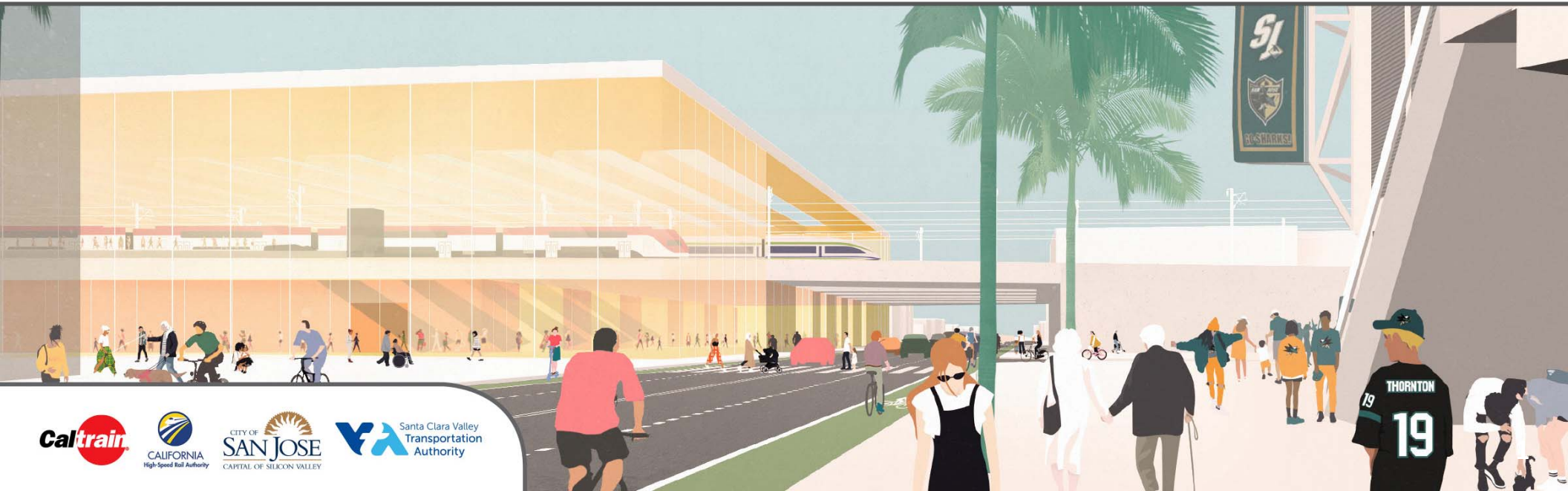




December 5, 2019

INTEGRATED CONCEPT PLAN BOARD MEETING



Community Interest in Diridon Station's Future



Memorandum

TO: HONORABLE MAYOR, CITY COUNCIL AND REDEVELOPMENT AGENCY BOARD
SUBJECT: GOOD NEIGHBOR COMMITTEE RECOMMENDATIONS

FROM: Debra Figone
Harry S. Mavrogenes

DATE: January 10, 2011

COUNCIL DISTRICT: 3/6
SNI AREAS: Burbank/Del Monte, Delmas Park, Greater Gardner, Market Almaden

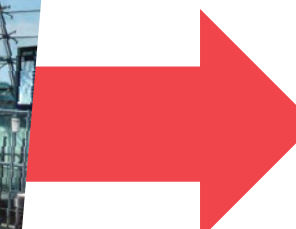
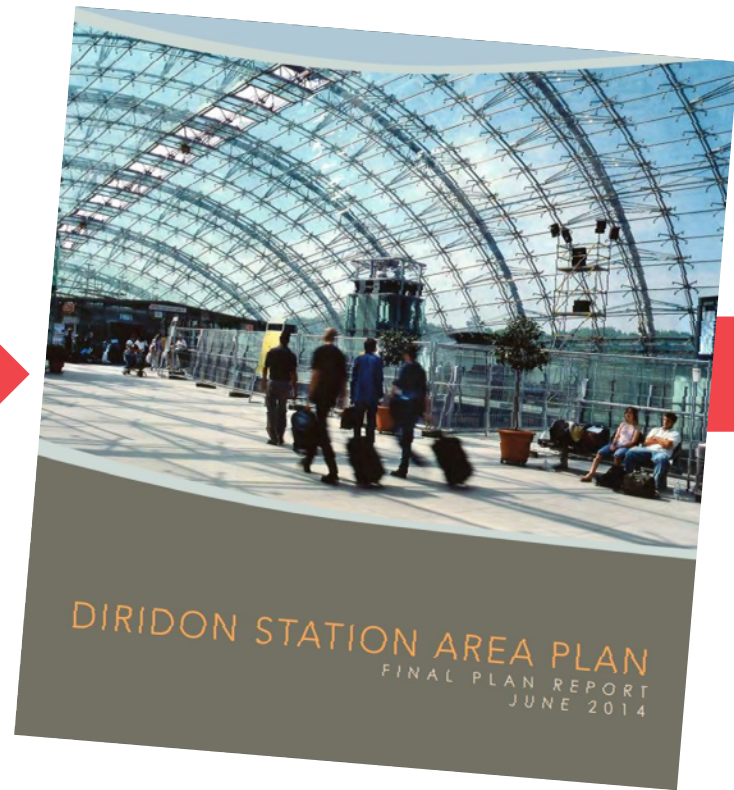
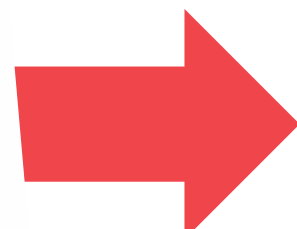
RECOMMENDATIONS

It is recommended that the City Council and Redevelopment Agency Board adopt resolutions:

- (a) Accepting the Good Neighbor Committee's recommendations as outlined in the attached *Diridon Station Area Framework for Implementation*;
- (b) Directing the City Manager and the Redevelopment Agency Executive Director to consider including the *Diridon Station Area Framework for Implementation* priorities in potential agreements, contracts and projects where appropriate as they become realized; and,
- (c) Directing the City Manager and Redevelopment Agency Executive Director to reengage the Good Neighbor Committee to meet periodically, or as needed, to be updated on progress and to provide input as projects develop.

OUTCOME

Approval of these recommendations will provide clear, broadly supported guidance for implementation of future development in the Diridon Station Area and ensure a well informed and collaborative forum for appropriate future community engagement related to project implementation.



2011

2014

2016 Caltrain Customer Survey



”

Need to step up
your game at
Diridon Station.

”

I think we can do better with
connectivity at Diridon to make
transfers easy and help passengers
find their way around.

”

Better signage would
help first time riders.

”

Needs to
coordinate
with VTA.

Major Land Development on the Horizon



The Mercury News Q

Business > Economy

Google, San Jose plan search giant's downtown expansion; up to 20,000 jobs possible

283

June 6, 2017



Google Plans Massive Office Expansion In San Jose

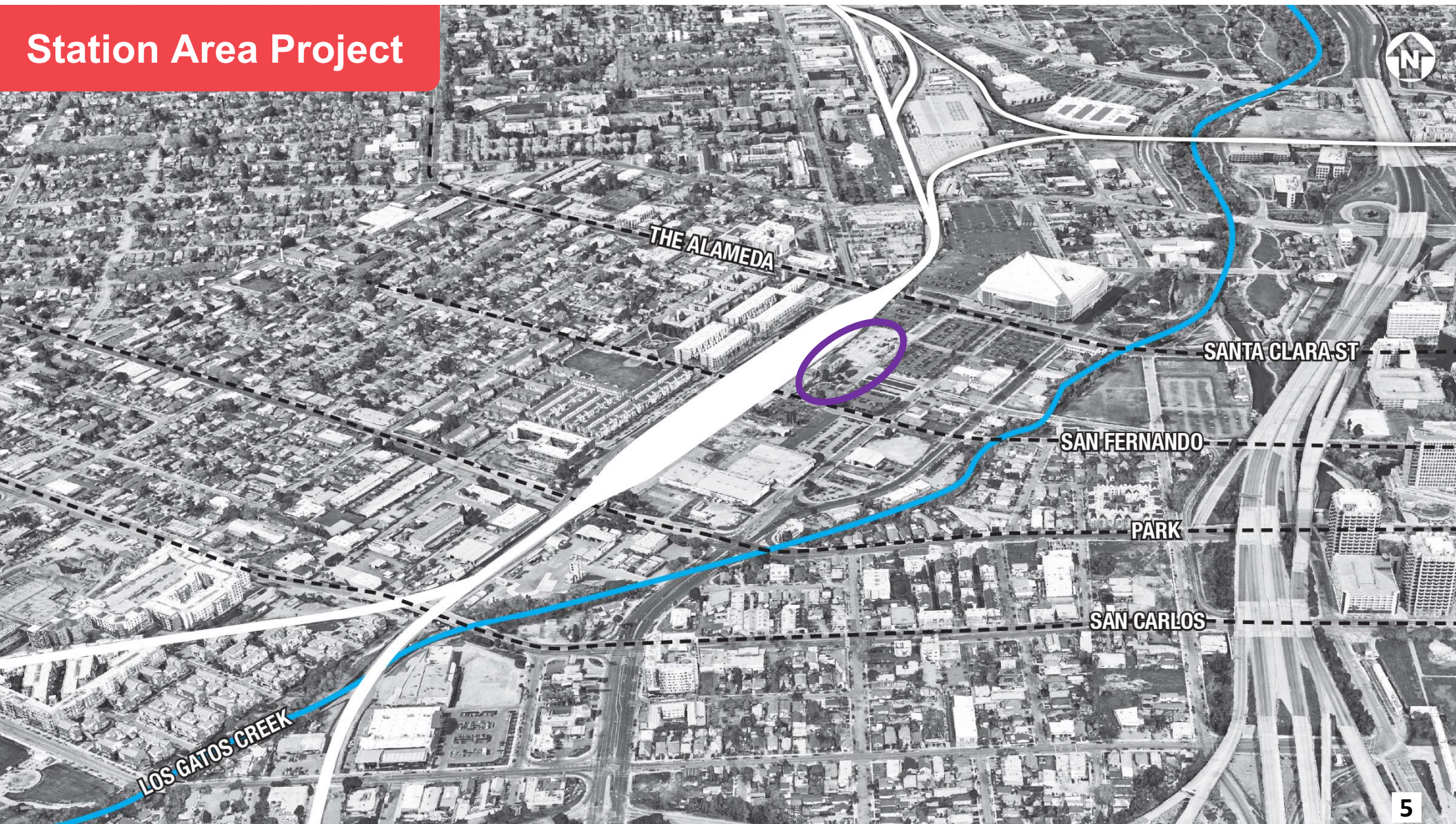
GOOGLE'S AREAS OF INTEREST

The company has been eyeing and buying properties with a plan to create a transit-oriented Google village in downtown San Jose.



Source: Santa Clara County property records, City of San Jose memos BAY AREA NEWS GROUP

