

2.11 Public art

The artist team for this project have prepared a separate summary report for the public art component of the Station Area Plan, entitled “At the Crossroads: Diridon Station Area Art Master Plan”.

This document articulates a vision for art at the heart of the experience of the urban realm, defining the character of the community and engaging the public in their daily comings and goings. It provides a framework for giving the area a distinctive character as a unique part of downtown focused on entertainment and multimodal transportation, creating connectivity throughout the region. An executive summary is included below.

Public Art Master Plan - Executive Summary

The City of San José Office of Cultural Affairs Public Art Program initiated the Diridon Station Area Art Master Plan in conjunction with the City’s effort to develop a forward-thinking land use plan, capitalizing on the dramatic changes anticipated over the next decade. The addition of High Speed Rail station (HSR), BART and a potential Major League Ballpark create an opportunity for the City to stimulate new commercial and residential development that adds dynamism to the City life.

A public art initiative currently underway in the Diridon Station Area is the Climate Clock Project. It will be a landmark public artwork that serves to reinforce San Jose’s commitment to a green economy, and the intersection of art and technology through unique partnerships only available in the Silicon Valley.. The critical decision was made to locate the Climate Clock within the Diridon Station Planning Area recognizing the future significance of this location as a nexus of land-based public transit for Northern California with the greatest potential for considerable exposure of the Climate Clock, and thereby the greatest potential for realization of the Initiative’s mission. Three finalist artist teams are currently developing proposals for the project. Artist selection is

an anticipated to occur in 2012.

The Diridon Station Area is at a crossroads. The current Diridon Station spans the historic El Camino Real, also known as the California Mission Trail; which historically linked San Diego to San Francisco and on to Sonoma via the 21 missions. Later through state highways, the same route was charted from San Francisco, through San Jose' to the southern U.S. border. With the arrival of the HSR, El Camino Real is recreated, and, San Jose and the Diridon Station Area stand at a 21st Century crossroads—that of the international network created by technology. The City wishes to capitalize on this opportunity and reinforce and escalate its iconic identity as a regional center serving as an international platform for technological innovation. Art in infrastructure and natural systems can support the goals of promoting environmental sustainability and urban livability, it can help shift the relationship between people and place.

ART APPROACH: AT THE CROSSROADS

The Diridon Station Area Art Master Plan follows the land uses identified in the Land Use Plan, embracing a varied approach to art integration, responding to the concept of San Jose at the Crossroads. The San Jose Public Art Program will be the lead agency in implementing the public art program in the Diridon Station Area. It will work with the San Jose Redevelopment Agency and other public and private entities to achieve the vision of the Master Plan.

MISSION

The mission of the Diridon Station Area Art Program is to identify San Jose as a diverse global center for innovation and change.

The Diridon Station Area Art Master Plan celebrates San Jose as a Crossroads;

- of engagement
- of innovation
- of ecology

This thematic approach creates a broad framework within which artists may work. It envisions art that takes many forms and may:

- use technology and/or comment upon it
- reveal natural systems or alternative energy use
- be celebratory, adding spectacle, whimsy, and a sense of play
- draw upon San Jose's rich ethnic mix
- be interactive, creating opportunities for cross-cultural communication and public engagement

Vision

The long-term vision for the Diridon Station Area is to be a lively and engaging part of downtown defined by its dynamic and sustainable built and natural environments with a character that is manifest by art, architecture and an aesthetic approach to infrastructure that is integrated into its surroundings.

Framework

The Diridon Station Area Art Master Plan envisions three different zones in the Diridon Station Area in which artwork is differentiated in aesthetic approach, influenced by the character of development and uses (Figure 2-11-1). This differentiation is not a hard distinction, however, and overlapping approaches are anticipated in some areas.

