

3. PREFERRED PLAN DESIGN GUIDELINES

INTRODUCTION

These Guidelines represent a long-term vision and they are intended to facilitate development in a reasonable fashion that is financially viable and achieves the goals of current City Policies. The Guidelines are not intended to be rigid or treated as a zoning code, and the Director of Planning, Building and Code Enforcement has substantial flexibility in applying these Guidelines. Capturing development opportunities requires flexibility, creativity and timeliness to be competitive in an ever changing market. Each development has unique challenges and the Director of Planning, Building and Code Enforcement is expected to exercise flexibility in solving those challenges to facilitate the development of sites to meet the goals of City Policy and the needs of developers.

The intent of this section is to encourage creativity, in which case departure from these Guidelines may be appropriate, particularly when it results in a higher quality design and project. In cases such as these, City staff may use professional judgment to weigh the competing requirements of the development to design, the orientation of the site, the intent of these Guidelines and City Policy, and the ability of the development to provide appropriate alternatives to promote a mutually acceptable solution so as not to create an impediment to development.

These Guidelines should be reviewed periodically by relevant City Staff to ensure that they continue to work with developer needs, tenant requirements and prevailing conditions in the real estate market.

INTERPRETATION OF THESE GUIDELINES

Guidelines that employ the word “should” or that are phrased in the imperative mood are intended to be applied as stated. An alternative measure may be considered, however, if it meets or exceeds the objective of the guidelines.

Guidelines using the words “consider”, “encouraged” or “discouraged” are desirable but not mandatory.

PHASING

These guidelines describe the design of developments at full build-out, but where a project may be built in phases, each phase of the development should be built towards that end state. A master plan for each site or development should be prepared to demonstrate ultimate compliance with the guidelines and show how the phasing strategy achieves the final goal.

3.1 Built form

GUIDELINES FOR SITE PLANNING

Pedestrian activity and bike access is key to the development of the Diridon Station Area as a vibrant urban destination that takes advantage of the proximity to one of the most important transit hubs of the Western United States, the Arena, and future stadium, as well as San José's downtown with its convention center and university campus. While the street system in the station area needs to accommodate all transportation modes in a well-balanced manner, particularly in the immediate surroundings of the station, pedestrian activity helps generate higher rates of transit ridership by encouraging the use of alternative transportation options. High levels of pedestrian activity can be achieved by good overall connectivity and an interesting and varying street environment. Wide sidewalks, safe crossings, slow traffic, street trees, street furniture, and mid-block connections all contribute to a walkable and bikable environment. Built form and uses, however, are similarly important: high-density, a mix of uses, small blocks, active ground floor uses, broken-up building masses and articulated façades at the ground level that respond to the pedestrian scale, as well as small integrated plazas and seating areas. The guidelines for built form are intended to provide general direction for future development in accordance with the overall goals for the Diridon Station Area; further refinement and detailing of the guidelines is necessary in later stages of the planning process.

BLOCK SIZE

Small block sizes are desirable to increase pedestrian activity, improve overall connectivity, and to create an urban environment that is dense, diverse, vibrant, and active most hours of the day. Walkability decreases with the increase of block size, and block dimensions larger than 400 feet are typically not conducive to a pedestrian-friendly environment.



The station and the station area will be the place where the city welcomes visitor, employees and residents alike.



Diridon Station will become one of the major transit hubs in the region.



To attract pedestrian activity, the block sizes need to be small and the ground floor level of buildings should respond to the pedestrian scale.

Central Zone - Destination Diridon

- The maximum block size, with exception of the stadium block and the station, should not exceed 250 feet on either side to provide a high level of flexibility for different uses and site layout needs while encouraging walkability.

Northern Zone - Innovation District

- The maximum block size should not exceed 350 feet on either side to provide a high level of flexibility for different commercial and office uses while encouraging walkability.

Southern Zone - Diridon Neighborhoods

- In residential areas, blocks should have lengths ranging from 150 to 300 feet, defined by a street or public pedestrian pathway.

This guideline does not apply to portions of the site where connections cannot be made because of physical obstacles such as existing buildings, water bodies and wetlands, railroad and utility rights-of-way, limited access roads, parks and dedicated open space, and difficult topography.

BUILDING HEIGHTS

Establishment of maximum building heights is essential to ensuring that new development is integrated and compatible with the surrounding neighborhoods and with key City assets, including the HP Pavilion and the Guadalupe Gardens River Park. To this end, Guidelines are provided on the maximum height of buildings in the Diridon Station Area. These guidelines are consistent with the Federal Aviation Administration’s (FAA) Part 77 Airport Approach Zone height limits and with the Santa Clara County Airport Land Use Commission’s (ALUC) Comprehensive Land Use Plan (CLUP). The urban design height guidelines for each subarea in the Diridon Station Area Plan are discussed below and are shown on Figure 3-1-1. Limited intrusions of 10 feet above the heights shown in Figure 3-1-1 would be allowed for elevator shafts, rooftop equipment, architectural treatments to parapets, roof lines and the like.

Central Zone – Destination Diridon

The maximum building height in the Central Zone is 130', which is the height limit of the tallest portion of the HP Pavilion. Recognizing the importance of the HP Pavilion and its primary user, the San Jose Sharks, to the identity of the City of San Jose, the goal of this guideline is to ensure that new development in the Central Zone does not exceed the height limit of the Pavilion, thereby maintaining the visual prominence of this facility in the Diridon Station Area. The height limits are also intended to limit shadows on a potential central plaza and other public open spaces within the Central Area, spaces that are intended to be vibrant and active with pedestrian traffic and frequently used for public events.

The Northern Zone – Innovation District

The urban design height guidelines in the Northern Zone, west of the existing Union Pacific and Caltrain rail line, are intended to ensure the compatibility of new development with the existing residential neighborhood to the west and with the historic character and scale of The Alameda; however, the height limits for the areas designated Transit Employment Center on the east side of Stockton Avenue increase as one moves away from the established residential neighborhood and approaches the Diridon Station, reflecting the goal to place more intense development away from these neighborhoods but close the Diridon Station.

The height guidelines on the Northern Zone east of the Union Pacific and Caltrain railroad tracks are intended to reflect the historical pattern and scale of industrial development in this area and to ensure that new development minimizes shadow along the Guadalupe Gardens River Park and Trail to the east. Allowable heights increase moving south towards the Pavilion, consistent with FAA height restrictions.

Southern Zone – Diridon Neighborhoods

The building height guidelines in the Southern Zone are intended to ensure the compatibility of new development with the surrounding

relatively low density residential neighborhoods. The building height guidelines in this Zone, east of Autumn Parkway, reflect, and are consistent with the height guidelines in the Delmas Park Strong Neighborhoods Initiative (SNI), Neighborhood Improvement Plan. The height guidelines both in this Plan and the Delmas Park SNI Plan discourage taller buildings adjacent to areas with existing single-family homes, including the Lakehouse Historic District centered around Lakehouse Avenue; however, taller buildings are encouraged in portions of the Delmas Park SNI area that are along major roadways and set back from the established single-family areas.

The areas designated Urban Residential along the east side of Sunol Street and on both sides of Auzerais Avenue, east of Los Gatos Creek, have a height limit of 65' to ensure compatibility of new residential development with the adjacent single-family neighborhoods. The height limits in these two residentially designated areas are intended to provide transition zones between the adjacent predominately one-story homes and the residential or commercial development to the east that could potentially be built to heights of between 110' and 130', depending on location.

SITE ACCESS AND CIRCULATION

Circulation on each site should be connected to the public street network and provide clear and direct connections for pedestrians and bicyclists. Vehicular movement across sidewalks (curb cuts) should be minimized by locating driveways, parking courts, and parking garage entrances on the side or back of a building, or on streets with less pedestrian traffic, thus enhancing the pedestrian environment and minimizing potential conflicts between pedestrians, bicyclists, and vehicles.

- Connect streets and pathways to the larger public street network and to the open space system;



Street parking creates a buffer between pedestrians and traffic, and slows traffic down.

- Include street parking along streets;
- Dead-end streets and cul-de-sacs are not allowed except if used for service or emergency access only;
- Lay out streets as a logical extension of the public street grid;
- Discourage curved or weaving streets;
- Curb-cuts should be minimized;
- Where feasible, encourage shared and consolidated site access and use new streets or driveways that resemble publicly-accessible streets;
- Locate vehicular circulation including parking, service, and loading zones, on the side, the rear, or inside of a building, away from the main building front;
- Conceal vehicular entrances by integrating them into the building façade;
- Provide as many pedestrian and bicycle access points from public streets as possible. Pedestrian and bicyclists should be able to directly access the building from the street at each building entrance;
- In larger campus settings, create a network of pedestrian and bike paths that connects to public streets and public green spaces;
- Create straight pedestrian paths that respond to real pedestrian needs rather than meandering paths that serve as decorative landscape features.

MID-BLOCK CONNECTIONS

Small pedestrian paths provide shortcuts for pedestrians and bicyclists, increasing visibility and accessibility between different areas within the Diridon Station Area and thus increasing activity levels as well. On private sites, pedestrian paths that are separated and protected from vehicular traffic and parking can offer relief from an auto-oriented landscape. Furthermore, by connecting employees, visitors, and residents to open space, they can become a shared asset enjoyed by all.

- Encourage publicly-accessible pedestrian paths through larger, single-use developments such as office campuses

or residential complexes to provide a walkable and bikable environment for residents, employees, and visitors. Access may in some cases be limited to residents and visitors but the pathways should provide convenient direct access from the site to transit and amenities;

- Align internal paths with pathways and mid-block connections on adjacent sites to allow for movement through multiple blocks;
- Ensure that access points to mid-block connections are visible from public and publicly-accessible streets;
- Cross-site connections should be planned as shared bicycle and pedestrian paths;
- The width of mid-block connections should range between 20 and 40 feet
- A designated pedestrian path should have a minimum width of 10 feet;
- Front building entrances and active ground floor uses on mid-block pathways where feasible;
- Variations in materials, street furniture and tree and plant species are encouraged if they add to the character and quality of the streetscape;
- Use high-quality and sustainable materials for pavement, street furniture, lights, and fences;
- Develop creative solutions to address security where needed while maintaining walkability; for example, provide public access during daytime hours only or limit access to tenants and residents;
- Mid-block connections should be at grade. If a grade changes are necessary, for example on top of a parking podium, the changes should not be greater than four feet to ensure the visibility and accessibility of the path;
- Include pedestrian-scale public art in mid-block connections through incorporation into amenities, building enhancements, and wayfinding, and through standalone artworks. Pedestrian thoroughfares provide important opportunities for narrative or sequential engagement.



Provide mid-block pathways that connect to the larger pedestrian network and amenities such as plazas and parks.



Mid-block connections can serve as public open spaces and can be lined with active ground floor uses.



Buildings should form continuous street edges with active ground floor uses.



Building entrances should be clearly articulated and easy to find. They can include small plazas and seating areas.



Buildings can be oriented perpendicular to the street to frame open spaces.

