

2. CITY AND AGENCY POLICIES AND DOCUMENTS

2.1 Land Use and Planning Background

This chapter provides an understanding of the greater land use and planning context for the Diridon Station planning area, with respect to land use, planning efforts, future development, environment, and public facilities.

LAND USE CONTEXT

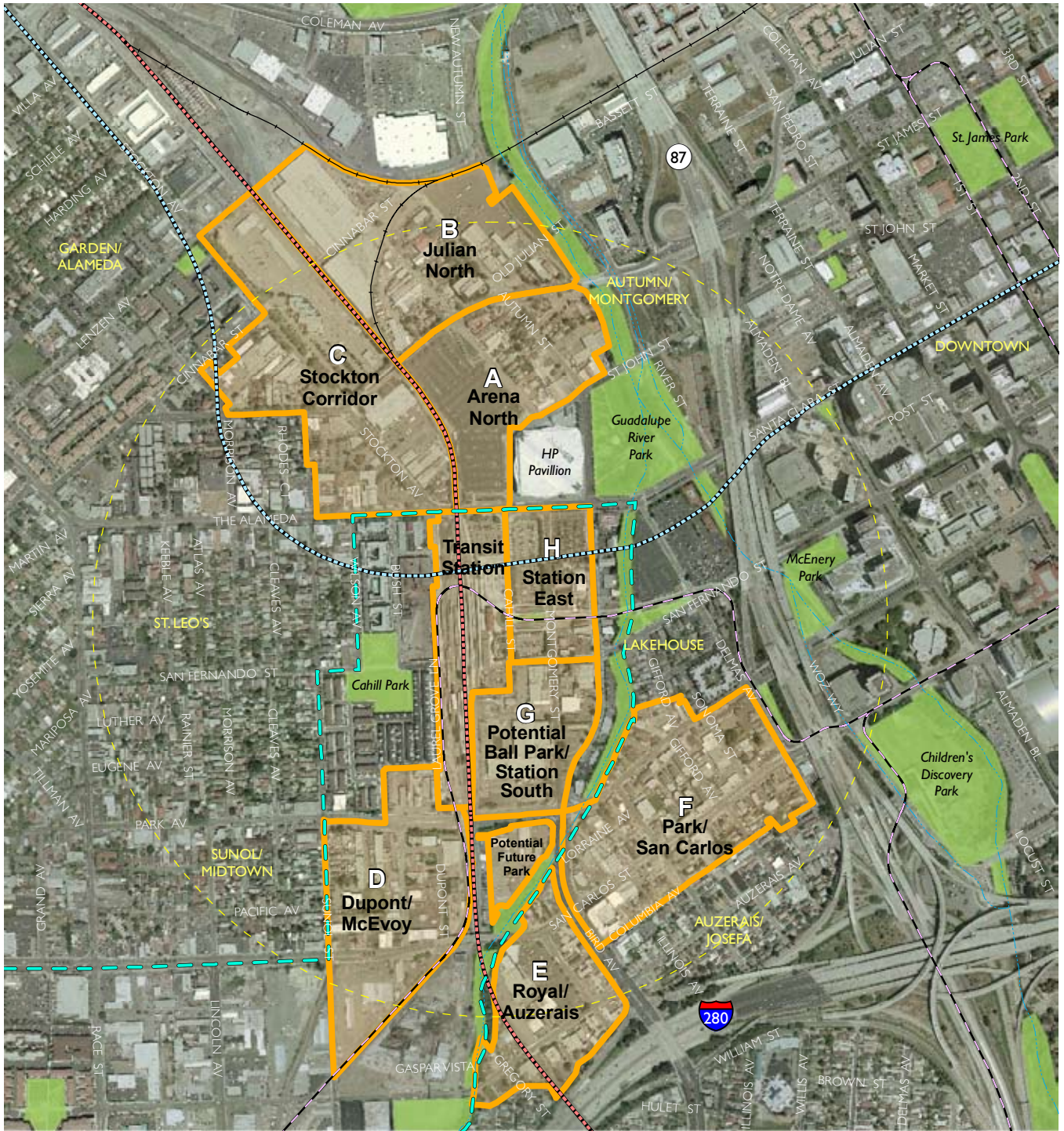
The Diridon Station area is located just west of the heart of Downtown San José and 1.5 miles south of the Airport. The planning area is generally focused on a half-mile radius surrounding Diridon Station. The limits of the half-mile radius generally include Coleman Avenue to the north, Auzerais Avenue and Interstate 280 in the Delmas Park neighborhood to the south, Highway 87/Guadalupe Expressway to the east, and West Julian and Race Streets to the west in The Alameda and Burbank/Del Monte neighborhoods.

The Diridon Station area has within it a Core Area and several outlying Study Areas. These Core and Study Areas, identified as areas A through H on Figure 2-1, comprise approximately 238 acres around the Diridon Station. These areas form a narrow north-south corridor along the Caltrain corridor between the Union Pacific tracks to the north and Auzerais Avenue to the south.

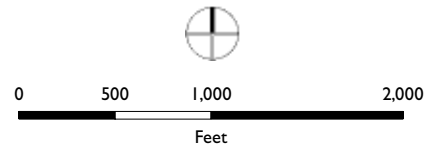


Transportation infrastructure plays a key role in defining the Diridon Station planning area and its distinct subareas. Rail, waterways, highways, and street overpasses create many challenges to auto, pedestrian, and bicycle connectivity throughout the planning area.

Figure 2-1: DIRIDON STATION AREA PLANNING CONTEXT - AERIAL



- Project Blocks
- Half Mile Radius
- Midtown Specific Plan
- Parks
- Proposed BART Alignment
- Proposed High Speed Rail
- Heavy Rail
- Light Rail
- Creeks

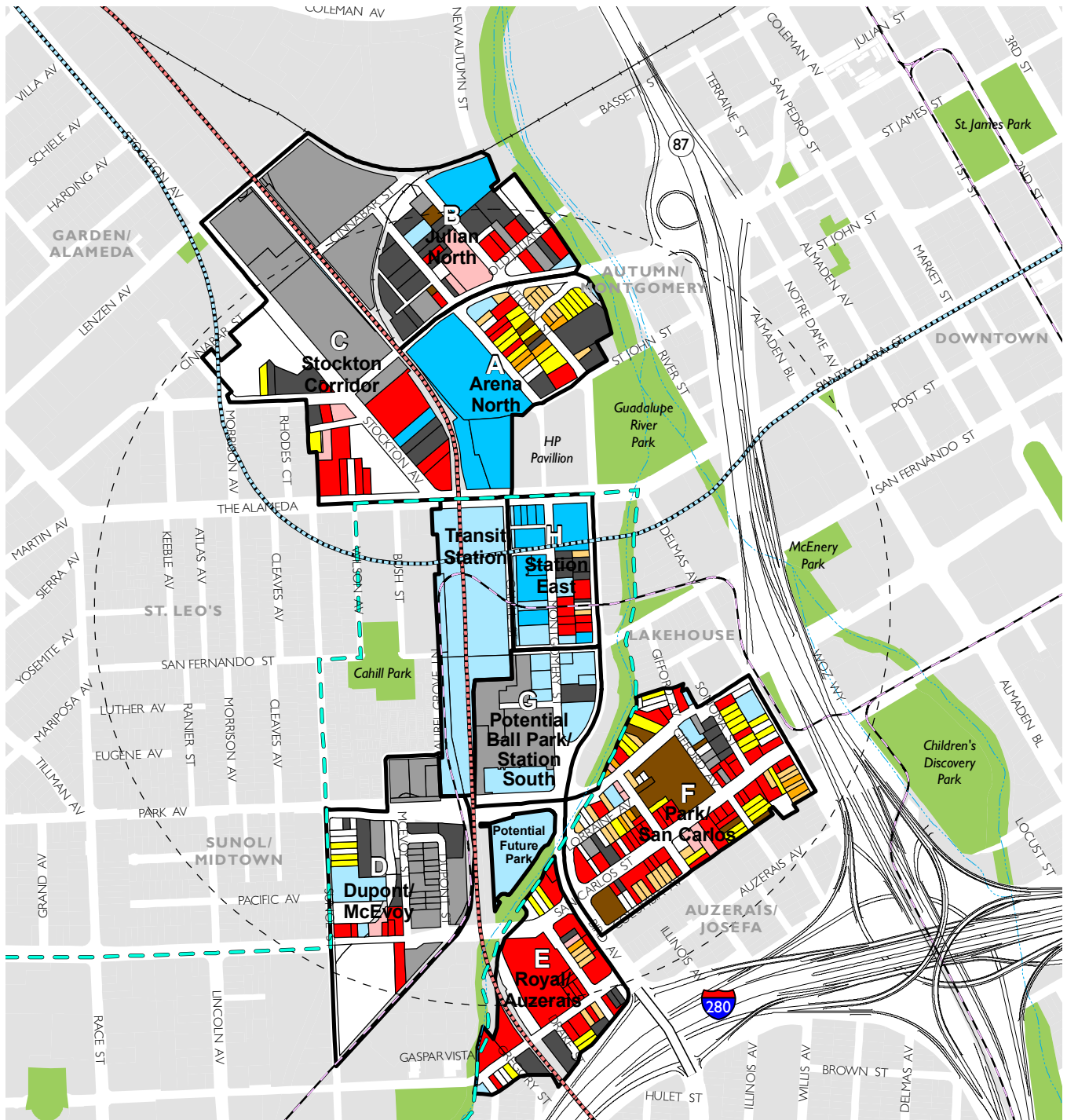


Overall, land uses in and around the Diridon planning area are diverse, and range from single family and multifamily residential developments to service commercial and heavy industrial uses (Figure 2-2). In many instances throughout the planning area, commercial, industrial, and residential uses are located side by side. In general, mid- and larger-scale industrial and commercial uses are located to the north along Julian Street and Stockton Avenue, and smaller-scale residential and non-residential uses are located to the south around the San Carlos Street area. Well-established single-family neighborhoods, including the Delmas Park (Lakehouse, Park/Lorraine, and Auzerais), and Shasta Hanchett Park (St. Leo's and Cahill Park) neighborhoods, flank the planning area to the east and west. An overall breakdown of land uses by acreage in the planning area is shown in Table 2-1.

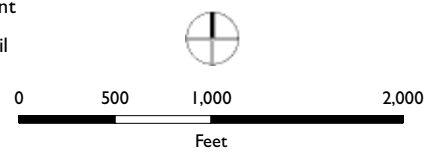


Land uses in the planning area are diverse and include single-family and multifamily housing, as well as industrial, public, and commercial uses that are often juxtaposed with residential uses.