Station Area Project



Station Area Project

Caltrain Electrification

THE ALAMEDA

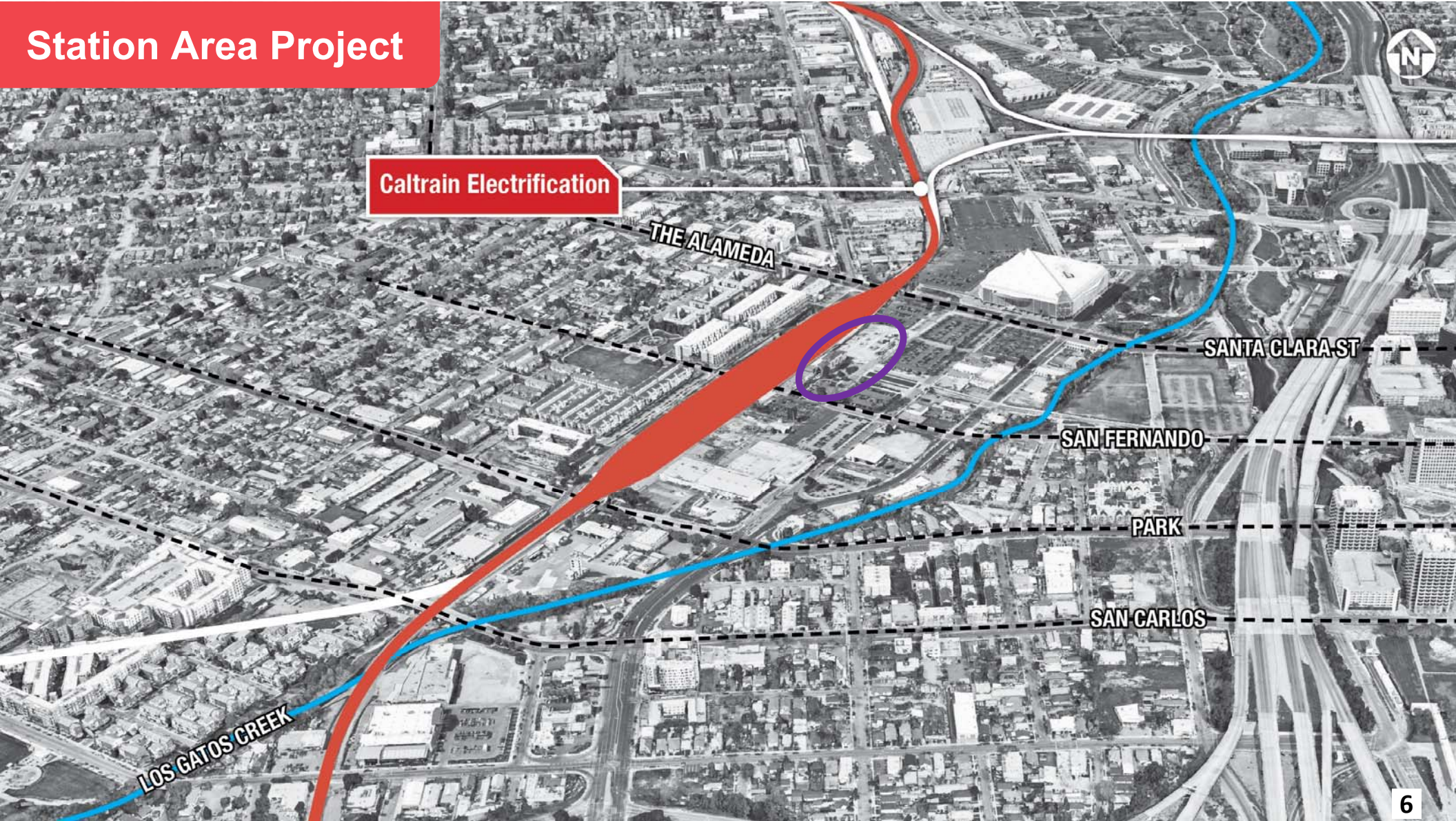
SANTA CLARA ST

SAN FERNANDO

PARK

SAN CARLOS

LOS GATOS CREEK



Station Area Project

Caltrain Electrification

VTA's BART Silicon Valley Phase II

THE ALAMEDA

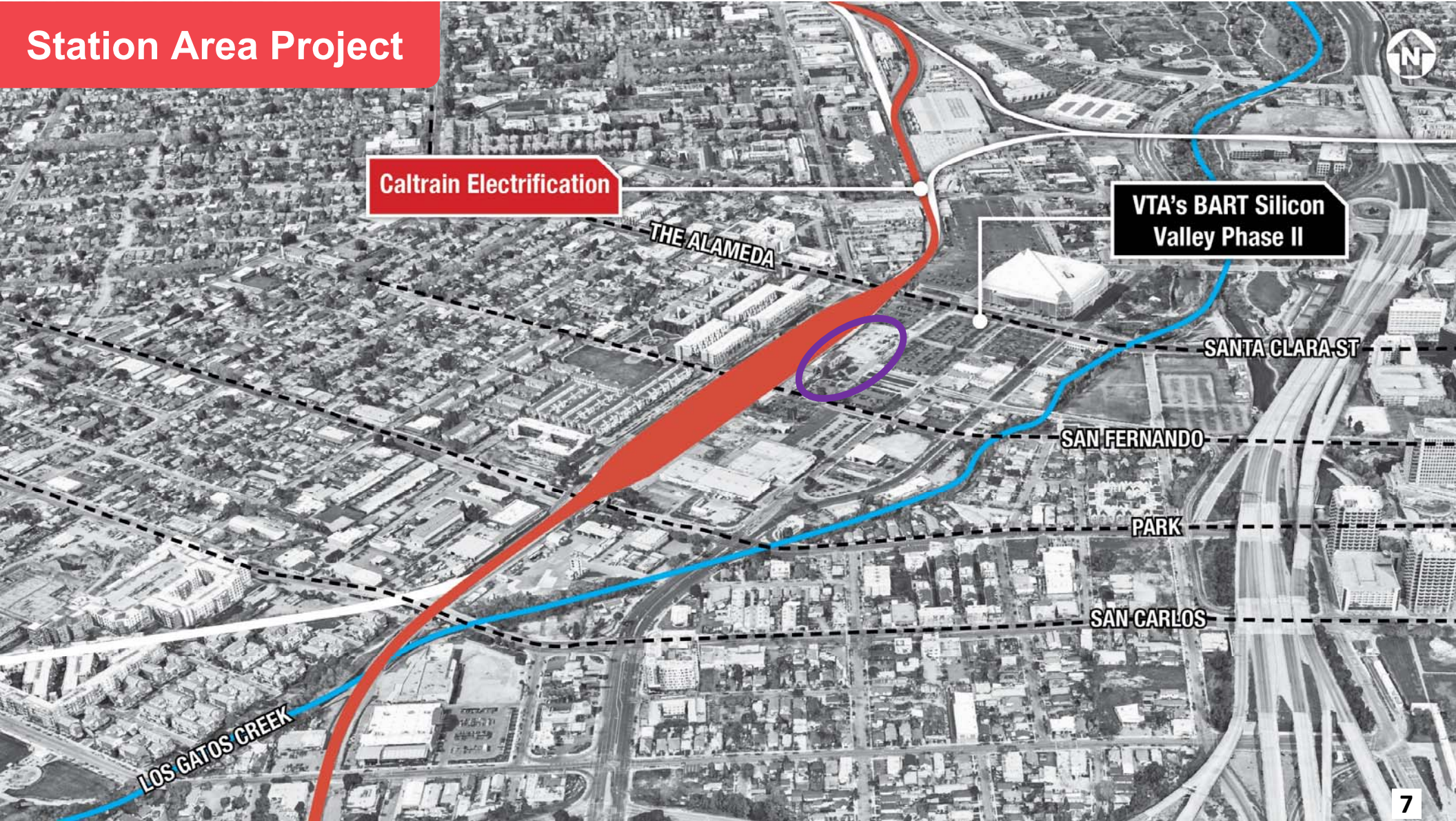
SANTA CLARA ST

SAN FERNANDO

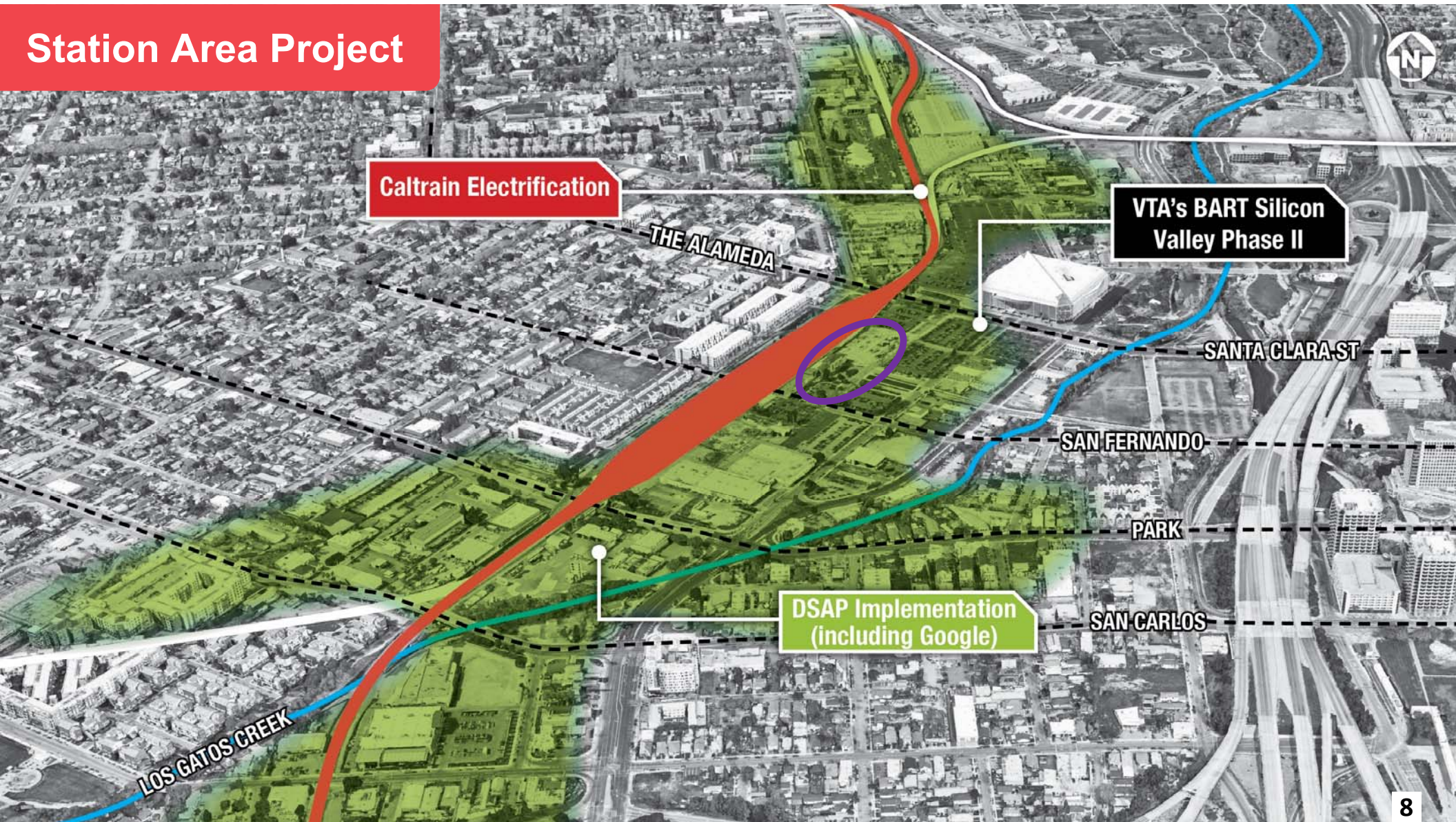
PARK

SAN CARLOS

LOS GATOS CREEK



Station Area Project

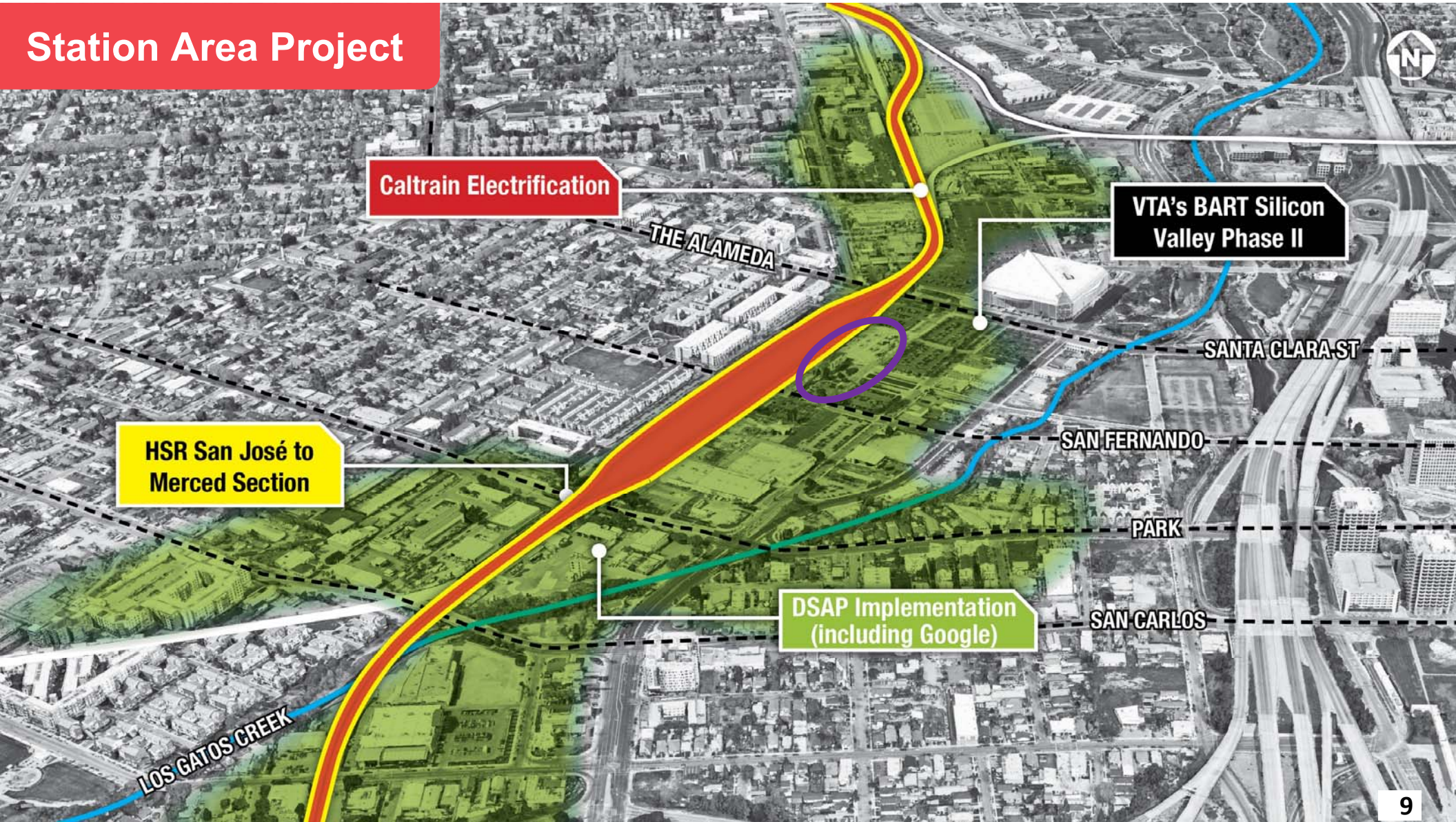


Caltrain Electrification

VTA's BART Silicon Valley Phase II

DSAP Implementation (including Google)

Station Area Project



Caltrain Electrification

VTA's BART Silicon Valley Phase II

HSR San José to Merced Section

DSAP Implementation (including Google)

LOS GATOS CREEK

THE ALAMEDA

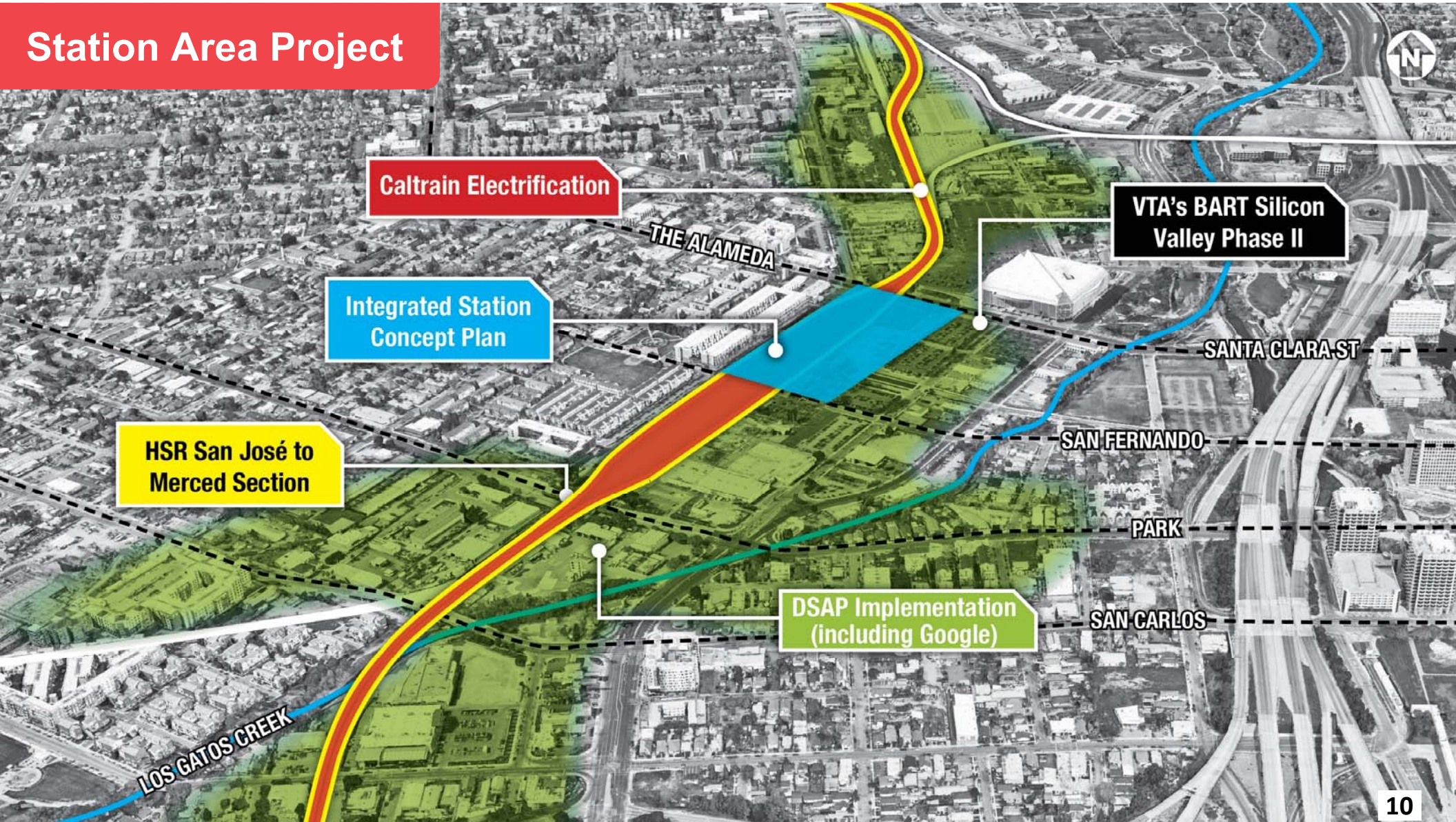
SANTA CLARA ST

SAN FERNANDO

PARK

SAN CARLOS

Station Area Project



Advocates Investigate the Opportunity



Remaking Diridon: Principles to Plan and Grow By

By Laura Tolkoff, San Jose Policy Director, and Teresa Alvarado, San Jose Director
June 22, 2017



View of downtown San Jose from Caltrain leaving Diridon Station. Photo by Sergio Ruiz for SPUR.

Over the next decade, more than \$10 billion of transportation investments will start to remake San Jose's Diridon Station into the first high-speed rail station in the country and the busiest transportation hub west of the Mississippi. This historic opportunity has the potential to reshape not just San Jose but the entire Silicon Valley: San Jose recently announced it will negotiate exclusively with Google for up to 8 million square feet of office space.