BUILDING FORM AND BUILDING SITING

The Diridon Station Area will become an extension of downtown to the west and serve as a city-wide urban destination with its major transit hub and vibrant mix of entertainment, employment, residential, and recreational uses. Buildings oriented to the street stress the importance of the public realm and create a continuous urban experience. Vehicular circulation and parking should become an integral but not dominant part in the urban environment, particularly in the core area that will have its emphasis on transit and pedestrian activity.

Central Zone - Destination Diridon

- Buildings must be oriented parallel to existing streets and along the edges of a site without setbacks from the property line. For further information, refer to the 'Street Frontages' section;
- Blocks must have continuous frontages on all four sides to create a typical urban block;
- A perpendicular orientation should only be considered for taller portions of a building;
- Higher portions of a building should be oriented to major streets, i.e. Santa Clara Street, Autumn Street, and Cahill Street, and to the main plaza;
- Main entries should be easily identifiable and accessed from public streets;
- Maximize a building's active spaces along its public street perimeter, particularly on the building sides facing Cahill Street and Montgomery Street, which can become the area's new retail street.

Northern Zone - Innovation District

- Buildings should be oriented parallel to streets or public spaces, and along the edges of a site to create a tight urban fabric;
- A perpendicular orientation should only be considered for taller buildings, or if the buildings form a street-accessible park or plaza;

- If taller buildings are oriented perpendicular to the street, a shorter building portion should be placed parallel to the street to form a continuous street wall;
- Avoid placing buildings at an angle to the street or with large convex forms facing the street;
- Maximize a building's active spaces along its public street perimeter by locating retail, office, or commercial uses with customer activity on the ground floor level;
- Encourage secondary entrances for buildings that face onto a secondary street, pathway, or public street;
- Encourage innovative office building forms such as narrow floor plates and/or atrium buildings to maximize day lighting, natural ventilation, energy conservation; and visual interest.



Southern Zone - Diridon Neighborhoods

- Residential units at grade and facing a street should have an elevated ground-floor level unless the building includes active ground floor uses;
- Minimize the visual impact of service areas and garage entrances by locating them behind buildings and away from public streets and pathways. Provide screening through landscaping, fences and canopies;
- Buildings facing trails can have trail-accessible entrances or backyards provided that the minimum setback zone is landscaped.



STREET FRONTAGES

The creation of a continuous public realm is essential to the development of the Diridon Station Area as a destination that attracts transit users, visitors, employees, and residents alike. Along with building placement and orientation, consistency in the zone between the building and the street, which can range from public, semi-public, and private in its use, is important to shaping this realm. Building elements that respond to the pedestrian scale and provide transitions between public and private zones encourage pedestrian activity by creating an interesting and varying environment. Active ground-level uses and sidewalks

Ground floor residential or small office uses should be elevated and set back from the street or path to provide a transition between the public and private realm.



Sidewalk widths should be generous enough to accommodate a curb zone with trees, a circulation zone, and a ground floor related zone that can be used for seating, displays or bike parking.

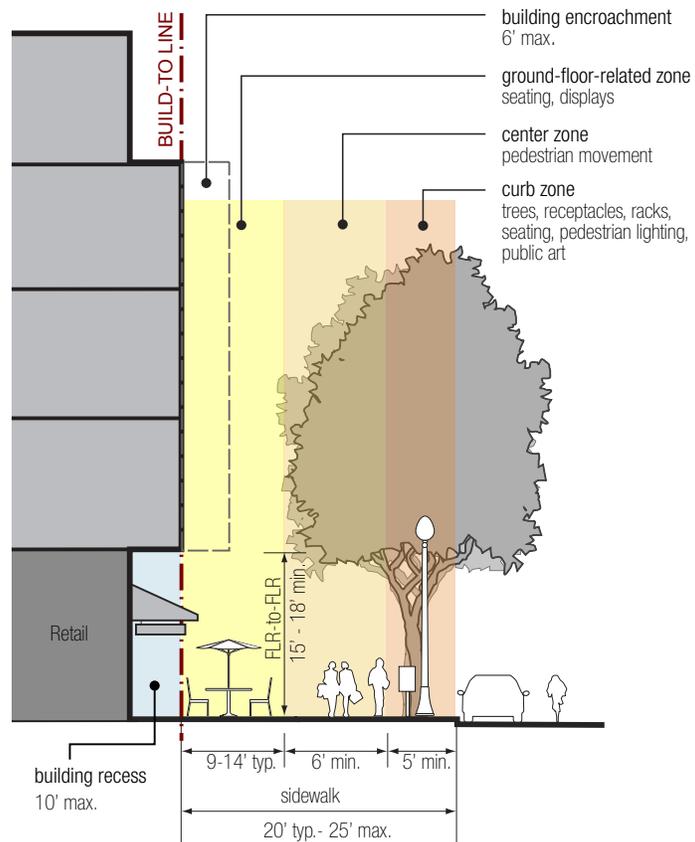


Seating areas of different kinds invite people to stay and relax.

buffered from vehicular traffic with planting strips, parking spots, and trees all contribute to a pedestrian-friendly streetscape; so do articulated entry areas, glazed façades, seating areas, small plazas, stoops, and awnings along building fronts.

Buildings should be placed parallel to the street. Vehicular access should be located on side streets to reduce curb cuts. Small parking lots for visitors may be located between the street and building entrance but large surface parking areas should be located behind the building or along the sides.

FIGURE 3-1-2: TYP. SIDEWALK ZONE IN THE CENTRAL DISTRICT



Central Zone - Destination Diridon

- The sidewalk in retail areas should be at least 20 feet wide be designed to include three different zones, as follows:
 - The zone closest to the building, typically 9-14 feet wide, can be used for ground-floor-related activities such as café seating, displays, and entry areas;
 - The center zone, at least 6 feet wide, is for free pedestrian movement;
 - The curb zone, at least 5 feet wide, should accommodate street trees, lighting, and street furniture such as trash receptacles, benches, and bike racks.
- Montgomery Street, the designated retail street connecting the Arena to the north with the Ballpark in the south, can be designed with 20 feet wide sidewalks as described above or alternatively, as a shared street with continuous pavement and bollards instead of curbs, effectively creating a pedestrian zone during street closures for events;
- All buildings should be built to the street edge to form a continuous, urban block without setbacks from the sidewalk;
- Building entrances should be visually prominent and front onto public streets;
- Building recesses of up to 10 feet from the main building façade are encouraged to add interest to the building's street frontage, particularly on the ground floor. Encroachments into setback areas should also be encouraged as permitted by applicable development regulations;
- The first two floors of a building should include facade treatments such as clear glazing, display windows, columns, recesses, awnings, arcades, or seating areas that respond to the pedestrian scale;
- Ground floor retail should have a minimum 18 feet floor-to-floor height;
- Ground floor retail should wrap around the corners of buildings for at least 15 feet;
- The build-to-line for residential buildings is 15 feet from the street-facing property line.

Northern Zone - Innovation District

- Buildings should be placed parallel to the street; surface parking areas, if permitted, should be located behind or on



Articulated building corners and recesses add interest to the façade and provide space for seating.



The first two floors should respond to the pedestrian scale with clear glazing, columns, awnings, recesses, and signage.



Office buildings in the Innovation District should have no or minimal setbacks from the street but can have plazas or courtyards facing the street or public paths.



Prominent design of ground floor retail contributes to high visibility and increases activity on the street.



Ground floor retail should have no setbacks to the street and wrap around the building corner.



Design entrances with small front plazas, seating areas or public art.

the side of a building;

- Place buildings with more customer interaction such as offices along the street edge; place larger buildings with less customer interaction such as production facilities behind these buildings;
- Build buildings to the edges of public streets with no or minimal setbacks except for entrance areas and small plazas facing the street;
- Provide frequent entrances into buildings and active ground-floor uses;
- Main entries should be visually prominent and must be oriented to a public street; secondary entrances along secondary pathways or driveways are encouraged;
- Double-height and transparent entry lobbies are encouraged for office and mixed-use buildings;
- Ground floor retail should have a minimum 18 feet floor-to-floor height;
- Ground floor retail should wrap around the corners of buildings for at least 15 feet;
- Building recesses and encroachments are allowed as follows:
 - Building recesses of up to 10 feet and encroachments of up to 6 feet are allowed from the main façade line to increase building articulation;
 - Altogether, recesses and encroachments (measured by length) should not exceed 50% of the portion of the building's street-oriented façade that meets the main façade line;
 - Occasional recesses on the ground floor for entrances, lobbies, and service retail are encouraged;
 - Encroachments may occur only at a height of 15 feet or more from the street level.

Southern Zone - Diridon Neighborhoods

- Residential buildings should be set back up to 15 feet from the street-facing property line to allow for a transition zone between the public and private realm;
- Residential buildings that include ground floor retail should not have setbacks from the street-facing property line for the retail portion of the building; occasional recesses up to 10

feet are allowed;

- Ground floor retail should have a minimum 18 feet floor-to-floor height;
- Building encroachments and recesses are allowed as follows:
 - Ground-floor building element encroachments and recesses of up to 10 feet, for projections such as stoops, porches, patios, and seating areas are allowed
 - Stoops or front yards are required along streets with street parking;
 - Above the ground floor, building recesses of up to 6 feet and building encroachments of up to 4 feet are allowed from the main façade line for balconies, patios, and other elements;
 - Altogether, recesses and encroachments (measured by length) should not exceed 50% of the portion of the building's street-oriented façade that meets the build-to line.

MIX OF USES

A mix of uses on sites and within buildings encourages walking due to a variety of activities that span over more hours during a day. By bringing important destinations close together, a mix of uses also increases convenience for pedestrians, particularly when such sites are co-located with or near their home or office. When people can complete several functions at one location, they can reduce overall trips, and therefore reduce congestion and pollution. The Diridon Station Area includes three distinct districts that differ in their predominant use but are in close proximity to each other. Integrating vertical mixed-use in each district, primarily by adding ground floor retail, will significantly contribute to pedestrian activity and reduced motorized trips.

Central Zone - Destination Diridon

- Include ground floor retail in all blocks;
- Focus larger retail uses on Montgomery Street and include smaller retail along other edges, particularly on blocks facing the station and Santa Clara Street;



In the Innovation District, encourage larger retailers such as bookstores and supermarkets to be integrated in mixed-use buildings to create a dense, urban neighborhood.



Integrate garage entrances in the building façade and minimize curb-cuts.



Above-ground parking garages fronting on a street a public pathway should have ground floor uses such as retail or office space.

- Plan for a variety of office, hotel, and retail typologies.

Northern Zone - Innovation District

- Ground floor retail should be integrated in mixed-use buildings that take advantage of maximum heights and densities.

Southern Zone - Diridon Neighborhoods

- Residential buildings are encouraged to include ground floor retail or other commercial uses where appropriate;
- Residential buildings with designated retail frontages (refer to the Land Use Plan in Chapter 2.1) must include continuous ground floor retail space.

