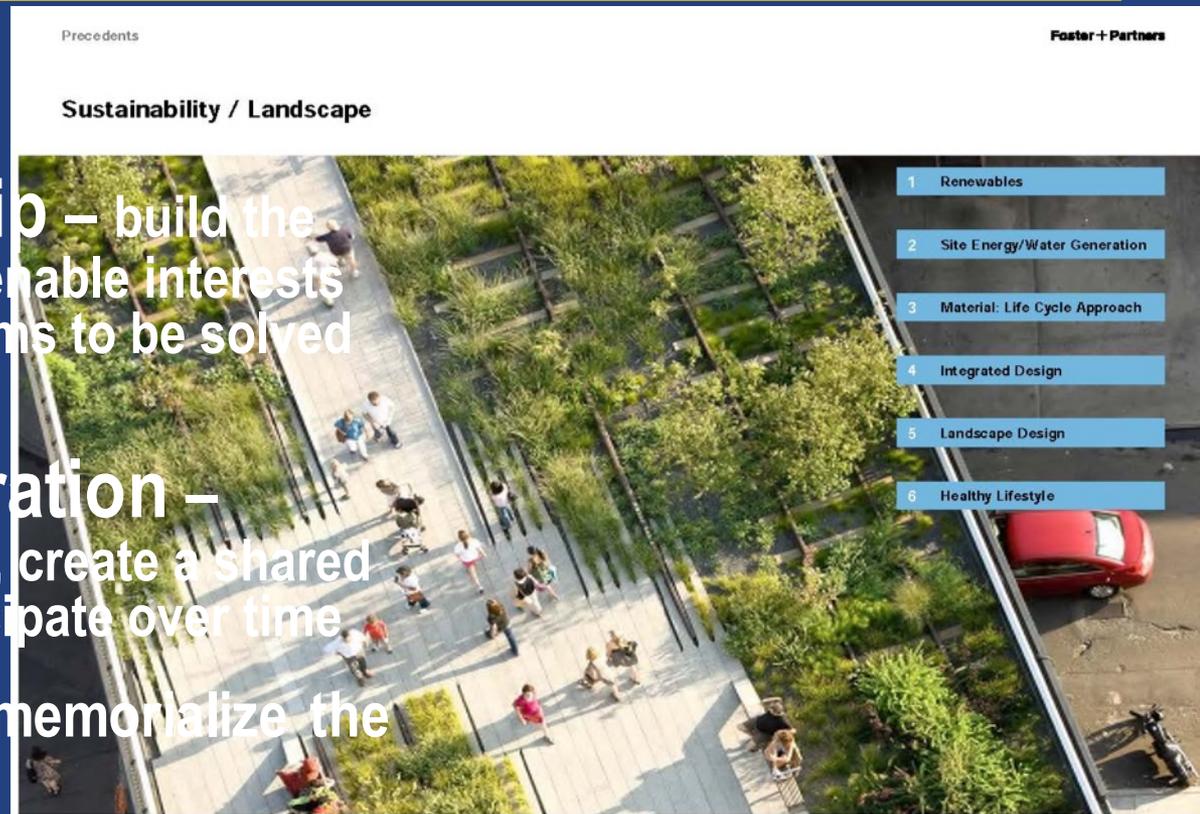
# THERE ARE CHALLENGES TO INFLUENCING STATION AREA DEVELOPMENT CONVERSATIONS

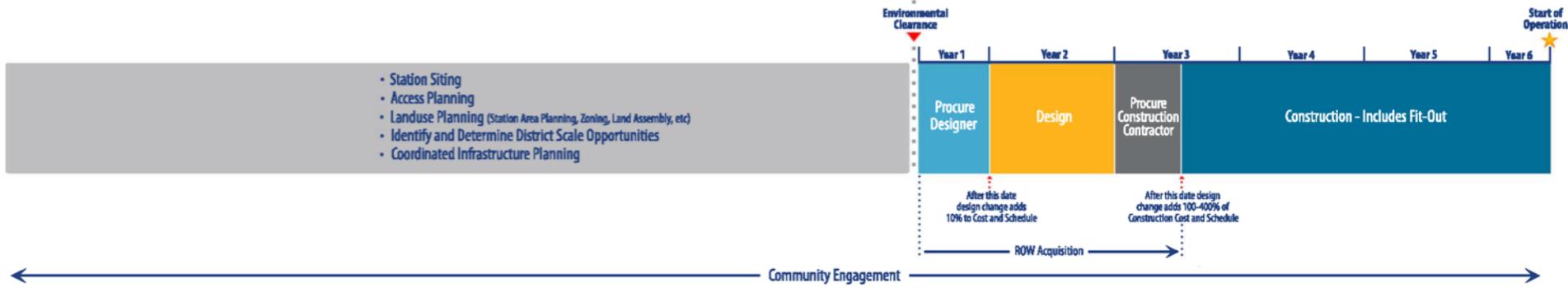
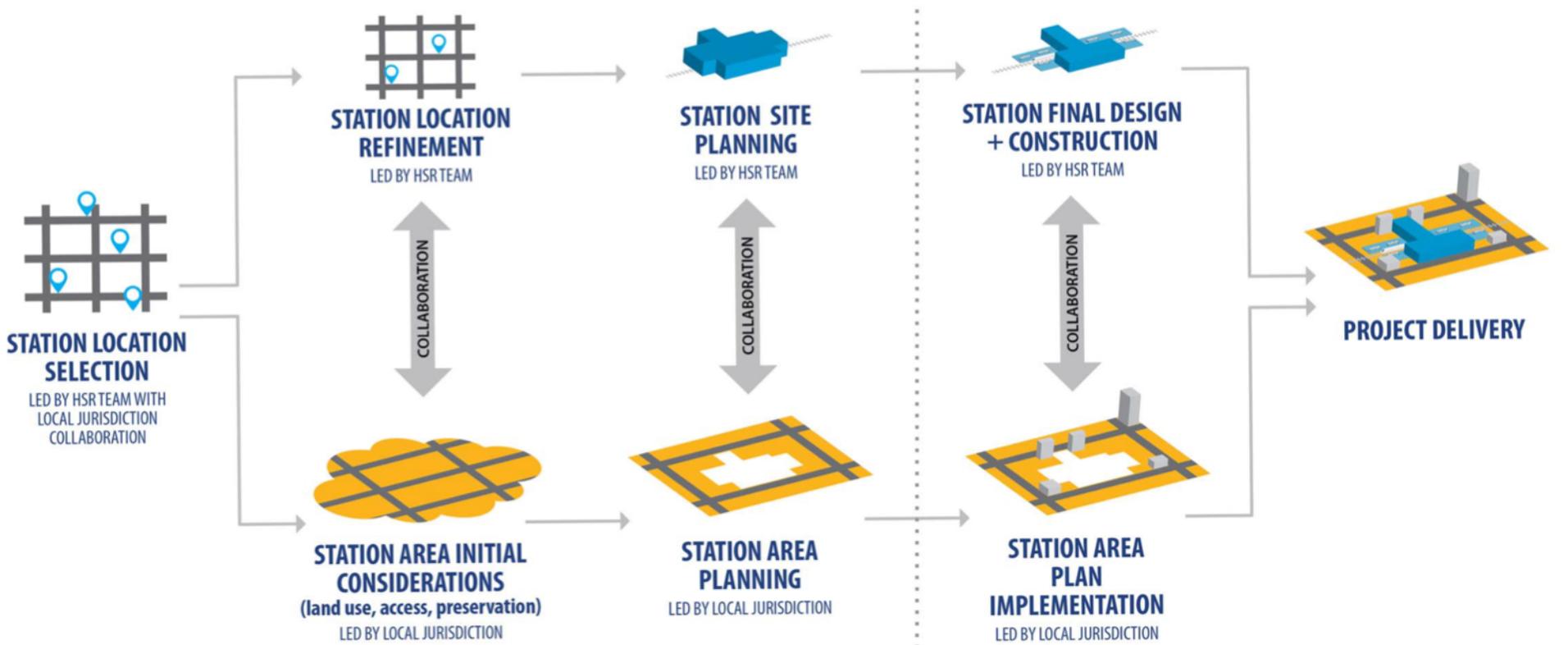
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- **Timing of conversation**
  - » Jurisdictions face multiple project priorities
  - » Early conversations reveal opportunities
- **Station area planning develops a plan, but there are more steps needed to get to implementation**
- **Station area planning does not automatically provide a forum for decision-making**

# HOW DO WE GET THERE?

- **Provide Leadership** – build the capacity to network and enable interests to be defined, and problems to be solved together
- **Continue Collaboration** – assembling stakeholders, create a shared vision, and actively participate over time
- **Commit to Action** – memorialize the commitment
- **Partnership Models** – partners bind themselves to the vision, secure resources and report on performance





# ATTRACT LAND USES THAT MAXIMIZE INVESTMENT



# SUSTAINABILITY BEYOND THE SITE

Analysis illustrated that there was better opportunity to achieve sustainable outcomes when we thought beyond our boundaries



**STATION WATER OUTPUT**

# HIGH-SPEED RAIL: PLANNING FOR IMPLEMENTATION

- Prioritize Infrastructure Investments
- Bake In Sustainability From The Ground Up
- Access Plan for Future Opportunities: HABU!