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Lessons for Diridon: Denver's Success Story That Almost Didn't Happen

By Laura Tolkoff, Alex Shoor and Kenichiro Suzuki
April 5, 2017



Image courtesy of East West Partners

Since Denver Union Station reopened in 2014, it has become one of the nation's best examples of a modern intermodal train station embedded in a transit-friendly urban neighborhood. What was once a dilapidated station with poor transit service in a largely abandoned neighborhood is now a focal point of downtown in a neighborhood that is thriving. As planning gets underway for remaking San Jose's Diridon Station into a major transportation hub with the country's first high-speed rail station, SPUR is looking at other stations around the world for best practices and cautionary tales. Along with Rotterdam Central and Toronto's Union Station, Denver has some important lessons for Diridon.

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Lessons for Diridon: Rebuilding Rotterdam Central Station

By Laura Tolkoff and Deike Peters*
September 22, 2016



Rotterdam Central is the city's center for mobility and connections. Its many parallels to San Jose's Diridon Station offer important lessons for Diridon's upcoming redevelopment. Photo by James Linders

Over the next decade, San Jose's Diridon Station will be remade into the first high-speed rail station in the country and the busiest transportation hub west of the Mississippi. Throughout the world, hubs that connect local and regional transportation have had transformational impacts on cities and regions. It takes a lot to deliver on that promise, however. Over the next few months, SPUR will be taking a look at other stations and station districts around the world for best practices and cautionary

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July 2017 European Stations Tour

Amsterdam



Four Agencies Enter a Cooperative Agreement



**INTEGRATED
PROJECT**

Key Objectives for the Concept Plan



A Multi-Modal,
Integrated, and
Human-Centered Station



The Station as
Catalyst for the Urban
Environment



The Station
as a Destination



A Compelling Vision
for the Future of the
Diridon Station



A Futureproof,
Flexible, Adaptive, and
Innovative Station



Partnership
Organization

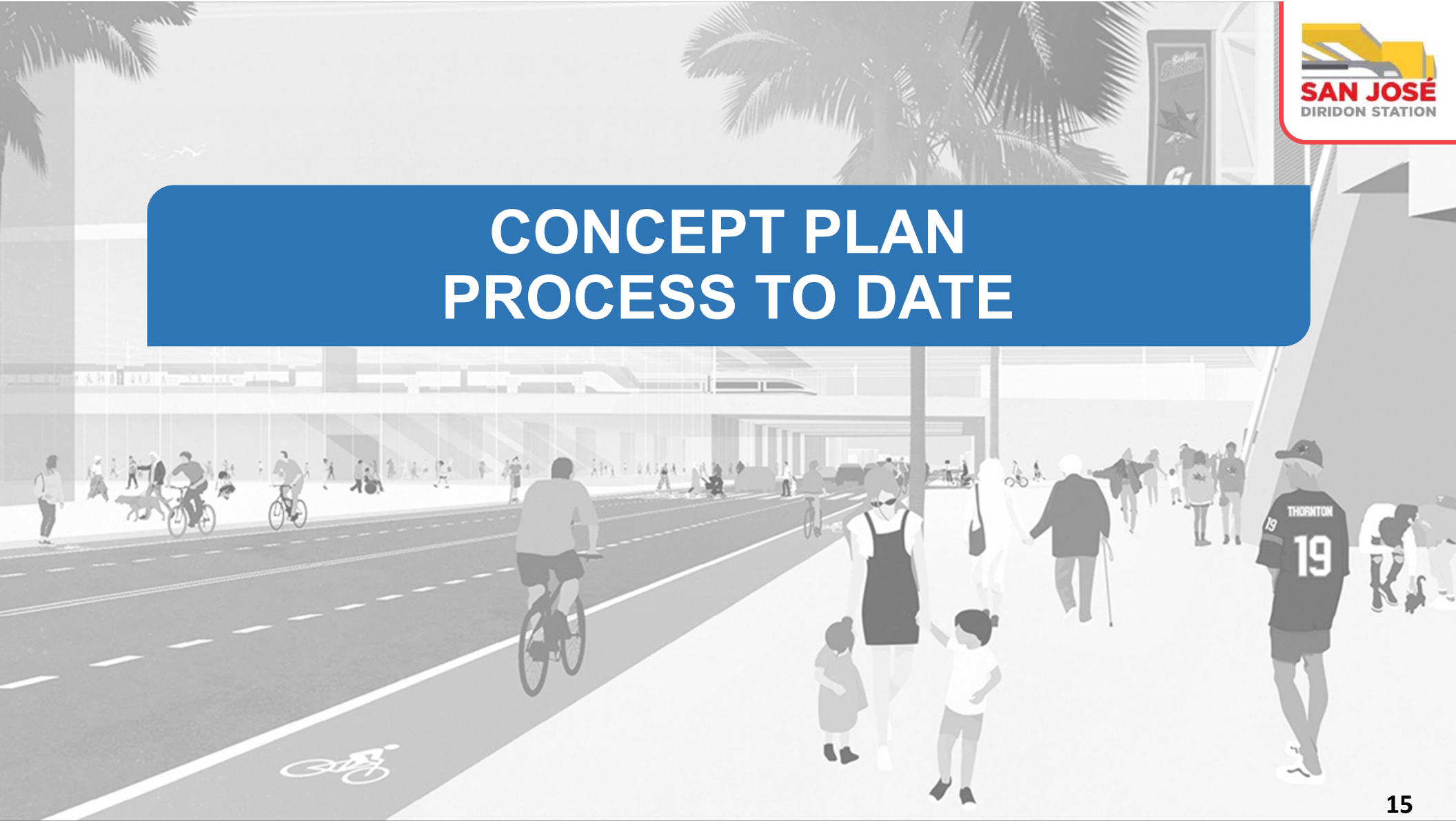


Internal & External
Stakeholder



Funding Objectives and
Risk Management

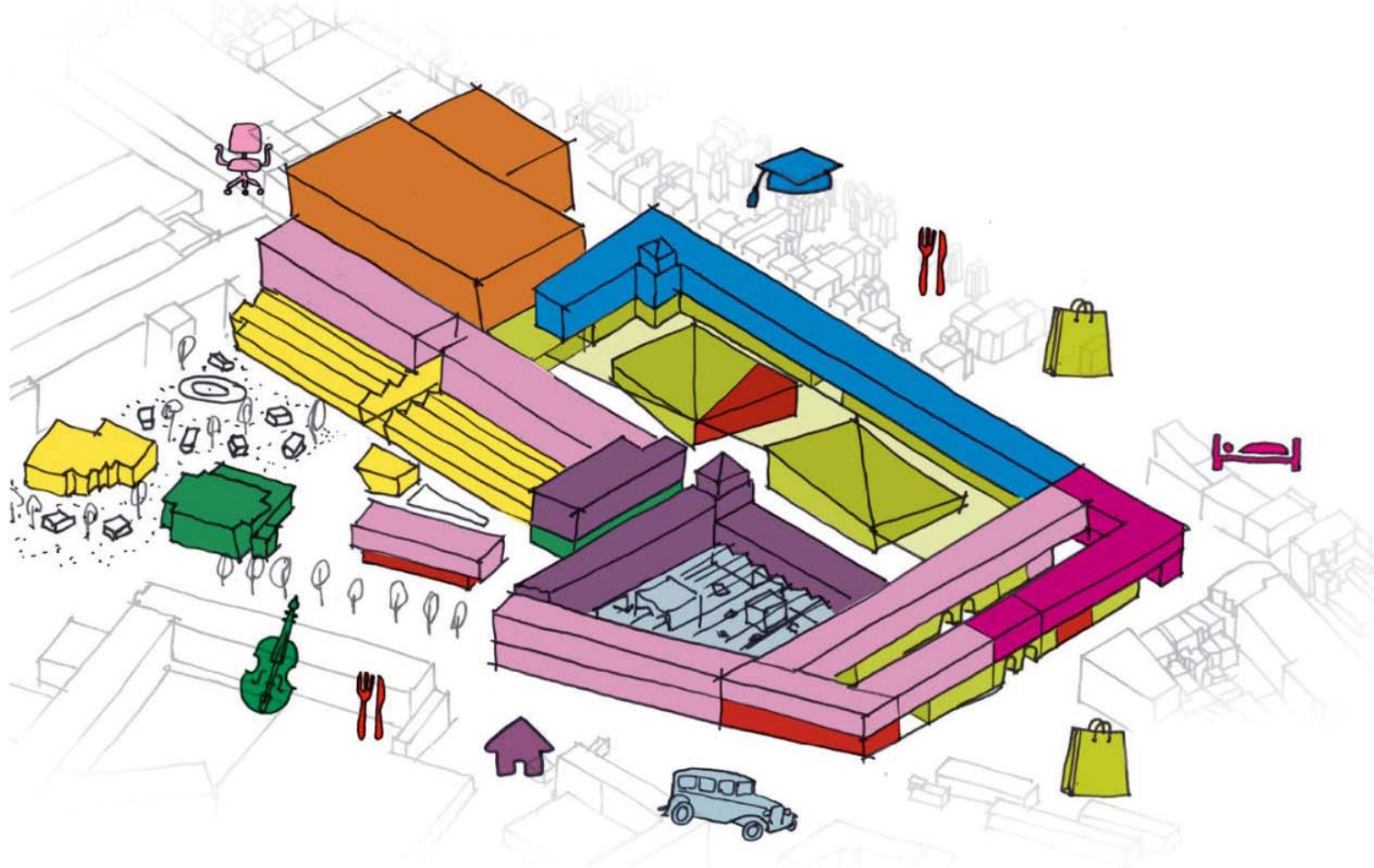
CONCEPT PLAN PROCESS TO DATE



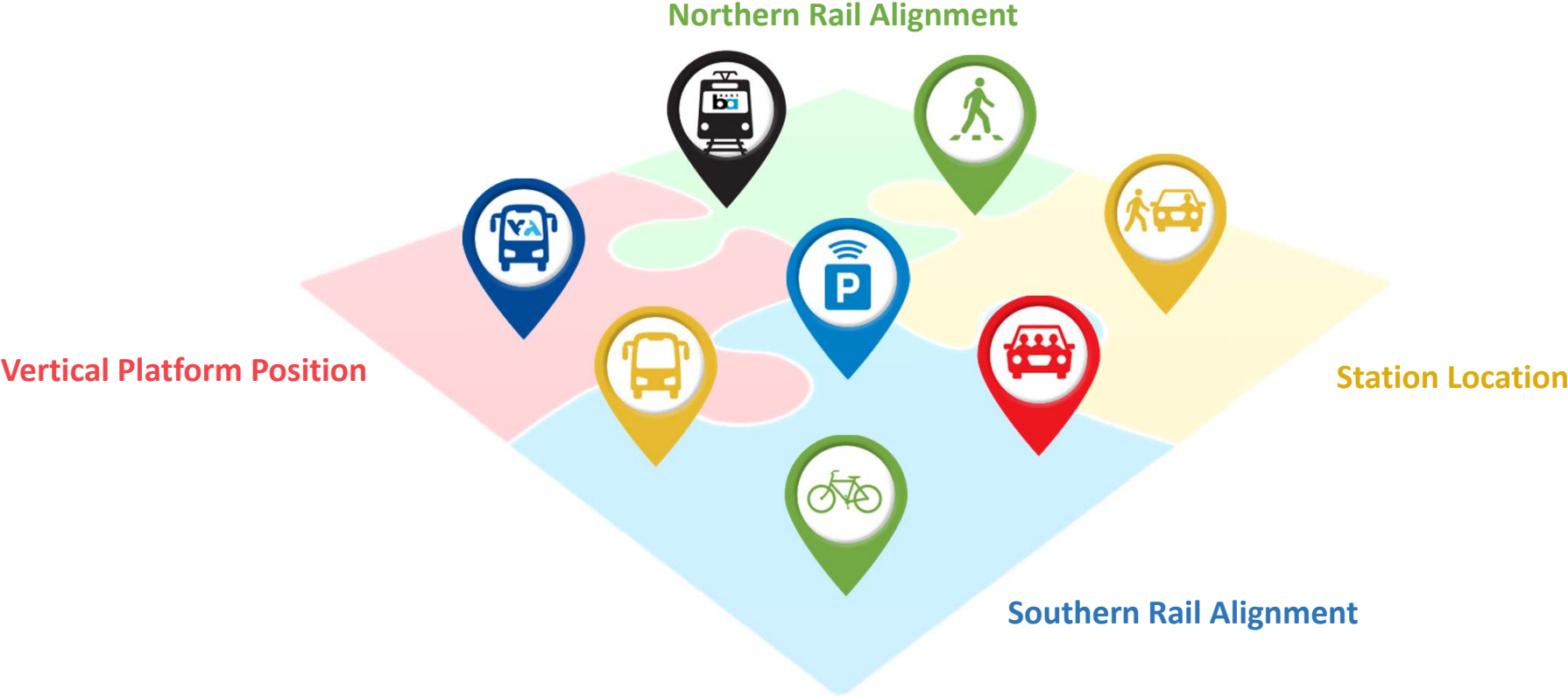
Phase I Process & Outreach Rounds



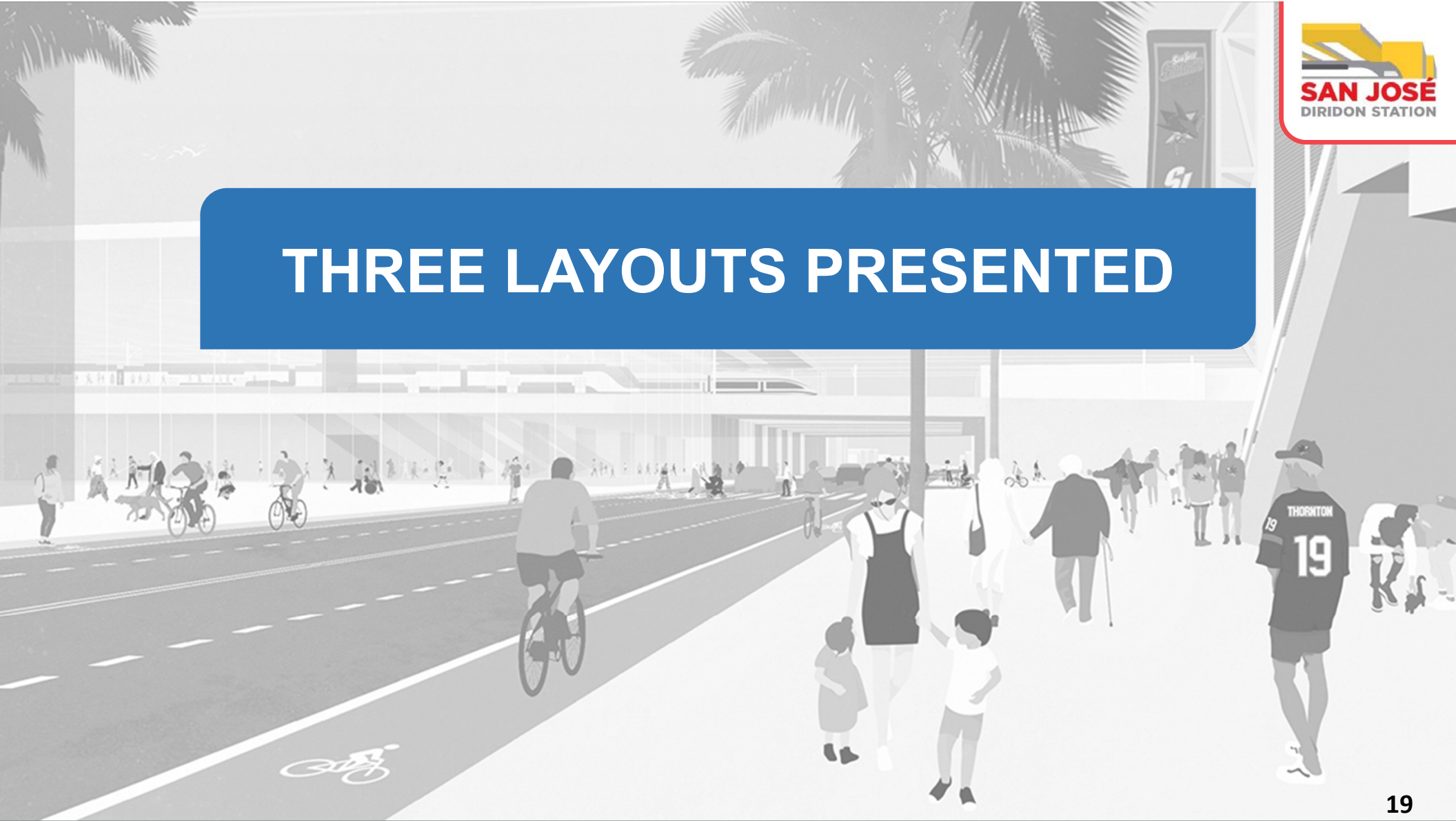
What Is a Concept Plan?