PARKING STRUCTURES

The Diridon Station Area will be one of the largest statewide intermodal transit-hubs that connects a great variety of transit modes within the city and the region. To make transit, biking, and walking successful the use of the private car needs to be significantly reduced throughout the area. In addition to providing incentives to use alternate modes through priority access and proximity to destinations and activities, the availability and visibility of car parking spaces have an important impact on transportation choices (also refer to Chapter 2.7 for parking supply and demand management). While cars still need to be accommodated in the area, they should not be the dominating element in the streetscape. On-street parking spaces, if designed well, can actually enhance the pedestrian environment by creating a buffer and slowing traffic down; large surface parking areas, however, lack activity and create a hostile environment for pedestrians. Due to the Station Area's urban character, large surface parking lots are generally discouraged and parking should be accommodated in above-ground or underground parking structures. Above-ground parking structures can be integrated into pedestrian-oriented environments by screening them through creative architectural

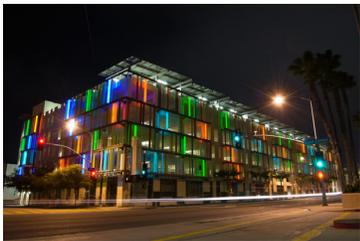
design and landscaping, wrapping them with habitable spaces, placing them towards the center of blocks or underground, and utilizing them as sites for public art.

General Guidelines

- Wherever feasible, provide underground parking garages with access located away from public streets or integrated in the building façade;
- Enhance above-ground garages with habitable uses on the ground floor, multi-layered architectural façades, or landscaping on any side that is visible from streets, driveways, or paths;
- Ground floor retail should have a minimum of 18 feet floor-to-floor height and a minimum depth of 45 feet. Deeper and taller dimensions such as 60-foot depths or 18-foot clear ceiling heights are encouraged;
- Leased spaces on the ground floor of a parking structure, which are not on a primary street should be at least 30 feet deep and are anticipated to be service or office space rather than primary retail space;
- Prevent any directional artificial light emission by appropriate screening measures;
- Locate garage entrances away from public streets or on streets with less activity;
- To minimize the heat island effect and water run-off, consider the use of the top of underground or podium garages for landscaping, green roofs, energy generating systems, or other uses;
- Consider the use of automated parking systems or lifts to minimize space and increase efficiency;
- Provide designated motorcycle and bicycle parking spaces closest to building entrances and street edges;
- Locate designated stalls for car share, carpool, or low emission cars closest to building entrances;
- Encourage the incorporation of public art in parking structures, particularly into building façades and wayfinding systems.



Exposed parking garages should have layered façades by using building elements such as screens, panels, vegetation, glass, or photovoltaics.



Parking structure façades are suitable for integrating public art and lights.

Central Zone - Destination Diridon

- Above-ground parking structures should be enclosed with buildings on all four sides;
- Parking structures should not front onto public streets unless fully wrapped with active uses or retail;
- Integrate parking and loading entrances into the building façade and locate them on streets with fewer active ground floor uses;
- Loading areas must be located inside of parking garages or buildings and be invisible from the street.

Northern Zone - Innovation District

- Podium garages should be enclosed with buildings on at least three sides; if freestanding garages are the only feasible option, they must be located at the center of the site and surrounded by buildings or structures that hide it from direct street views, or along inaccessible areas such as railway tracks or back sides of large industrial or commercial buildings;
- If a garage or portions of a garage must front onto a street due to site constraints, it should be fully wrapped with office or retail uses;
- Minimize access to parking areas from primary public streets by locating parking entrances on secondary streets and by consolidating driveways or garage entrances;
- Provide a high-quality, multi-layered architectural façade on any side of a parking structure that is visible from a street, driveway, or path.

Southern Zone - Diridon Neighborhoods

- Structured parking that fronts onto streets, open spaces, or pathways should be wrapped with habitable space whenever possible;
- If not wrapped with habitable space, then at least 50% of the structured parking should be below grade, and the above-grade portion should be screened with architectural elements and/or vegetation;
- Any exposed parking structure façade that faces neighboring residential development should be screened with architectural elements and/or vegetation;
- Ensure that no artificial light is emitted at night from any above-ground portions of a parking structure that fronts onto a street.

SURFACE PARKING

The provision of large surface parking lots would undermine the creation of the vibrant, urban place envisioned for the Diridon Station Area, aside from the negative environmental impacts such as heat islands, increased storm water run-off, and the promoting of driving. Large surface parking lots are generally discouraged in the plan area, however, if small surface parking areas are needed for handicap or short-term parking, the negative impacts of surface parking can be reduced by planting trees throughout lots, placing lots in shaded areas of the site, providing shade structures, using permeable paving, and giving bicycles, motorcycles, and car share and carpool spaces priority over regular car parking since these use the land more efficiently. Small surface parking areas are only allowed in the Innovation District and the Diridon Neighborhoods.

- Surface parking areas should not exceed a length of 120 feet on each side;
- Consider locating surface parking lots along the side and/or rear of buildings, away from street edges; provide screening with appropriate landscaping along the perimeter.
- Provide a generous amount of designated motorcycle and sheltered bicycle parking stalls; place these stalls closest to building entrances and street edges;
- Include stalls for car share and carpool vehicles, and stalls specifically designed for small and compact cars; locate these stalls in preferential locations closest to building entrances;
- Use water-permeable pavers or pavement to reduce storm water runoff. Permeable pavement can also be used for parallel parking along private streets;
- Provide shading through tree or solar panel canopies to reduce the heat island effect;
- Encourage shared driveways or alleyways for parking access in order to reduce curb cuts and potential pedestrian/vehicle conflicts.



The use of pervious materials in surface parking areas increase water infiltration and decrease the heat island effect. Different pavement for street parking also visually narrows the street.



Plant a generous amount of trees in surface lots to provide shading.



Provide planting strips in and around the perimeter of surface lots to increase water infiltration and add visual interest.



Street trees or planting strips between parking spaces contribute to a pedestrian-friendly environment.



Provide generous bulb-outs for street trees and pay attention to detailing for curbs, drainage, and pavement.



Attractive bike and pedestrian paths make it easier for people to get out of their cars.

STREET PARKING

All streets should include parallel street parking except in drop-off, taxi, and bus stop zones. Street parking helps create a buffer between the sidewalk and traffic, reduces traffic speeds, and provides short-term vehicular access to the area.

- Use minimum dimensions for parking stalls to increase the number of parking spaces and to reduce the overall street width;
- Encourage the use of non-asphalt pavement for parking strips, preferably water-permeable pavers to reduce storm water runoff;
- Encourage the integration of generous bulb-outs for trees in between parking spaces; trees should preferably be planted at intervals of at least four parking spaces;
- Provide designated motorcycle spaces, preferably at intersections to increase visibility and safety for pedestrians;
- Encourage the integration of bicycle parking spaces on the parking strip (“parklets”) to maximize sidewalk space;
- Private streets should be planned and designed to be similar to public streets including parallel parking on both sides of the street where feasible.

BICYCLE PARKING AND FACILITIES

Increased usage of alternative transportation modes such as bicycling is key to reducing reliance on the automobile. People will start bicycling more when bike usage is encouraged and supported along every step of the way, making the bicycling experience smooth, seamless, and as easy as, if not easier than, driving a car. Bike trails and routes are one part of the equation; another part is secure bicycle parking facilities, particularly at home and at work, but also at parks, retail areas, and anywhere else automobile parking is already provided. Providing accessible, secure, and protected bicycle parking is a crucial step towards making bicycling a viable transportation option.

- Provide adequate and easy access to bicycle parking in buildings, in open spaces, and along streets and shared pathways;
- Ensure that bicycle parking facilities are visible and easy to find through clear signage. Utilize public art and lighting to reinforce visibility and the relationship to its location;
- Place bicycle parking in locations closest to street edges and building entrances, especially retail and office entrances. For outdoor facilities prefer systems that include shelters and secure bike racks or lockers;
- In areas with high usage such large campuses consider centralized, enclosed, and managed bike parking facilities;
- Include shower and changing facilities as required per the City's Zoning Code;
- Provide transit center parking facilities at convenient locations.



Bike parking should be integrated in the streetscape and easily accessible like these "parklets".



Stand-alone bike parking and repair facilities can include other uses such as car share or a café.

SUSTAINABLE SITE PLANNING

The Diridon Station Area will significantly increase overall sustainability through a mix of uses, high-density buildings, and an urban environment that promotes walking, biking, and transit. Moreover, making sustainable systems and materials visible and comprehensible throughout the Diridon Station Area can contribute to San José's vision of becoming the World Center of Clean Tech Innovation. In accordance with City's policies for green design (refer to San José's Green Vision and Green Building Ordinance), site planning should integrate sustainable practices early in the process. Considerations should expand beyond the scale of a building or a site to the larger context of the district and can include but are not limited to the following strategies:

- Respond to existing and planned context:
 - Integrate and connect to local and on-site natural assets such as streams, large trees, or topography;
 - Connect to built assets such as pedestrian paths, parks, green fingers, trails, and public buildings that are on or near the site;



Green roofs improve water retention and indoor climate, and make the roofscape visually attractive.



Consider the integration of rain water collection systems such as bioswales and rills into the streetscape.



Shading devices that are integrated in the façade significantly reduce energy consumption.

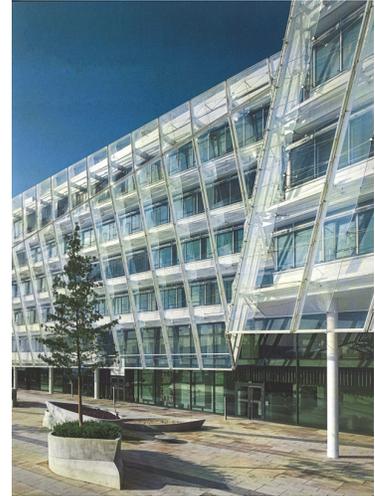
- o Consider solar orientation and topography for energy and water conservation purposes when siting buildings and new streets.
- Integrate rain-and storm water collection, distribution, and retention systems on site, in open spaces, or in the streetscape;
- Consider an area-wide integrated gray water system
- Consider the use of district-based co-generation plants that provide heat and electricity;
- Use pervious materials for paths and parking areas throughout the area to increase rain water infiltration;
- Develop an area-wide street tree and greening plan that uses native or drought-tolerant species to reduce need for irrigation;
- Create an area-wide waste management and reduction program;
- Use building roofs for energy generation or vegetation;
- Provide urban gardening opportunities in residential areas and community parks;
- Explore district or unbundled parking strategies to allow for flexibility in parking needs.