Figure 2-2: DIRIDON STATION AREA PLAN - EXISTING LAND USE



- | | | |
|---|-----------------------|--------------------------|
| Low Density Residential | Half Mile Radius | Proposed BART Alignment |
| Medium-Low Density Residential | Project Blocks | Proposed High Speed Rail |
| Medium Density Residential | Midtown Specific Plan | Heavy Rail |
| High Density Residential | Parks | Light Rail |
| Commercial | Blocks | Creeks |
| Office | | |
| Heavy Industrial | | |
| Light Industrial | | |
| Public/Institutional | | |
| Parking Lot | | |
| Vacant (Unoccupied or Undeveloped Property) | | |



A key feature to the planning area is the HP Pavilion (The Arena) located adjacent to Diridon Station on West Santa Clara Street. The 94-foot tall structure plays a prominent role as a destination and visual marker. Parking lots adjacent to and in the vicinity of the Arena dictate the landscape in the area, particularly along West Santa Clara Street and Montgomery Street. In addition to the Arena, two main commercial arteries serve the planning area—The Alameda/Santa Clara Street to the north, and San Carlos Street to the south. Commercial uses along The Alameda serve both regional and local neighborhood retail needs, with uses ranging from some of the City’s oldest businesses like Schurra’s Candies to newer local coffee houses and restaurants with outdoor seating. To the south, San Carlos Street has an eclectic mix of community and service-oriented commercial uses, including small-scale auto sales and service shops to the large-scale Orchard Supply hardware store at Royal Avenue and San Carlos Street.



The HP Pavilion (The Arena) is an important visual marker and destination in the planning area. Similarly, commercial development along The Alameda and San Carlos Street provide key neighborhood and service-oriented commercial uses.

Table 2.1: SUMMARY OF EXISTING LAND USE BY ACRES OF DEVELOPABLE LAND WITHIN SUBAREAS

Land Use	A - Arena North	B - Julian North	C - Stockton Corridor	D -Dupont/ McEvoy	E -Royal/ Auzeais	F -Park/San Carlos
Commercial	1.3	1.9	5.8	1.3	8.8	7.4
Heavy Industrial	2.7	6.0	2.8	2.2	1.7	1.1
High Density Residential	0.3	0.3				5.1
Light Industrial		11.5	12.8	7.6		0.7
Low Density Residential	2.2		0.5	0.5	0.7	3.2
Medium Density Residential	0.7				0.1	0.6
Medium-Low Density Residential	1.0				0.6	2.2
Office		1.8	0.6	0.3	0.1	0.8
Parking Lot	11.0	2.4	0.5			
Public/Insitutional	0.7	0.4	0.1	1.8	0.1	1.3
Vacant (unoccupied or undeveloped)	0.6	2.7	7.0	7.5	1.7	2.4
Total	20.3	27.1	30.2	21.1	13.8	24.9

Land Use	Potential Future Park	G - Potential Ball Park/ Station South	H - Station East	Transit Station	Total Acreage
Commercial			1.3		28.1
Heavy Industrial		0.6	0.9		18.9
High Density Residential					5.8
Light Industrial		7.0			41.6
Low Density Residential					7.2
Medium Density Residential					1.3
Medium-Low Density Residential			0.2		4.0
Office					3.7
Parking Lot			4.8		19.4
Public/Insitutional	3.8	4.9	1.8	16.1	27.2
Vacant (unoccupied or undeveloped)			0.1		21.9
Total	3.8	12.5	9.1	16.1	179.1

In addition to commercial uses in the area, there are several new high-density residential developments located within and just outside of the planning area. New development within the planning area includes the Legacy at Museum Park community and Delmas Park building along San Carlos Street, as well as the Cinnabar Commons community along Stockton Avenue to the north. Adjacent to the planning area, recent residential development includes the Cahill Park master planned community to the west of the Station, and the Cannery Square at Monte Vista community to the south of the planning area at San Carlos Street and Los Gatos Creek.

Several parks and trails also play a prominent role in and around the planning area. The Guadalupe River and Los Gatos Creek run adjacent to and through the Diridon planning area. The 10.4-acre Guadalupe River Park is located along West Santa Clara Street, adjacent to the Arena, and a new 3.8-acre park is planned along Los Gatos Creek in the heart of the planning area at San Carlos Street and Bird Avenue. Additional parks in the area include the 3.7-acre Cahill Park to the west of the Station, and 1.5-acre McEnery Park and 13-acre Children’s Discovery Park just east of Highway 87. In addition, the future 3.1-acre Del Monte Park is also planned just south of the Cannery Square development along Auzerais Avenue.



The Cahill Park development is located just to the west of the Station and Caltrain rail corridor. Similarly, newer residential development along Delmas Avenue is located adjacent to the VTA Light Rail tracks.



Key open spaces in the planning area vicinity include Cahill Park, as pictured, and Guadalupe River Park, which includes bike and pedestrian trails along the river.

2.2 Historic and Built Context

The planning area is a mix of old and new—older residential and industrial buildings are intermixed with mid- to late-20th century commercial uses and many recently-constructed high-density residential developments. Much of the development in and around the planning area—including the Diridon Station building itself—was built in the late 19th and early 20th centuries. This older building stock establishes a distinctive historic character that is expressed in both the older residential areas like the Lake House and River Street City Landmark Historic Districts as well as in industrial and commercial buildings throughout the planning area (see Chapter 4: Key Environmental Factors for discussion of Historic Resources in the planning area). However, many of the older non-residential buildings have not been updated or maintained, which has resulted in older, unoccupied storefronts and lower property values in many of the commercial and industrial areas around the Station.

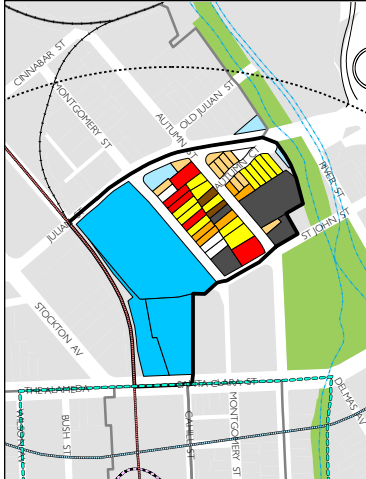
In general, building heights are relatively low, reflecting the planning area's older building stock as well as its proximity to the Airport (see Chapter 3 Constraints: Airport Heights for discussion of Airport height limitations). Industrial and commercial buildings are typically one story (15 to 20 feet), while residential uses vary from one and two stories for single-family homes up to three to eight stories for new multifamily development. The tallest building in the planning area is the HP Pavilion, at approximately 94 feet, which can be seen from Highway 87 and throughout the planning area. The tallest residential building is the recently-completed eight-story Delmas Park building located at West San Carlos Street and Bird Avenue, which is approximately 95 feet tall.



Historic buildings in the area include the Diridon Station building, single family homes, and industrial buildings—all of which establish a distinctive historic character in the planning area. These uses, however, are integrated with new development.



The tallest residential building in the area is eight-story Delmas Park building along San Carlos Street at Bird Avenue.



SUBAREAS

Arena North

The Arena North subarea encompasses the area to the north and west of the HP Pavilion. The 25.7-acre subarea extends north from West Santa Clara Street to Julian Street and east from the Caltrain tracks to the Guadalupe River. The subarea is comprised of Arena parking and the Autumn/Montgomery Neighborhood. Land uses vary significantly, from the 11 acres of Arena parking along the tracks, to a mix of single and multifamily housing and industrial uses along Montgomery and Autumn streets just north of the Arena. Although dispersed throughout the subarea, residential uses are focused along Autumn Street and Autumn Court with many older, well established one- and two-story single family homes. Many of these residential buildings are identified as historically significant by the City of San José (see Chapter 4: Key Environmental Factors).

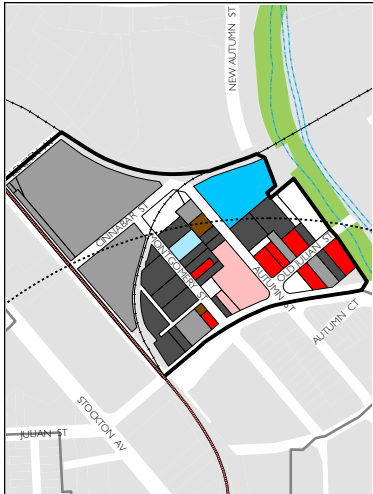
In general, buildings are located at the street edge and are densely packed. Off-street parking is relatively limited for most sites outside of the Arena parking areas. Overall, the intensity of development in the area is relatively high compared to that of nearby industrial and residential areas, with an average residential density of 17.5 housing units per acre (HU/AC) and typical floor area ratio (FAR) of 0.5 for non-residential uses. The breakdown of uses by acreage in the subarea is shown in Table 2-2.



Residential uses are focused along Autumn Court while industrial uses are interspersed throughout the subarea.

Table 2-2: SUBAREA A - ARENA NORTH EXISTING LAND USE BY ACRES

Land Use	Acres of Developable Land	% of Total Developable Land
Residential		
Low Density Residential	2.2	10.9
Medium-Low Density Residential	1.0	4.8
Medium Density Residential	0.7	3.2
High Density Residential	0.3	1.3
Non-Residential		
Commercial	1.3	6.4
Office	0.0	0.0
Light Industrial	0.0	0.0
Heavy Industrial	2.7	13.0
Public/Insitution	0.7	3.6
Parking Lot	11.0	53.9
Vacant (unoccupied or undeveloped)	0.6	2.8
Total	20.3	100.0
Gross Total (Including rights-of-way)	25.7	



Julian North

Located north of the Arena North subarea, the 36.4-acre Julian North subarea is the northern-most portion of the planning area. It is bounded by Julian Street to the south, the Southern Pacific and Caltrain tracks to the north and west, and the Guadalupe River to the east. Bordered almost completely by rail and waterway infrastructure, access into this subarea is limited to Montgomery and Autumn streets off Julian Street. Uses in the subarea are primarily non-residential with the exception of a Single Room Occupancy (SRO) facility and one-story multifamily residential development. Industrial development, interspersed with small office and service commercial uses, characterizes the subarea.

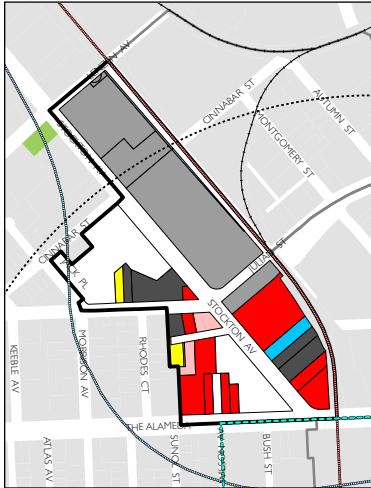
Like the North Arena subarea, older industrial buildings occupy much of the street edge and parcel area. The typical FAR for these industrial sites is just below 0.5, which reflects many of the subarea's relatively small parcels (0.3 acres, on average) and one-story industrial buildings. However, parcels along the Southern Pacific rail spur and Cinnabar Street to the north are substantially larger and range from undeveloped land and Arena parking to substantial storage and warehouse facilities like CBD Indoor Mini Storage and the recently-constructed Pitco Foods. Table 2-3 shows the breakdown of uses in the subarea.



The Julian North subarea includes a large parking area for the Arena as well as older, run-down industrial uses. Newer industrial uses are located west of the railroad tracks and are typically a much larger scale of development.

