



SKY lane

trail vision study



Prepared for the Department of Parks and Recreation
and Neighborhood Services
October 2015

ACKNOWLEDGEMENTS

City of San José

City Council

Sam Liccardo, Mayor
Charles “Chappie” Jones, District 1
Ash Kalra, District 2
Raul Peralez, District 3
Manh Nguyen, District 4
Magdalena Carrasco, District 5
Pierluigi Oliverio, District 6
Tam Nguyen, District 7
Vice Mayor Rose Herrera, District 8
Donald Rocha, District 9
Johnny Khamis, District 10

Public Works Department

Barry Ng, Interim Director
Jan Palajac, Senior Landscape Architect
Jane Wu, Associate Landscape Designer

Parks, Recreation and Neighborhood Services

Angel Rios Jr., Director
Yves Zsutty, Trail Network Manager
Marybeth Harasz, Division Manager
Greg Meek, Senior Landscape Architect
Yu-Wen Huang, Structure Landscape Designer

Office of Cultural Affairs – San Jose Public Art

Jennifer Easton, Director

Consultant Team

Callander Associates Landscape Architecture, Inc.

Brian Flecher, Principal-in-charge
Marie Mai, Project Manager
Likun Cao, Project Assistant

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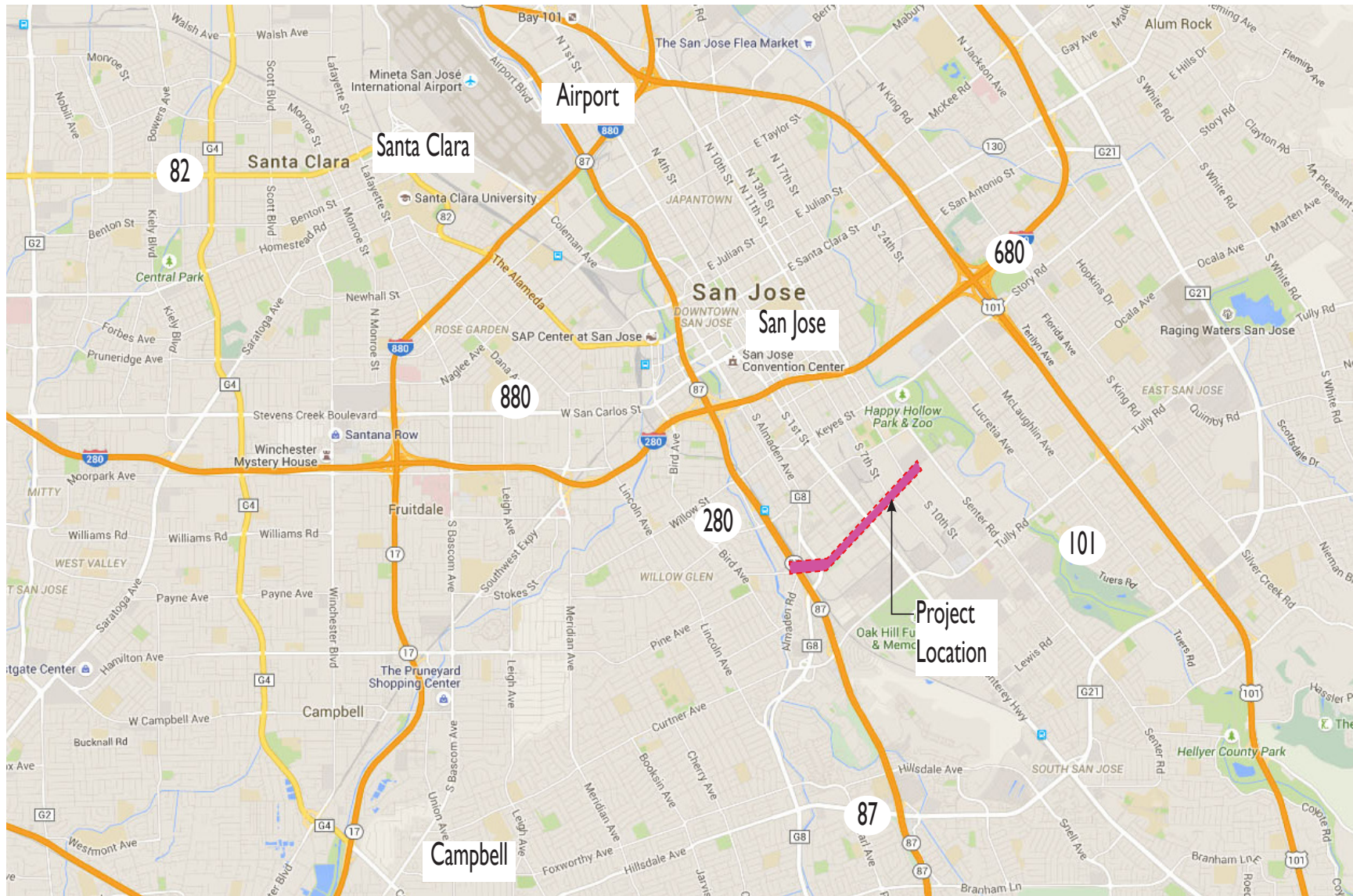


Figure I: Location Map

I | EXECUTIVE SUMMARY

Background

The Three Creeks Trail (Eastern Alignment) is a challenging trail segment due to the lack of public right-of-way along most of the length, several street crossings, and intersection with major elements such as Highway 87, VTA light rail corridor, High Speed Rail corridor, and an active UPRR rail corridor. All of these constraints suggest an at-grade trail is infeasible, and a series of Focus Group meetings held throughout 2008 have confirmed that conclusion. The purpose of this Vision Study is to evaluate the possibility of an elevated trail, and develop a vision for what that elevated trail structure could look like.

“With imagination and creativity, we can resolve the challenges encountered along the Three Creeks Trail alignment and define a viable and great new place for San Joseans and their guests.”

--Angel Rios Jr. Director, Parks Recreation & Neighborhood Services

The Vision Study results from the need to resolve a major challenge. Although the focus group found an at-grade trail not possible, the City Council and community have advocated for a viable project. The Vision Study process offered an opportunity for City staff to bring imagination and creativity to the topic. Unconstrained by a defined budget, the study's intent has been to define what may be possible in order to gauge community and Council input.

Support

The City of San Jose has one of the nation's largest urban trail networks, with over 57 miles developed and open to the public. The City's Greenprint and Green Vision both support further development of trails; with a goal for a 100-mile paved trail network by 2022.

The Envision 2040 General Plan has a mode-split goal of 15% for bicycles, an increase of over 14% from 2008 levels. The Bike Plan 2020 has a 5% mode shift goal for bicycle use (only 5 years away), lending support to projects such as this Vision Study, that helps ensure inter-connectivity of trails and access to population centers. The timeframe for these improvements is 2025, as it coincides with the City's Department of Transportation's goal to increase bicycle ridership from 1% to 15% by that year. Many of San Jose's trails follow a northerly direction as creeks and rivers flow to the Bay. Cross-town trails like the SkyLane do not have a riparian corridor to follow. The area's heavy industry, cross streets, and limited land availability have guided the City in pursuing innovative concepts.

Concept / Vision

This Vision Study provides a possible solution for the Three Creeks Trail (Eastern Alignment) that would generally follow a railroad corridor. Due to the property, physical, and use constraints noted above, the trail will be an elevated structure supported by columns. Aerial rights will be required for the elevated segments; land rights will be required for the column locations.

The elevated nature of the trail provides the City with a unique opportunity to create a destination trail and offer an exciting travel opportunity to several special event venues. A proposed spire at the trail span over Highway 87 will provide a gateway into Downtown and bird's eye views of the Guadalupe River and its planned trail. Connections to rooftop gardens and an at-grade community garden will provide visitors with a welcome respite from the industrial and sometimes gritty atmosphere of this neighborhood. A flexible-use parking structure adjacent to the San Jose Municipal Stadium with a rooftop beer garden and restaurant can help enliven this area as a mixed-use entertainment zone.