GUIDELINES FOR BUILDINGS

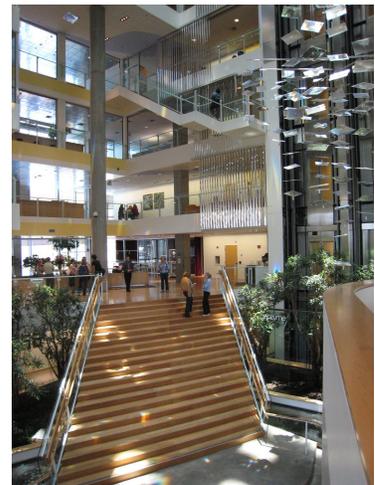
The Diridon Station Area will become a destination within the larger region of Silicon Valley and represent San José a place of technical innovation and a great place to live. Visitors and residents are welcomed by world-class entertainment venues, an abundance of open and recreational spaces, excellent shopping and work places, as well as residential areas that are less than a five-minute walk away from one of the largest transit hubs in Northern California. The new urban districts will extend Downtown San José to the west side of the Guadalupe River and Route 87 with improved east-west connections that are currently impeded by the existing north-south transportation corridors and natural streams. While the land use plan will lay the foundation for the future development envisioned for the Diridon Station Area, it

falls to the quality of architecture and open spaces to create a memorable and livable place. To ensure the highest quality that supports the overall intent, more specific building guidelines will need to be developed in the subsequent planning process but the following general building design principles support the vision for the Diridon Station Area.

- Deploy the most up-to-date green design methods and sustainable systems and materials early in the development process in accordance with the City's Green Vision and Green Building Ordinance;
- Make green building methods and systems as much visible as possible by integrating them into the building envelope or in open spaces;
- Encourage a variety of building typologies and architectural styles that underline the area's contemporary character and its identity as a place of innovation;
- Ensure high-quality architecture and design by selecting the architect and development team through a discriminating and competitive process, for example by conducting a design competition;
- Encourage new building typologies and layouts that reflect changed work environments and life styles, and allow for flexibility of use over time;
- Design all buildings with regards to its context and make them interact with the public realm;
- The main façades of buildings should generally be oriented parallel to public streets or pathways;
- Design all ground floor façades to respond to the pedestrian scale; avoid long stretches of blank walls
- Place the most active functions such as office spaces or customer areas along public streets;
- Design building volumes and façade portions to reflect their varying internal functions;
- Encourage the use of public art above the street level such as pieces that involve cladding elements and skyline delineation;
- Residential units at grade and facing a street should have an elevated ground-floor level to provide a transition between



Double skin façades can provide natural ventilation and improve insulation in office buildings.



Encourage innovative office building typologies that address changed work environments and needs, for example informal meeting places and atriums with good daylighting, ventilation and amenities.



Residential buildings should have a fine-grained articulation through porches, balconies and transition zones, particularly when fronting on a street or public pathway.



Office buildings that allow for natural light and ventilation, and include open spaces, provide a more pleasant work environment.

the public and private realm;

- Encourage retail frontages to express a distinct personality, engaging the customer and contributing to placemaking;
- At least 60% of the ground-floor retail façades should be glazed with clear, untinted glass;
- Prefer long-lasting and low-maintenance façade materials such as metals, glass, brick, engineered wood, concrete and stone. Use light colors for large façade areas;
- On the façades of large buildings, use a balanced mix of materials;
- Encourage building design and technology that minimizes energy consumption and environmental impacts over the building's life cycle;
- Encourage maximization of daylighting through skylights, atriums, light baffles, glazed northern façades, and shaded southern façades to reduce reliance on artificial lighting;
- Encourage operable windows or double skin façades to allow for natural ventilation;
- Use generous roof overhangs and awnings for shading;
- In cases where roofs will be visible from above, green roofs or non-reflective materials in neutral colors should be used;
- Minimize the visual impact of service areas and garage entrances by locating them in or behind buildings and away from public streets and pathways;
- Utility areas and boxes should be located out of sight from public streets and pathways and should be integrated in the overall design;
- Integrate a variety of usable open spaces in the building layout;
- Investigate opportunities to reuse existing buildings for new development.

3.2 Public open space

GUIDELINES FOR OPEN SPACE NETWORK

An array of easily-accessible public and private open spaces woven into a network of Green Fingers that connect to the Guadalupe River and Los Gatos Creek trail system is an essential component the Diridon Station Area plan. These spaces and connections are an essential part of a lively community and a balanced distribution of such spaces will provide recreational, educational, sporting, and cultural benefits to residents, visitors, and employees. The plazas, squares, and parks in the Diridon Station Area can both respond to the character and needs of the existing neighborhoods while also serving as the catalyst that spurs new development. By connecting parks, squares, and other open spaces to the existing and planned street network with a consistent system of wayfinding signage and public art, a coherent and highly accessible network of open spaces can be created.

Key open space goals of the Diridon Station Area Plan:

- Develop a variety of open spaces including squares and parks of different size and character that enhance and distinguish the different subareas in the Diridon Station Area including:
 - A central “Diridon Plaza” with an iconic civic identity for the station and station area;
 - A community park that emphasizes sporting and recreational activities in the southern residential portion of the Station Area;
 - Smaller squares and green spaces in the Innovation District and South of Diridon Neighborhoods that reflect the unique character.
- As a transit-rich community, the Diridon Station Area will benefit from a high level of pedestrian connectivity that allows residents, employees and visitors to easily forgo their vehicles while connecting to parts within the Station Area and to Downtown San José with a short walk or bicycle trip:
 - Integrate pedestrian routes in the green network to provide connections in addition to streets;
 - Give the Green Fingers different character to create a

FIGURE 3-2-1 : PUBLIC OPEN SPACE NETWORK



- series of distinguishable green pedestrian and bicycle routes that extend into the Station Area and along/from Guadalupe River and Los Gatos Creek;
- o Create signature north-south pedestrian paseos that connect Diridon Station to the Arena and the Innovation District to the north, as well to the ballpark and the Diridon Neighborhoods to the south;
- o Create a number of additional pedestrian focused routes that have a high degree of visibility for people traveling to and from Diridon Station and Downtown San José;
- o Create a robust and safe bicycle network along station area roads.
- Make squares a focal point of development in each area. Encourage retail and/or residential uses around parks to activate them;
- Visually and physically connect parks and plazas to the Green Fingers to encourage walking and biking;
- Integrate public art throughout the public open space network.

SUSTAINABILITY/ GREEN DESIGN

- Use of public space network to control urban storm water runoff through the use of bioswales and permeable paving;
- Implement principles of sustainable design including
 - o bioswales;
 - o permeable paving;
 - o educational ecological design;
 - o enriched pedestrian spaces and networks;
 - o generous use of trees and other plant material to provide shading and reduce water run-off;
 - o native and drought-tolerant plants.
- Protect the Guadalupe River and Los Gatos Creek watersheds;
- Use vegetation on roofs or other large surfaces to mitigate heat island effects;
- Reduce pollution and urban storm water runoff;
- Design according to San José's 2022 Green Vision goals.



Bioswales retain rain water and reduce the impact on the storm water system. If designed well, they can improve and green the streetscape.



Permeable paving can help to reduce urban runoff while creating a distinctive look.



Easy-to-read signage helps orientation and contributes to the neighborhood's identity.



In addition to assist wayfinding, signage can also be used to tell the story of the Diridon Station Area.

CONNECTIONS TO GUADALUPE RIVER & LOS GATOS CREEK

The Green Fingers connect the new development of the Diridon Station Area to existing key recreational and pedestrian networks, the Guadalupe River and Los Gatos Creek. They provide residents and employees with connections to these parks and recreation opportunities and help define the emerging character of the station area as a sustainable and green urban community.

The Green Fingers:

- Allow for connections to the trail system along these two waterways to the north and south well beyond the station area;
- Offer alternative pedestrian/bike routes through the station area;
- Provide through-connections that continue to downtown.

SIGNAGE

The Diridon Station Area will be one of the most visited areas in all of San José, with two major event venues and an highly active transit hub. Many of these visitors will be new to the city or only occasional visitors, which is why a clear signage system focused on the destinations within the station area will be essential.

- Signage should direct people to key pedestrian and automobile routes in the station area, and to downtown and adjacent neighborhoods;
- Focus on major attractions in the core area of the district;
- Direct visitors to downtown and its attractions;
- Tie into San José Redevelopment Agency's Downtown Signage Master Plan;
- Implement a system of kiosks, pedestrian route signage, and automobile signage;
- Include a comprehensive signage system for transfers to taxi and shuttle services, and to car share facilities.

PUBLIC ART

The City of San José values public art as a reflection of its creative character. Public art in the Diridon Station Area can enrich the public realm, capturing the changing character of the area and contributing to its visual legibility. As detailed in “At the Crossroads: Diridon Station Area Master Plan” (refer to Appendix B - References), public art will play key role in emphasizing the vision of the Diridon Station Area as a crossroads for innovation, engagement and ecology. Artworks can be commissioned to reinforce the goals of these guidelines and to create landmarks, opportunities for community interaction, and human-scaled places.

The placement of public artworks in the Diridon Station Area will be determined through an area-wide strategy that identifies the best opportunities. Public art projects funded through eligible City of San José capital construction projects will be commissioned for all elements of the station area as detailed in the master plan. Public funds will also be pooled to commission prominent public artworks of area-wide significance. Private developers will be encouraged to voluntarily integrate permanent and temporary public art into communal spaces at their retail, commercial, and residential development projects, or to contribute to public art pooled funds for the creation of significant public artworks.

- Locate public art to mark key paths of movement (such as trails, corridors, and connections), to highlight major entries (to both the Diridon Station Area as a whole and to specific sub-areas), and to anchor key spaces;
- Commission public artworks that act as “community hearths”, stimulating interaction where people of different communities or user groups meet;
- Commission public artworks at a variety of scales
 - Large-scale “City Image” projects that create the “postcard” image that people think of when they think of the Diridon Station Area;



Include a large-scale public art piece with iconic qualities that reflects San José’s innovative spirit.



Integrate public art with important station area infrastructure to create a unique identity for the area.



Pedestrian underpasses can be made more pleasant by integrating art and creative lighting.

- o Area-scale projects that provide orientation and identity to different sub-areas in the Diridon Station Area; and
- o Neighborhood-scale projects that relate to the way that people work and live in the Diridon Station Area.
- Create “strong spots” and “hot spots” for the placement of temporary public artworks, focused on gathering spaces and pedestrian-oriented experiences, that create a sense of excitement and expectation;
- Locate public art in interstitial places, weaving together zones where different kinds of uses overlap, such as places where parks and schools, businesses and residential areas, or transit and pedestrian areas meet;
- Use public art to enhance the trail system, creating unique artworks at areas where trails meet parks or schools; also include smaller-scaled functional and interpretive art elements along the trail;
- Refer to “At the Crossroads: Diridon Station Area Master Plan” for more detailed recommendations.



Office buildings in the central zone should be urban in character, with active ground floor uses and small public spaces.



An active major plaza in the central district can help to generate a vibrant 24/7 neighborhood (example: Victory Plaza, Dallas).

DISTRICT CHARACTER

Each district in the Station Area will have a distinct feel and character to its open spaces. Through the use of materials, design and implementation the station area will emerge as three distinct neighborhoods that form a high density and highly desirable transit oriented extension of the downtown.

Central Zone - Destination Diridon

- As the central transit hub of San José and the South Bay, open spaces in the district should be distinguished by a forward thinking, modern design palette;
- Elements should be designed and specified for high density use and wear;
- As a front doorstep to the city and the region, materials and furnishings should be of the highest quality and design;
- Public art elements and other design elements should be iconic and unique to the district.