FIGURE 2-11-1: ART ZONE MASTER PLAN

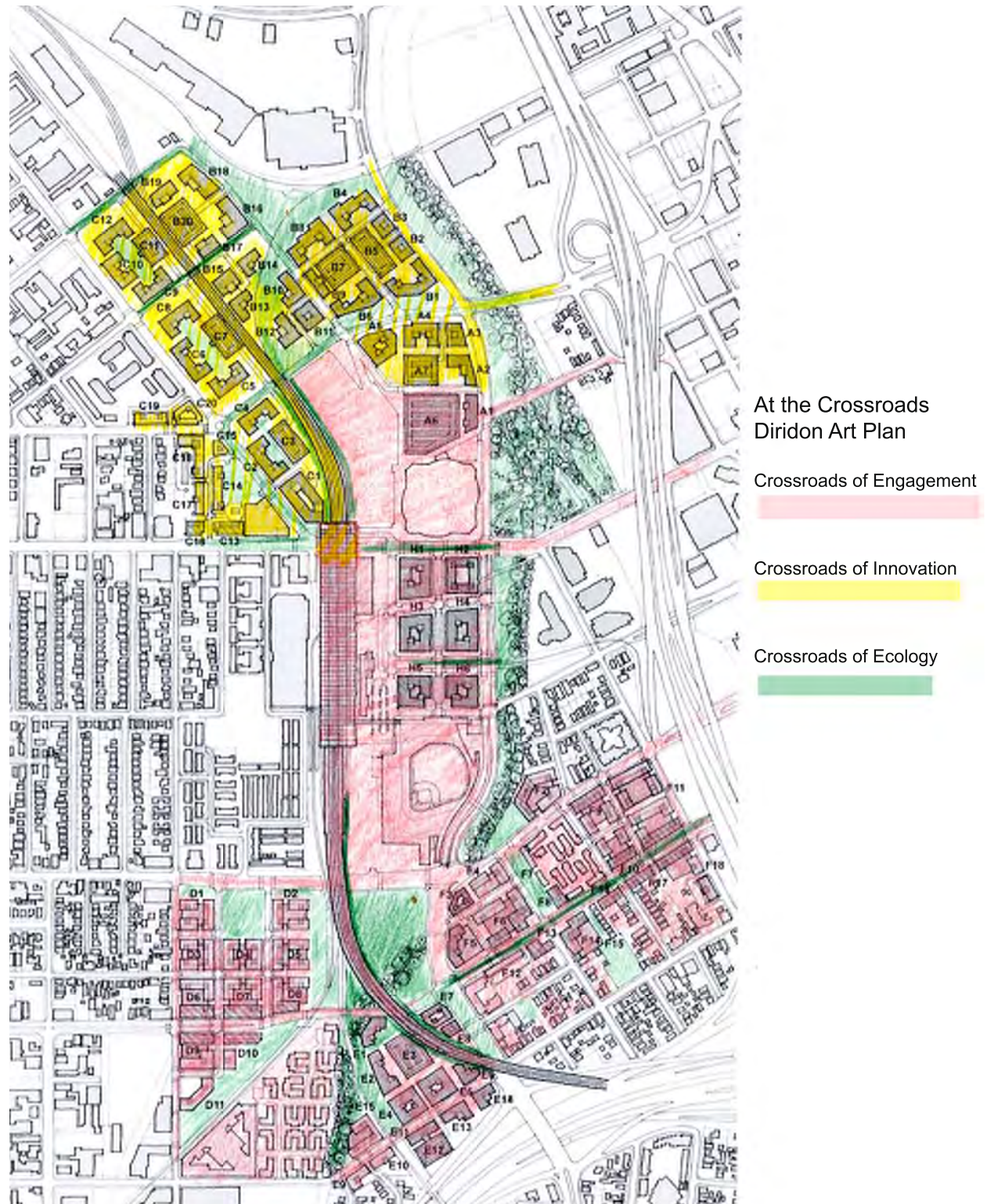
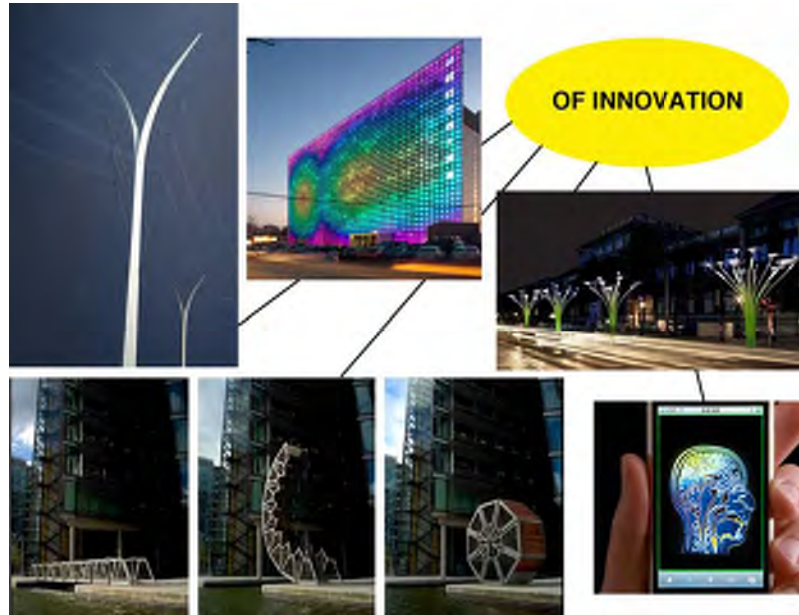