The entertainment zone offers the following venues, just steps from the "SkyLane"

- San Jose Giants
- Ice Center - San Jose Sharks
- Spartan Stadium
- Kelly Park - History San Jose
- Coyote Creek Trail, via Kelly Park

The trail structure itself will serve to further the City's Green Vision by incorporating natural light and green roof elements. It will also celebrate the City's place as the heart of Silicon Valley through its creative use of solar and kinetic energy to serve as a cultural and artistic beacon.

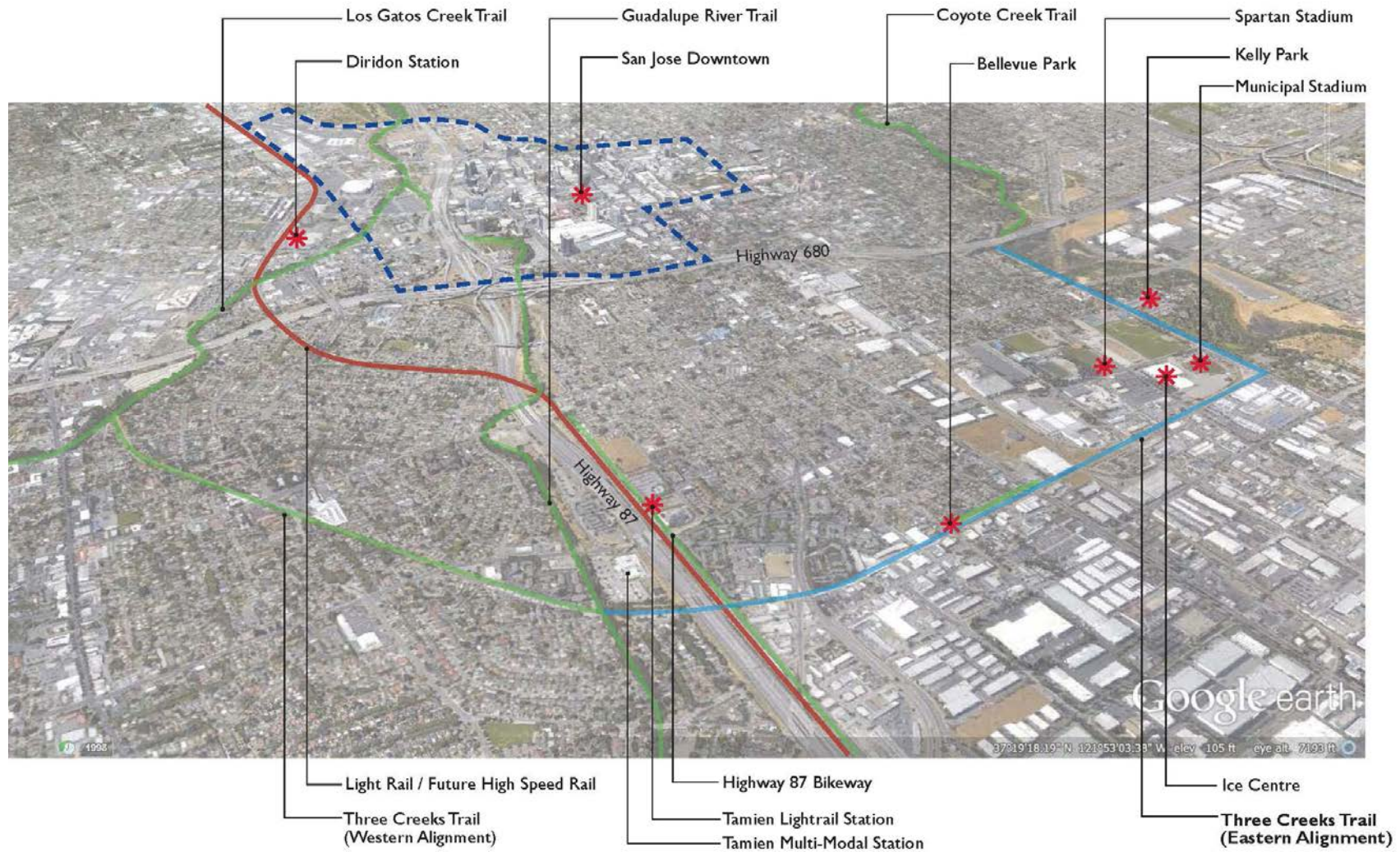


Figure 2: Site Context Map

II | EXISTING CONDITIONS

The Three Creeks Trail (Eastern Alignment) runs west to east from Highway 87 to Senter Road south of Downtown. This alignment connects the western alignment of the Three Creeks Trail to Kelly Park and destinations in between. The trail generally follows a former rail road corridor; however in many locations that corridor has already been taken over by adjacent uses. As noted in the subsequent pages, the trail runs through transit oriented development, urban residential, commercial, industrial, and some public land uses including Bellvue Park and San Jose Municipal Stadium. The trail alignment also crosses several major north/south transit corridors including Highway 87, Almaden Road, Monterey Highway and Senter Road as well as light rail, UPRR rail corridor, and the planned High Speed Rail corridor