Northern Zone - Innovation District

- Emphasize green technologies and sustainable design in open spaces within this district to reflect its unique character as an incubator of technology and green design;
- Make use of high technology elements (e.g.: LED lighting, interactive public art elements, etc.) in open spaces that are distinct to the district;
- Emphasize a modern look and feel to open space design and furnishings that also employ sustainable materials and design (sustainably harvested woods, recycled materials, low energy lighting, integrated stormwater management, etc.);
- Consider the creation of a central plaza or open space that reflects the spirit of innovation and that can become a destination in its own right, for example for temporary outdoor exhibitions or events.



Architecture and site layout in the Innovation District should reflect the innovative character of companies and their new work environments.

Southern Zone - Diridon Neighborhoods

- Emphasize the urban character of this transit-oriented residential neighborhood through compact layout and higher density;
- Give open spaces flexibility in design to allow them to be gathering spaces for the neighborhood and to function as the neighborhoods living room;
- Open spaces in this district should be greener with a greater percentage of softscape than in the other districts.

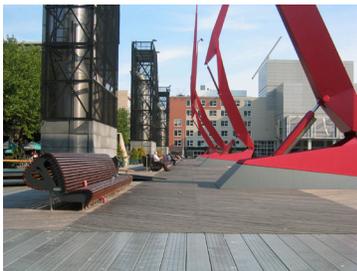


Higher density residential development can take advantage of the proximity to one of the largest intermodal transit hubs in the Bay Area.

Guidelines for Plazas, Squares, Community Park, & Green Fingers

DIRIDON PLAZA

A substantial, iconic plaza centrally located and anchoring the Diridon Station will create an urban living room where workers, residents, and visitors can gather and meet. The design of this central plaza should take into consideration its intended uses, its proximity to Diridon Station, and relationships to other public open spaces and amenities. Its open space, facilities, and landscaping should be able to accommodate large-scale events such as performances or temporary outdoor markets, as well as smaller-scale activities that will occur on a more frequent basis, in order to



The primary plaza should be a highly visible and distinct public place that includes unique design features and different zones for a variety of activities (examples: Exchange Square in Manchester, UK, and Schouwburgplein in Rotterdam, NL).

serve as a gathering place for all.

- Provide connections from the plaza to nearby paseos, pathways, the Guadalupe River and Los Gatos Creek, and to downtown.
- Encourage pedestrian-friendly, interactive uses such as retail, restaurants, and cafés on the ground-floor of surrounding buildings;
- Encourage such ground floor uses to expand to the park/plaza, for example through café seating or outdoor merchandise displays;
- Provide spaces within the park/plaza that support flexible rather than fixed program elements;
- Provide larger-scaled hardscaped and softscaped areas to accommodate events like concerts, performances, parades, farmers’ markets, rallies, and film screenings;
- Provide a variety of smaller-scaled seating areas and shade structures for day-to-day use;
- Design for both daytime and evening use;
- Incorporate large-scale public art that has iconic qualities. Also create opportunities for temporary art;
- Typical urban plaza elements that could be integrated into the Diridon Plaza include:
 - o Amphitheater seating with shade;
 - o Interactive water feature;
 - o Major public art element;
 - o Special plaza lighting;
 - o Display area and stage;
 - o Concession stands and rest rooms.

Alternative illustrative concepts for the Diridon Plaza are included in section 2.4 of this report

GREEN FINGERS

A series of Green Fingers extending from the Guadalupe River and Los Gatos Creek into the station area form the backbone of the open space network in the Diridon Station Area and provide

pleasant pedestrian and bike friendly connections to the different districts and downtown. Along the green fingers lie a number of neighborhood squares creating a series of focal points for gathering and respite. The Green Fingers are envisioned as wide linear parks of different character that, in addition to creating pedestrian links, provide sustainable design elements to abate urban pollution and run-off. Depending on their location the green fingers will be designed to have a character unique to the district for which they lie.

- Develop different context-based themes for the Green Fingers;
- Provide for generous spaces for walking and bicycling;
- If along an existing road, create an ample separation from traffic;
- Integrate permanent and temporary public art throughout;
- Design in a sustainable manner with permeable paving and water infiltration strategies;
- Use a generous plant palette of trees and other plant material to create a park like environment;
- Provide seating and other opportunities for respite;
- Provide ample pedestrian focused lighting;
- Connect and integrate with neighborhood squares;
- Encourage higher density mixed-use development along the Green Fingers;
- Encourage pedestrian-friendly, interactive uses such as retail, restaurants, and cafés on the ground-floor of surrounding buildings or allow for stand-alone small buildings and kiosks in the Green Fingers for such uses;
- Encourage such uses to 'spill out' into and engage the green fingers, for example through café seating or outdoor merchandise displays;
- Establish a distinct character for the Green Fingers based on the neighborhood they are located in;
- Provide a pedestrian focused wayfinding system along the Green Fingers.



A lush tree canopy in the Green Fingers will help mitigate the heat island effect while providing a respite to the higher densities of the new development.



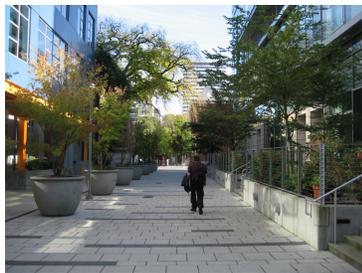
Pedestrian-friendly uses including residential buildings and entrances should line the Green Fingers.



The Green Fingers should include amenities and elements for different activities.



Use distinctive paving and vegetation to help demarcate the north-south urban paseos.



Line the paseos with ground floor uses including retail, commercial units, and entrances.

NORTH-SOUTH URBAN PASEOS

In addition to the Green Fingers running east-west and along the Guadalupe River and Los Gatos Creek in the station area, two main north-south pedestrian connections between the Arena, the Innovation District to the north, the ballpark, and the neighborhoods to the south will be essential in handling the large number of pedestrians that will use the Station area on a daily basis and during events. These pedestrian paseos will connect visitors and residents not only to the two large event venues but to adjacent entertainment and retail opportunities, places of work, and the residential neighborhoods as well. The paseos will represent a signature urban experience in the station area. The two routes, which are shown in Figure 3-2-1 connect with a combination of existing public streets and proposed new streets. The actual route will be dependent on the eventual alignments of new streets in the Station Area.

- Paseos should be urban in character allowing for easy and efficient travel by foot;
- Encourage higher density mixed-use development along the paseos;
- Encourage pedestrian-friendly, interactive uses such as retail, restaurants, and cafés on the ground floor of surrounding buildings;
- Encourage such uses to extend to the paseos, for example through café seating or outdoor merchandise displays;
- Provide ample pedestrian lighting including a necklace of lights along the length of the paseos to provide safety and identity;
- Provide a singular tree canopy along the paseos to mark and distinguish it as passes through the station area;
- Provide a pedestrian focused wayfinding system along the paseos.

NEIGHBORHOOD PARKS AND SQUARES

Neighborhood parks and squares that serve as nodes for development and gathering are proposed throughout in the Innovation District and the Diridon Neighborhoods. These spaces, though smaller in size than Diridon Plaza, share many of the same elements while emphasizing the distinct character of each neighborhood. A network of local spaces that meet the needs of nearby residents of all ages and offer recreational and leisure space, such as seating, tot-lots, hard- and softscapes, will encourage daytime use and community interaction. Residents who perceive their local parks and squares to be a safe, secure, usable, and well-maintained places will embrace them and use them extensively.

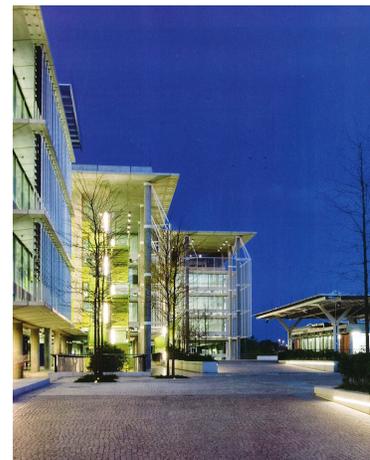
- Parks or squares should be connected with the pedestrian network in the Green Fingers and the neighborhoods;
- Parks or squares should be less than one acre in size;
- Encourage higher density mixed-use development along the perimeter of parks and squares;
- Encourage pedestrian-friendly, interactive uses such as retail, restaurants, and cafés for the ground-floor uses of surrounding buildings;
- Encourage such uses to extend to open spaces, for example through café seating or outdoor merchandise displays;
- Parks should face onto public streets or pathways on at least two sides to clearly define them as public space;
- Programming should provide for a variety of uses including zones for children to play and informal areas that allow for various experiences and activities for people of all abilities;
- Public art should be integrated into the design to reinforce a sense of the neighborhood;
- Provide a variety of smaller-scaled seating areas and shade structures for day-to-day use;
- Design for both daytime and evening use;
- Typical park and square elements include:
 - o Variety of seating opportunities;



Ensure that the design of neighborhood squares matches the character, density and needs of the surrounding area.



Smaller public plazas should be visible from the street and integrated in the block layout. Plenty of seating, greenery, shading, and amenities are essential.



Encourage small public plazas that connect to pedestrian paths throughout the neighborhoods and office campuses.



Community gardens bring the community together and support local food growing; they can be located in the community park and/or in other open spaces that are part of the green network.



Provide a variety of recreation opportunities in the community park.

- o A mix of hardscape and softscape elements that respond to the surrounding conditions;
- o Public art elements, ideally designed as a core element of the park or square;
- o Flexible space for gatherings and events;
- o Parks can include small scale community gardens.

COMMUNITY PARK

- A large community park will give the Diridon Station Area a place for more intense sporting and recreational activities, providing a counterpoint to the civic focus of the Diridon Plaza. The park should provide multiple sports fields and substantial community facilities, as well as areas of non-programmed green space for more informal recreational uses. Such a park can serve as a green oasis amid the more urban development in the Diridon Station Area. Since it is meant primarily to serve the Diridon Station Area residents, the community park should be placed closest to residential neighborhoods (refer to Figure 2-1-1 Land Use Plan in Chapter 2);
- Locate the park close to one of the pedestrian/bicycle routes which cross the Diridon Station Area;
- The park should face onto a public street or pathway on at least three and preferably on all four sides;
- Provide secure bicycle parking adjacent to park facilities and throughout the park;
- Street parking should be provided around the park perimeter if feasible and on-site parking should be located near activity nodes;
- Locate larger facilities such as a community center along the edges of the park, and closest to transit connections;
- Orient park facility entrances to a public street or pathway, and integrate facilities' outdoor areas into the park setting;
- Along with rest rooms, provide electrical and water hookups to support a snack bar or café, to permit and encourage longer visits to the park;
- Make the park accessible from all sides and place main entrances along public streets;

- Provide electrical hookups and other infrastructure (for example, wireless internet access) for stage areas to encourage outdoor events;
- Design a pedestrian pathway system that allows for direct connections through the park to all activity areas, and also to the public trail network;
- Include active and informal recreational areas throughout the park;
- Provide trees and shade structures, particularly in picnic areas and by play areas;
- Incorporate public art that reinforces a sense of place and enhances engagement;
- The south-west corner of the park is located below the elevated High Speed Rail tracks. The area below the tracks should be a fully integrated part of the park with uses which are of benefit to the community and compatible with their location.