Table 2-3: SUBAREA B - JULIAN NORTH EXISTING LAND USE BY ACRES

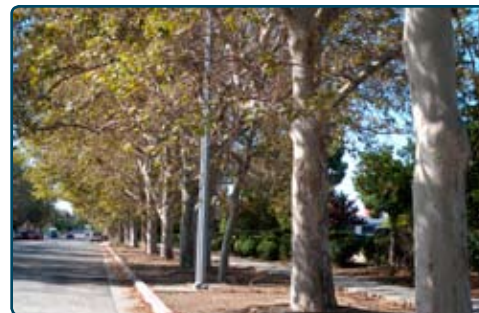
Land Use	Acres of Developable Land	% of Total Developable Land
Residential		
Low Density Residential	0.0	0.0
Medium-Low Density Residential	0.0	0.0
Medium Density Residential	0.0	0.0
High Density Residential	0.3	1.2
Non-Residential		
Commercial	1.9	7.1
Office	1.8	6.7
Light Industrial	11.5	42.3
Heavy Industrial	6.0	22.3
Public/Insitution	0.4	1.5
Parking Lot	2.4	8.9
Vacant (unoccupied or undeveloped)	2.7	10.0
Total	27.1	100.0
Gross Total (Including rights-of-way)	36.4	



Stockton Corridor

The 40.8-acre Stockton Corridor subarea encompasses development along Stockton Avenue between Lenzen Avenue to the north and The Alameda to the south. The Caltrain tracks define the eastern edge of the subarea. Similar to the industrial nature of the Julian North subarea, the Stockton Corridor is characterized by industrial and service commercial uses. The subarea is anchored by the 11.8-acre PG&E service and natural gas fueling facility, which dominates the northern portion of the subarea. The new residential development just outside of the subarea and across the street from the PG&E facility is buffered by substantial street trees and landscaping along Stockton Avenue. Other uses include automotive services and light manufacturing, and a pending development application for a Whole Foods at the corner of Stockton Avenue and The Alameda.

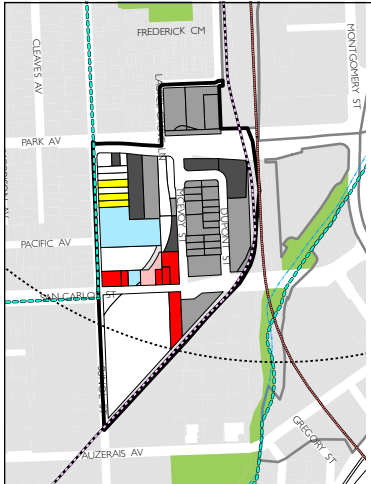
The development character along Stockton Avenue is defined primarily by one- to two-story industrial and commercial buildings at the street edge. To the north, however, the PG&E site is separated from the street edge by a landscape buffer and parking. The average FAR of 0.6, which excludes the PG&E site, is comparable with that of surrounding subareas. Table 2-4 provides a breakdown of land use by acreage in the subarea.



Development in the Stockton Corridor area is primarily industrial, but also includes the PG&E site with extensive landscaping. New development—Cinnabar Commons—is located just across the street from PG&E.

Table 2-4: SUBAREA C - STOCKTON CORRIDOR EXISTING LAND USE BY ACRES

Land Use	Acres of Developable Land	% of Total Developable Land
Residential		
Low Density Residential	0.5	1.7
Medium-Low Density Residential	0.0	0.0
Medium Density Residential	0.0	0.0
High Density Residential	0.0	0.0
Non-Residential		
Commercial	5.8	19.4
Office	0.6	2.1
Light Industrial	12.8	42.5
Heavy Industrial	2.8	9.2
Public/Insitution	0.1	0.3
Parking Lot	0.5	1.8
Vacant (unoccupied or undeveloped)	7.0	23.0
Total	30.2	100.0
Gross Total (Including rights-of-way)	40.4	



Dupont/McEvoy

Occupying the southwest portion of the planning area is the 29.7-acre Dupont/McEvoy subarea. The subarea is defined by the VTA Mountain View/Winchester Light Rail line to the south and east, and by Park Avenue and Sunol Street to the north and west. Like much of the planning area, uses vary greatly. Land uses include single-family residences, an educational facility, and commercial and light industrial uses. Although limited, commercial uses in this subarea are focused along San Carlos Street and include Downtown Feed and other service-oriented uses, as well as a few developed but unoccupied or undeveloped storefronts. The subarea also includes a substantial amount of undeveloped land (7.5 acres) just south of San Carlos Street along the Light Rail tracks. In addition, there are several new and planned uses including an SRO off of Sunol Street and a newly-constructed McEvoy Industrial facility off of Dupont and McEvoy streets.

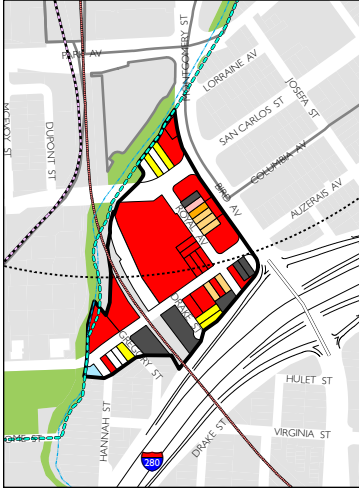
In general, uses in the area are less intense and provide greater area for off-street parking than development to the north. However, the intensity of development in the subarea varies depending on land use type—non-residential uses range from as low as 0.3 for commercial uses to as high as 0.9 for industrial uses, and residential uses have an average density of six HU/AC. Table 2-5 provides a breakdown of land use by acreage in the subarea.



Commercial and industrial uses in the Dupont/McEvoy subarea provide unique services. The greatest potential for redevelopment lies with a 7.5-acre vacant site at the south end of the subarea.

Table 2-5: SUBAREA D - DUPONT/MCEVOY EXISTING LAND USE BY ACRES

Land Use	Acres of Developable Land	% of Total Developable Land
Residential		
Low Density Residential	1.3	6.4
Medium-Low Density Residential	0.0	0.0
Medium Density Residential	2.2	10.2
High Density Residential	0.0	0.0
Non-Residential		
Commercial	7.6	35.9
Office	0.5	2.4
Light Industrial	0.3	1.4
Heavy Industrial	0.0	0.0
Public/Insitution	1.8	8.5
Parking Lot	0.0	0.0
Vacant (unoccupied or undeveloped)	7.5	35.3
Total	21.1	100.0
Gross Total (Including rights-of-way)	29.7	



Royal/Auzerais

The Royal/Auzerais subarea occupies a 19.4-acre area at the southern end of the planning area. Los Gatos Creek, Bird Avenue, and Interstate 280 define the boundaries of the subarea. Land uses are predominantly retail and service-oriented commercial uses, with a few residential and industrial uses scattered along Royal and Auzerais avenues. The subarea is anchored by large-scale commercial development, including an Orchard Supply Hardware store, at Royal Avenue and San Carlos Street. Smaller-scale commercial and residential uses surround the site. West of the Caltrain tracks, commercial and industrial uses, including several of which are developed but unoccupied, are juxtaposed against the single-family Hannah/Gregory neighborhood.

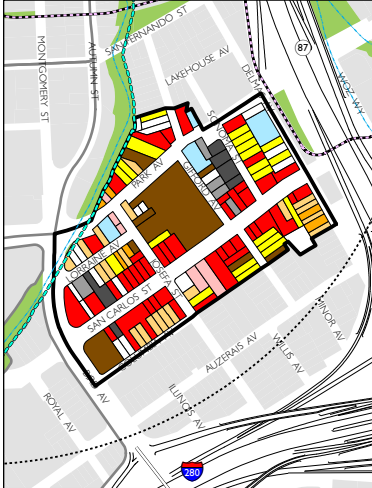
Building heights in the area are generally no more than one story for both commercial and residential development. The typical FAR in the subarea ranges from 0.35 for large-scale commercial uses to an average 0.4 for smaller commercial and industrial uses. These low FARs reflect the area's service and auto-oriented uses with ample parking and deep building setbacks. Residential density is, on average, 11.2 HU/AC. Table 2-6 provides a breakdown of land use by acreage.



Uses in the Royal/Auzerais area are primarily commercial, and include the big box Orchard Supply Hardware store. Commercial development also includes residential uses that have been converted; however, there are several single-family homes that remain in the area.

Table 2-6: SUBAREA E - ROYAL/AUZERAIS EXISTING LAND USE BY AREA

Land Use	Acres of Developable Land	% of Total Developable Land
Residential		
Low Density Residential	0.7	5.3
Medium-Low Density Residential	0.6	4.0
Medium Density Residential	0.1	0.8
High Density Residential	0.0	0.0
Non-Residential		
Commercial	8.8	63.9
Office	0.1	0.8
Light Industrial	0.0	0.0
Heavy Industrial	1.7	12.1
Public/Insitution	0.1	1.0
Parking Lot	0.0	0.0
Vacant (unoccupied or undeveloped)	1.7	12.1
Total	13.8	100.0
Gross Total (Including rights-of-way)	19.4	



Park/San Carlos

The 36.2-acre Park/San Carlos subarea encompasses the southeastern portion of the planning area east of Bird Avenue. This subarea has the most eclectic mix of land uses in the planning area, with residential, industrial and commercial uses integrated throughout the subarea. Commercial uses are focused primarily along San Carlos Street, and include predominantly auto sales and services, as well as restaurants, supply stores, and commercial office space. Several storefronts and car lots are unoccupied along the street, including new commercial space as part of a recently-constructed large mixed-use residential project (Legacy at Museum Park) at Gifford and San Carlos streets. Commercial and industrial uses integrated into the surrounding residential areas are primarily service and supply-oriented. Many of these sites also have unoccupied structures. In many parts of the area, auto-repair establishments are located right next to single-family homes. In the northern portion of the subarea along Park Avenue, development is primarily residential with interspersed commercial uses.

Overall, development throughout the subarea is of a similar intensity and typology as the rest of the planning area. Older commercial buildings line the street edge and residential uses have minimal setbacks. Older residences and commercial buildings are generally one story; however, new office and residential buildings range from two to eight stories along San Carlos Street. The typical FAR in the subarea ranges from 0.4 to 1.0, with residential densities that range from seven to 51 HU/AC. Table 2-7 provides a breakdown of land use by acreage.



Development in the Park/ San Carlos subarea includes many auto-related sales and services as well as single-family homes—in many cases, these uses are located side by side. Many storefronts along San Carlos Street are vacant, including in new development.

Table 2-7: SUBAREA F - PARK/SAN CARLOS EXISTING LAND USE BY AREA

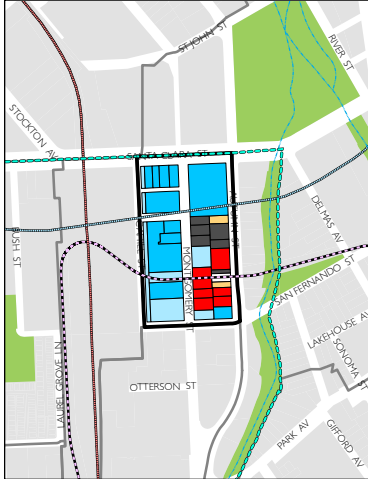
Land Use	Acres of Developable Land	% of Total Developable Land
Residential		
Low Density Residential	3.2	13.0
Medium-Low Density Residential	2.2	9.0
Medium Density Residential	0.6	2.3
High Density Residential	5.1	20.5
Non-Residential		
Commercial	7.4	29.8
Office	0.8	3.2
Light Industrial	0.7	2.8
Heavy Industrial	1.1	4.5
Public/Insitution	1.3	5.2
Parking Lot	0.0	0.0
Vacant (unoccupied or undeveloped)	2.4	9.8
Total	24.9	100.0
Gross Total (Including rights-of-way)	36.2	



Uses in the Potential Ballpark/Station South subarea include the former KNTV studios as well as older, potentially historic industrial and commercial buildings.