Big Moves & Kit of Parts

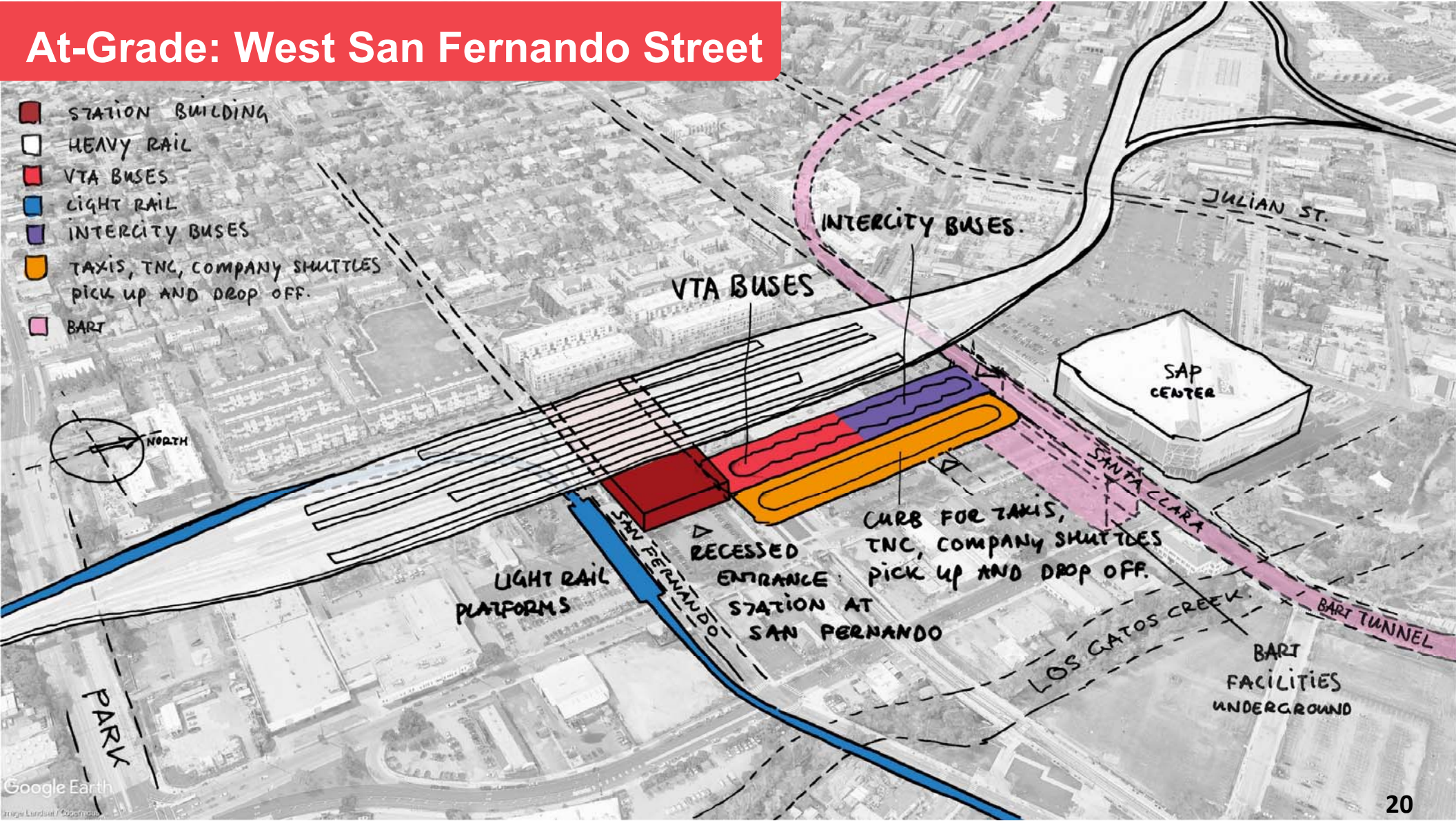


THREE LAYOUTS PRESENTED

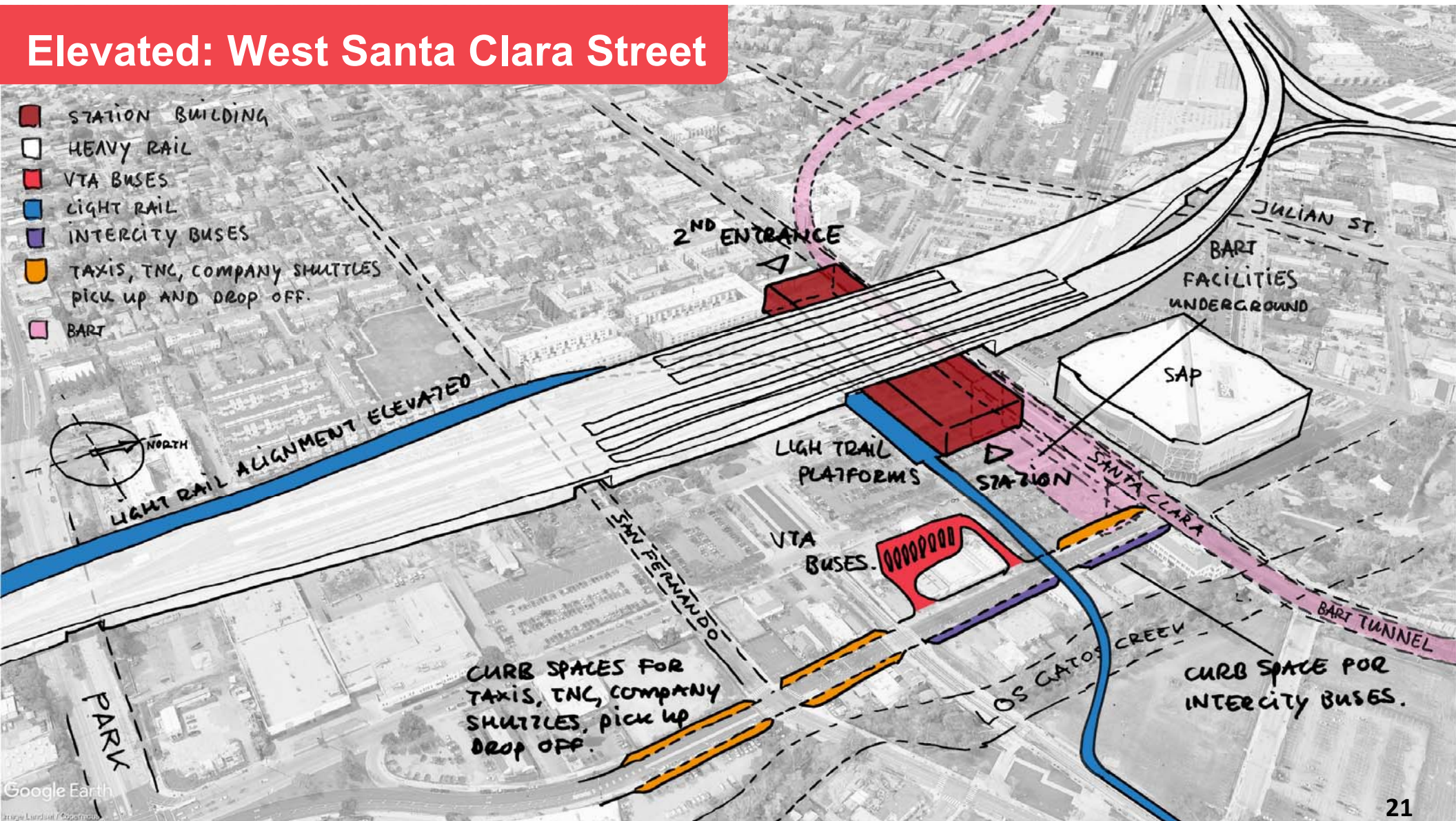


At-Grade: West San Fernando Street

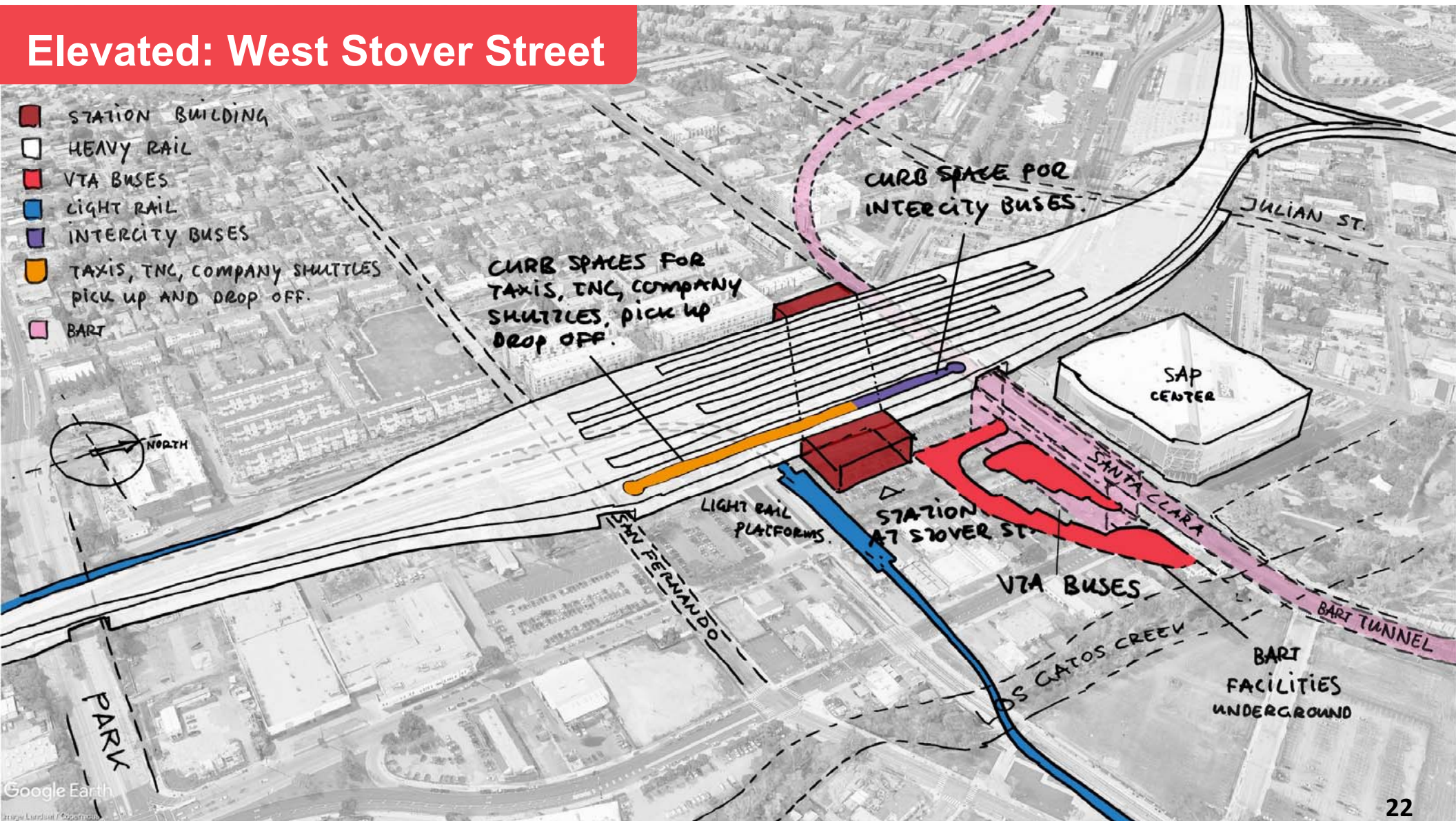
- STATION BUILDING
- HEAVY RAIL
- VTA BUSES
- LIGHT RAIL
- INTERCITY BUSES
- TAXIS, TNC, COMPANY SHUTTLES PICK UP AND DROP OFF.
- BART