Include abundant seating opportunities throughout squares and parks.



Small kiosks and cafés can attract visitors and contribute to a park's liveliness.

LANDSCAPE ELEMENTS & MATERIALS

SITE FURNISHINGS

Site furnishings play an important role in defining the character of a neighborhood and a city. In the station area, site furnishings including benches, lighting, transit shelters, seating elements, sidewalk paving, trash cans, and other elements should be used to mark not only Diridon Station and Diridon Plaza but also to distinguish the different districts to the north and south of the central area, the Innovation District and the Diridon Neighborhoods.

PLANT MATERIAL

Plant material will play an important role throughout the station area helping to define and identify the Station Area's three districts. Each district and the north-south paseos should have a distinct plant palette of trees, shrubs and grasses that is unique to its district with the emphasis on one or two distinguishing trees for each district.

3.3 Streetscapes

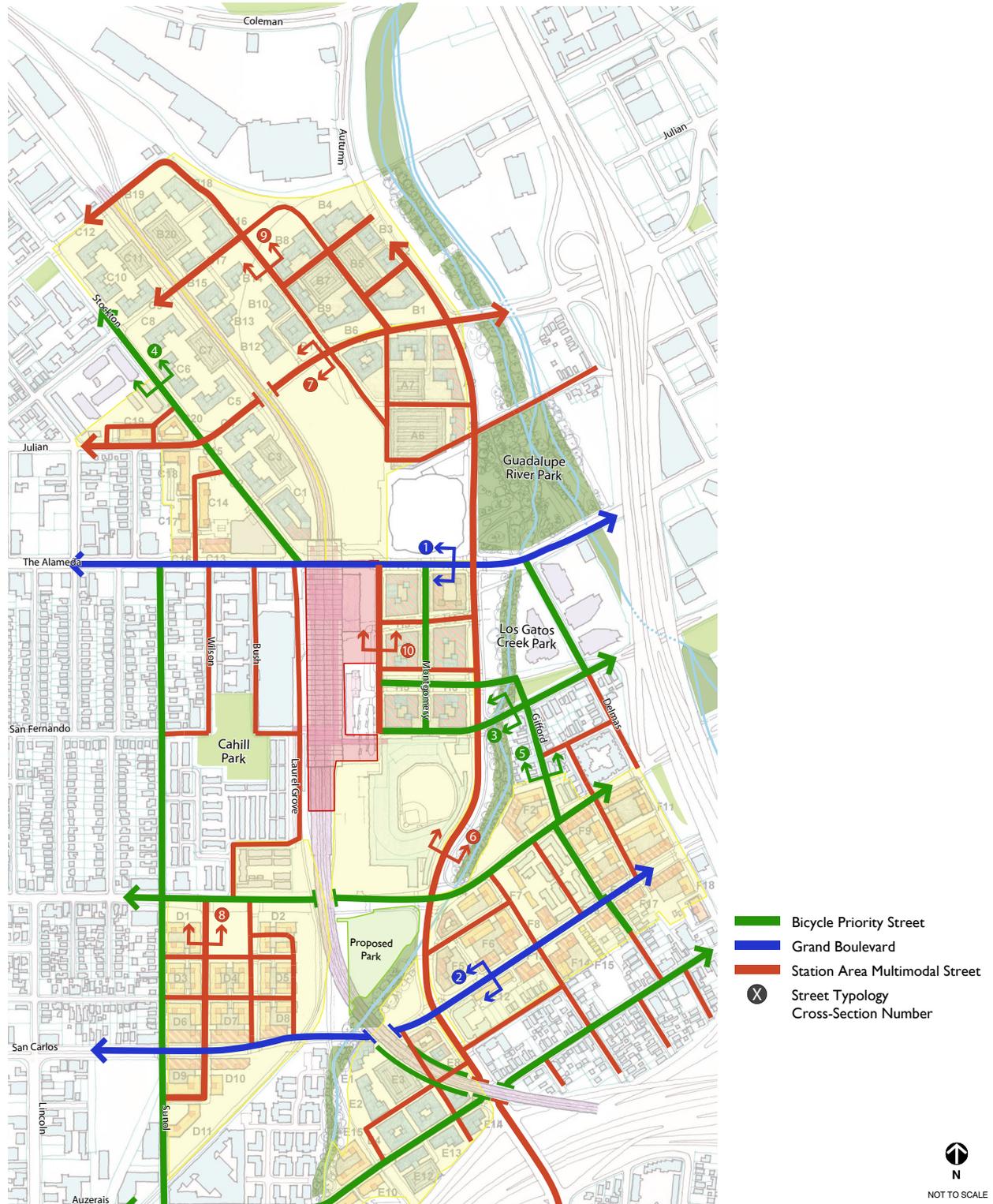
STATION AREA STREET TYPOLOGIES

To ensure a balanced, multimodal transportation network, the Preferred Alternative organizes streets and other transportation facilities according to “typologies.” Street typologies are an expansion of functional classifications that consider street context and prioritize certain travel modes and certain types of streets. For example, the Preferred Alternative includes a “grand boulevard” street typology, consistent with the City’s proposed Envision San José 2040 General Plan, on which the movement of transit vehicles is prioritized over other modes of travel. Street typologies reflect a roadway’s adjacent land use, appropriate travel speeds, and the need to accommodate multiple travel modes.

The proposed typologies are intended to provide a network of “complete streets” that accommodates the various users of the street network. By addressing the needs of all uses of the transportation network, complete streets not only improve safety for all users and foster strong communities, but also address climate change, by increasing accessibility and viability of travel modes other than the automobile. Adjacent land use influences the functionality and character of the street environment. A well-integrated street system considers the complementary relationship between land use, local and regional travel needs. The complete streets concept applies to all types of roads from downtown pedestrian streets to high-capacity commercial corridors, and it considers the range of users, including children, the disabled and seniors.

The following three street typology definitions, which incorporate the principles of complete streets, apply to the streets and other facilities that make up the Preferred Alternative circulation network, as shown on the following page. From these street typologies, which are consistent with the City’s proposed Envision San José 2040 General Plan, ten cross-sections were developed. These cross-sections are identified and illustrated below. It should be

FIGURE 3-3-1 : PROPOSED STREET TYPOLOGIES





Passeig-de-Gracia is one of Barcelona's great boulevards that is a combined a transportation corridor and major shopping street.

noted that these street typologies are somewhat independent of the "Green Fingers" overlay, as any of the street sections shown in this section could be included within a "Green Finger".

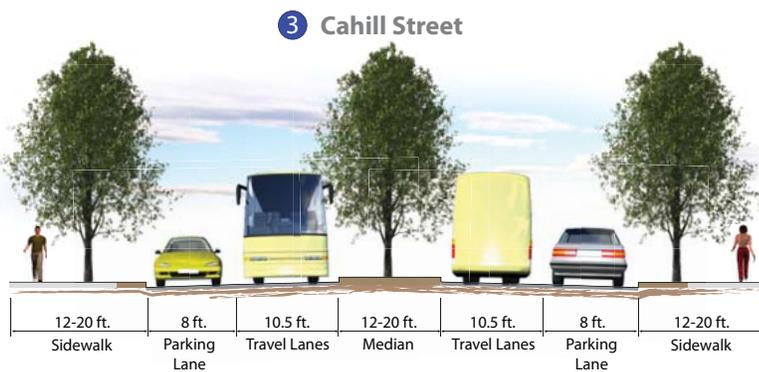
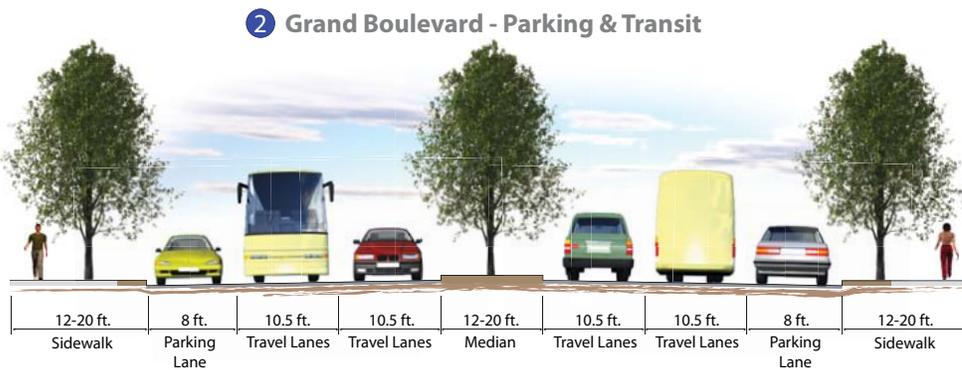
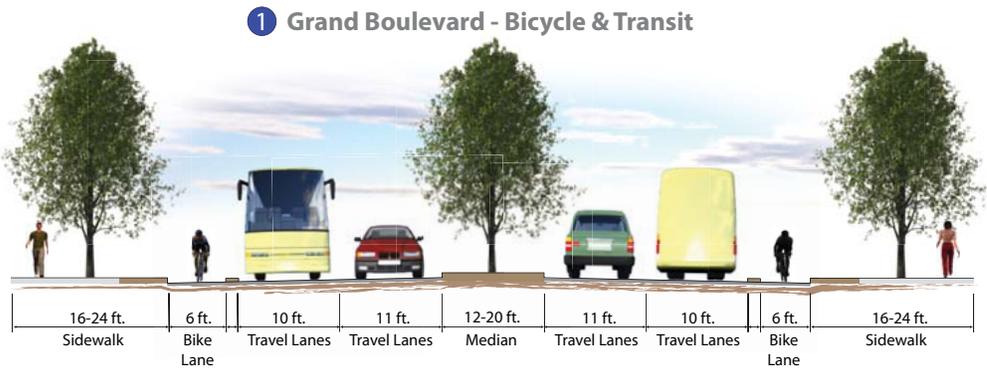
BOULEVARDS

Boulevards serve as major transportation corridors that connect City neighborhoods. In most cases these are primary routes for VTA light-rail, bus rapid transit (BRT), and standard/community buses, as well as other public transit vehicles. Signal preemption for transit vehicles, bus stops, and, where appropriate, exclusive transit lanes, will be provided. Other travel modes, including automobiles, bicycles, and trucks, are accommodated in the roadway, but if there are conflicts, transit has priority. Boulevards contribute to the City's overall identity through cohesive design. Within the public right-of-way, special measures could include enhanced landscaping, attractive lighting, and identification banners. These streets accommodate moderate to high volumes of through traffic within and beyond the city. Pedestrians are accommodated with ample sidewalks on both sides, and pedestrian amenities are enhanced around transit stops. Transit service is accommodated within other street typologies but is the primary mode on Boulevards.