Figure 3: Gateway and Transit Connections



Figure 4: Sports & Entertainment Zone

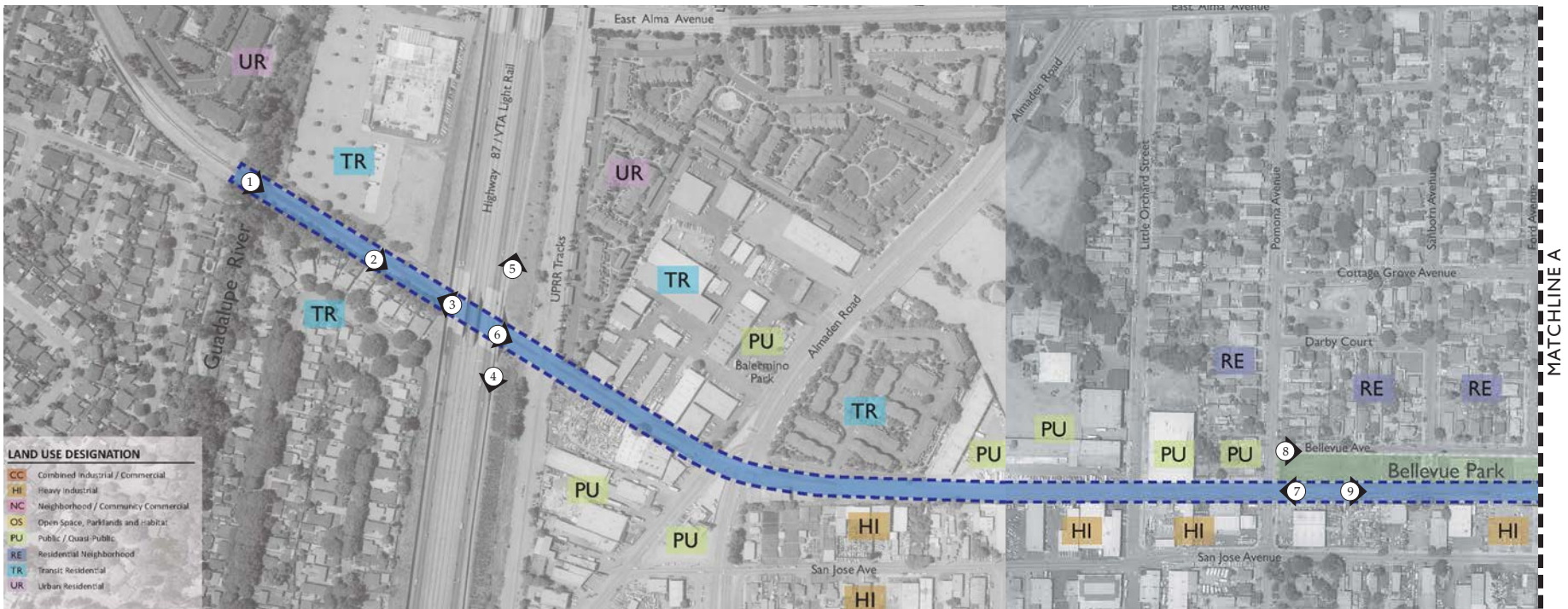


Figure 5: Site Photos and Key Map

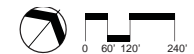




Figure 5: Site Photos and Key Map

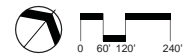




Figure 6: Site Photos



Figure 6: Site Photos

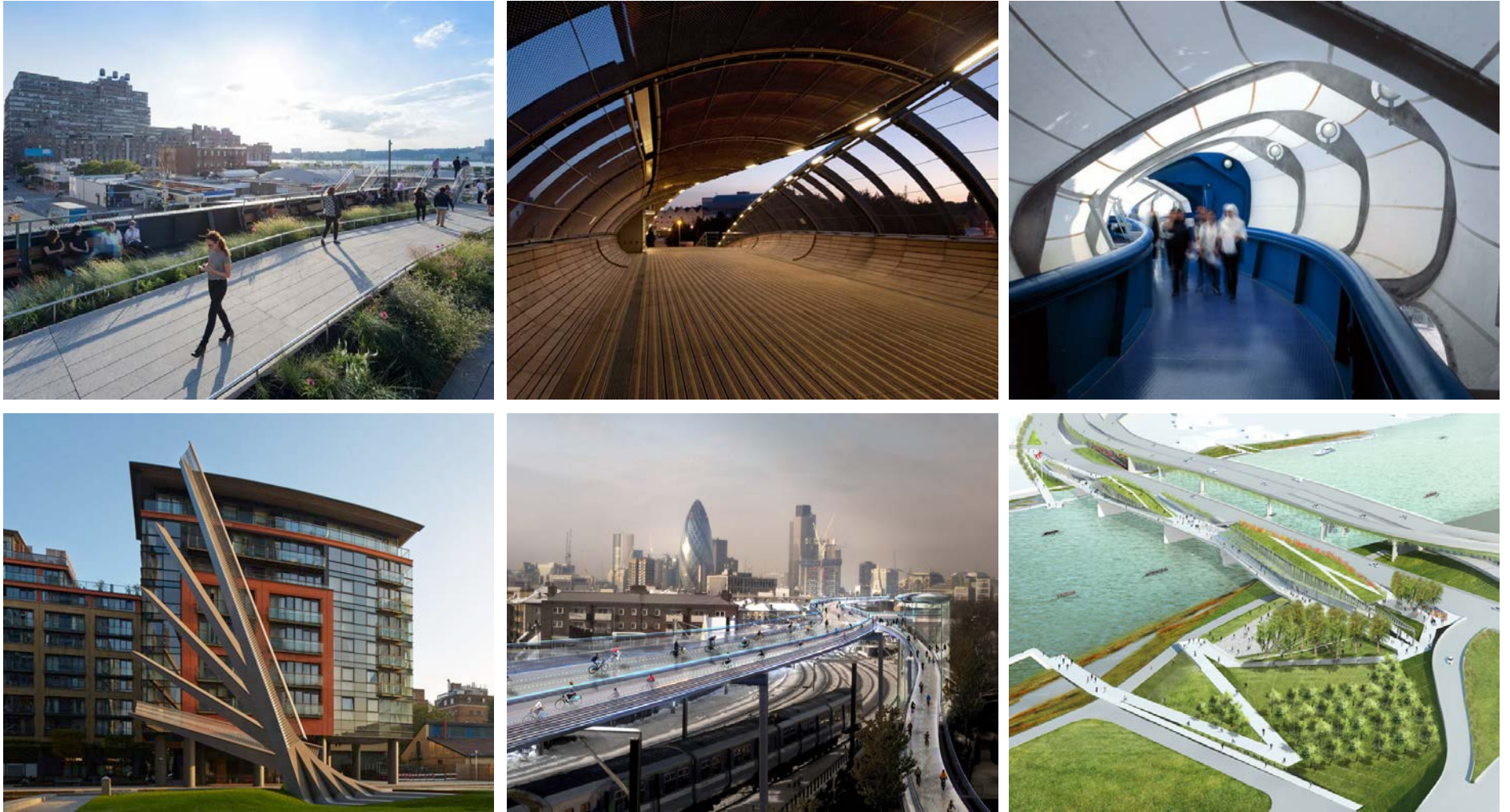


Figure 7: Charette #1 Inspiration Images

III | VISIONING PROCESS

Design Charette #1

The charette team brought inspiration photos to the first meeting. The team was composed of trail and park professionals, landscape architects. The charette team reviewed the project objectives, discussed a project definition statement, potential themes and aesthetic character of the trail, and what unique characteristics the trail might have.

Some of the ideas discussed included:

- The main objective of the trail should remain encouragement of bicycle and higher speed non-vehicular commuter uses over recreational uses.
- The bridge structure over Highway 87 could be envisioned as the “gateway to downtown San Jose”.
- The trail should literally and figuratively ‘bridge the divide’ between several competing elements (eg. historical vs. future characteristics; freeway divider; differences in Council Districts and socioeconomic factors; modern vs. historic rail).
- The project should become the ‘spine’ of the City by connecting major trail systems (Guadalupe River, Three Creeks, and Coyote Creek Trails) and special event sites near Kelley Park (SJ Giants Stadium, Ice Centre, SJSU Stadium) and be able to incentivize new developments in the area.
- Public rights-of-way should be utilized to supplement aerial rights to span across private properties and limit land development costs.
- The trail can provide a highly programmed space with retail (kiosk) opportunities, interesting and varied art and visual exhibits, and integrated recreational activities.



Design Charette #2

The charette team reviewed the following project definition statement:

Develop a visionary plan to extend the Three Creeks Trail eastward to Coyote Creek to define a project that “could be,” utilizing a unique, innovative and design-forward approach and showcase the City of San Jose’s ability to develop innovative and class-leading ideas, build support from public and private stakeholders to develop the project, and gain the City global media attention in design and architecture.

A more detailed discussion of the possible specific uses and form of the trail were reviewed. A sketch of a multi-level, multi-use trail with integrated retail and programmable space was illustrated in response to input received in the prior charette. Some of the ideas discussed included:

- Viewing platforms were desired.
- Security considerations were important and could become integrated into the structure.
- Juxtaposition of modern next to classic is good. Spiralling forms are interesting. Stripes feel both modern and classic. S-curves are good.
- Celebration of technology and incorporation of the historic San Jose light tower was desirable to acknowledge the city's history
- Whimsy is good. Thrillseeker elements (like a glass bottom surface over the highway) is interesting