FIGURE 2-11-2: CROSSROADS OF ENGAGEMENT



The Crossroads of Engagement corresponds to the area described as “commerce and entertainment” in the Land Use Plan. The artwork here should invoke a sense of excitement and encourage interaction among people. The intention is that art creates a strong sense of civic identity. Artwork associated with the HSR and the ballpark should be dynamic and theatrical. Both the art and the architecture of the HSR multimodal station should be iconic in nature, reinforcing San Jose as a destination for technological innovation.

FIGURE 2-11-3: CROSSROADS OF INNOVATION



The Crossroads of Innovation defines the northern zone (Commercial/Office Hub) and corresponds to the “innovation” zone of the Land Use Plan. Since most of the development in this area will be commercial, public investment will be in the public right-of-way. As such, artists should be engaged in infrastructure projects to ensure that streets and underpasses create interesting and engaging experiences for pedestrians, bicyclists and drivers. Many businesses, however, may be interested in commissioning artworks for their buildings or open spaces.

FIGURE 2-11-2: CROSSROADS OF ECOLOGY



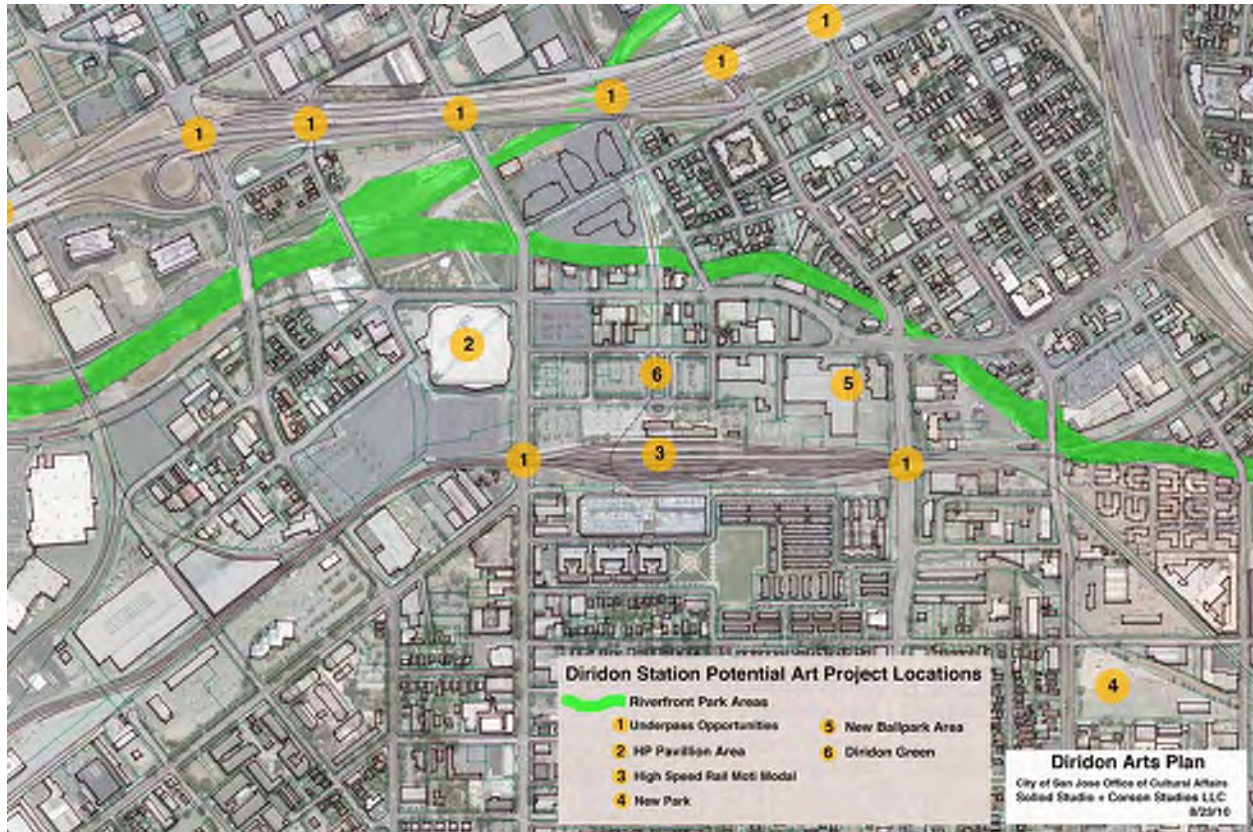
The Crossroads of Ecology is defined by the area's parks and open spaces, the "green streets and fingers" designated in the Land Use Plan, and natural features that link the entire Diridon Station Area. This zone includes the residential areas south of the proposed ballpark, along with Los Gatos Creek and Trail, Guadalupe River Park, and the new park anticipated south of the station area. It also includes W. San Carlos Street from Lincoln to Vine. Park Avenue and W. Julian Street and the existing neighborhood, south of W. San Carlos Street. The type of artworks envisioned in this area would typically be of pedestrian scale and of a more intimate character. Los Gatos Creek and the new park lend themselves to artworks that are highly integrated into the environment.