Table 2-8: SUBAREA G - POTENTIAL BALL PARK/STATION SOUTH EXISTING LAND USE BY AREA

Land Use	Acres of Developable Land	% of Total Developable Land
Residential		
Low Density Residential	0.0	0.0
Medium-Low Density Residential	0.0	0.0
Medium Density Residential	0.0	0.0
High Density Residential	0.0	0.0
Non-Residential		
Commercial	0.0	0.0
Office	0.0	0.0
Light Industrial	7.0	56.1
Heavy Industrial	0.6	4.8
Public/Insitution	4.9	39.3
Parking Lot	0.0	0.0
Vacant (unoccupied or undeveloped)	0.0	0.0
Total	12.5	100.0
Gross Total (Including rights-of-way)	16.4	



Station East

Located adjacent to the Station between Cahill and Autumn streets, this 13.2-acre area is comprised primarily of parking lots serving the Station and Arena. The southeastern portion of the site also includes both commercial and heavy industrial uses, as well as a few single-family and multifamily residences. Commercial and heavy industrial uses range from auto repair services to eating establishments like the Poor House Bistro, and are generally no more than two stories. Development intensity varies in this area, and FARs range from 0.2 to 1.0. Table 2-9 provides a breakdown of



Although the majority of the Station East subarea is devoted to Station and Arena parking, there are some remaining commercial and industrial uses as well as many vacant buildings.

Table 2-9: SUBAREA H - STATION EAST EXISTING LAND USE BY AREA

Land Use	Acres of Developable Land	% of Total Developable Land
Residential		
Low Density Residential	0.0	0.0
Medium-Low Density Residential	0.2	2.3
Medium Density Residential	0.0	0.0
High Density Residential	0.0	0.0
Non-Residential		
Commercial	1.3	14.2
Office	0.0	0.0
Light Industrial	0.0	0.0
Heavy Industrial	0.9	9.9
Public/Insitution	1.8	19.8
Parking Lot	4.8	52.7
Vacant (unoccupied or undeveloped)	0.1	1.4
Total	9.1	100.0
Gross Total (Including rights-of-way)	13.2	

2.3 Planning Context

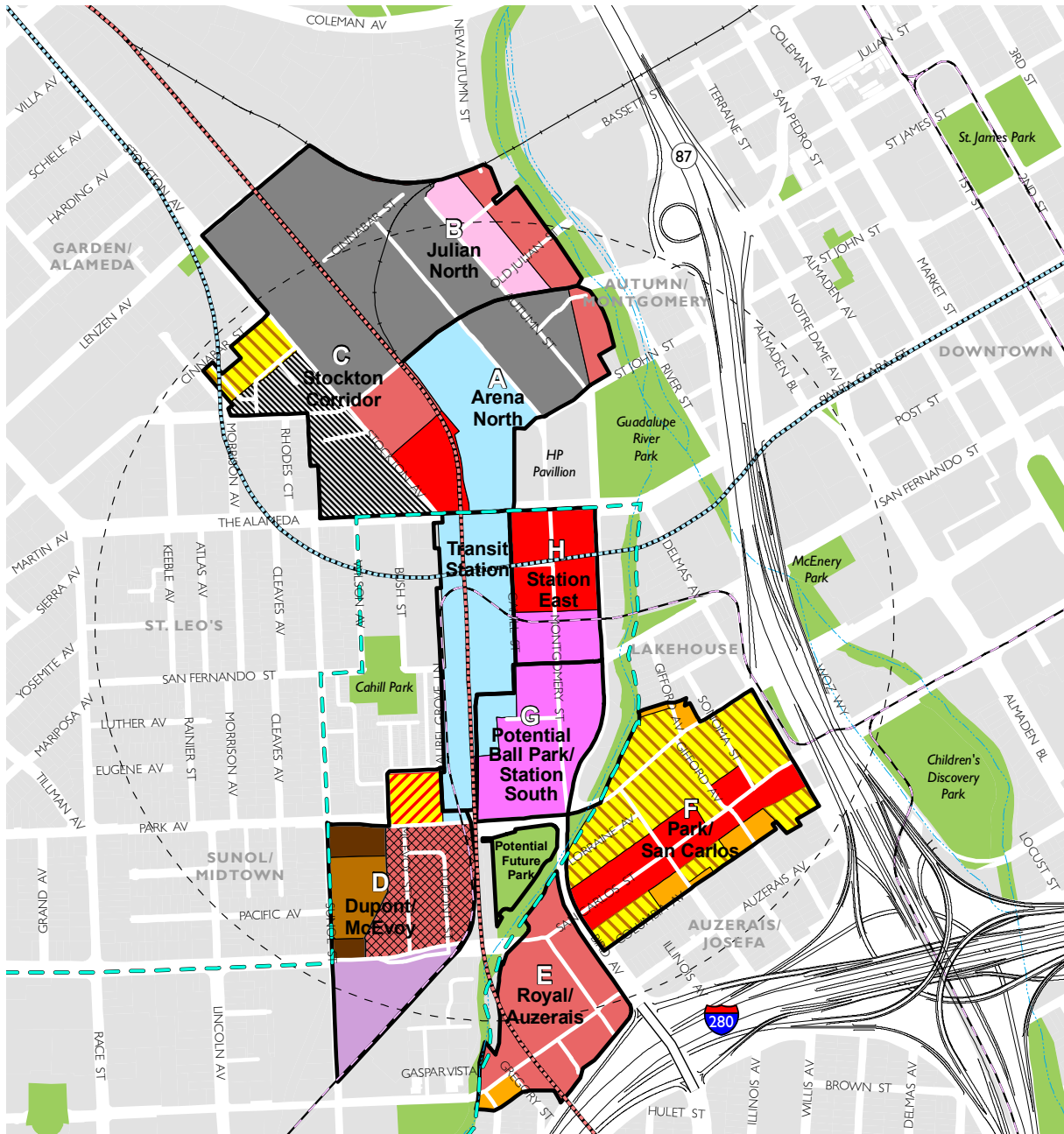
land use by acreage.

GENERAL PLAN LAND USE

The Diridon Station planning area lies within the City of San José and is subject to the policies delineated in the San José 2020 General Plan. The current General Plan was adopted in August 1994; however, the City is preparing a comprehensive update to the General Plan through the Envision San José 2040 Task Force process.

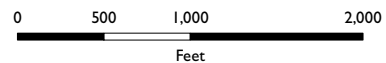
There are several General Plan land use designations in and around the Diridon Station planning area; these are shown in Figure 2-3. Development in the planning area north of the Station is mostly designated Industrial, with some Office and Combined Industrial/Commercial. To the west of the Station and planning area, designations are primarily residential, while the areas immediately east of the Station are designated Transit-Oriented Mixed Use and General Commercial. Further east, beyond the planning area, General Plan land use designations include Residential with some Commercial. The southern portion of the planning area has a greater mix of designations and includes: Transit Corridor Residential, Transit-Oriented Mixed Use, and Combined Industrial/Commercial with Live/Work Overlay to the southwest; Combined Industrial/Commercial and Medium Density Residential at the southern end; and Residential Support for the Core Area with

Figure 2-3: EXISTING GENERAL PLAN LAND USE DESIGNATIONS



- Medium Density Residential (8-16 DU/AC)
- Transit Corridor Residential (12+ DU/AC)
- Transit Corridor Residential (12+ DU/AC)/General Commercial
- Residential Support for the Core Area (25+ DU/AC)/General Commercial
- Residential Support for the Core Area (30+ DU/AC)
- Transit-Oriented Mixed Use (40-100 DU/AC)
- Transit-Oriented Mixed Use (40-150 DU/AC)
- General Commercial
- Combined Commercial/Industrial with Live/Work Overlay
- Combined Industrial/Commercial
- Office
- Light Industrial
- Public/Quasi-Public
- Public Park and Open Space
- Mixed Use Overlay

- Half Mile Radius
- Project Blocks
- Midtown Specific Plan
- Parks
- Blocks
- Proposed BART Alignment
- Proposed High Speed Rail
- Heavy Rail
- Light Rail
- Creeks

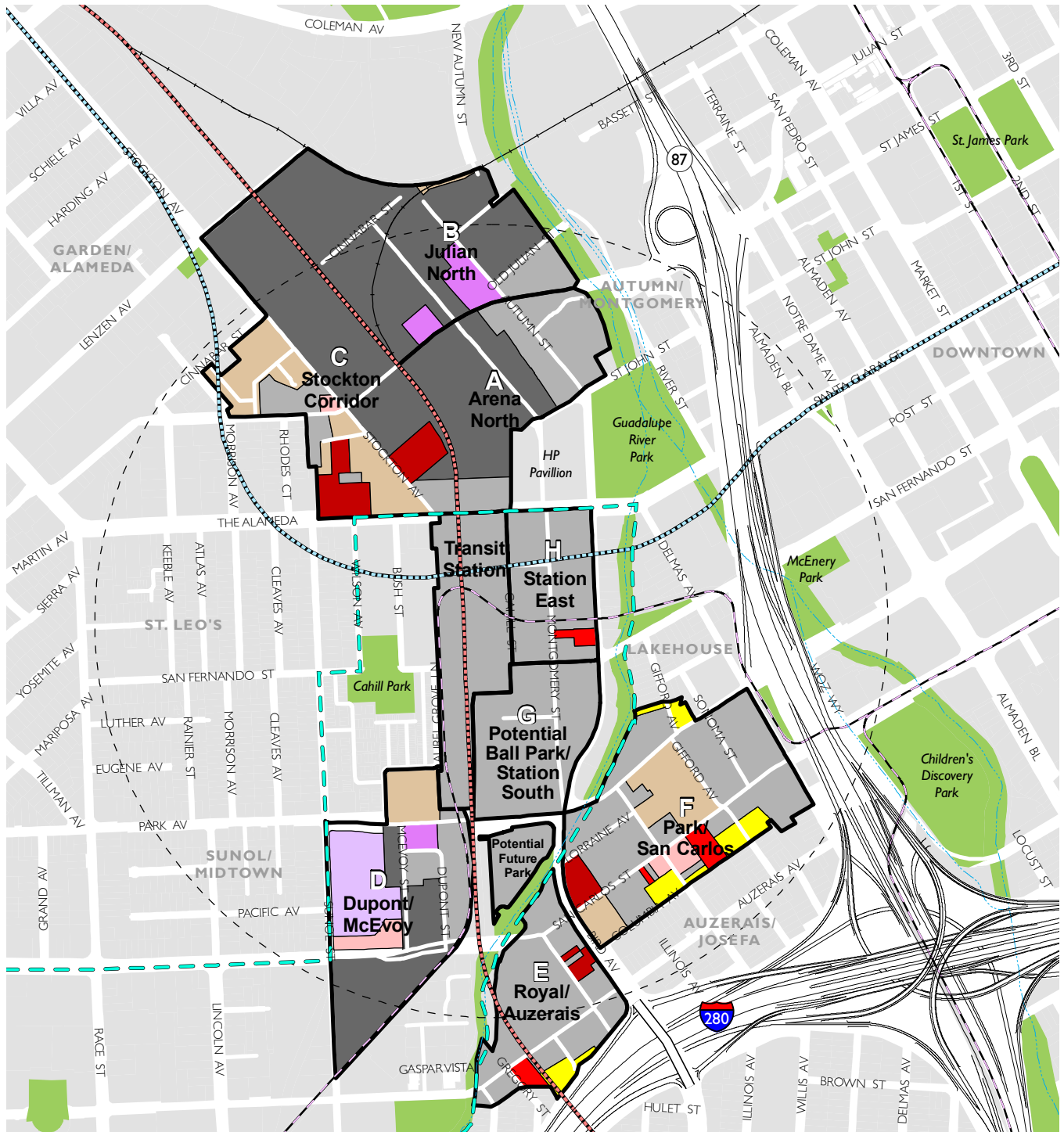


General Commercial to the southeast.