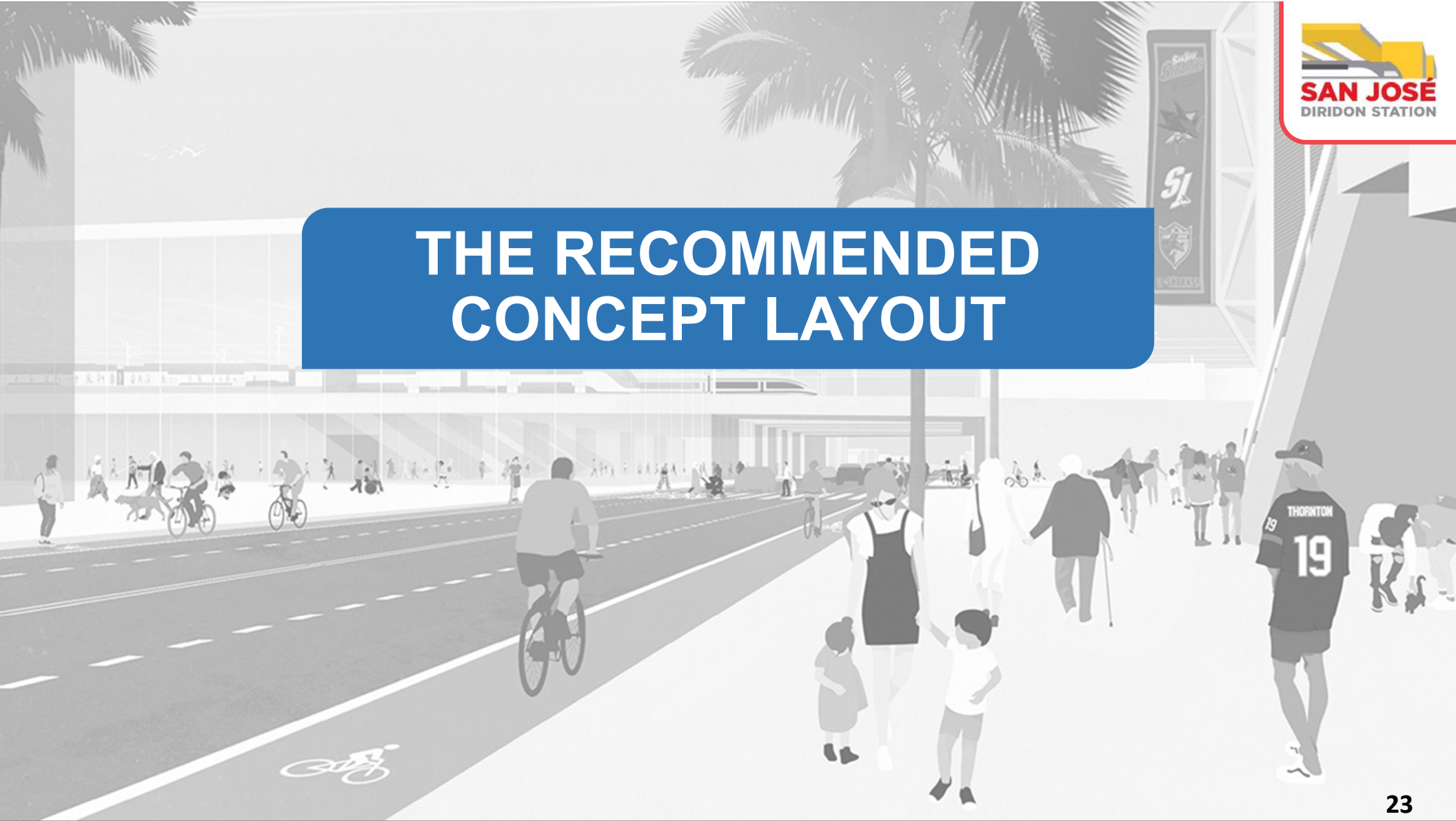
Elevated: West Santa Clara Street



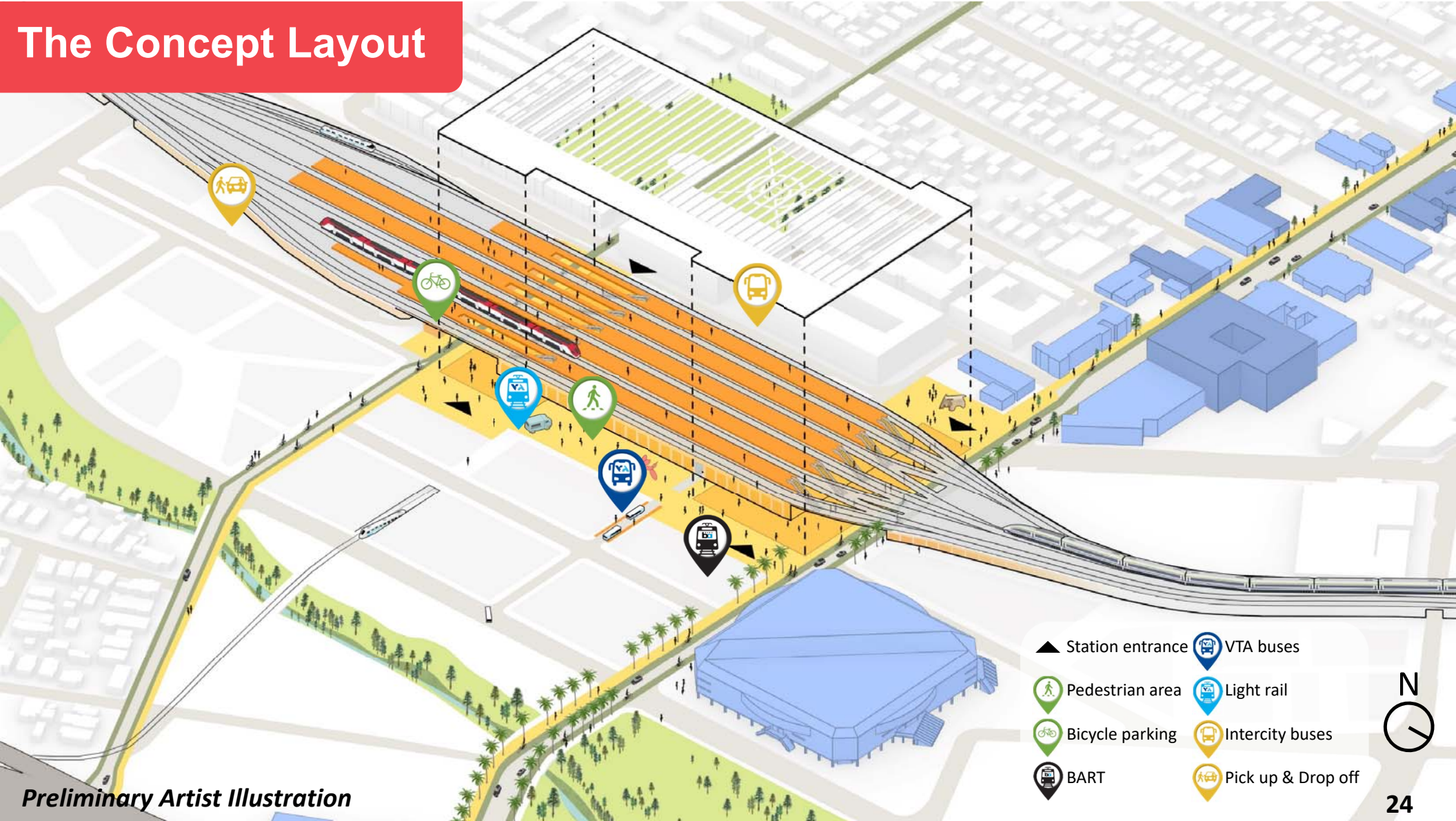
Elevated: West Stover Street



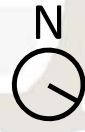
THE RECOMMENDED CONCEPT LAYOUT



The Concept Layout

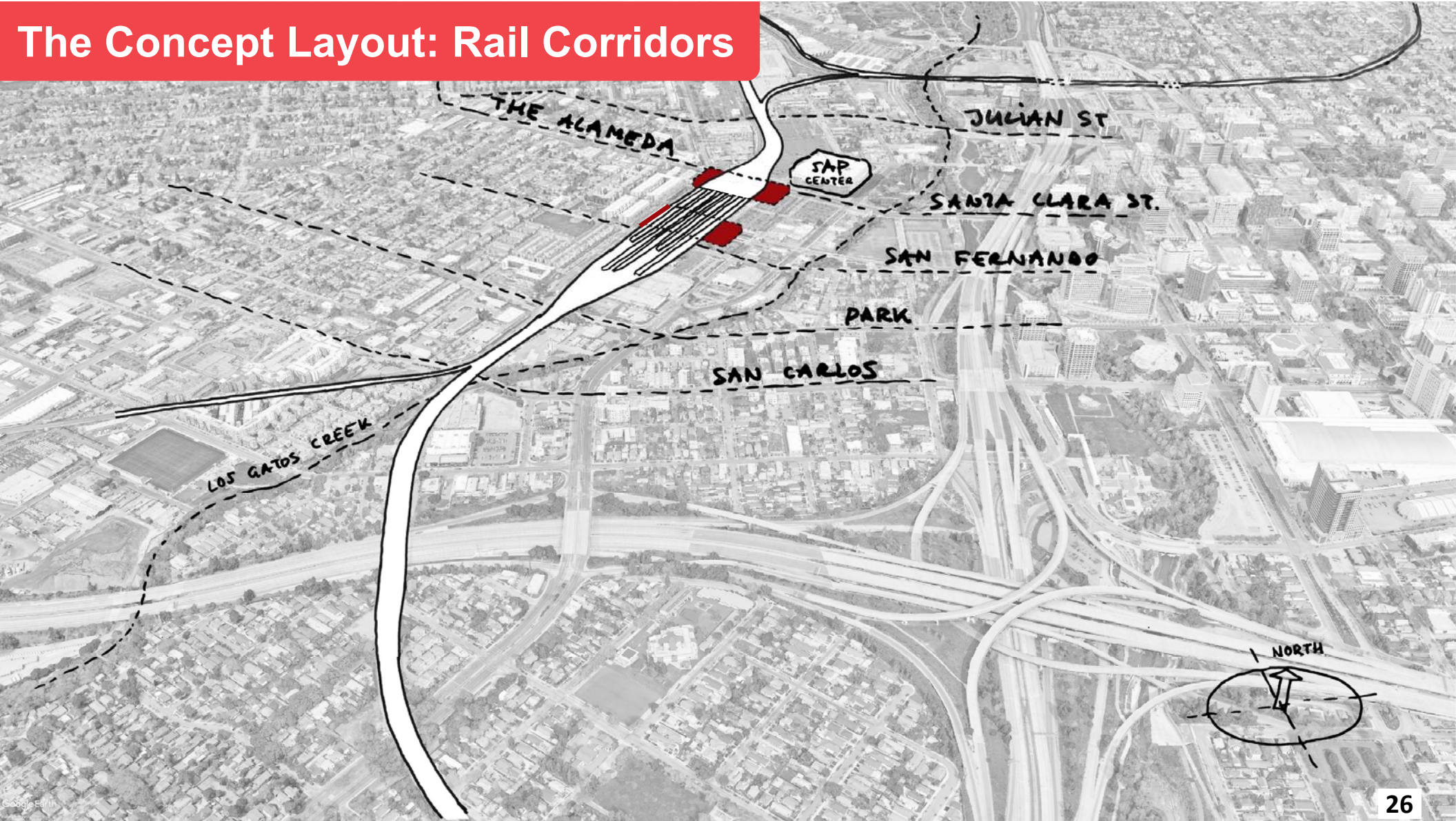


Preliminary Artist Illustration



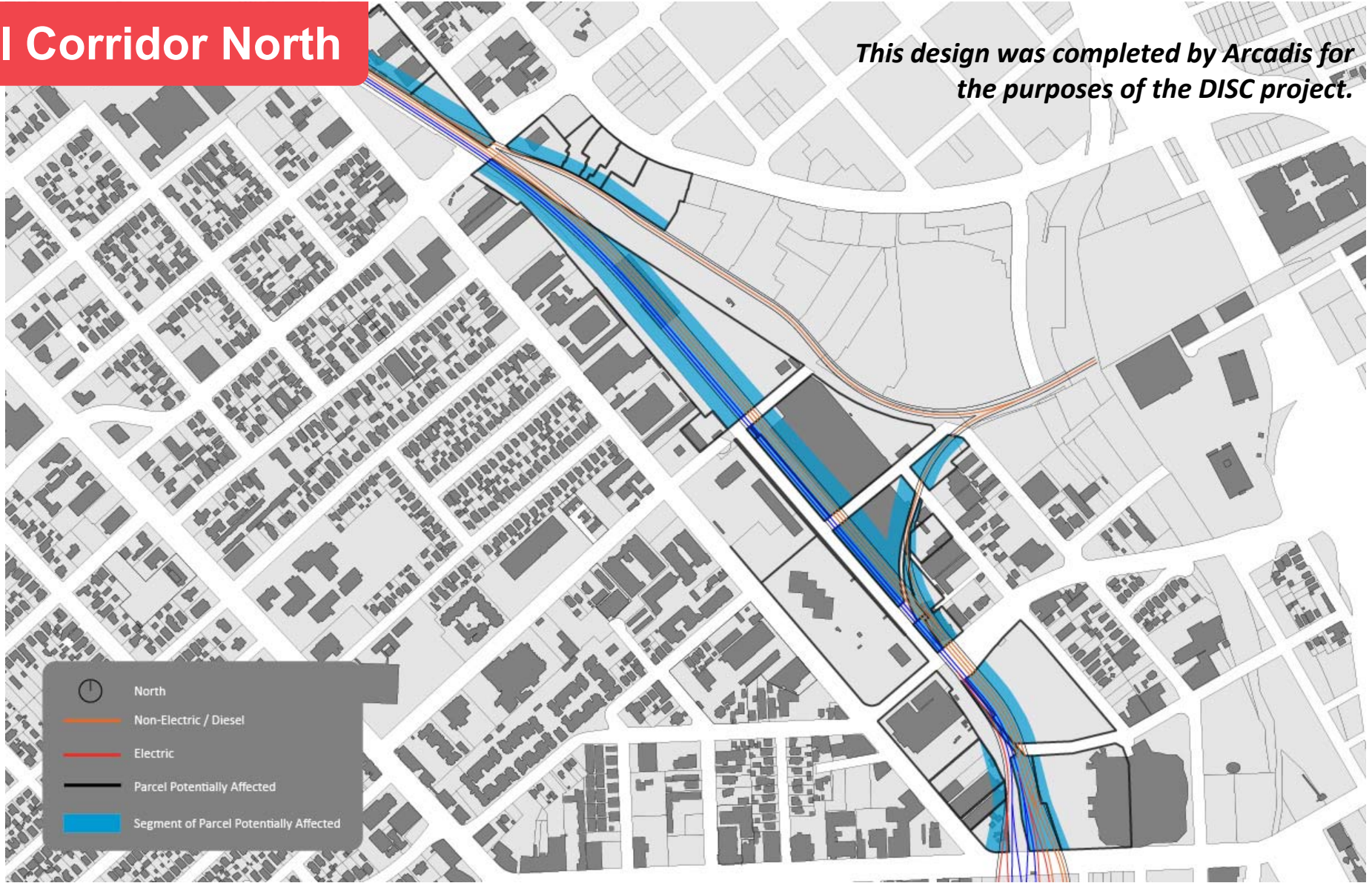
DECISION #1:
Maintain the track approaches generally within
the existing northern and southern rail corridors

The Concept Layout: Rail Corridors



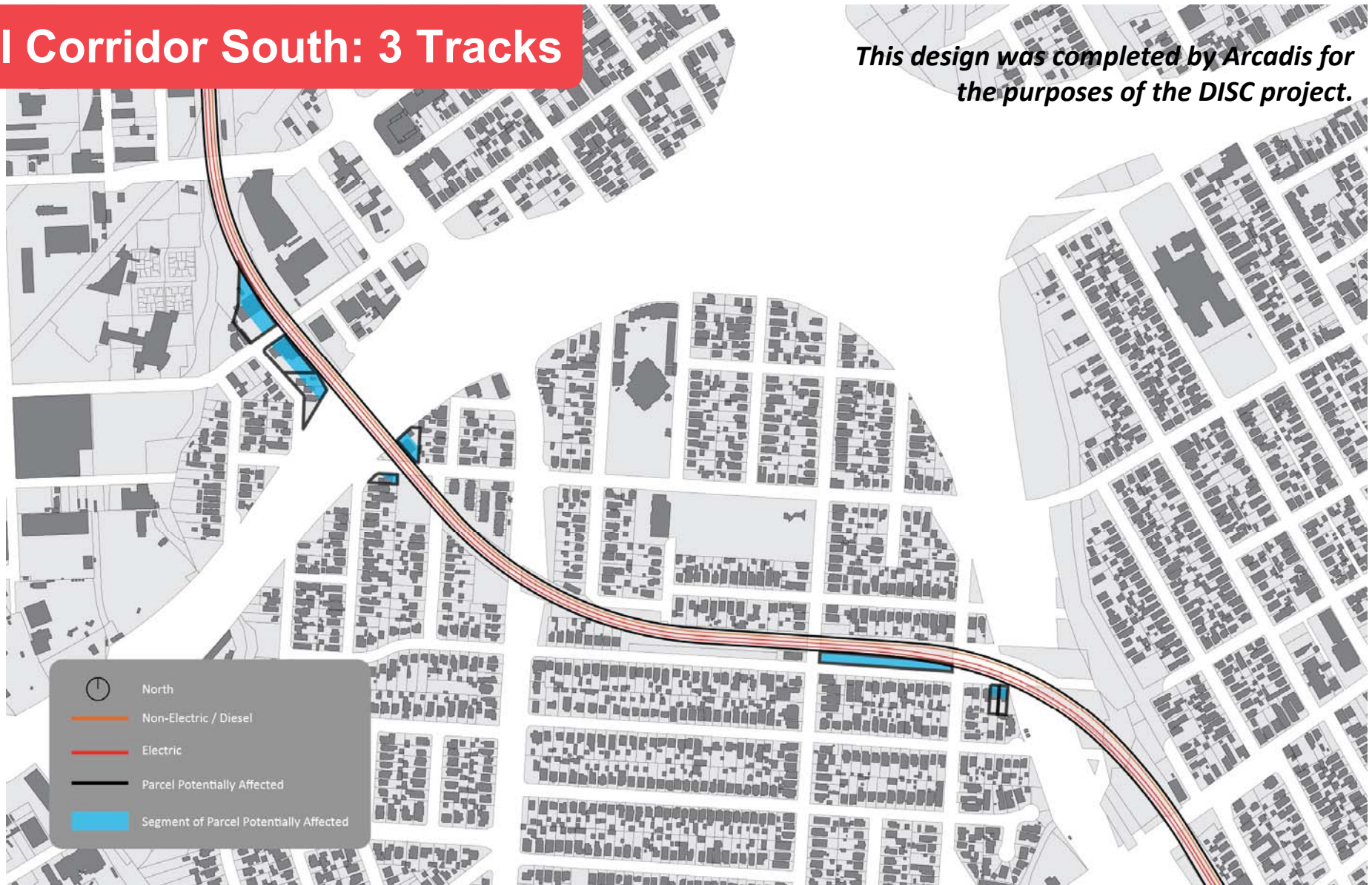
Rail Corridor North

This design was completed by Arcadis for the purposes of the DISC project.