In each of these zones, artists should be engaged as members of design teams to ensure that art is an integral and identifiable part of the experience of place. In addition to serving on design teams, individual artists will be commissioned to create specific works to enhance the public realm.

Summary of Key Recommendations

- Embrace the conceptual approach “at the crossroads—of engagement, of innovation, of ecology”—to guide artistic exploration in the Diridon Station Area.
- Prioritize the siting of the Climate Clock Project as early as possible in the build-out of the Diridon Station Area.
- Seize opportunities for artists to play a leadership role in creating dynamic places.
- Use strategic partnerships to increase resources for art acquisition and programming
- Engage the private sector in commissioning and presenting public art. Consider maintenance requirements for artworks when allocating resources for commissioning.
- Encourage inclusion of basic public utility infrastructure of power, water and data capability in public spaces to create a platform for a wide variety of art.

FIGURE 2-11-5: POTENTIAL ART PROJECT LOCATIONS



CONCLUSION

Art in the Diridon Station Area will help forge a new dynamic neighborhood for San Jose, defining and infusing the area with vital “essence and identity” while fostering the spirit of innovation and environmental stewardship. The artwork will make this a landmark destination that reinforces San Jose’s identity as a center for innovation. Artists working as visionaries and collaborators will apply their talents helping to sculpt and define the public realm, inspiring us and helping us dream.

3. PREFERRED PLAN DESIGN GUIDELINES

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 only 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 essential to increase pedestrian activity and improve overall connectivity. The right balance between the economic/ physical feasibility of development and walkability creates 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 ground floor level should respond to the pedestrian scale.



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

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.

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.

South of Diridon Neighborhoods

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

SITE ACCESS AND CIRCULATION

Circulation on each site should be connected to the area's 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, at 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.
- 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 the interior 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.
- 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.



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



Create direct pedestrian paths that connect to amenities such as plazas and parks, or to building entrances.



Provide mid-block connections that connects to the larger pedestrian network



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



Office buildings that integrate modern design, green systems and materials, and public open spaces can contribute to the identity of the Innovation District.

- A designated pedestrian path should have a minimum width of 10 feet.
- Include building entrances on mid-block pathways as well as on streets.
- 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.
- Mid-block connections should be at grade. If a grade change is necessary, for example on top of a parking podium, the change 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.

BUILDING FORM AND BUILDING SITING

The Diridon Station Area will become an extension of the 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 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.

Destination Diridon

- Buildings must be oriented parallel to existing streets and along the edges of a site without setbacks from the property line.

- Buildings 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 is designated as the area's new retail street.

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, and visual interest.

South of 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.



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.



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.

- 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.