ZONING

The San José Zoning Ordinance is contained in Title 20 of the San José Municipal Code. Figure 2-4 shows the Zoning designations applicable the Station planning area. The majority of the planning area is zoned Light Industrial, with Heavy Industrial zones in the northern and southern portions of the area. There are several sites along The Alameda, Stockton Avenue and San Carlos Avenue that are zoned for Commercial General or Commercial Neighborhood, as well as a few sites zoned for Single Family Residential off of Park Avenue, Columbia Avenue, and Drake Street. Additional designations in the planning area include Industrial Park, Commercial Pedestrian, Combined Industrial/Commercial, and

Figure 2-4: EXISTING ZONING



Single Family Residential (R-2)	Half Mile Radius	Proposed BART Alignment
Commercial General	Project Blocks	Proposed High Speed Rail
Commercial Neighborhood	Midtown Specific Plan	Heavy Rail
Commercial Pedestrian	Parks	Light Rail
Combined Industrial/Commercial	Blocks	Creeks
Industrial Park		
Light Industrial		
Heavy Industrial		
Planned Development		

Planned Development, the latter of which includes sites with recent or planned new development.



OTHER PLANS

Strategy 2000: San José Greater Downtown Strategy for Development (2005)

Strategy 2000 provides a long-range conceptual program for revitalizing the traditional Downtown through the expansion of the Greater Downtown Core Area and through higher density infill development and higher intensities on undeveloped and underutilized sites. An objective of Strategy 2000 is to develop a prominent and vital 24-hour downtown to bring new investment, residents, and visitors to the center of the city. Strategy 2000 envisions Downtown as a regional center for employment, cultural activities, entertainment, civic uses, and retail activity that is at the center of an expanding transit network and surrounding existing and planned residential areas.

The Guiding Principles of Strategy 2000 are as follows:

- Make the Greater Downtown a memorable urban place to live, work, shop and play;
- Promote the identity of Downtown San José as the Capital of Silicon Valley;
- Create a walkable, pedestrian-friendly Greater Downtown; and
- Promote and prioritize development that serves the needs of the entire City and Valley.

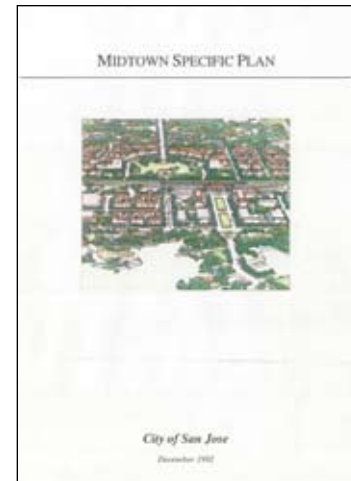
Midtown Specific Plan (1992, Amended 2005)

Part of the Diridon Station planning area is included in the Midtown Specific Plan (MSP), which provides development guidelines for a 210-acre mixed-use area situated south of West Santa Clara Street and west of Los Gatos Creek. The goal of the MSP is to create a mixed-use community that includes high-density commercial and residential areas that are geared toward public transit, while at the same time maintaining some existing service and industrial uses

in the area.

The MSP specifically calls for:

- Intensification of development immediately adjacent to Diridon Station and to the West San Carlos Light Rail Transit (LRT) Station;
- Creation of a new residential community with a wide range of housing choices;
- Preservation and intensification of industrial and commercial-service uses within Midtown;
- Reinforcement of existing neighborhood business districts;
- Creation of a network of open space and pedestrian walkways;
- Development of a street pattern that enhances neighborhood livability; and
- Design of development that is compatible with surrounding areas.



To achieve these goals, the MSP provides generalized land use guidelines for the overall neighborhood, and specialized plans for individual sub-areas. The document also sets policy for the design of parks and community centers, traffic routes, and utility service. It also includes a chapter on implementation of the MSP to ensure consistency with the General Plan and existing land use regulation, financing alternatives for development, and administrative protocol.

The MSP proposes Transit Oriented Mixed Use for the project site north of Park Avenue and a potential future 5-acre neighborhood park/playing fields south of Park Avenue on the City-owned property currently utilized by the City of San José Fire Department as a training facility. This location is well-suited for a more active recreation park, which could serve Midtown residents as well as residents across the Los Gatos Creek in the Parkside Neighborhood (Delmas Park Strong Neighborhood Initiative Planning Area). The park would also contribute to the enhancement of Los Gatos Creek within Midtown and provide for the implementation of a portion of



the regional creek trail system.

Diridon/Arena Strategic Development Plan (2003)

The Diridon/Area Strategic Development Plan provides the framework for planning for a 166-acre area around Diridon Station and the HP Arena. The area is located just west of Downtown San José, and is bounded by the Southern Pacific and Union Pacific rail corridors to the north, Guadalupe River to the east, Stockton Avenue and Diridon Station to the west, and West San Carlos Street to the south. The Plan coordinates planning efforts in and around the Station and Arena, including the San José 2010 General Plan, Midtown Specific Plan, Strategy 2000: Greater Downtown Strategy for Development, Guadalupe River Park Master Plan, and the Delmas Park Neighborhood Improvement Plan. The Plan acts as a guide for public-sector decision-making and private development, and is intended to help guide future planning and more detailed studies. The planning area covers the following areas: Arena North, Julian North, Stockton Corridor, Ball Park, and Station East. The Plan includes strategies and actions that aim to:

- Complete the Downtown Riverfront Park encompassing the Guadalupe River and Los Gatos Creek as local and regional open space amenities;
- Expand Diridon Station to create a grand transit station of architectural and functional significance;
- Enhance existing residential neighborhoods and reinforce downtown living with additional high-density residential development;
- Create a high-activity, lively pedestrian environment with excellent connectivity to downtown destinations and regional transit;
- Provide a variety of commercial and mixed-use development opportunities, ranging from larger-scale corporate or

2.4 Property Ownership and Development Projects

institutional sites to incremental, infill development zones.

Major property ownership in the planning area is limited due to the small scale of the majority of development. This section describes the public and private ownership pattern in the planning area, as shown in Figure 2-5.

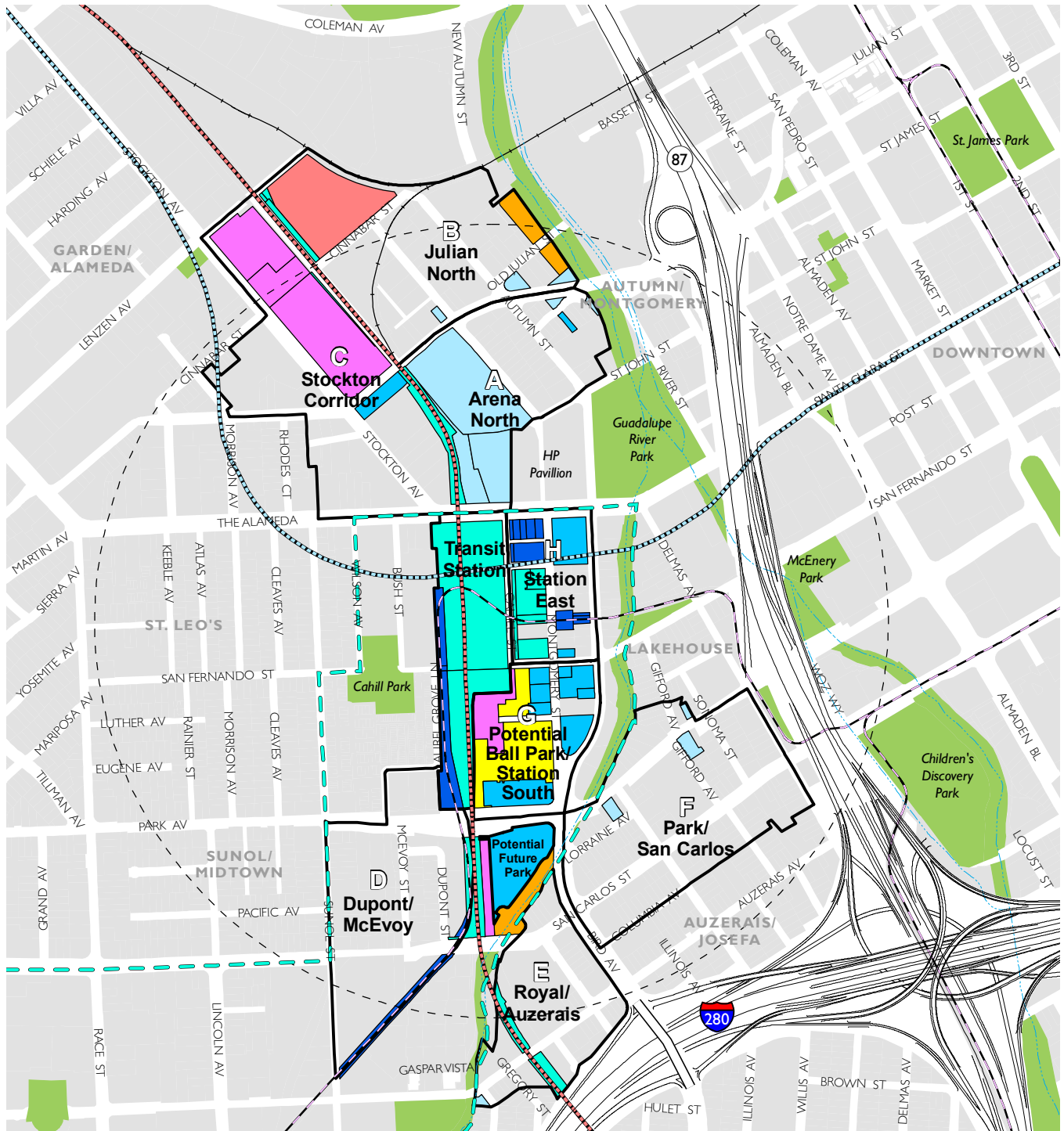
PUBLIC OWNERSHIP

While the majority of sites in the planning area are privately owned, there are several key public entities that own land. Namely, these include Caltrain, which owns the Diridon Station and a portion of adjacent parking; the City of San José, which owns land adjacent to the Arena and the Fire Department training facility to the south; and the San José Redevelopment Agency, which owns public parking sites and additional sites within the Potential Ballpark/ Station South subarea.