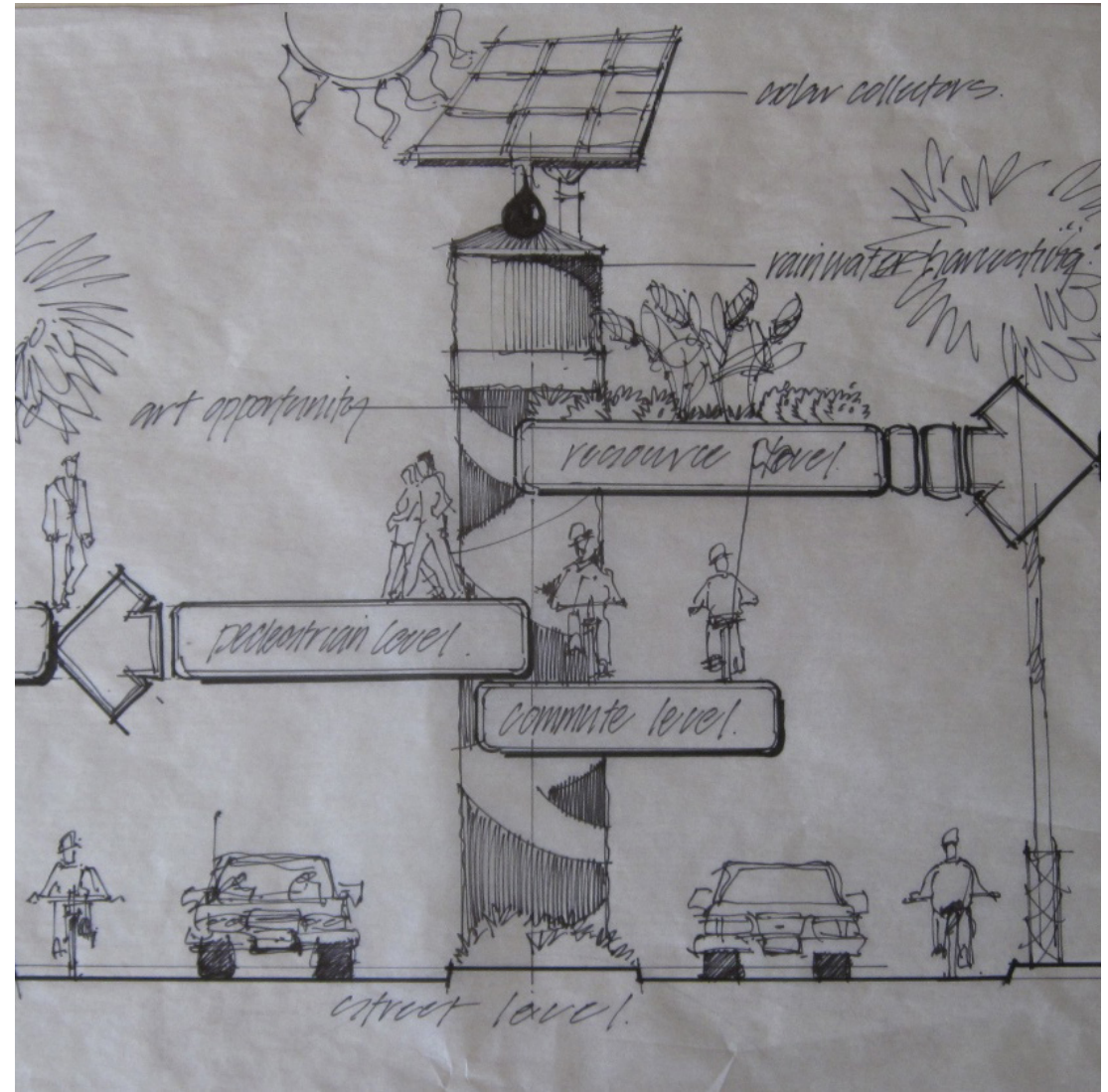
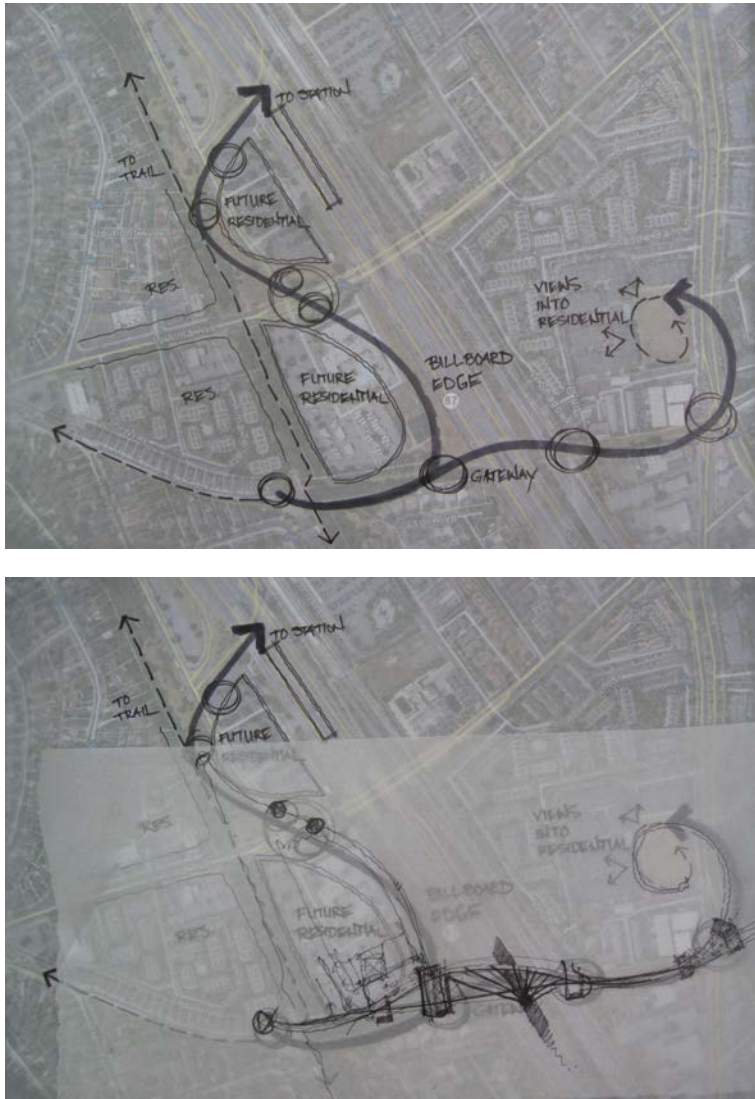