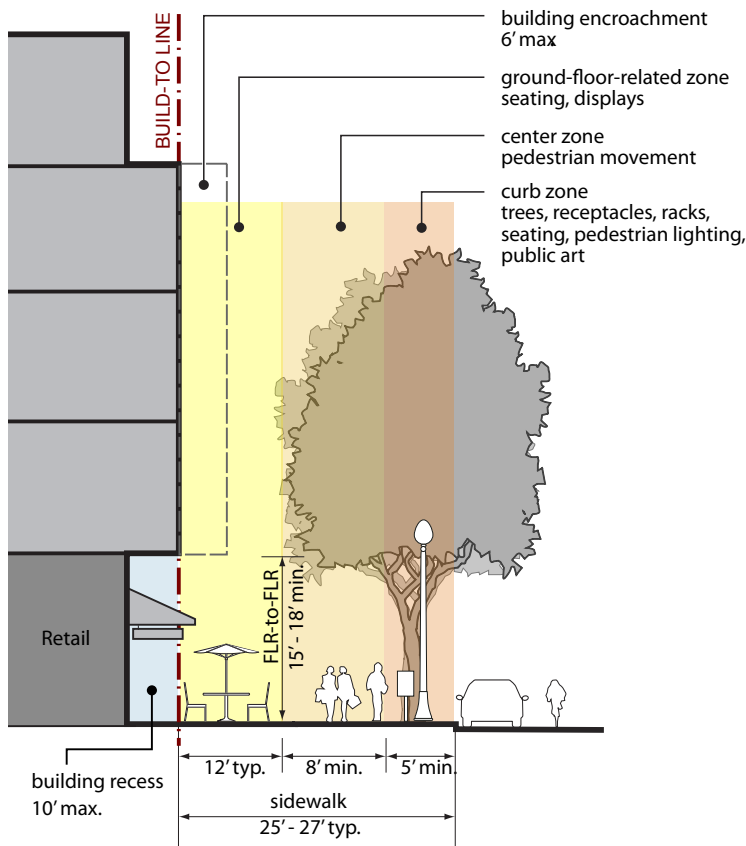
STREET FRONTAGES

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 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.

Destination Diridon

- The sidewalk in retail areas should be at least 25 feet wide be designed to include three different zones, as follows:
 - The zone closest to the building, typically 12 feet wide, can be used for ground-floor-related activities such as café seating, displays, and entry areas.
 - The center zone, at least 8 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 25 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 must be visually prominent and front onto public streets.
- Building recesses of up to 10 feet and encroachments of up to 6 feet from the main building façade are encouraged to add interest to the building's street frontage, particularly on the ground floor.



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



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 setbacks from the street but can plazas or courtyards facing the street or public paths.

- 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 clear height of 18 feet.
- Ground floor retail should wrap around the corners of buildings for at least 15 feet.

Innovation District

- Buildings should be placed parallel to the street; surface parking areas, if permitted, should be located behind the building or along the sides.
- 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 without setbacks except for entrance areas and small plazas facing the street.
- Provide frequent entrances into buildings and particularly into 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 clear height of 15 feet.
- 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.

South of Diridon Neighborhoods

- The build-to line for residential buildings is 15 feet from the street-facing property line.
- Residential buildings that include ground floor retail should not have any setbacks from the street-facing property line for the retail portion of the building; building recesses and encroachments of up to 10 feet are allowed for ground floor retail.
- Ground floor retail should have a minimum clear height of 15 feet.
- Building recesses and encroachments are allowed as follows:
 - Ground-floor building-element encroachments 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 in buildings and on sites encourages walking by generating 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



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



Groundfloor 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.



In the Innovation District, encourage any large scale retail format to be integrated in mixed-use buildings to create a dense, urban neighborhood.

pollution. The Diridon 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.

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

Innovation District

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

South of Diridon Neighborhoods

- Residential buildings are encouraged to include ground floor retail or other commercial uses.
- 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 to get to and away from the area 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 peoples' transportation choices (also refer to Chapter 2.6 for parking supply and demand management). While cars still need to

be accommodated in the area, they should not be the dominating element in street and site design. 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- or underground parking structures. By screening above-ground garages through creative architectural design and landscaping, wrapping them with habitable space, placing them towards the center of blocks or underground, and utilizing them as sites for public art, parking garages can be integrated into pedestrian-oriented environments.