Boulevard features are incorporated into the following Station Area Street Typology cross-sections as seen on the following page (Figure 3-3-2):

- 1) Bicycle and Transit Street
- 2) Parking and Transit Street
- 3) Cahill Street

FIGURE 3-3-2: BOULEVARDS





*Separated and colored Class II bike lanes improve visibility and safety for cyclists
(example: New York City)*



A Class III bike way is marked with a sharrow to indicate that the street is shared by cyclists and motorized traffic

ON-STREET PRIMARY BICYCLE FACILITIES

On-Street Primary Bicycle Facilities are either Class II bike lanes or Class III signed bike routes, and are through routes for bicycles, providing continuous access and connections to the local and regional bicycle network. These facilities correspond to the primary bicycle network described in the San José Bike Plan 2020. Through and high volumes of motor vehicle traffic are generally discouraged, but may be allowed in localized areas where necessary to accommodate adjacent land uses. Local automobile, truck, and transit traffic are accommodated in the roadway, but if there are conflicts, bicycles have priority. Reduced speed limits and neighborhood traffic management strategies to slow and discourage through automobile and truck traffic may be appropriate. Pedestrians are also accommodated (also refer to the Guidelines for Streetscape Design/ On-Street Bicycle Treatments section in this chapter on page 3-45).

On-street primary bicycle facility features are incorporated into the following Station Area Street Typology cross-sections (Figure 3-3-3):

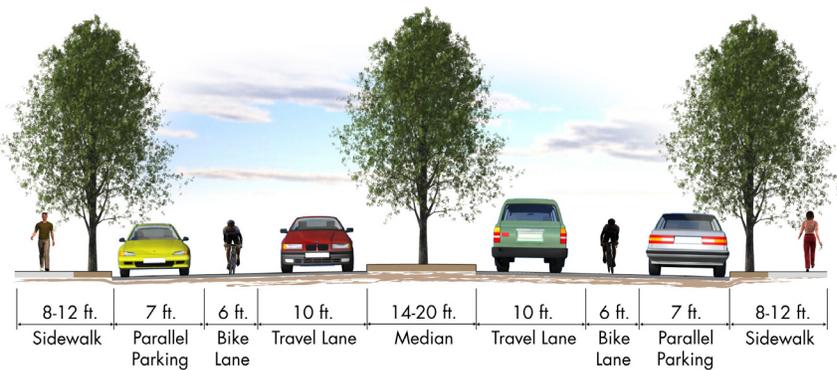
- 4) Bicycle Lane with Median Street
- 5) Bicycle Boulevard Street

STATION AREA MULTIMODAL STREET

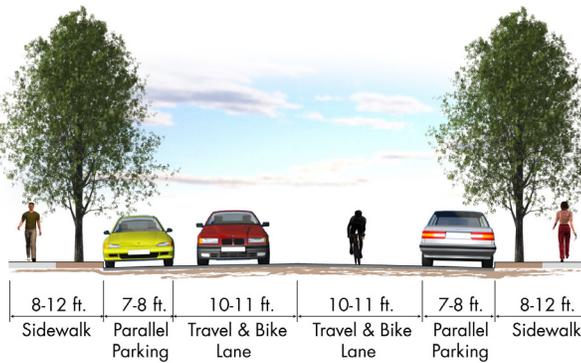
A multi-modal street provides for and balances the needs of all travel modes: pedestrians, bicyclists, transit riders, commercial and personal motorists and others. It has wide sidewalks, safe and convenient road crossings, landscaping, pedestrian-scale lighting, street furniture and lanes that are the appropriate width for vehicles and bicyclists. Multi-modal streets increase transportation choices by providing more options for getting from place to place by car,

FIGURE 3-3-3: ON-STREET PRIMARY BICYCLE FACILITIES

4 Bike Lane Street with Median



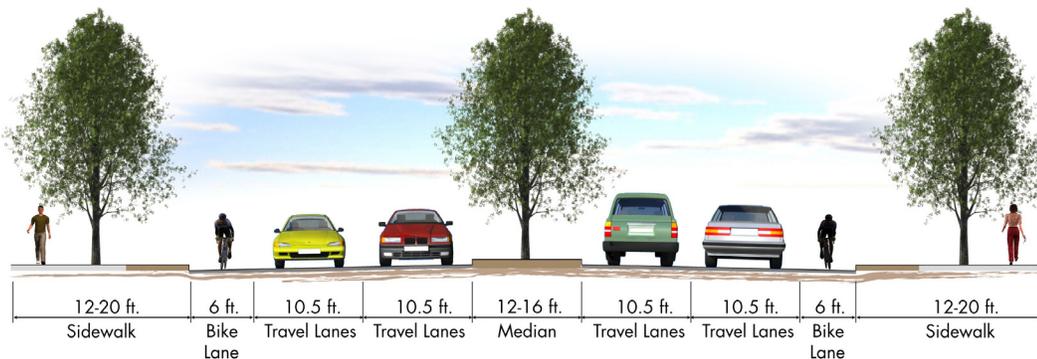
5 Bike Boulevard



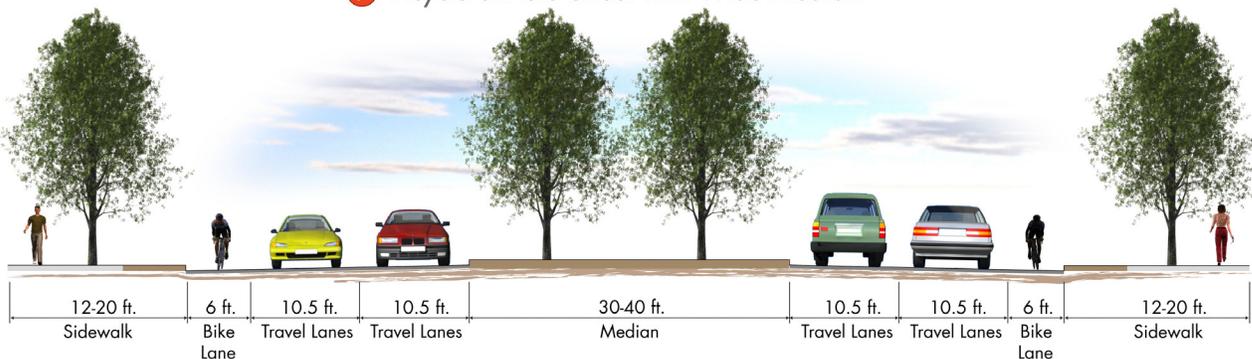
bus, bicycle, or on foot. A multi-modal street network in certain locations within the Station Area is important because it preserves through-streets for auto travel; increases bicycle, pedestrian and auto access to local destinations and provides convenient access to businesses. By creating safer routes for bicycles and pedestrians, a well-designed multimodal network enhances mobility, increases transportation efficiency and contributes to livable and vibrant neighborhoods.

FIGURE 3-3-4: MULTIMODAL STREETS

6 Bicycle & Auto Street with Median



7 Bicycle & Auto Street with Wide Median



Multi-modal streets have the following key features:

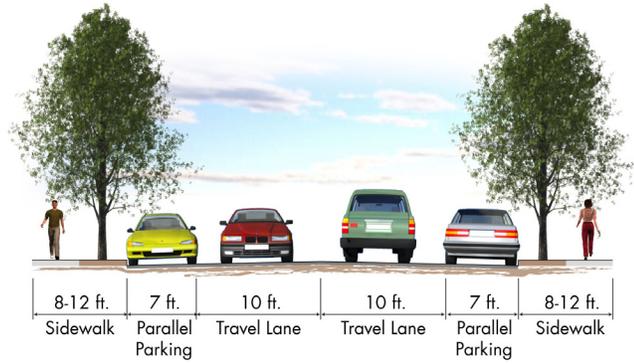
- They are part of a well connected network of streets, bicycle paths and walkways.
- Lanes are the appropriate width for vehicles, and in some locations, bicycles.
- Sidewalks with pedestrian amenities make walking safer, more convenient and enjoyable (e.g., benches, curb extensions, lighting and street trees).
- Connections increase access to popular destinations.

These key features are incorporated into the following Station Area Street Typology cross-sections (Figures 3-3-4 and 3-3-5):

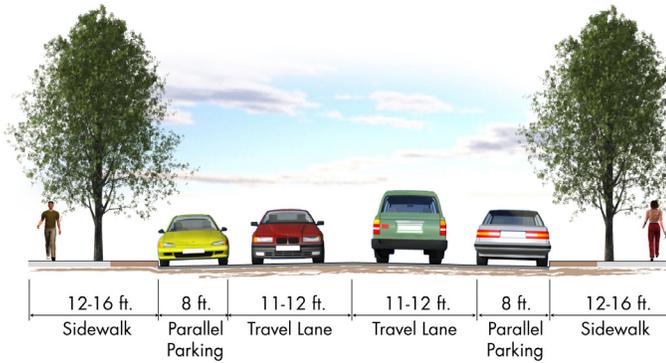
- 6) Bicycle and auto street with median
- 7) Bicycle and auto street with wide median
- 8) Local commercial street
- 9) Local connector street
- 10) Cahill Street

FIGURE 3-3-5: MULTIMODAL STREETS

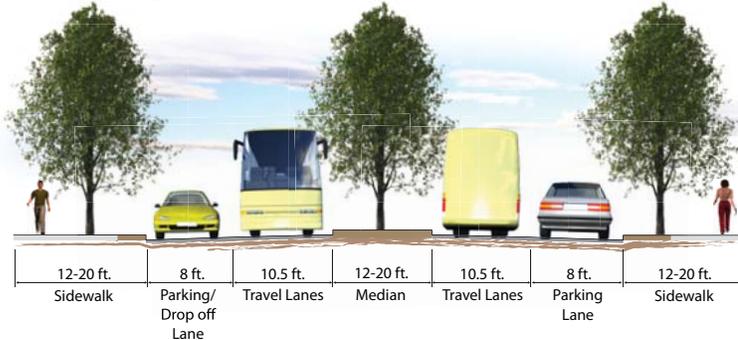
8 Local Street (Commercial)

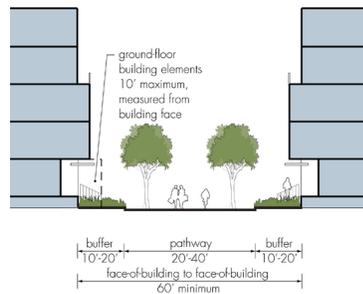
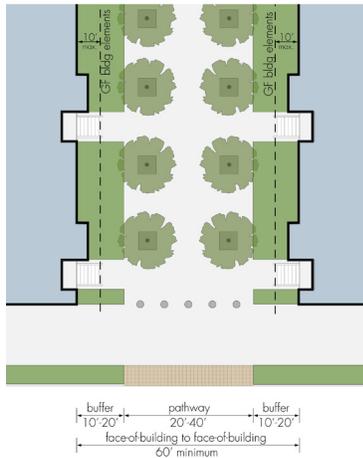


9 Local Connector Street (Commercial)



10 Station Area Multimodal Street - Cahill Street





Typical layout and dimensions for paseos.