Figure 8: Charette #2 Images

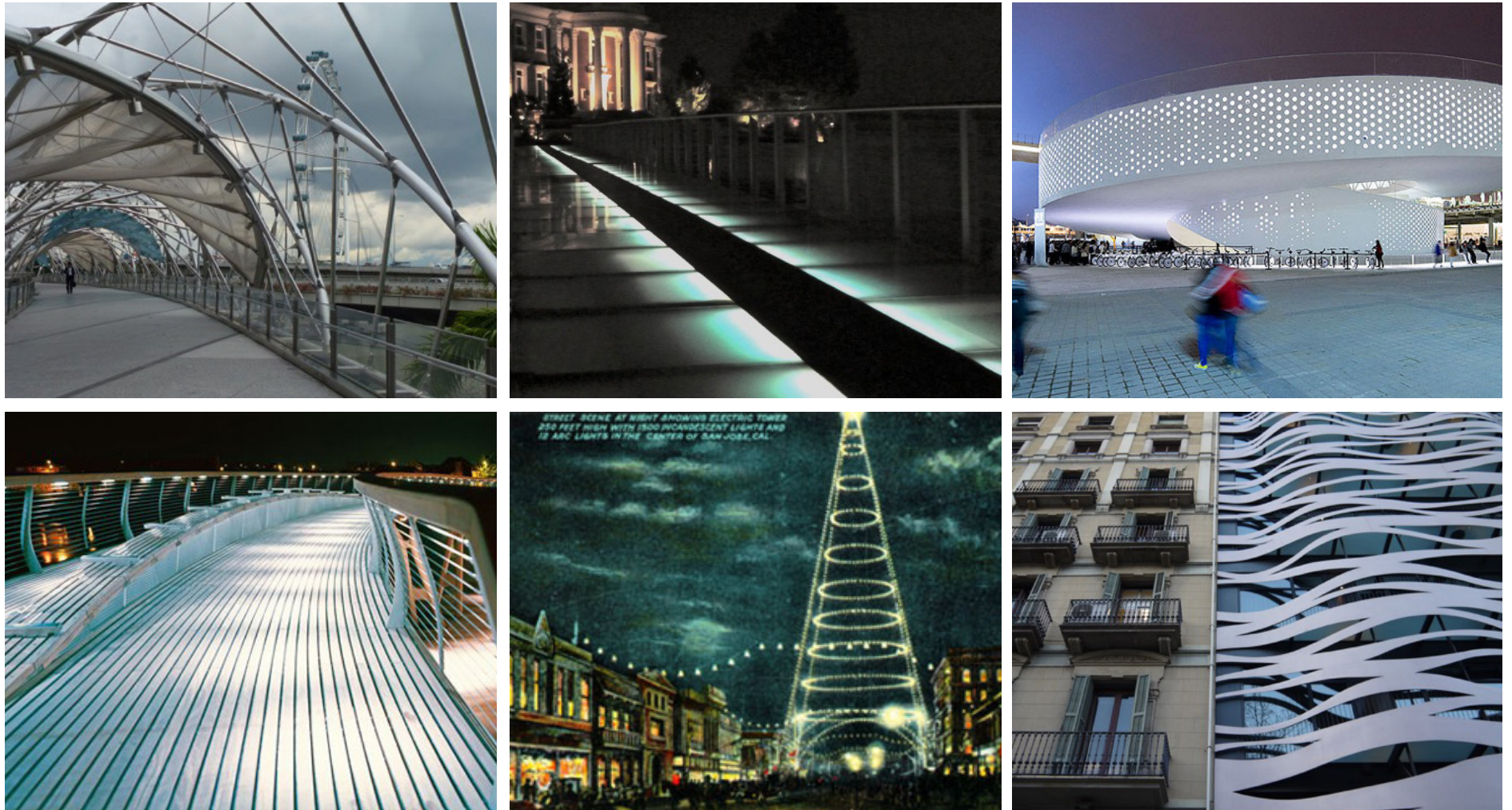
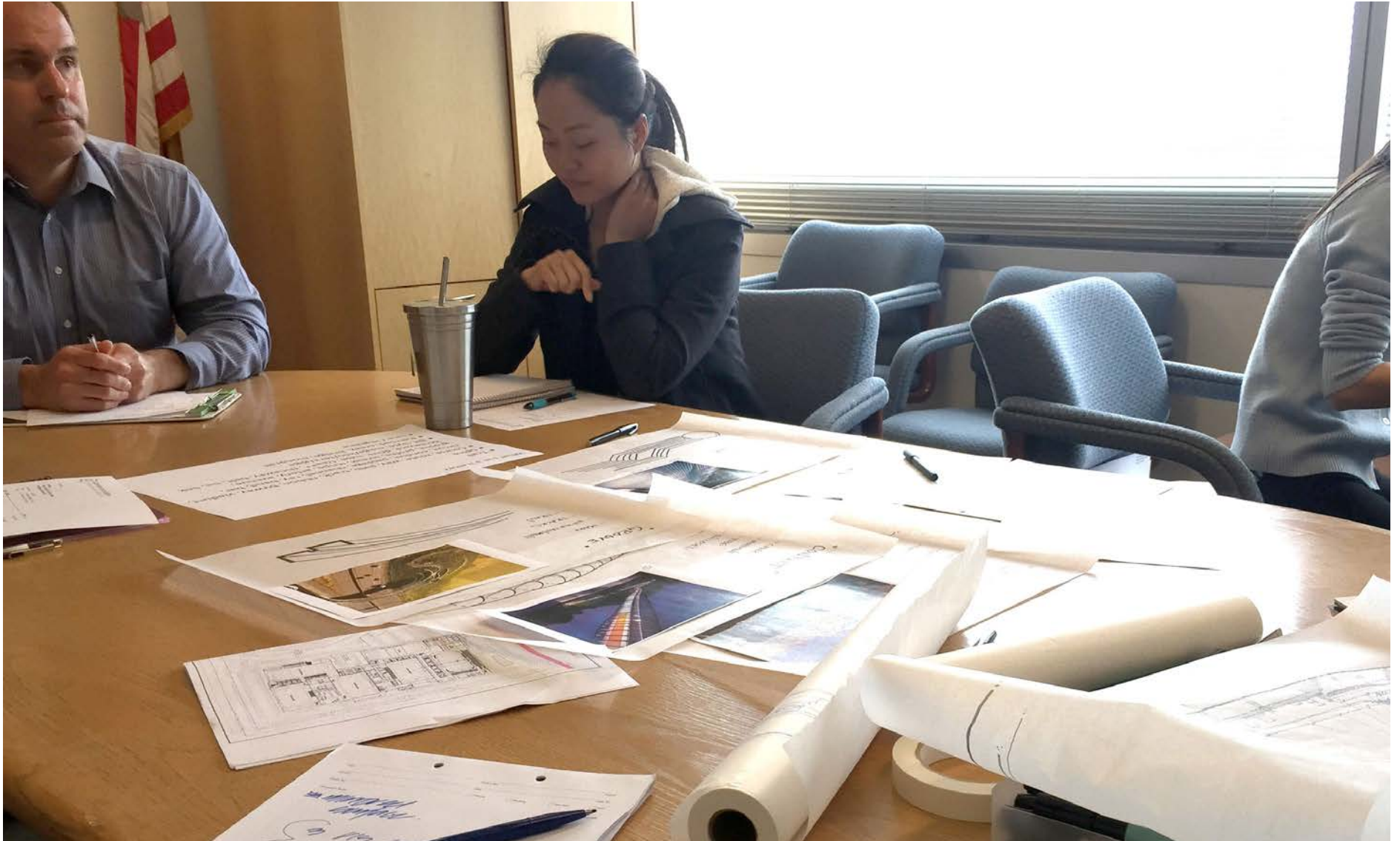


Figure 8: Charette #2 Inspiration Images



Design Charette #3

The planning team explored a number of potential working titles for the project; for this report, the name "SkyLane" is used. "SkyLink" was also favored but is already in use by the Dallas Fort-Worth International Airport for its inter-terminal people mover. The SkyLane name conveys a sense of travel and is also similar to "skyline", which has been a topic of interest for San Joseans as they contemplate downtown high-rises that have a height cap due to the landing path to the San Jose Mineta International Airport.

The charette team reviewed a sketch illustrating the overall alignment of the trail and the proposed connections to the Tamien Light Rail station, Guadalupe River Trail, Three Creeks Trail (Western Alignment), Bellevue Park, rooftop gardens, the Sun Garden Retail Center, and the events area by the Municipal Stadium. Items discussed included:

- The trail would thread underneath the future high speed rail structure, and above the existing Highway 87 and VTA light rail tracks. The high speed rail structure would need to be elevated more than what is currently proposed.
- A direct connection to Kelly Park was desired.
- Extension of a trail northward towards Downtown along the abandoned UPRR corridor should be explored in a future effort.
- A flexible-use area by the Municipal Stadium could help increase visitation for both the stadium, ice rink, ballfield, and trail. A parking structure with roof deck above could address parking needs for the stadium and expanding ice rink while providing an elevated area for an outdoor 'beer garden' and rooftop restaurant and bar. Bleacher seating would be integrated into the roof deck.