General Guidelines

- Wherever feasible, provide underground parking garages with access located away from public streets or integrated in the building façade.
- Screen above-ground garages with habitable uses, multi-layered architectural façades, or landscaping on any side that is visible from streets, driveways, or paths.
- Ground-floor retail spaces that front onto a primary street should have a minimum depth of 45 feet and a minimum height of 15 feet. Deeper and taller dimensions, such as 60-foot depths or 18-foot clear ceiling heights are encouraged.
- Leased spaces along a parking structure edge 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.
- Use 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.



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



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



Exposed parking garages should have layered façades by using building elements such as screens, panels, vegetation, glass, or photovoltaics. They can also include public art.

- Provide a generous amount of designated motorcycle and bicycle parking stalls closest to building entrances and street edges.
- Locate designated stalls for carshare, 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.

Destination Diridon

- Above-ground parking garages should be enclosed with buildings on all four sides.
- Parking garages 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 building and be invisible from the street.

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.

South of Diridon Neighborhoods

- Structured parking that faces 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 placed below grade, and the above-grade portion should be well-screened by architectural elements such as stoops, entryways, planters, or other features that are integrated into the overall building design.
- Any exposed parking structure façade that faces neighboring residential development should be screened through architectural elements and/or landscaping.
- 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 generating heat islands, increased storm water run-off , and promoting driving. Large surface parking lots are generally discouraged in the plan area, however, if small surface parking are needed for handicap or short-term parking, the negative impacts of surface parking can be reduced by planting trees throughout lots, placing lots towards the northern edges of sites, providing shade structures, using permeable paving, and giving bicycles, motorcycles, and carshare and carpool spaces priority over regular car parking. Small surface parking areas are only allowed in the Innovation District and Residential Areas.

- Surface parking areas should not exceed a length of 120 feet on each side.
- Locate surface parking lots along the side and/or rear of buildings, away from street edges; provide screening with appropriate landscaping in the perimeter setback.
- Provide a generous amount of designated motorcycle and



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.

sheltered bicycle parking stalls; place these stalls closest to building entrances and street edges.

- Include stalls for carshare 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 increased shading through increased tree plantings 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.

STREET PARKING

All streets with the exception of Santa Clara Street, Julian Street, Autumn Street, and on streets with drop-off, taxi, and bus stop zones, should include parallel street parking. Street parking helps create a buffer between the pedestrian area and traffic, slows down traffic, and provides short-term vehicular access to the area.

- Minimize the dimensions of parking stalls to increase the number of parking spaces and reduce the overall street width.
- Encourage the use of different pavement along parking strips, preferably water-permeable pavers or pavement 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 use of bicycle parking spaces on the parking strip ("parklets") to maximize sidewalk space.
- Privately-owned streets and driveways should be planned and designed to be similar to public streets, with curbs, trees, and parallel parking along both sides.

BICYCLE PARKING AND FACILITIES

Increased usage of alternative transportation modes such as bicycling is key to reducing reliance upon the automobile. People will start bicycling more only 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 easily-accessed bicycle parking in buildings, in open spaces, and along streets and shared pathways.
- Ensure that bicycle parking facilities are highly visible and easy to find through clear signage. Utilize public art to reinforce visibility and relationship to its location.
- Place bicycle parking in preferential locations closest to street edges and building entrances, especially retail 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 applicable through the City's Zoning Code.



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



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.



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.

SUSTAINABLE SITE PLANNING

The transit-, bike- and pedestrian-oriented new Diridon Station Area will significantly increase overall sustainability through a mix of uses, high-density buildings, and an urban environment that promotes walking. Moreover, making sustainable systems and materials visible and comprehensible throughout the Diridon Station Area can contribute to San Jose's vision of becoming the World Center of Clean Tech Innovation. In accordance with City's policies for green design (refer to San Jose's Green Vision and Green Building Ordinance), site planning should integrate sustainable practices and measures 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.
 - 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.
- 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 east side of the Guadalupe River and Route 87 with improved east-west connections that are 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.



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



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



Residential buildings should have a fine-grained building 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.

- 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.
- Break-up large building masses by articulating the building with variations in height, building elements, and façade materials.
- 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 differently 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 the public and private realm.
- Encourage retail frontages to express a distinct personality, engaging the customer and contributing to placemaking.
- Ground-floor retail should have a minimum depth of 30 feet and minimum clear height of 50 feet; at least 60% of the ground-floor façade 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.