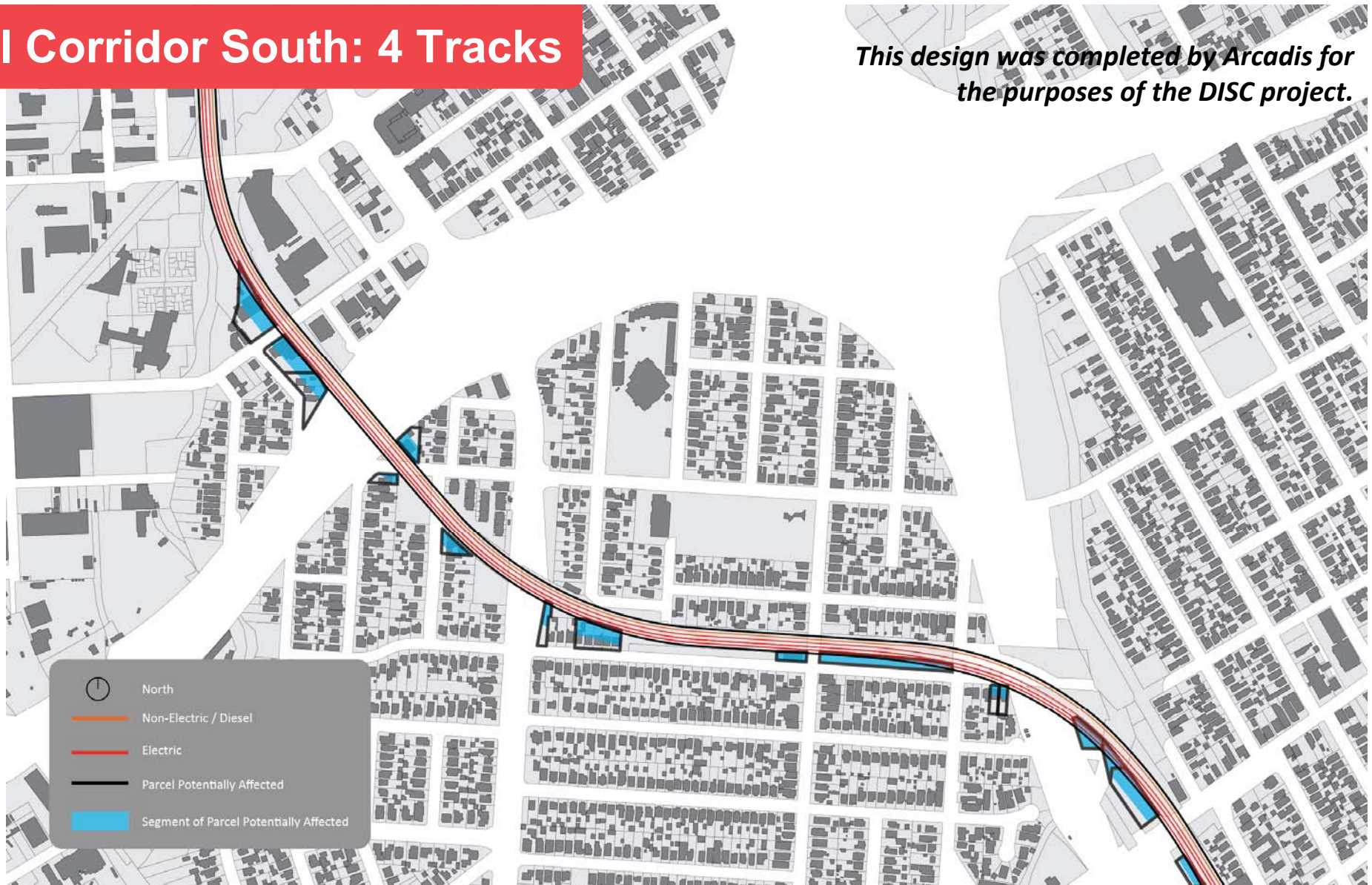
Rail Corridor South: 3 Tracks

This design was completed by Arcadis for the purposes of the DISC project.

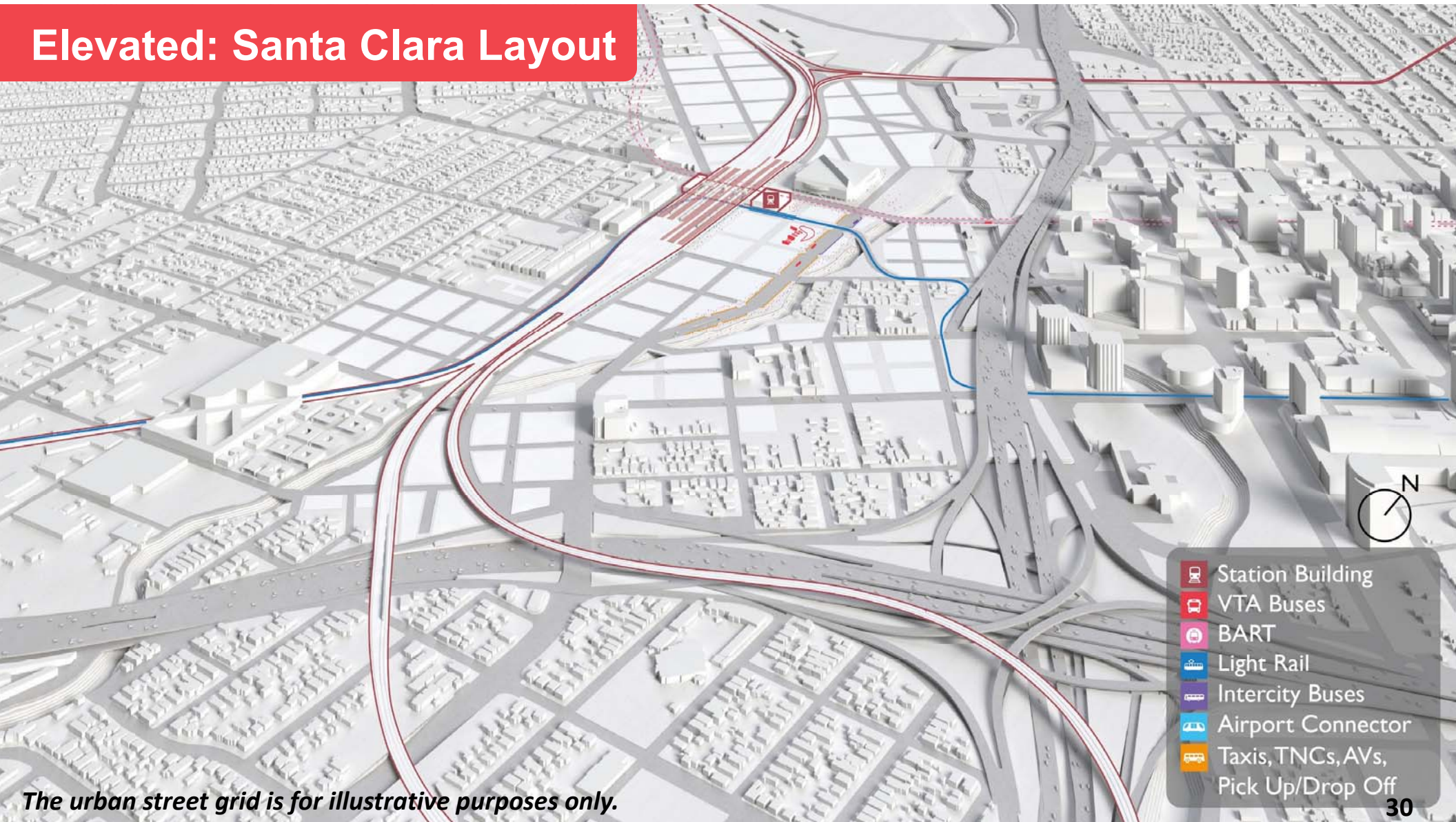


Rail Corridor South: 4 Tracks

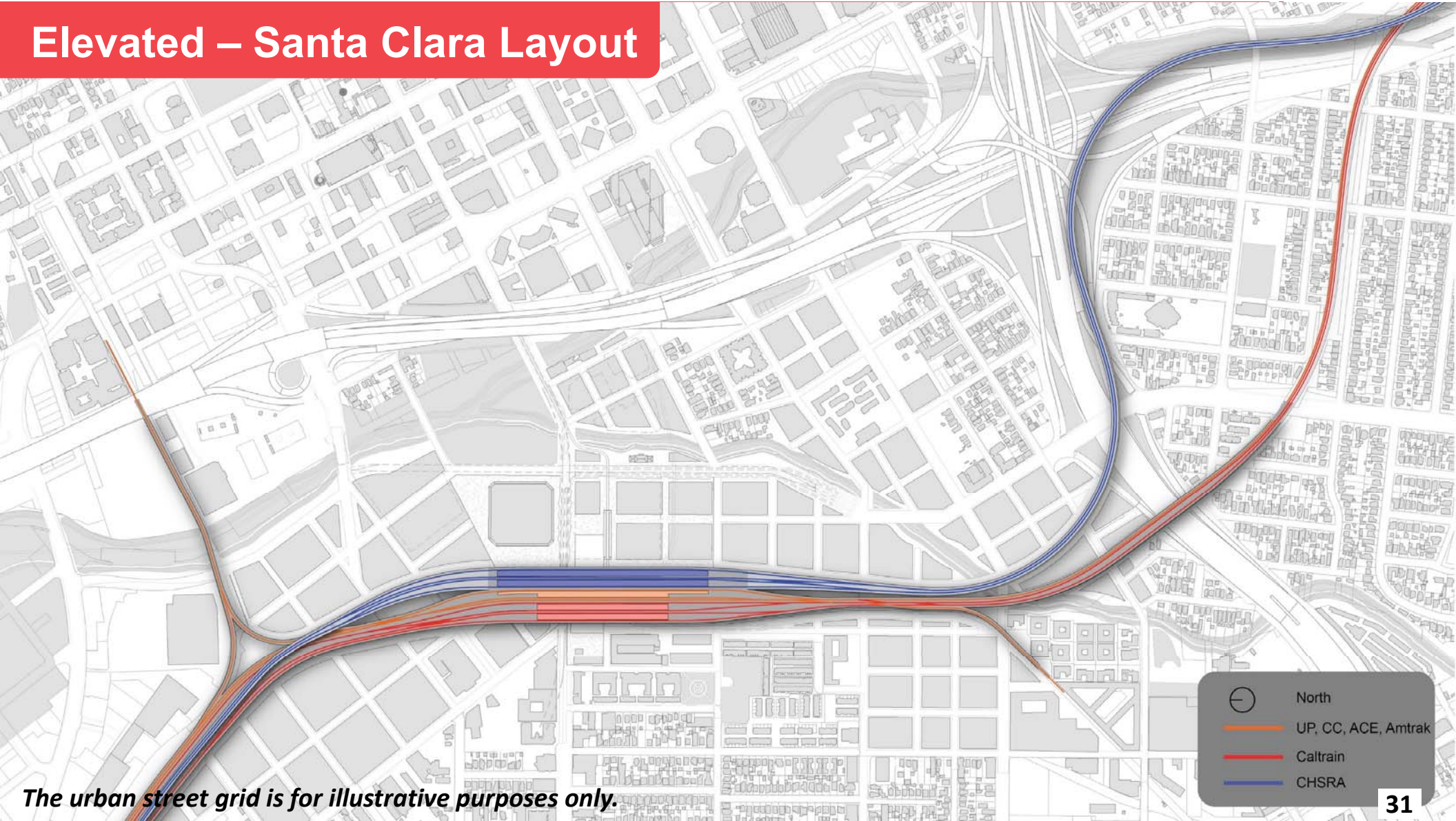
This design was completed by Arcadis for the purposes of the DISC project.