MAJOR PRIVATE OWNERSHIP

There are very few major private property owners in the planning area (defined as ownership of more than five acres of land in the planning area). This is due to the overall pattern of development in the planning area, with small commercial and industrial sites and primarily single-family development. However, there are a few larger property owners in the area: these include PG&E, A&F Properties, and Pacific Bell. Most of these properties are not

Figure 2-5: PUBLIC AND MAJOR PRIVATE OWNERSHIP



City of San Jose	Half Mile Radius	Proposed BART Alignment
San Jose Redevelopment Agency	Project Blocks	Proposed High Speed Rail
Santa Clara VTA	Midtown Specific Plan	Heavy Rail
Caltrain	Parks	Light Rail
PG & E	Blocks	Creeks
AT&T		
Santa Clara Valley Water District		
A & F Properties LLC		

0 500 1,000 2,000
Feet

identified as opportunity sites.

OPPORTUNITY SITES

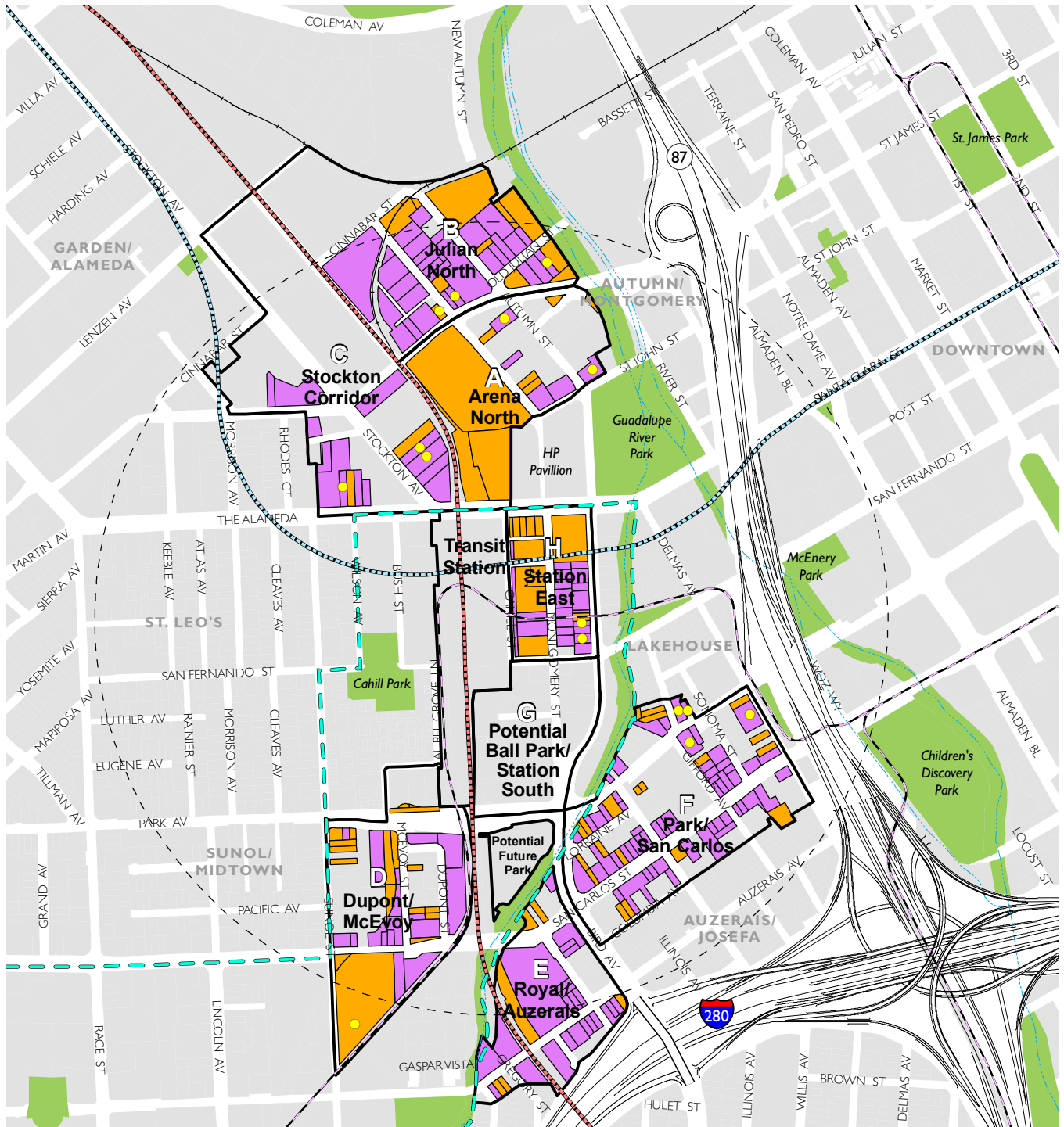
Opportunity sites in the planning area fall into two separate classifications: Tier 1 and Tier 2 sites. Tier 1 sites include vacant properties that is undeveloped (vacant land) or unoccupied (vacant structure), publicly-owned land that is either vacant (undeveloped or unoccupied) or underutilized, and sites used solely for parking. Tier 2 includes underutilized sites within the planning area that have the potential for re-use. The criteria used to identify underutilized sites include FAR and A/V ratio (the relationship between assessed building value to land value) analysis, as well as site reconnaissance. Many opportunity sites have low FARs or the land value exceeds improvements to the property (low A/V ratio). As a result, reuse of sites with low FARs and A/V ratios could increase the value and overall utilization of many opportunity sites. Figure 2-6 identifies both the Tier 1 and Tier 2 opportunities sites in the planning area. Assessment of reuse potential is preliminary and may be modified as future land use opportunities are explored during the development of alternative land use plans during the planning process.

Overall, opportunity sites comprise 50 percent of the net developable land area in the planning area, with 36 acres of vacant (unoccupied or undeveloped), publicly-owned land, or parking sites; and 52.8 acres of underutilized land. While not all sites will redevelop over the life of the Station Area Plan, there are a number of key factors for creating opportunities for land use

change that will ultimately influence which sites are redeveloped. These include:

- *Pedestrian Accessibility to Transit and Key Destinations.* Properties in close proximity to the Station will have higher value for commercial and residential development. The most accessible sites are located within a five-minute walk, or quarter-mile radius, from the Station. These sites have the most opportunity for higher intensities and transit-supportive development. Additionally, pedestrian connections to other key destinations like Downtown San José, The Alameda and other planned neighborhood and civic centers (such as the potential ballpark) will affect the type and intensity of uses along these connections.
- *Access to Highway 87 and Interstate 280.* Access to regional transportation corridors will be an asset for properties with easy access to Highway 87 and Interstate 280. Key corridors in the planning area include Bird Avenue/Autumn Street, The Alameda/Santa Clara Street, Park Avenue, and Julian Street.
- *Land Use.* Much of the opportunity land or structures, reuse or intensification exists on sites that are either vacant (unoccupied or undeveloped) or used for parking. The provision of structured parking would allow conversion of surface lots to new uses. Additional sites in the commercial and industrial base of the planning area provide opportunity for intensification.
- *Parcel Size and Ownership.* Large, adjoining parcels make site assembly relatively easy for large-scale development. While there are several larger sites throughout the planning area, the majority of opportunity sites have small, shallow, and narrow lots. The ability for site assembly and cooperation among owners will be a key factor in redevelopment of many of these sites.
- *Environmental Impacts.* Cleanup of sites with significant amounts of residual hazardous waste may be cost-prohibitive to smaller-scale, lower-intensity development. More importantly, the presence of toxics may also inhibit specific uses unless substantial cleanup is pursued on the site. Additionally, land use compatibility with future rail infrastructure, most notably the High Speed Rail, could limit the type of uses in proximity to the rail line.

Figure 2-6: OPPORTUNITY SITES



Tier 1 - Vacant, Publicly-Owned, & Parking Lots (35.05 acres)	Half Mile Radius	Proposed BART Alignment
Tier 2 - Underutilized (52.46 acres)	Project Blocks	Proposed High Speed Rail
Opportunity Site Identified as a Historic Resource	Midtown Specific Plan	Heavy Rail
Parks	Blocks	Light Rail
		Creeks

0 500 1,000 2,000 Feet

Opportunity Sites

Based on the factors affecting development within the planning areas, several key sites have an increased likelihood of redevelopment over the next 25 years. These sites include:

- *Arena North Parking* is currently owned by the City of San José and serves the HP Pavilion Arena. Located directly north of the Station and adjacent to the Arena, the area is a prime location for transit-oriented development that could capitalize on the adjacent Arena and Guadalupe River Park. Obviously, any reuse of surface parking sites will need to address parking issues.
- *Station East Parking* is located directly east of the Station and is comprised of surface parking lots. All of the parking lots in the area are publicly owned by Caltrain, Santa Clara Valley Transportation Authority (VTA), and the San José Redevelopment Agency. Similar to the Arena Parking area, these sites have some of the greatest potential to build on both the transit connectivity of the site as well as the proximity to the Arena and potential ballpark site.
- *Dupont/McEvoy* area includes several large properties that are vacant (undeveloped or unoccupied) land or underutilized sites along San Carlos Street. With the area's proximity to the VTA Light Rail system and ten-minute walking distance to the Diridon Station, there is potential to foster residential and neighborhood-oriented commercial uses. The area is also part of the Midtown Specific Plan, which designates the area as Transit Oriented Mixed Use with Office and/or Residential uses.
- *Orchard Supply in Royal/Auzerais* could have potential to build transit-supportive uses with its proximity to both Light Rail and the Station. In addition, the area has direct access to the future park along Los Gatos Creek within the planning area, as well as San Carlos Street.
- *San Carlos Street* is primarily comprised of auto-related commercial uses, many of which have unoccupied structures. Small office, car sales, and retail establishments round out the range of uses on the street. While ample opportunity exists along the street, site assembly of small, shallow lots may pose a challenge to redevelopment in the area. Additionally, several service commercial uses are interspersed throughout the neighborhood.

2.5 Strong Neighborhoods Initiative

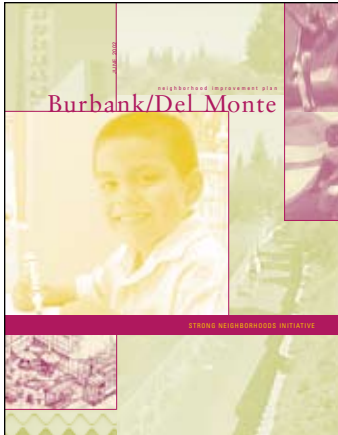
The Strong Neighborhood Initiative (SNI), established in 2002, is a comprehensive neighborhood revitalization program led by the City of San José, the San José Redevelopment Agency, and the community to build clean, safe and attractive neighborhoods with strong, independent, and capable organizations.