# THANK YOU

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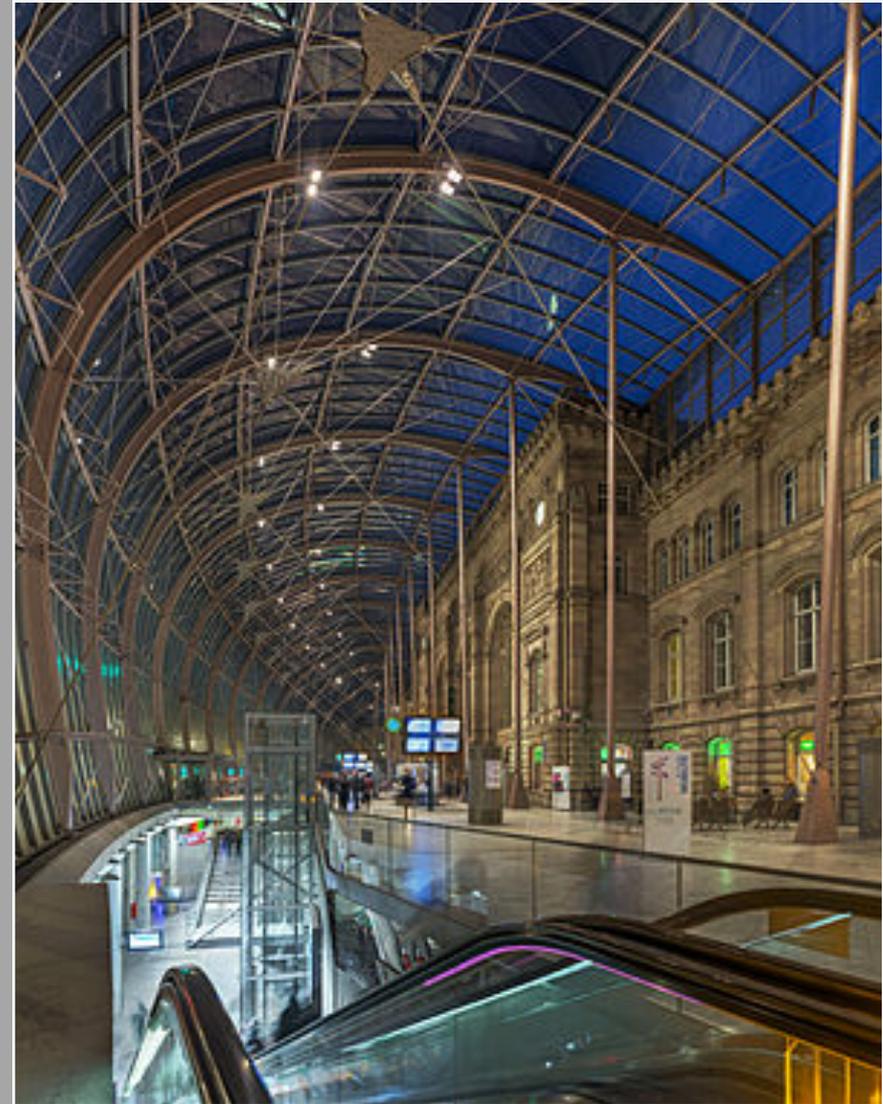
[youtube.com/user/CAHighSpeedRail](https://youtube.com/user/CAHighSpeedRail)

# Learning Lessons



# Learning Lessons

- **Design** (Form & Function)
- **Beauty** (that is not necessarily more expensive)
- **Vision** (to do a visionary project without vision is irresponsible)



# Key Principles

- **Gateway to Bay Area**  
(not pass through station)
- **Catalyst** (economic & transit-oriented development)
- **Integration** (connect – not divide – Downtown & surrounding neighborhoods)
- **Focused Investment**
- **Exemplar** for International Urban Transit Development