Elevated: Santa Clara Layout



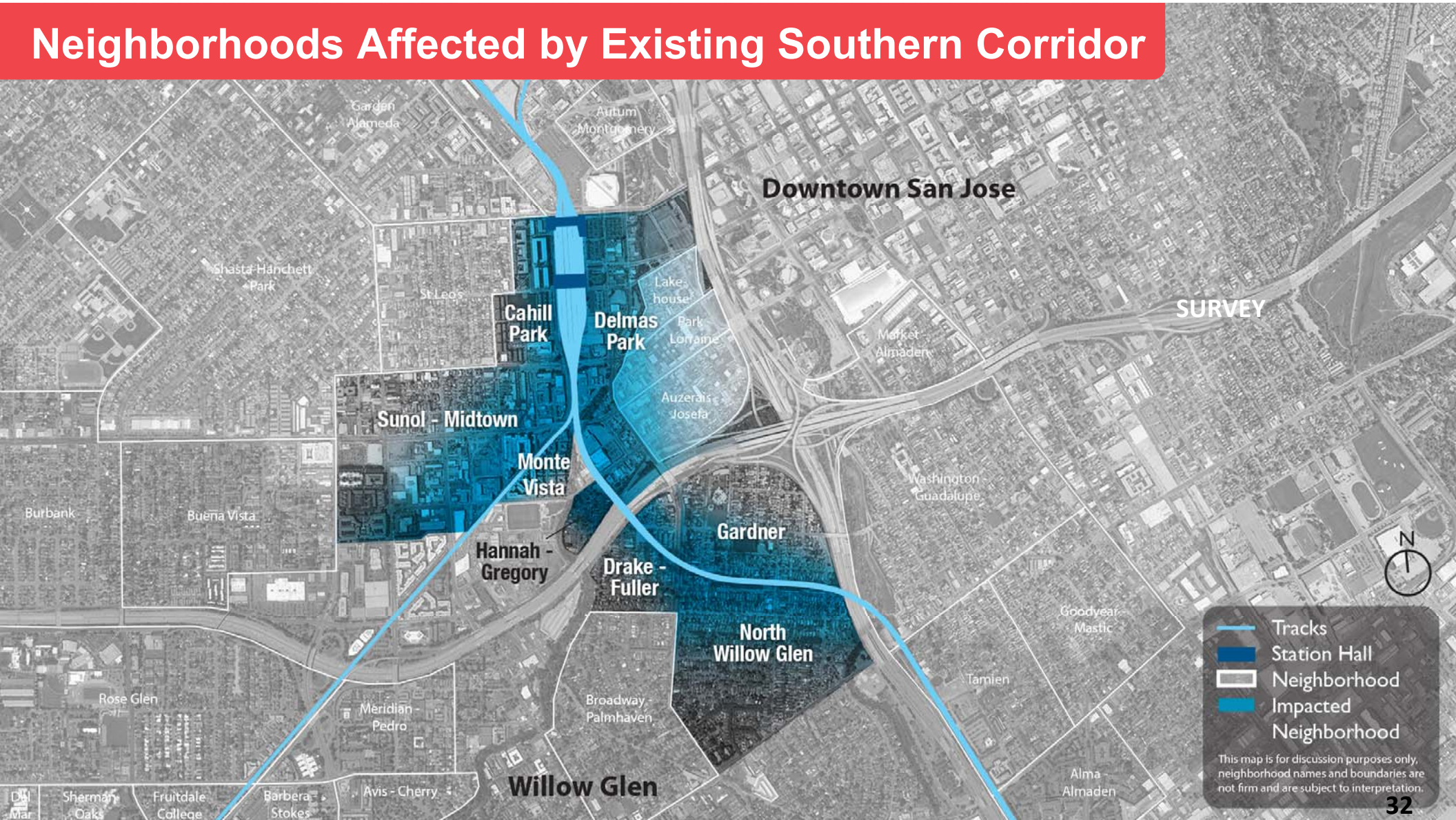
Elevated – Santa Clara Layout



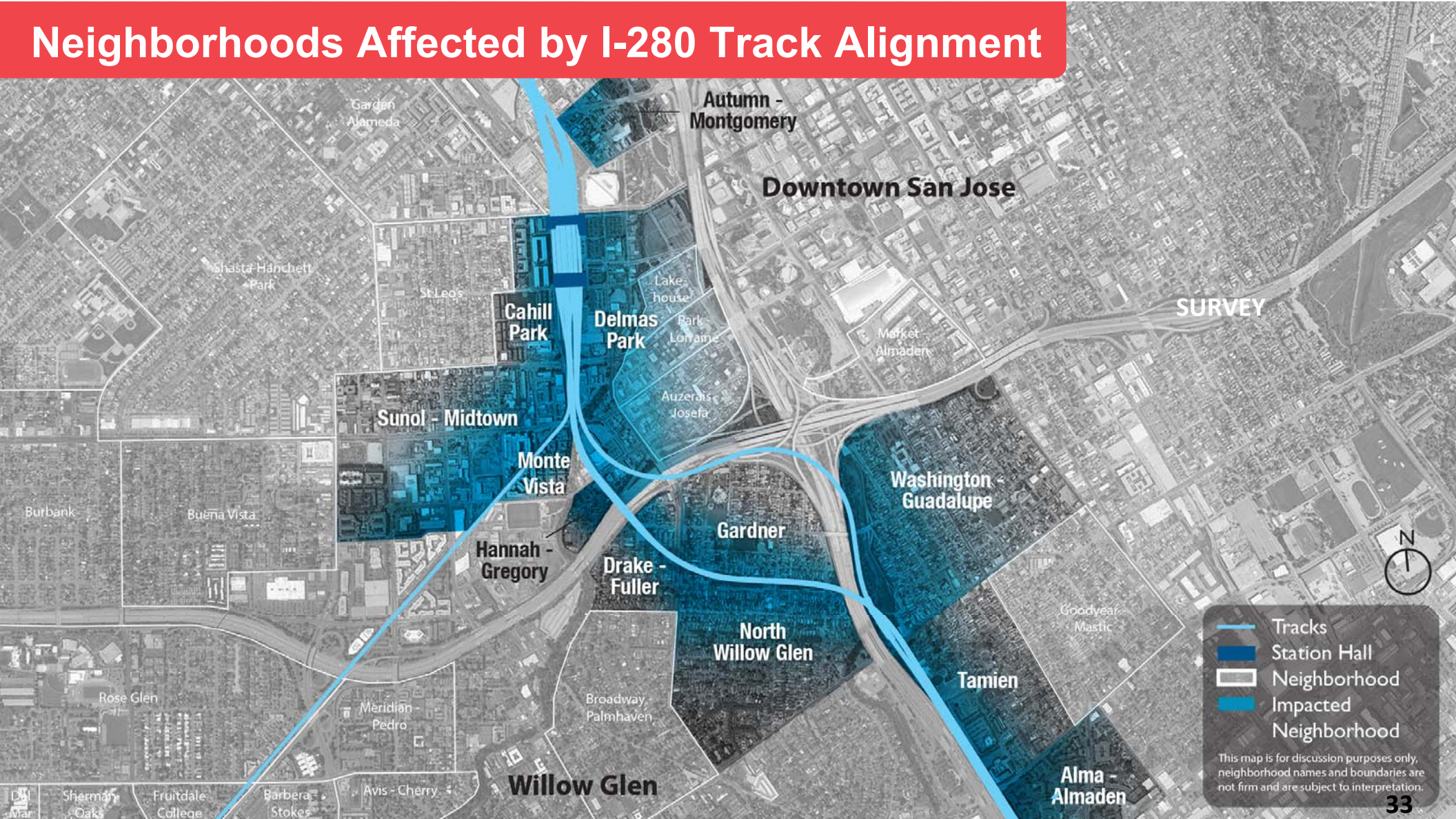
The urban street grid is for illustrative purposes only.

⊖ North
— UP, CC, ACE, Amtrak
— Caltrain
— CHSRA

Neighborhoods Affected by Existing Southern Corridor



Neighborhoods Affected by I-280 Track Alignment



Example of electric rail viaduct:
France



West William Street looking northeast



ESTRELLA
FAMILY
SERVICES

Possible View of I280 Viaduct –
West William Street looking northeast



ESTRELLA
FAMILY
SERVICES

Guadalupe River Trail looking south










Possible View of I280 Viaduct –
Guadalupe River Trail looking south



Summary of Benefits and Trade-Offs

Existing Rail Alignment vs. the Addition of the I-280 Rail Viaduct



	Area of Concern	Existing Rail Alignment in 2040	Existing Rail Alignment <u>Plus</u> I-280 Rail Viaduct Addition in 2040
	Train Volumes	Overall Increase	Overall Increase
	Neighborhoods Affected	Same as Today	Same as Today Plus Additional Neighborhoods
	Infrastructure Footprint	Modest Increase	Significantly More
	Noise and Vibration	Expected to Increase	More Overall Affecting Larger Groups of Population
	Visual	Modest	Significant Change to Visual Landscape
	Environmental	Some	Significantly More (Incl. Guadalupe River)
	Maintenance	Modest	High

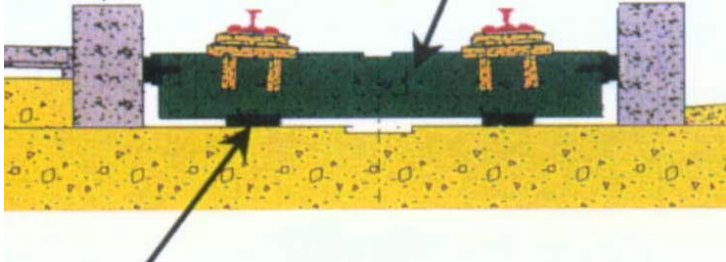
POSSIBLE IMPROVEMENTS TO EXISTING RAIL CORRIDOR



Possible Improvements: Sound & Visibility



Possible Improvements: Sound & Visibility



Rubber Bearing

Fuller Park Today



Fuller Park Idea #1



Preliminary Artist Illustration

DECISION #2: An Elevated Station Concept



Concept Plan Goal: Connecting Communities



Example of elevated tracks:
Rotterdam



Example of elevated station:
Rotterdam



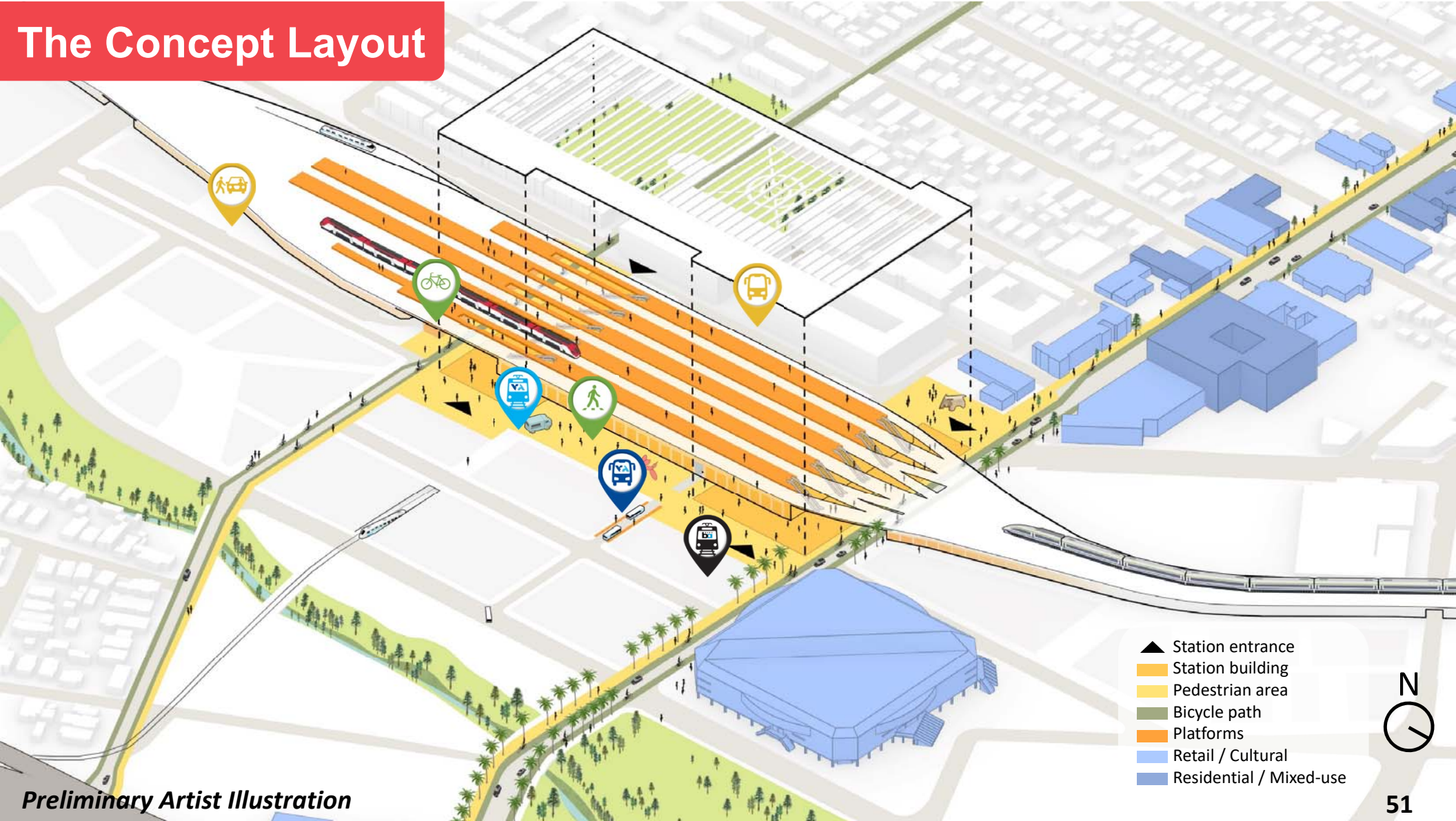


DECISION #3:
**Station Concourse Locations Oriented toward
Santa Clara Street & San Fernando Street**

