BOARD MEETING
December 5, 2019
SAN JOSE
DIRIDON STATION
INTEGRATED CONCEPT PLAN
BOARD MEETING
Memorandum

TO: HONORABLE MAYOR, CITY COUNCIL, AND REDEVELOPMENT AGENCY BOARD

FROM: Debra Figueroa
       Harry S. Mavrogianis

DATE: January 10, 2011

COUNCIL DISTRICT: 3/5
SNL AREAS: Burbank/Del Monte, DeMaas Park, Greater Garden, Market Almaden

SUBJECT: GOOD NEIGHBOR COMMITTEE RECOMMENDATIONS

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 whose approval requires City Council approval, 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."
Google, San Jose plan search giant’s downtown expansion; up to 20,000 jobs possible

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

Caltrain Electrification

VTA’s BART Silicon Valley Phase II

THE ALAMEDA

LOS GATOS CREEK

SANTA CLARA ST

SAN FERNANDO

PARK

SAN CARLOS
Station Area Project

Caltrain Electrification

VTA's BART Silicon Valley Phase II

DSAP Implementation (including Google)

Los Gatos Creek

The Alameda

Santa Clara St

San Fernando

San Carlos

Park
Station Area Project

- Caltrain Electrification
- Integrated Station Concept Plan
- HSR San José to Merced Section
- VTA’s BART Silicon Valley Phase II
- DSAP Implementation (including Google)
Remaking Diridon: Principles to Plan and Grow By
By Laura Tolkoff, San Jose Policy Director, and Teresa Alvarado, San Jose Director
June 20, 2017

Over the next decade, more than $20 billion of transportation investments will start to remove San José’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 not only promises to replace not just San José but the entire Silicon Valley. San José recently announced it will negotiate exclusively with Google for up to 8 million square feet of office space.

Lessons for Diridon: Denver’s Success Story That Almost Didn’t Happen
By Laura Tolkoff, Alec Sheor and Kerriechris Suzuki
April 5, 2017

Since Denver Union Station reopened in 2006, 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 disused station with poor transit service in a largely abandoned neighborhood now a focal point of downtown in a neighborhood that is thriving. Its planning gets underway for removing San Jose’s Diridon Station for a major transportation hub, with the country’s first high-speed rail station. Denver, as a model for San Francisco can provide lessons for Diridon.

Lessons for Diridon: Rebuilding Rotterdam Centraal Station
By Laura Tolkoff and Deke Peters*
September 22, 2016

Over the next decade, San José’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 tales. This first post looks at the Netherlands, where Rotterdam Centraal Station is the city’s center for activity and connection. Its many parallels to San José’s Diridon Station offer important lessons for Diridon’s upcoming redevelopment. Photo by James Steere. 
Four Agencies Enter a Cooperative Agreement
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

- **FALL 2018**: Ambitions/Objectives (THEMES)
- **WINTER 2018**: Options for Key Elements
- **SPRING 2019**: Possible Layouts
- **SUMMER 2019**: Optimizing Layouts

Concept Layout
What Is a Concept Plan?
Big Moves & Kit of Parts

Northern Rail Alignment

Vertical Platform Position

Station Location

Southern Rail Alignment
THREE LAYOUTS PRESENTED
Elevated: West Santa Clara Street

- Station Building
- Heavy Rail
- VTA Buses
- Light Rail
- Intercity Buses
- Taxis, TNC, Company Shuttles: Pick up and Drop off
- BART

2nd Entrance

Light Rail Alignment Elevated

Curb spaces for taxis, TNC, company shuttles, pick up and drop off.

Curb space for intercity buses.

BART Facilities Underground

SAP

BART Tunnel
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
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.
The urban street grid is for illustrative purposes only.
The urban street grid is for illustrative purposes only.
Neighborhoods Affected by Existing Southern Corridor
Neighborhoods Affected by I-280 Track Alignment

This map is for discussion purposes only; neighborhood names and boundaries are not firm and are subject to interpretation.
Example of electric rail viaduct: France
West William Street looking northeast
Possible View of I280 Viaduct –
West William Street looking northeast
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*

<table>
<thead>
<tr>
<th>Area of Concern</th>
<th>Existing Rail Alignment in 2040</th>
<th>Existing Rail Alignment Plus I-280 Rail Viaduct Addition in 2040</th>
</tr>
</thead>
<tbody>
<tr>
<td>Train Volumes</td>
<td>Overall Increase</td>
<td>Overall Increase</td>
</tr>
<tr>
<td>Neighborhoods Affected</td>
<td>Same as Today</td>
<td>Same as Today Plus Additional Neighborhoods</td>
</tr>
<tr>
<td>Infrastructure Footprint</td>
<td>Modest Increase</td>
<td>Significantly More</td>
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<tr>
<td>Noise and Vibration</td>
<td>Expected to Increase</td>
<td>More Overall Affecting Larger Groups of Population</td>
</tr>
<tr>
<td>Visual</td>
<td>Modest</td>
<td>Significant Change to Visual Landscape</td>
</tr>
<tr>
<td>Environmental</td>
<td>Some</td>
<td>Significantly More (Incl. Guadalupe River)</td>
</tr>
<tr>
<td>Maintenance</td>
<td>Modest</td>
<td>High</td>
</tr>
</tbody>
</table>
POSSIBLE IMPROVEMENTS TO EXISTING RAIL CORRIDOR
Possible Improvements: Sound & Visibility
Possible Improvements: Sound & Visibility
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
The Concept Layout

Preliminary Artist Illustration

Station entrance
Station building
Pedestrian area
Bicycle path
Platforms
Retail / Cultural
Residential / Mixed-use
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
TODAY: Platforms – Looking to downtown
Future Platforms – Looking to downtown

Preliminary Artist Illustration
TODAY: The Alameda – Looking to downtown
The Alameda – Looking to downtown
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