Figure 9: Charette #3 Images

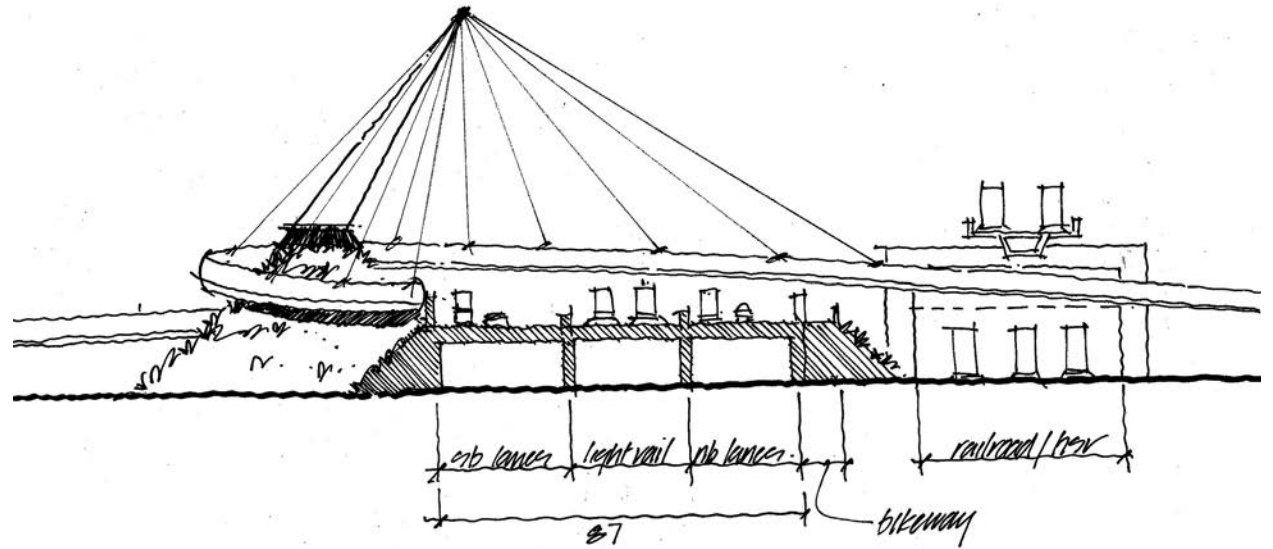


Figure 10: Gateway Elevation

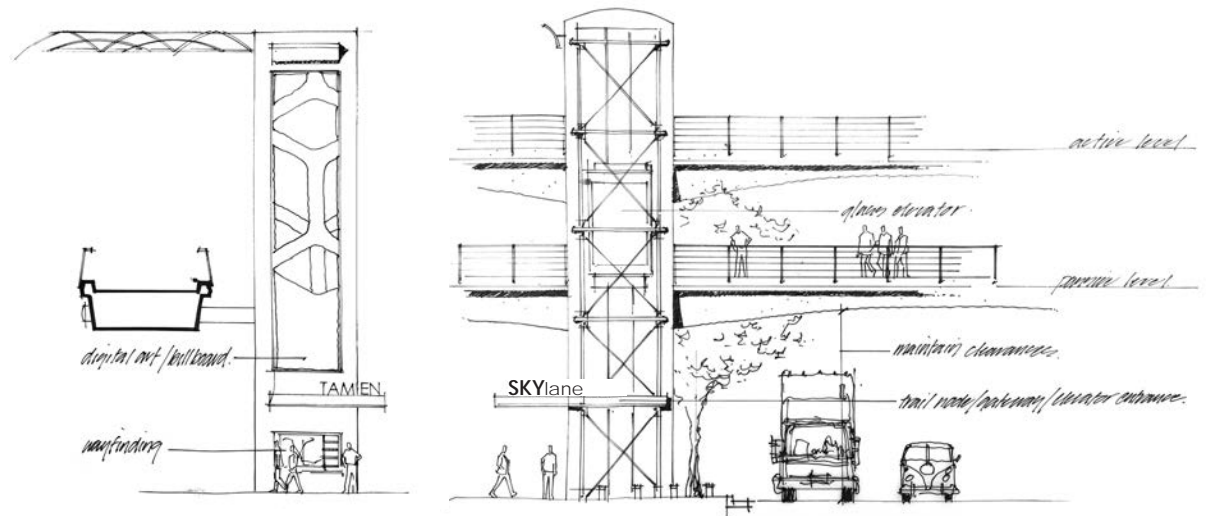
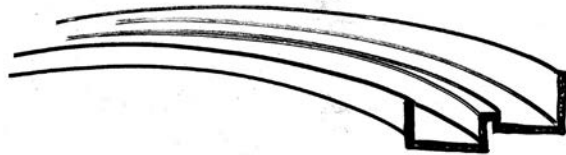


Figure 11: Elevator W/ Billboard

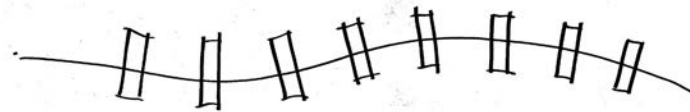
"GROOVE"

- MARK
- ENTERTAINMENT
- TRACKS
- TRAIN



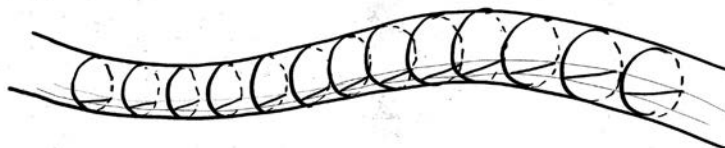
"SPINE"

- SILICON VALLEY
- HEART
- CORE
- CENTER



"CONDUIT"

- CREEK
- MOVEMENT
- TUBE
- ENCLOSED



"CIRCUIT"

- TECHNOLOGY
- DIVERGENCE
- CONVERGENCE

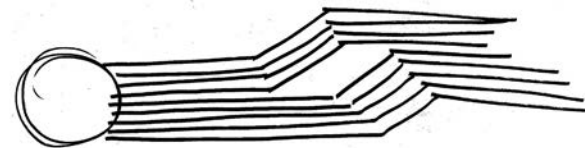


Figure 12: Trail Name Inspiration Images

IV | PROPOSED TRAIL

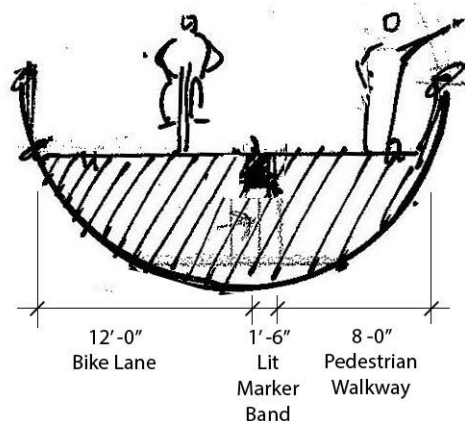


Figure 13: Typical Trail Section

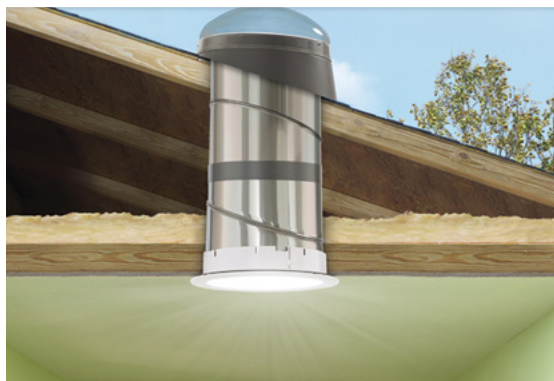


Figure 14: Sun Tunnel Concept

1. The eastern terminus connects to Kelly Park via an at-grade crossing at the intersection of Senter Road and East Alma Avenue. At-grade connections are provided to Guadalupe River Trail, Balermينو Park, Bellevue Park, and Sun Center Retail.
2. A spiral ramp is proposed at the Highway 87 gateway to span over the highway as well as connect above grade to the adjacent future development.
3. There is an opportunity to incorporate the north-south UPRR corridor into the trail alignment to connect to Downtown and utilize the many large industrial warehouse roofs for urban farming/roof gardens.
4. An entertainment zone by the Municipal Stadium and Logitech Ice Rink is envisioned with an outdoor game-day bleacher ('skybar') area incorporated into a restaurant/bar/game day concessions/parking structure development. Additional improvements at street-level to improve pedestrian connections in the area would help complement the entertainment zone and encourage visitors. The structure should offer "penthouse" views of the stadium, and house other resources, including security below. The roof top could be a "tail gate" attraction and would link to the trail. A bar scene in shipping containers, food trucks, and other urban hipster 'flash events' could be accommodated at the on-grade parking areas beneath the trail closer to Tenth Street.
5. The Highway 87 gateway incorporates an earthen mound to ground the structure and provide an anchor to the cable-stayed bridge.