REDEVELOPMENT PLAN AMENDMENT (DIRIDON AMENDMENT) TO THE SNI PROJECT AREA (2009)

On May 19, 2009, the San José City Council approved an Amendment to the Redevelopment Plan for the Strong Neighborhoods Initiative Project Area (Diridon Amendment), for a portion of the SNI area generally bounded by Santa Clara Street on the north, the Caltrain tracks to the west, San Carlos Street on the south, and the Guadalupe/Los Gatos Creek and State Route 87 on the east.

The Diridon Amendment enables San José's Redevelopment Agency to collect tax increment revenue generated in the near-term in the Diridon Area to address not only blighting factors and finance programs in the Diridon Station planning area, but also to provides for additional revenue for programs in the SNI Redevelopment Project Area and the entire Merged Project Area. The goal is to use tax increment generated from the Diridon Amendment area to address infrastructure deficiencies in the vicinity to complement and facilitate expansion of the multi-modal transportation facilities located around Diridon Station while stimulating new private investment in the area.





BURBANK/DEL MONTE SNI NEIGHBORHOOD IMPROVEMENT PLAN (2002)

The Diridon Station is located in the northeast corner of the Burbank/Del Monte neighborhood. The Burbank/Del Monte SNI Neighborhood Improvement Plan expresses the community's vision and includes goals that would bring about positive changes and help the neighborhood achieve its vision. The vision includes:

- Developing parks and open space;
- Providing community facilities in the neighborhood;
- Creating a pedestrian-friendly environment;
- Improving circulation, transportation and parking;
- Strengthening economic development;
- Revitalizing housing;
- Beautifying the neighborhood;
- Encouraging maintenance and stewardship; and
- Improving programs, services and community organizations.

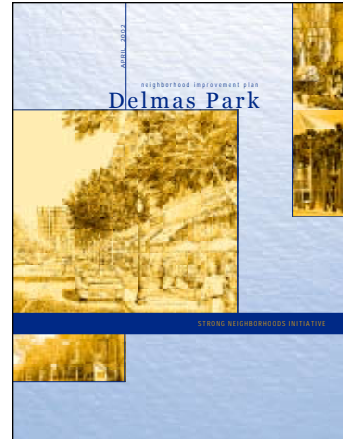
These goals form the foundation of an action plan that includes over 100 specific actions for improving the neighborhood, including a community-prioritized list of Top-Ten actions to focus initial efforts and resources to improve the Burbank/Del Monte Neighborhood.

DELMAS PARK SNI NEIGHBORHOOD IMPROVEMENT PLAN AND PLAN AMENDMENT (2002, AMENDED 2007)

The Delmas Park Neighborhood is located immediately east of the Diridon Station planning area and is generally bounded by West Santa Clara Street to the north, Interstate 280 to the south, Highway 87 to the east, and the Los Gatos Creek/South Autumn Street and Bird Avenue to the west. The goal of the Delmas Park SNI Neighborhood Improvement Plan is to:

- Improve the neighborhood conditions;
- Enhance community safety;
- Facilitate community services; and
- Strengthen neighborhood associations.

The community’s vision for the neighborhood is also expressed in a prioritized Top-Ten list of action items in the Delmas Park SNI Neighborhood Improvement Plan.



2.6 Environment and Sustainability



SAN JOSÉ'S GREEN VISION (2007)

San José's Green Vision is a comprehensive strategy that will guide the city in becoming more energy-efficient, producing and using electricity from clean renewable sources, creating green buildings, diverting waste from landfills, creating greener street systems, delivering recycled water, and reducing greenhouse gas emissions.

This vision includes 10 goals that serve as a roadmap to reduce the carbon footprint of the city by more than half of 2007 levels.

Green Vision Goals

Within 15 years, the City of San José in tandem with its residents and businesses will:

- Create 25,000 Clean Tech jobs as the World Center of Clean Tech Innovation
- Reduce per capita energy use by 50 percent
- Receive 100 percent of electrical power from clean renewable sources
- Build or retrofit 50 million square feet of green buildings
- Divert 100 percent of the waste from landfills and convert waste to energy
- Recycle or beneficially reuse 100 percent of wastewater (100 million gallons per day)
- Adopt a General Plan with measurable standards for sustainable development
- Ensure that 100 percent of public fleet vehicles run on alternative fuels
- Plant 100,000 new trees and replace 100 percent of streetlights with smart, zero emission lighting
- Create 100 miles of interconnected trails
- Enact a Green Building Ordinance for New Private Sector Construction (2008)

Green Building Ordinance for New Private Sector Construction (2008)

The ordinance establishes the U.S. Green Building Council's (USGBC) Leadership in Energy and Environmental Design (LEED) and Build it Green's (BIG) Green Point Rated rating systems as the mandatory green building standards for the City of San José. The LEED Green Building Rating System is a consensus-based national rating system for developing high-performance, sustainable buildings. LEED addresses all building types and emphasizes five areas: sustainable site development, water savings, energy efficiency, materials and resources selection, and indoor environmental quality.

Green Building Compliance Requirements

- Small commercial/industrial buildings, small residential projects, and single-family detached residences must complete Green Point Rated Checklist or LEED Checklist.
- Large commercial/industrial buildings and large residential projects must receive the minimum green building certification of LEED Silver and residential projects shall receive the minimum green building certification of LEED Certified or GreenPoint Rated.
- High-rise residential projects shall receive certification as the minimum Green Building Performance Requirement of USGBC LEED™ Certified.
- Mixed-use new construction projects must submit a checklist and receive the minimum green building new construction certification designation for the portion of the building under the requirements of the applicable subsections above.

RIPARIAN CORRIDOR POLICY STUDY (1994)

This Study analyzed numerous streams and riparian corridors found within San José and addressed in great detail how development of all types should be designed to protect and preserve riparian corridors. These guidelines are being used in the development review process, generally resulting in 50- to 100-foot setbacks from riparian corridors for new development as well as other techniques to protect water quality and fish and wildlife habitat.



2.7 Public Utilities and Parks

This section provides an overview of City of San José efforts to regulate and encourage high-quality public facilities, which will affect future development in the planning area. Topics discussed include stormwater management, lighting, and parks.

STORMWATER MANAGEMENT

The City of San José is responsible for ensuring compliance with federal and State laws that regulate how stormwater runoff is managed prior to its entry into the storm drain system, streams, rivers or the San Francisco Bay.

City Council Policy 6-29, Post Construction Urban Runoff Management (Effective 1998, Revised 2006)

Policy 6-29 requires all projects to include Best Management Practices that prevent rainwater pollution, treat polluted runoff and eliminate or control runoff from the project site. If a project is identified as a Land Use of Concern or if a project creates, replaces, or modifies 10,000 square feet (or more) of impervious surface, then Source Control Measures and hydraulically sized Treatment Control Measures that meet the standards listed in Policy 6-29 are required.

City Council Policy 8-14, Post Construction Hydromodification Management Policy (Effective 2005)

Policy 8-14 encourages all projects to be designed to include treatment control measures that hold and slow down the volume of runoff coming from a site. The policy includes a Hydromodification Management Plan map that shows areas in the City of San José where an increase in the amount of stormwater runoff coming from a site might negatively impact streams, rivers and the San Francisco Bay. If a project is located in one of these specified areas and is one acre (or more) in size, and will create, replace, or modify one acre (or more) of impervious surface, then it must include design measures to store or slow down the flow rates of runoff coming from the site to pre-project conditions.

LIGHTING

San José Downtown Street and Pedestrian Lighting Master Plan (2003)

The San José Downtown Street and Pedestrian Lighting Master Plan establishes guidelines that address future development, including incremental changes, to lighting in the “Greater Downtown” area which includes areas to the east of the Diridon Station. The Lighting Master Plan addresses the public right-of-way through the illumination of pedestrian paths and streets. The Plan encompasses design principles, the appearance and location of light fixtures, the color of light, light levels, maintenance issues, and considerations for the University of California Lick Observatory on Mount Hamilton. The Plan supports the vision of a pedestrian-friendly Downtown and will help revitalize nighttime retail, dining and entertainment activities.

City Council Policy 4-2, Public Street Lights (Effective 1980, Revised 2008)

The purpose of this policy is to help the City of San José advance several of its Green Vision goals, in particular the goal to replace 100 percent of the City’s streetlights with smart, zero emission streetlights (lights powered exclusively by renewable energy) by 2022.

This policy aims to convert the City’s streetlights from sodium-vapor and metal halide lights to more energy-efficient, longer-lasting, and programmable lights. The new lights will reduce the City’s energy consumption and maintenance costs, improve the quality of light on the City’s streets and sidewalks, and will be constructed in a manner that minimizes or eliminates hazardous waste. The policy also strives to meet the astronomical research needs of the University of California Lick Observatory on Mt. Hamilton.

City Council Policy 4-3, Outdoor Lighting on Private Developments (Effective 1983, Revised 2000)

This policy promotes energy-efficient outdoor lighting on private development in the City of San José that provides adequate light for nighttime activities while benefiting the continued enjoyment of the night sky and continuing operation of the Lick Observatory by reducing light pollution and sky glow.

PARKS

The City of San José operates and maintains parklands, open space and community facilities for public recreation and community services. Parks and recreation facilities vary in size, use, type of service, and provide for city, regional, and neighborhood uses. The Department of Parks, Recreation and Neighborhood Services (PRNS) is responsible for the construction, operation, and maintenance of all City parks and recreation facilities. The City utilizes a variety of financing mechanisms, including the Parkland Dedication Ordinance, Park Impact Fee Ordinance and the Construction and Conveyance Tax, to acquire and develop parkland.

General Plan

The San José 2020 General Plan establishes level of service measures for parkland and community centers. These levels of service are as follows:

- 3.5 acres of neighborhood and community serving recreational lands per 1,000 population, of which a minimum of 1.5 acres must be City-owned neighborhood or community parklands and up to 2 acres can be provided by school playgrounds, and all should be located within reasonable walking distance;
- 7.5 acres of regional/Citywide parklands per 1,000 population; and
- 500 square feet of community center space per 1,000 population.

Parkland Dedication Ordinance and Park Impact Ordinance (PDO/PIO)

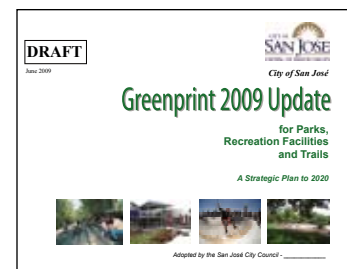
San José's General Plan sets a goal of 3.5 acres of neighborhood and community parks per 1,000 residents. In 1992, the City Council adopted the Parkland Dedication Ordinance and the Park Impact Ordinance (Section 14.25 of the Municipal Code), which mandates that privately developed market-rate housing provides up to 3.0 acres of neighborhood and community parks per 1,000 residents

added as a result from the additional development consistent with the requirements of California State Law. Fees can be collected in-lieu of parkland. If residential development is under 50 units in size, the developer can opt to pay fees instead of creating parkland; if development is over 50 units in size, then the City can require that the developer create parkland, although it may accept in-lieu fees.

City of San José Greenprint

In 2000, the City of San José adopted the Greenprint—a strategic plan for parks, recreational facilities and programs to the year 2020. The Greenprint is a guide for City staff and policy makers that identifies opportunities to improve resident health and wellness through parks, recreational programs, and facilities. The Greenprint is currently being updated to provide clear direction on priorities and capital investment for the next 11 years and will be the basis of the recreational input into the City of San José’s 2040 General Plan. The Greenprint 2009 Update Draft was published in June 2009.