PASEOS

Paseos provide shortcuts that encourage walking and biking by increasing visibility and accessibility between different areas of The Diridon Station Area. In addition to the two main paseos (refer to Figure 3-2-1 and Section 3.2 Public Open Space/ North-South Urban Paseos), smaller paseos can be implemented to increase overall bike and pedestrian connectivity. They can also provide a more shaded experience, increasing pedestrian comfort, particularly in the hot summer months.

- When streets are not feasible, provide paseos for public circulation. When provided in lieu of a new street, paseos should have the same width as a comparable street;
- Connect paseos to pedestrian pathways and public streets, plazas and open spaces; interconnect paseos to form a network;
- Paseos in residential blocks shall be open to the public, but paseos in commercial blocks may in some cases be restricted to tenants and visitors
- Paseos should have a minimum width of 60 feet from building face to building face. Ground floor building elements that project a maximum of 10 feet from the building face are allowed except in conditions where smaller widths are necessary;
- Visibility should be maintained through each paseo from one end to the other;
- Provide a 20-foot wide clear pathway if a fire lane is required;
- Provide trees, landscaping, street furniture, and pedestrian lighting to create a street environment;
- Develop a consistent palette of street furniture and materials within a given paseo to make the paths recognizable as an interconnected network;
- Use water-permeable surfaces where appropriate. If on-site water retention is intended, encourage the integration of stormwater collection systems such as bioswales and rills;
- Integrate public art as a part of provided amenities and as unique elements to enhance the pedestrian experience. Encourage building owners to incorporate artist designed

elements into façades to create a more unique and identifiable presence.

GUIDELINES FOR STREETScape DESIGN

Streetscape elements can help support and guide people on their way through the Diridon Station Area. Features such as benches, flower planters, bike racks, lighting, public art, signage, and drinking fountains enhance sidewalk areas and provide needed amenities to pedestrians while they are visiting a neighborhood. Pedestrian bulb-outs, mid-crosswalk refuges, and crosswalk pavement changes help make streets with heavy traffic feel more pedestrian-friendly, encouraging walking and transit use.

PEDESTRIAN CROSSINGS

- Use features such as bulb-outs, speed tables, and changes in pavement to improve visibility and pedestrian comfort;
- On wider streets with medians, include mid-crosswalk pedestrian refuges;
- Implement Pedestrian Scramble signal phase on Montgomery/Santa Clara intersection and as well as other intersections as pedestrian traffic increases;
- Use high visibility striping or special paving treatments on all major intersections.

ON STREET BICYCLE TREATMENTS

- Use colored pavement to demarcate bicycle lanes;
- Where feasible, create a separated bicycle lane to help protect bicyclists from adjacent traffic;
- Use sharrow markings on streets too narrow for Class I or Class II bike lanes but have high bicycle traffic volumes.

Also refer to On-Street Primary Bicycle Facilities in this section on page 3-40.



This pedestrian scramble in London uses special paving for the crossings.



Speed tables work to both slow down traffic as well as provide a clear pathway way for pedestrian travel. They can be adopted for both residential and urban conditions.



Provide pedestrian refuges on busy streets throughout the Station Area.



Provide easily-accessible and secure bike parking facilities close to building entrances.



Underpasses can be significantly improved by public art, artificial and natural lighting.

BICYCLE PARKING

- Provide secured bicycle parking at the Diridon Station, the ballpark, and the Arena;
- Ensure that new development includes secured bike parking and showering facilities;
- Provide covered bicycle parking areas in all parking garages;
- Provide for sidewalk bicycle racks throughout the Station Area.

UNDERPASSES

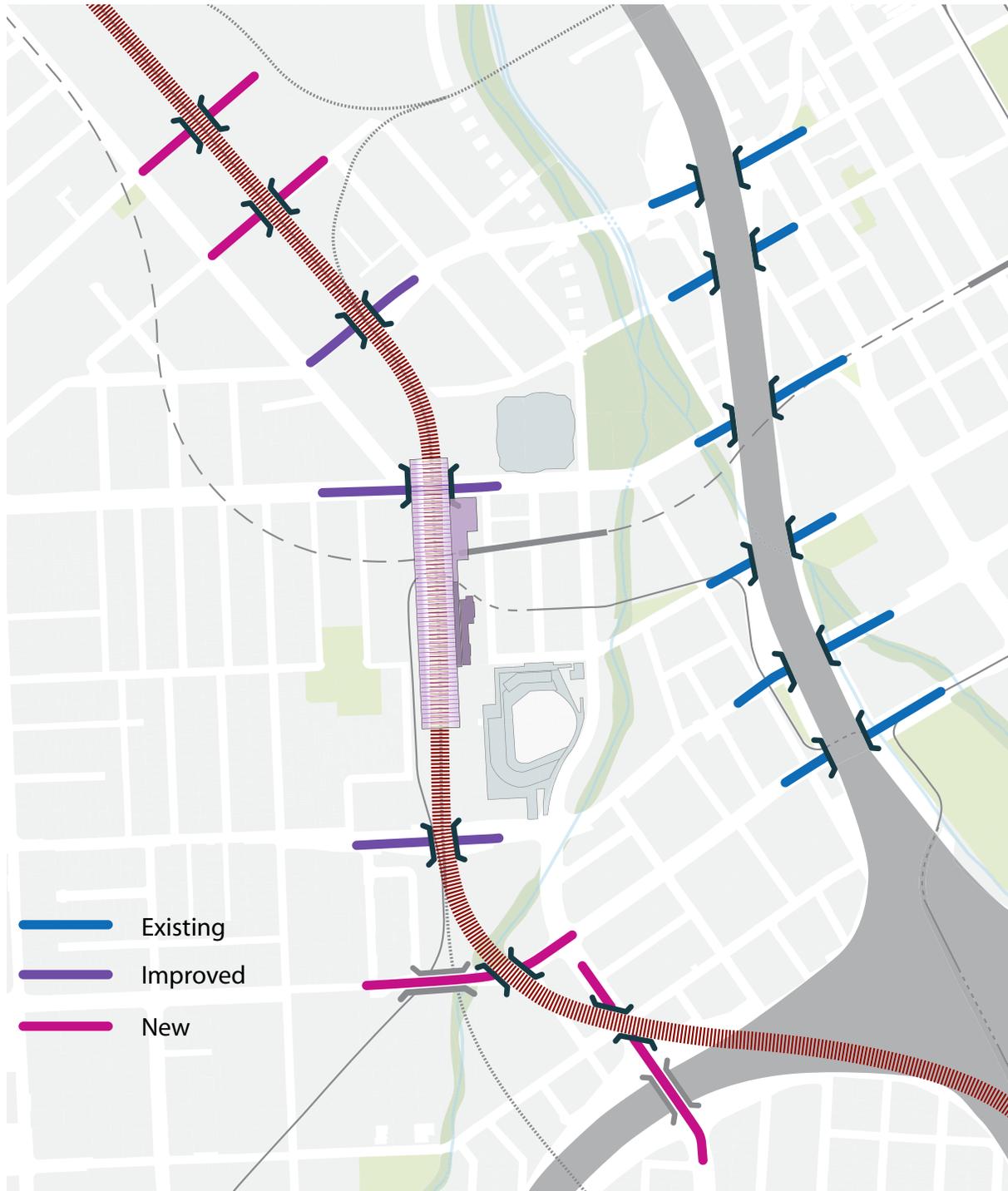
Throughout and directly adjacent to the station area, thirteen underpasses either exist or are proposed. These underpasses connect the station area:

- To downtown under State Route 87;
- To The Alameda and neighborhoods further west under the railroad tracks.

These underpasses are critical links in the connective tissue of the station area. To reduce the disjunction most underpasses cause between neighborhoods it is vitally important to improve both the pedestrian and aesthetic qualities of the existing underpasses and to make sure new underpasses are inviting and safe for pedestrians.

- Provide attractive and effective pedestrian scale lighting;
- Provide generous sidewalks for pedestrians;
- Use public art to improve aesthetics of underpasses
- Make underpasses as short as possible;
- Develop a management plan to clean underpasses on bi-weekly basis including pedestrian sidewalks and adjacent walls.

FIGURE 3-3-6: UNDERPASSES





Attention to detail and materials can enhance the elevated railway structure.



The elevated railway structure can include ground floor uses that activate the street level.



A distinctive palette of street furnishings will help give the districts a distinct identity.



Bus shelters can become distinct and recognizable elements in the streetscape

HIGH SPEED RAIL VIADUCT

The high speed rail lines will be elevated on tracks up to 60 feet above the roadway creating a physical barrier that has the potential to cut the station area in half if not designed properly. The design of the viaduct should be carefully considered and meet the highest standards of design and construction as it will be the dominating element of architecture throughout the station area.

- Create a viaduct that conveys a sense of lightness, using design techniques that minimizes the bulky look of support posts and berms;
- Ensure that the viaduct has an open design with large openings along it's length;
- In areas where the viaduct does not run over ground level tracks, reuse the space for pocket or linear parks, parking garages or lots or, where feasible, building sites. Ensure that the area below the viaduct is improved and maintained as an integral element of the adjoining land and that it is not fenced or neglected;
- Use public art as part of the design of the viaduct.

STREET FURNITURE

- Along primary streets, use a signature palette of street furniture and lighting in each of the station area's districts to help define the Diridon Station Area's identity;
- Integrate public art into planned amenities to create unique and engaging streetscapes;
- Integrate bus shelters into overall streetscape design, placing them away from the street edge when possible;
- In retail areas, utilize street furniture such as benches and planters to enhance the pedestrian realm and soften the street edge.

STREET LIGHTING

- Provide pedestrian-scale lighting on all key streets and pedestrian pathways as well as along the north-south paseos.

SIDEWALKS

- Provide enhanced sidewalk widths on key pedestrian streets;
- In residential areas or along private streets, allow sidewalk areas to have a more vegetated character - along with planting strips, consider using bioswales for stormwater filtration;
- Consider using permeable pavers or paving on sidewalks.



Provide wider sidewalks with a rich tree canopy on key pedestrian streets.

STREET PARKING

- In retail districts, encourage the use of parallel on-street parking to provide parking for short-term visits (also refer to section 3.3 Streetscapes: Street Hierarchy and Typologies)
- Consider creative paving options in parking areas; for example, mark parking spots through a change in pavement rather than through striping
- Consider the use of permeable paving for street parking areas



Residential areas should have a green character and include planting strips and vegetated setbacks.

TRAFFIC CALMING

- Particularly in residential areas, encourage the implementation of traffic calming measures such as speed humps, traffic circles, and chicanes



Permeable paving for street parking strips reduces rain water run-off.

STREET TREES

- Use a diverse palette of climate-appropriate, and when possible, native, trees throughout the Diridon Station Area area
- Create a street tree plan that ensures an unified street tree design throughout the station area's three districts
- Allow for a more varied palette of trees within residential areas



Fences can include decorative elements or public art.

RAIL ROAD TRACKS AT GRADE

- Provide attractive and protective fencing along rail road tracks
- Do not allow chain link fencing
- Provide plantings along public side of railroad tracks