Activity Center Near Santa Clara Street



The Concept Layout



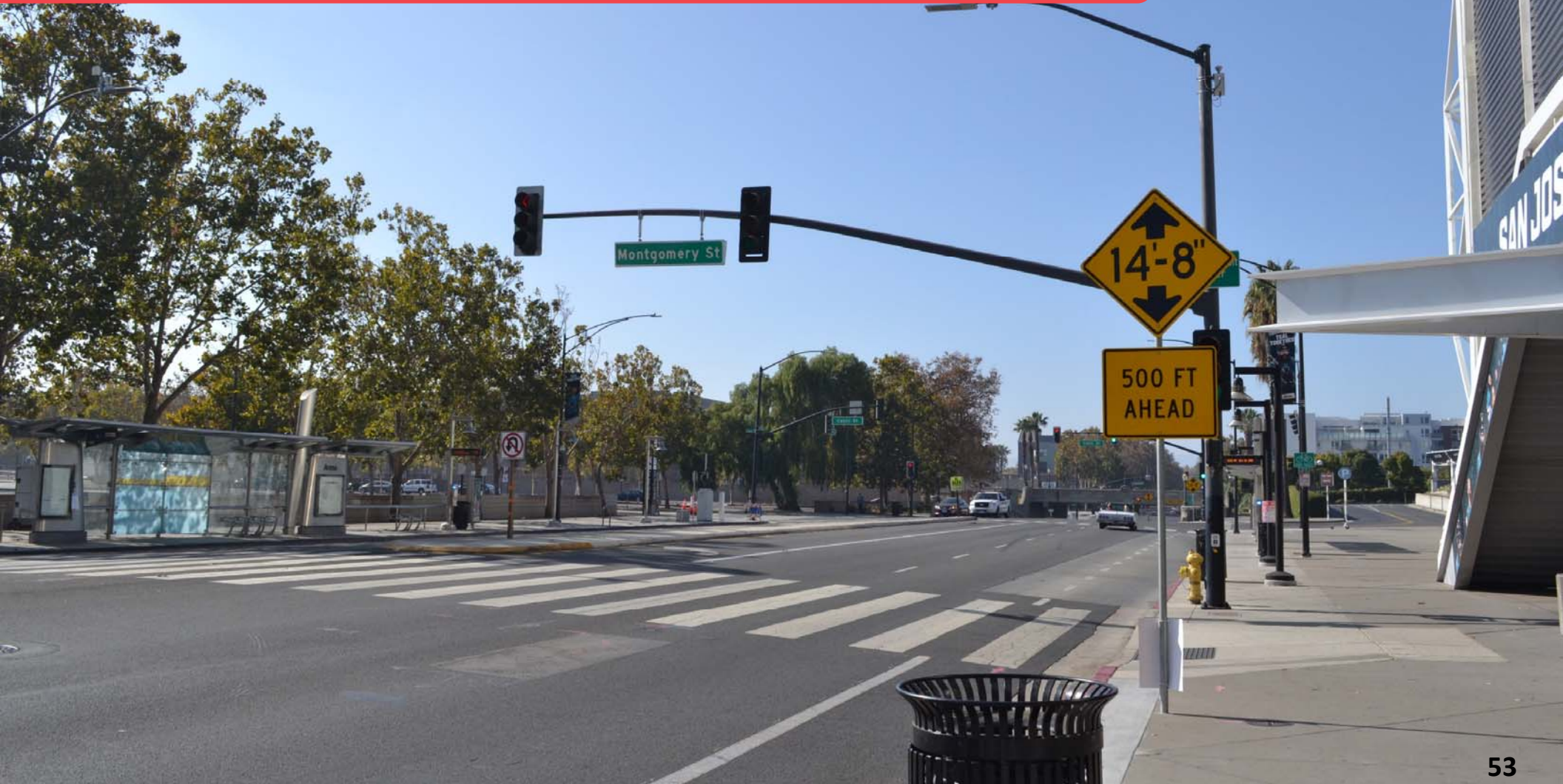
Preliminary Artist Illustration



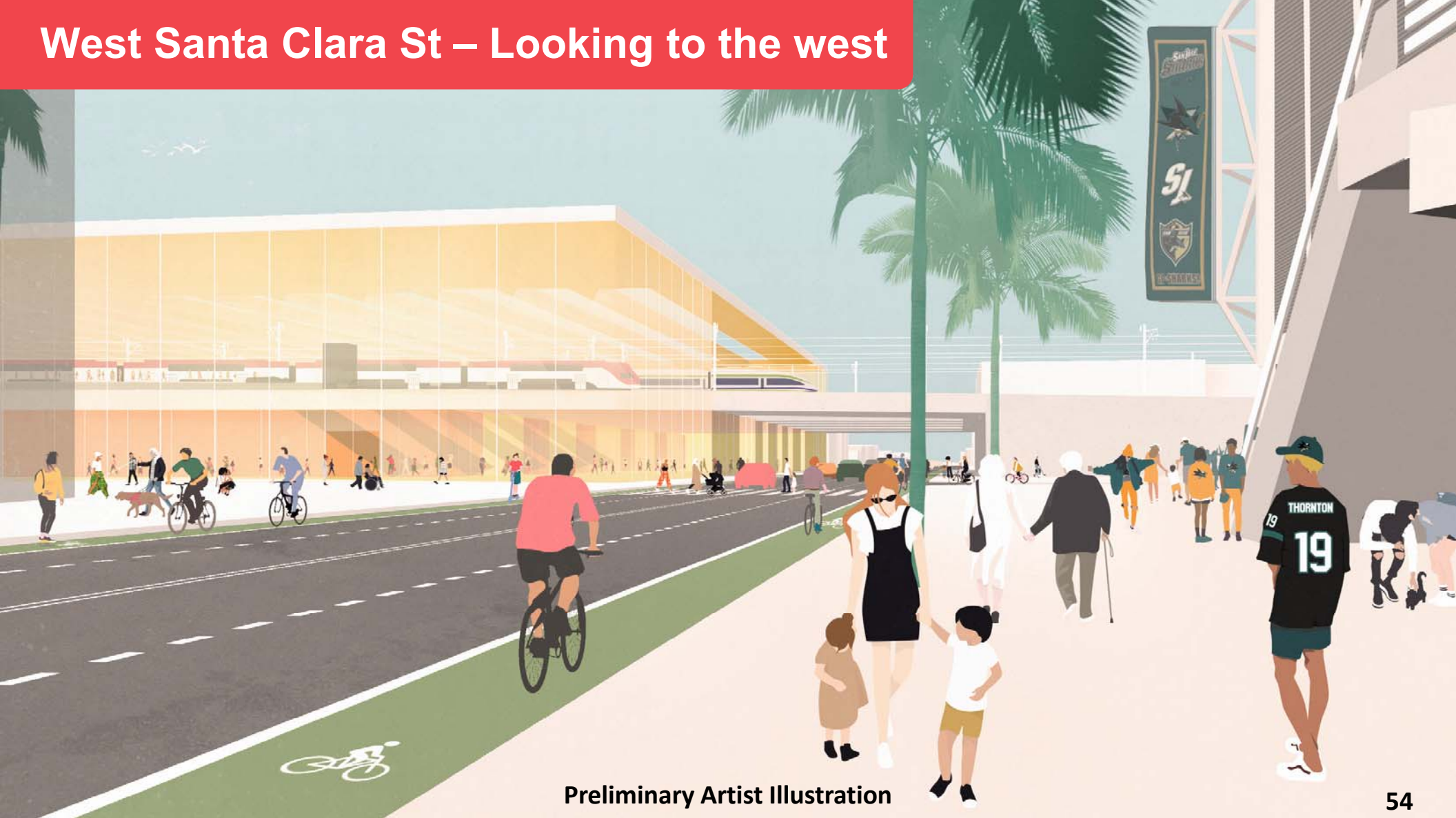
A TRAVELER'S JOURNEY



TODAY: West Santa Clara St – Looking to the west



West Santa Clara St – Looking to the west



Preliminary Artist Illustration

TODAY: West Santa Clara St – Looking to the south



W Santa Clara St – Looking to the south

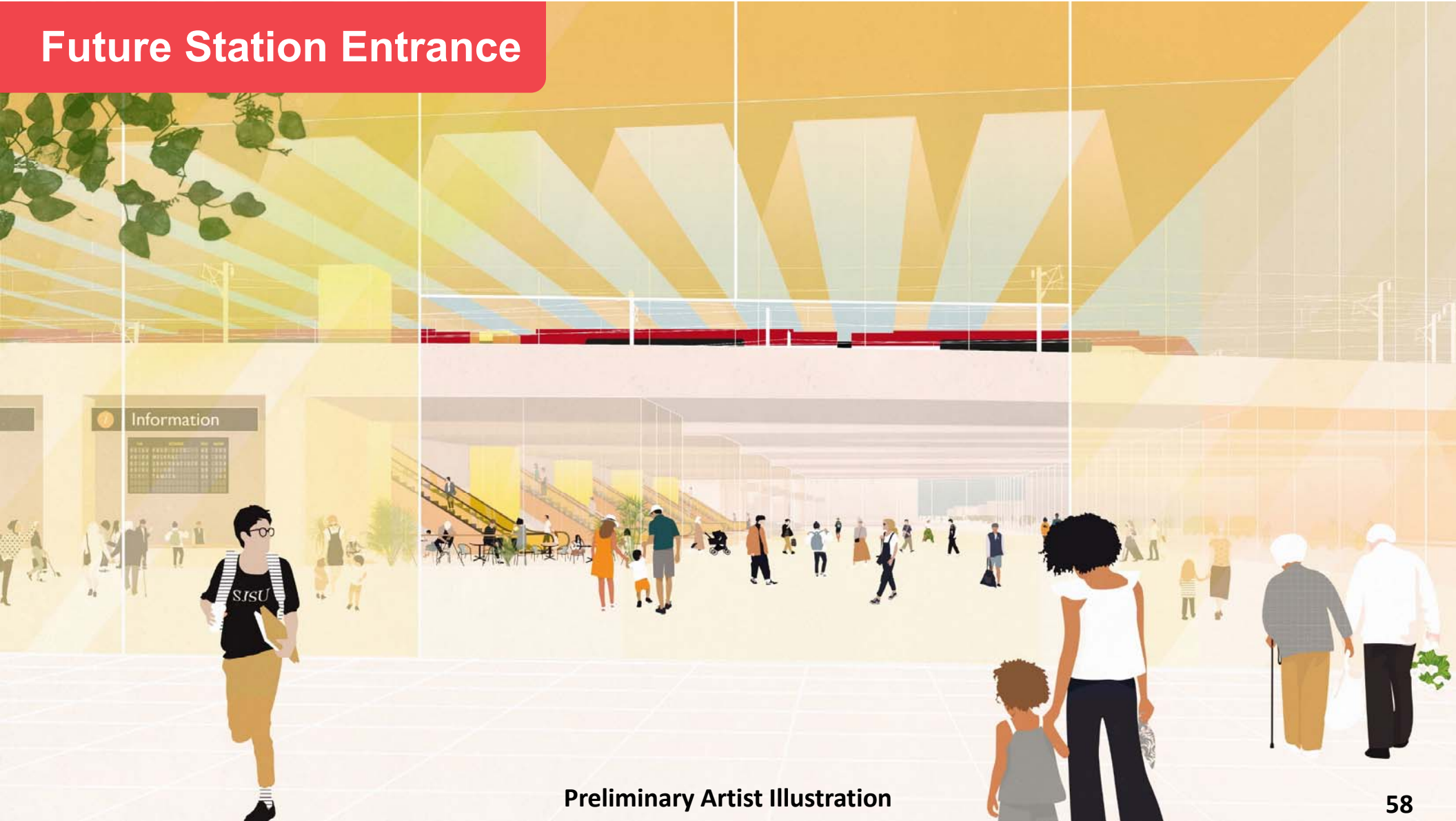


Preliminary Artist Illustration

TODAY: Cahill St looking to the west



Future Station Entrance

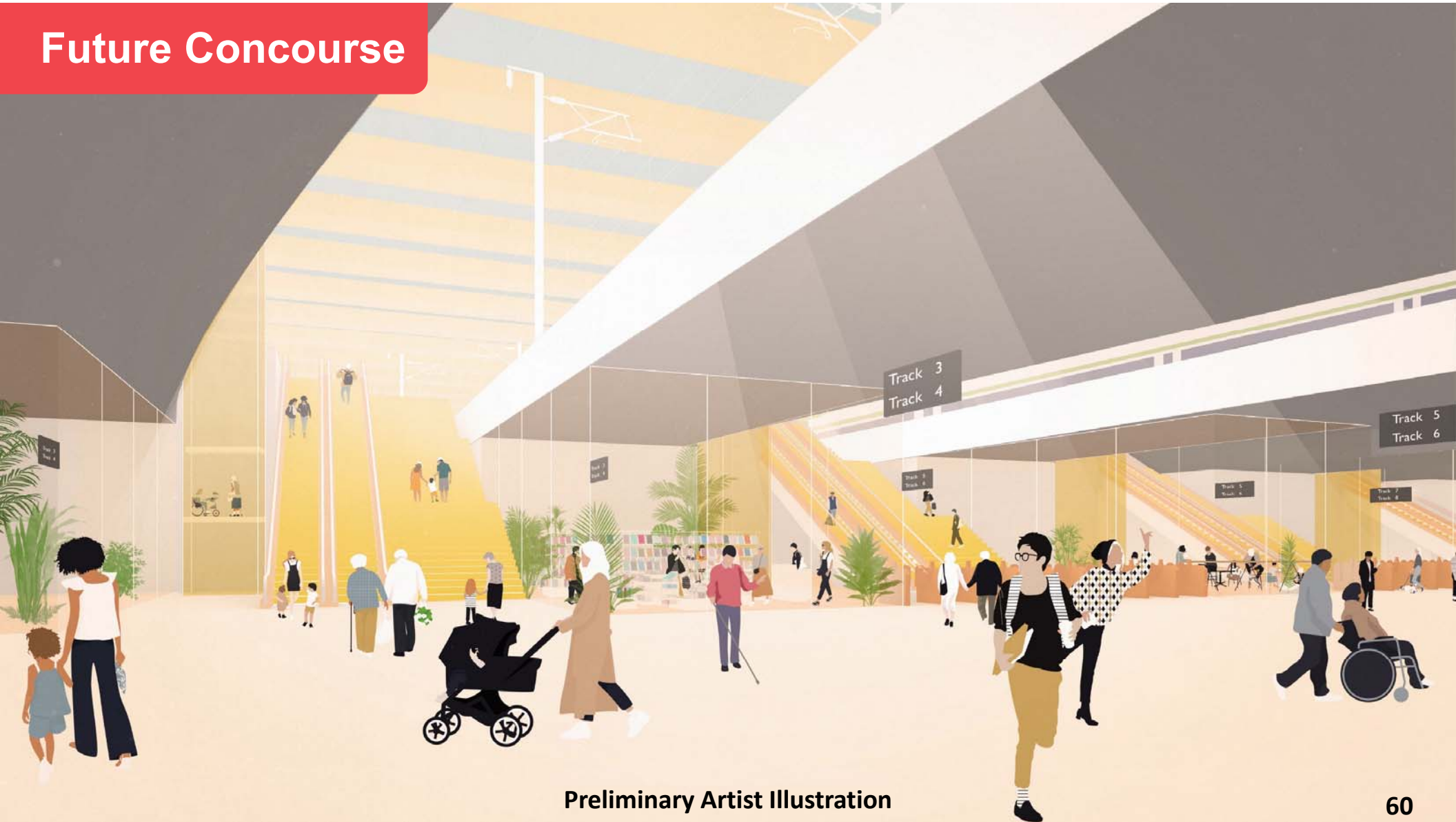


Preliminary Artist Illustration

TODAY: Inside the Concourse



Future Concourse

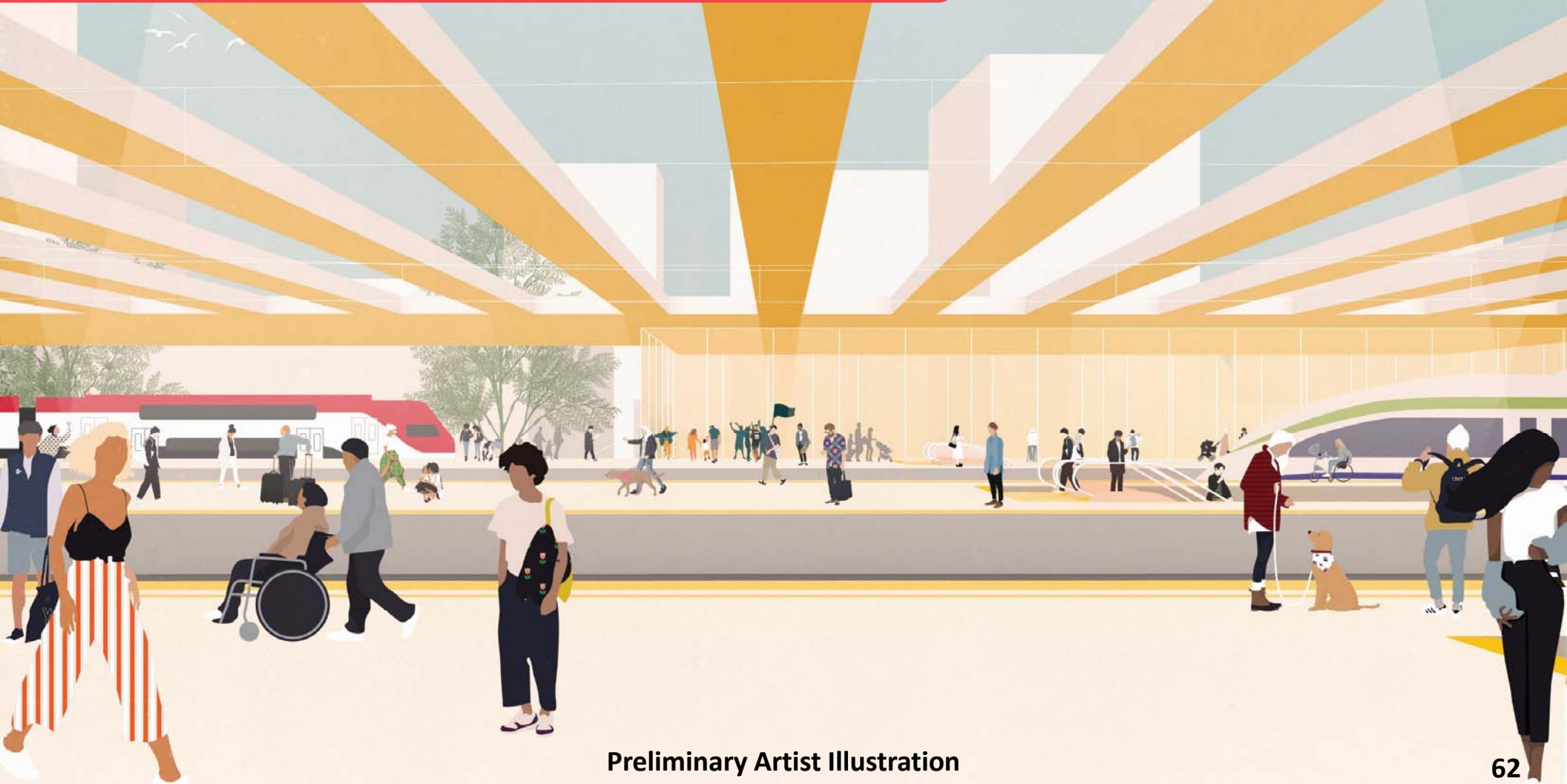


Preliminary Artist Illustration

TODAY: Platforms – Looking to downtown



Future Platforms – Looking to downtown



Preliminary Artist Illustration

TODAY: The Alameda – Looking to downtown



The Alameda – Looking to downtown



Preliminary Artist Illustration

TODAY: West San Fernando St – Looking to downtown



West San Fernando St – Looking to downtown



Preliminary Artist Illustration

Next Steps in the Concept Plan



Advancement of additional planning and conceptual design work over the next year including:

- **Continue** planning of the multimodal hub;
- **Advance** conceptual design of track alignment and rail operations;
- **Study** the best options to organize and govern the future station;
- **Build** a viable financial plan;
- **Develop** a roadmap for implementation including environmental clearance strategy;
- Plus, ongoing community and stakeholder **engagement**.

QUESTIONS & COMMENTS

For more information, visit: www.diridonsj.org/disc