The City of San José has over 180 neighborhood/community-serving parks and nine citywide/regional parks in its inventory. The majority of the park system in San José was built in the 1960s and 1970s. About 25 percent of the City’s parks have been built since 1980. Since 2000, 30 new neighborhood/community park sites have been added, totaling approximately 84.5 acres. Another 106 acres have been acquired for future park development, including two parks in the Diridon Station vicinity (Del Monte Park and a future park along Los Gatos Creek). In addition, developers have also agreed to construct and dedicate eight new neighborhood/community parks totaling approximately 31 acres within the next six years and another 30 acres by the year 2020.



PARKS IN AND AROUND THE PLANNING AREA

The following parks are in the vicinity of the planning area, as shown in Figure 2-7. Table 2-10 shows the number of acres for each park and the total acreage of parkland within and adjacent to the planning area. There are currently four acres of parkland in the planning area; however, within a half-mile radius of the area, there is a total of 231.4 acres of neighborhood, community, and regional parkland.

WITHIN THE PLANNING OPPORTUNITY SUBAREAS

Station Green (Between Cahill Street and South Montgomery Street)

Station Green is an existing grass lawn that serves as a forecourt to Diridon Station. It is located in the Station East subarea.

Future Park (Park Avenue and Montgomery Street)

The Midtown Specific Plan (1992), San José Greenprint, A 20-Year Strategic Plan for Parks and Community Facilities and Programs (2000), and the Diridon/Arena Strategic Development Plan (2002) identify the City-owned Fire Department Training Facility as a possible location for a future park. With a total area of approximately four acres, the site is identified in the plan as a possible location for a neighborhood- and community-serving recreational park that could potentially provide a large athletic field for baseball and softball. This future park site is designated to meet the overall level of service objective of 3.5 acres per 1,000 population in the plan areas that are currently underserved by existing parkland areas.

WITHIN A HALF-MILE RADIUS OF DIRIDON STATION AND THE OPPORTUNITY SUBAREAS

Guadalupe Gardens (Walnut Street and West Taylor Street)

Guadalupe Gardens is approximately 154 acres in size and grew from the development of the Airport. The Gardens features a renowned Heritage Rose Garden with over 3,700 varieties of roses. It also includes the Courtyard Garden, Historical Orchard and the Taylor Street Rock Garden. The Guadalupe Gardens Master Plan calls for the expansion of the Visitor Center to provide educational spaces and parking for 60 cars, a children's play area, a central promenade, a dog park, additional demonstration gardens and overall landscape improvements. Friends of Guadalupe River Park & Gardens is currently in the process of refining the Master Plan, which will result in detailed design guidelines and a strategy for implementing new garden elements. A draft of the Guadalupe Gardens Design Guidelines and Implementation Strategy was published in June 2008.

Guadalupe River Park

Guadalupe River Park includes:

- Arena Green (West Santa Clara Street and South Autumn Street),
- John P. McEnery Park (West San Fernando Street and Almaden Boulevard).
- Children's Discovery Park (Woz Way and West San Carlos Street), and
- Guadalupe River Trail

Guadalupe River Park is 120 acres in size and is a three-mile ribbon of parkland that runs along the banks of the Guadalupe River from Highway 880 at the north, to Highway 280 at the south. The park provides pedestrian links to the McEnery Convention Center, the Children’s Discovery Museum, the Center for the Performing Arts, and the HP Pavilion. Spaces within the park include Discovery Meadows, Veterans’ Memorial of San José and Santa Clara Valley, Arena Green, Confluence Park East and West, and five Sister-City Plazas. The Guadalupe River Park is mainly for walking, bicycling, children playing, contemplation, educational pursuits, and similar activities.

Los Gatos Creek Trail – Reach 5 Master Plan (2008)

The Los Gatos Creek corridor is part of a planned open space trail system connecting the San Francisco Bay to the Santa Cruz Mountains. While portions of the trail have been constructed, the trail segment in the Diridon Station Area has not yet been completed. Portions of the Station Area adjacent to Los Gatos Creek are designated as the future location of the Los Gatos Creek Trail alignment, which currently indicates that the trail would run along the western bank of the creek. Reach 5 of the Los Gatos Creek Trail is an approximately two-thirds-mile-long multi-use trail located between Auzerais Avenue and West Santa Clara Street. The trail will consist of a Class 1, 12-foot-wide paved path, with portions of the trail extending along existing sidewalks.

St. James Park (St. James Street and 1st Street)

Originally designed by Frank L. Olmsted, the seven-acre St. James Park is a landmark in Downtown San José. The park has historically been the center of cultural activity in the City and is surrounded by churches and public buildings, nine of which are listed as landmarks in the National Register of Historic Places and the City of San José. The park itself is also listed in the National Register of Historic Places.

Cahill Park (West San Fernando Street and Wilson Avenue)

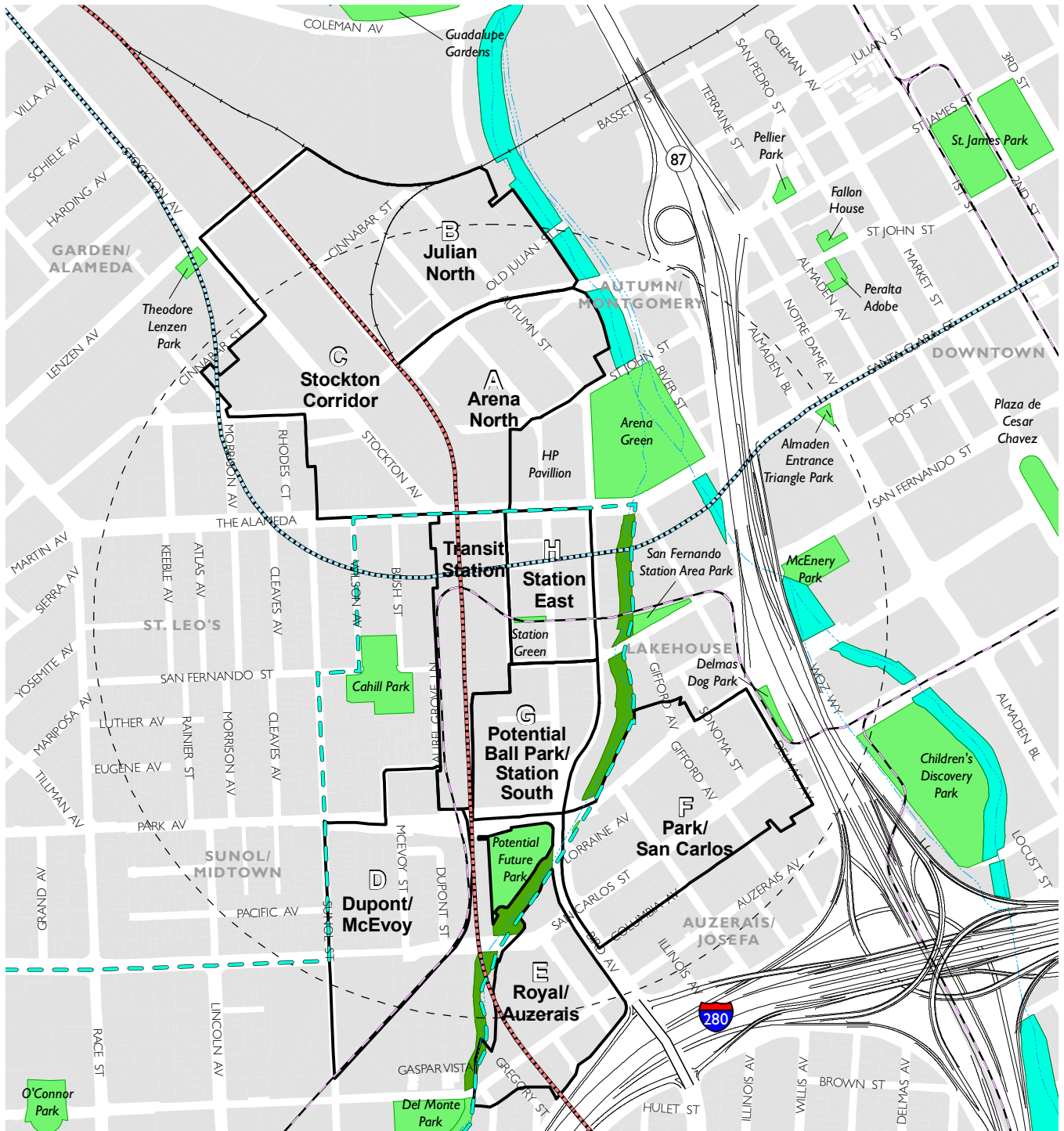
A new 3.7-acre public park, developed in association with the Avalon at Cahill Park housing development, this park includes a playground and basketball court.

Del Monte Park (Auzerais Avenue and Los Gatos Creek)

The Del Monte Park is part of the Cannery Square residential project located along the Los Gatos Creek at Auzerais Avenue. Land has been purchased for the park but construction has yet to begin as of Summer 2009.

Additional smaller parks in the vicinity of the planning area include the Plaza de César Chávez in Downtown San José and O'Connor Park to the west, south of the Shasta Hanchett Park neighborhood. There are also several smaller pocket parks in the area, including the San Fernando Light Rail Transit Station Area Park, Theodore Lenzen Park, Delmas Dog Park, Peralta Adobe Park, Fallon House, Pellier Park, and the Almaden Entrance Triangle Park.

Figure 2-7: PARKS AND RECREATION



- Parks & Recreation
- Guadalupe Park Creek Trail
- Los Gatos Creek Trail
- Half Mile Radius
- Project Blocks
- Midtown Specific Plan
- Blocks
- Proposed BART Alignment
- Proposed High Speed Rail
- Heavy Rail
- Light Rail
- Creeks

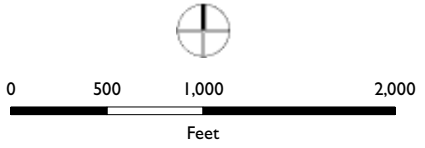


Table 2-10: PARKS IN THE PLANNING AREA VICINITY

Park Name	Acres
Within Planning Area	
Station Green	0.2
Potential Future Park (at Los Gatos Creek)	3.8
Subtotal within Planning Area	4.0
"Within a Half-mile of Diridon Station and Opportunity Subareas (in order of magnitude)"	
Guadalupe Gardens	153.7
Guadalupe River Park	
Arena Green	10.6
Children's Discovery Park	11.5
McEnery Park	1.8
Creek Trail	21.8
Los Gatos Creek Trail - Reach 5	7.2
St. James Park	7.0
Cahill Park	3.7
Del Monte Park	3.1
Plaza De Cesar Chavez	2.4
O'Connor Park	1.9
San Fernando LRT Station Area Park	0.6
Theodore Lenzen Park	0.5
Delmas Dog Park	0.4
Peralta Adobe	0.4
Fallon House	0.3
Pellier Park	0.3
Almaden Entrance Triangle Park	0.2
Total Park Acreage in Planning Area Vicinity	231.4