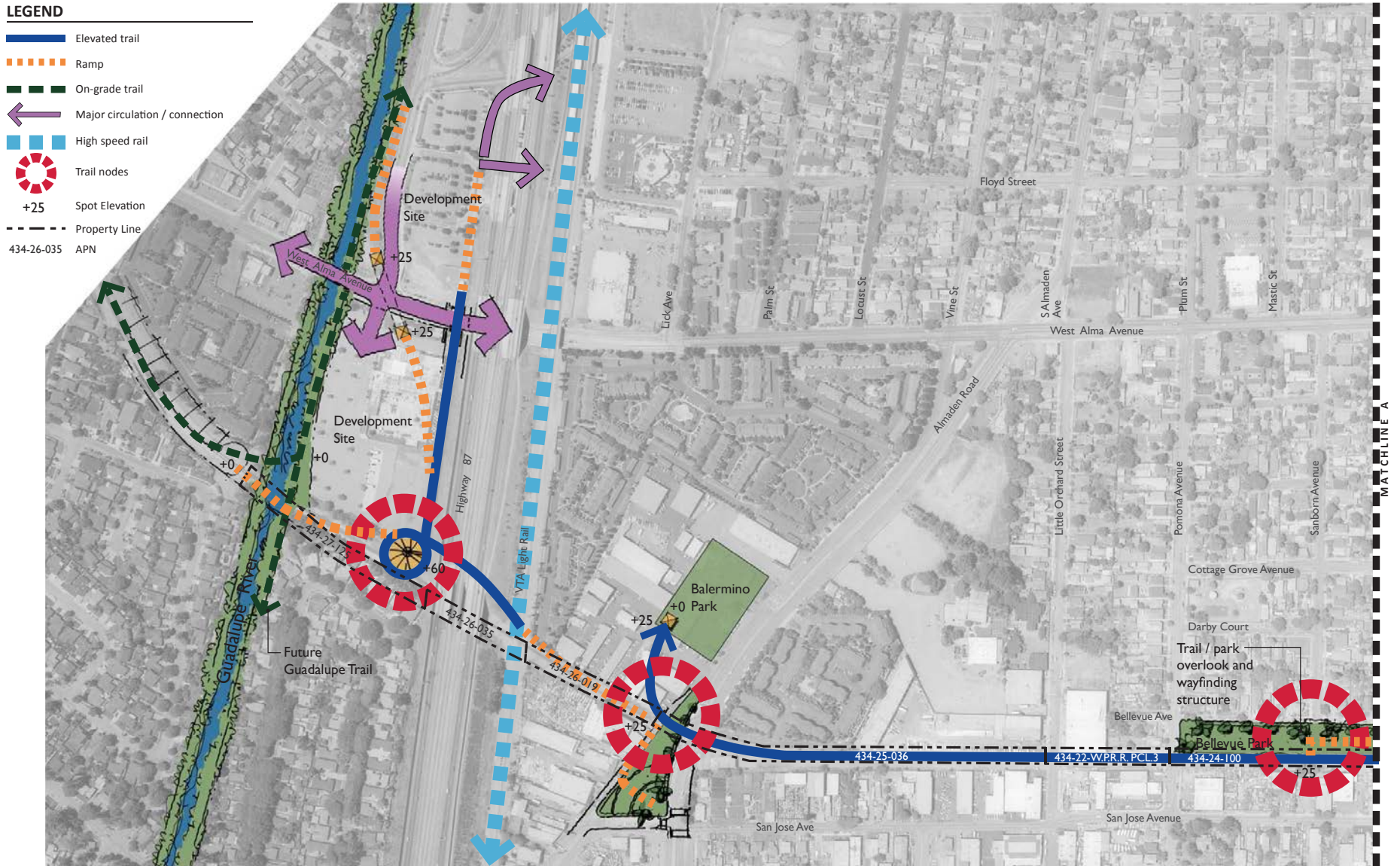
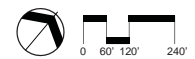


Figure 15: Overall Trail Plan



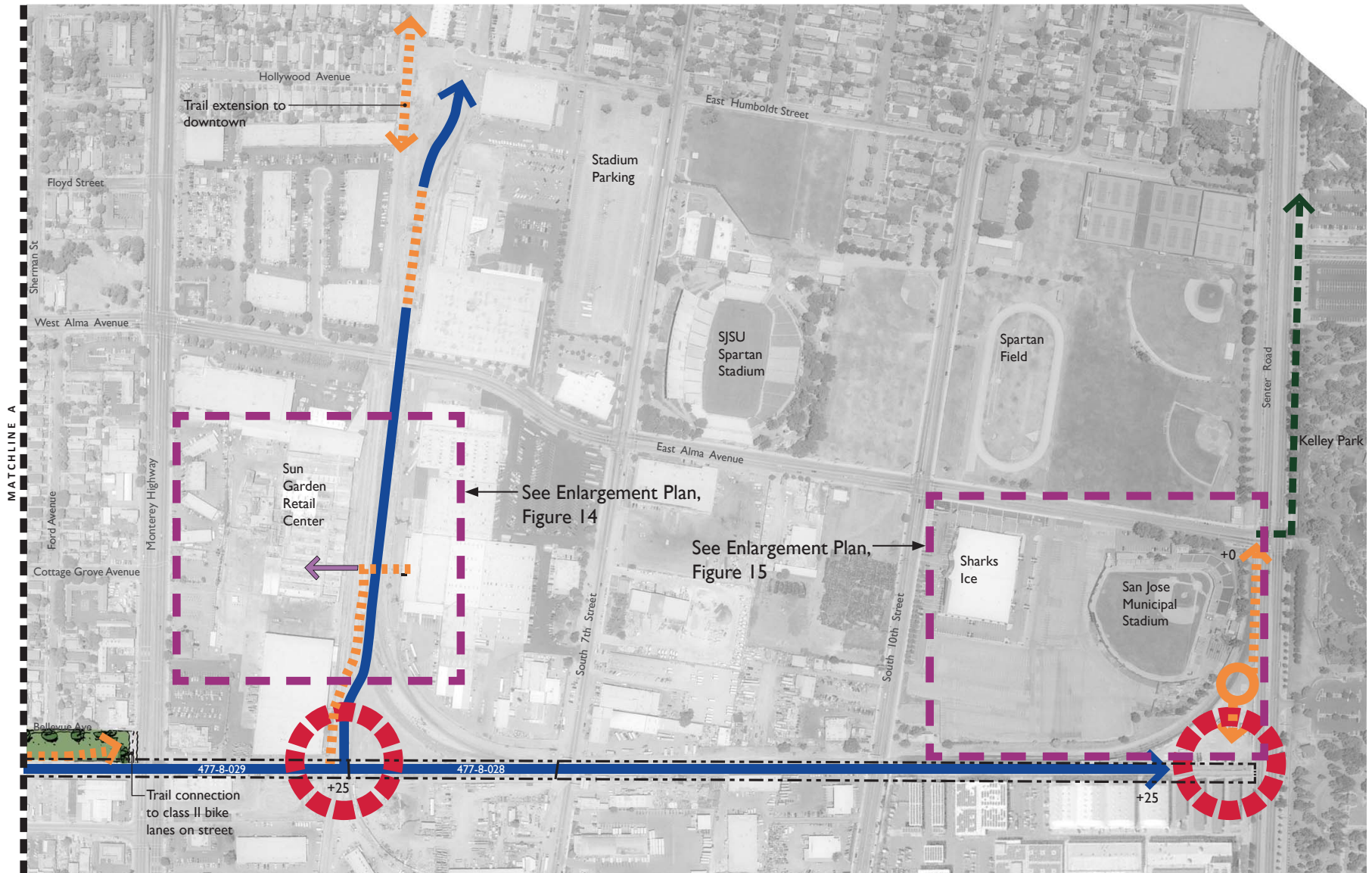


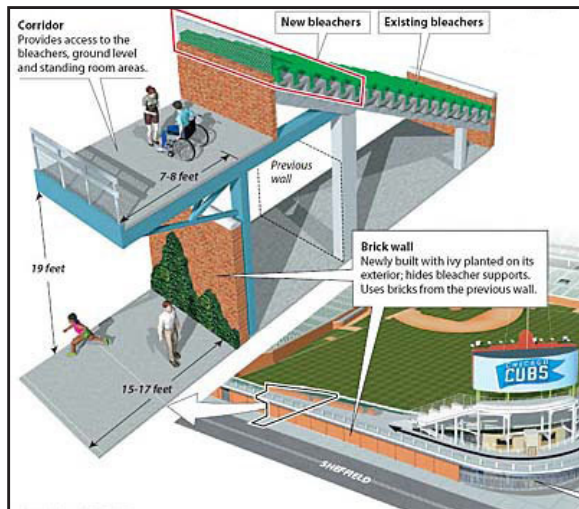
Figure 15: Overall Trail Plan



Figure 16: Retail / Urban Farming Connections



Tail-gate Area at Petco Park



Integrated Bleacher Concept

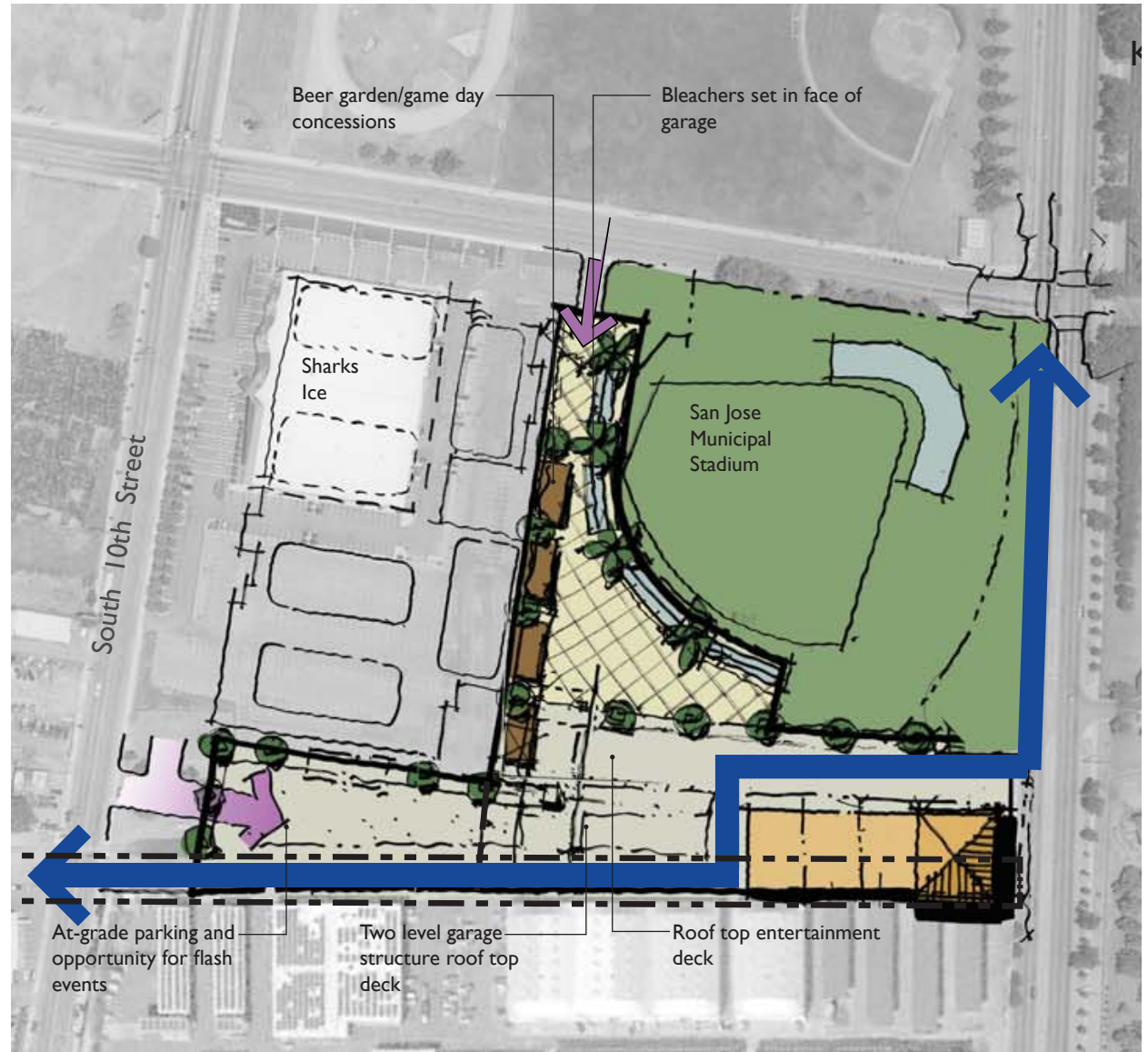


Figure 17: Entertainment Zone

6. The trail structure section will be round in shape, curvilinear, with varying degrees of openness (ie. more enclosed over the highway due to Caltrans safety requirements, more open elsewhere).
7. The trail structure should evoke something clean, fresh, and new. It should suggest a structure that will age gracefully, such as one that's a reflecting mirror. The 'skin' could have a light pattern suggestive of cloud forms to feel open, organic, and airy.
8. Consider a structure that is modular in nature, to allow for future expansion and connections.
9. The trail would require recreational rooftop easements and development of future guidelines for small parcel acquisition for structure footings.
10. The concept of the historic San Jose light tower could be integrated into the trail structure itself. Kinetic energy from visitors of the structure transfer the energy to power a light beacon at the top of the Highway 87 gateway spine, so as more people activate the space, more light is provided to light their activities. Light is no longer provided by the municipality to the people (which was the objective of the historic light tower), but is generated by the people, for the people – it becomes a truly democratic structure. And the light beacon and energy calls and attracts more people to this destination.

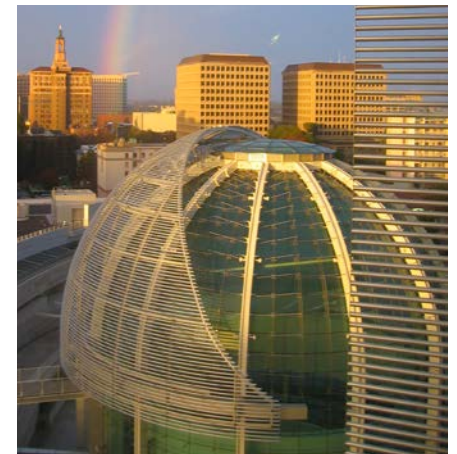


Figure 18: "Skin" Possibilities

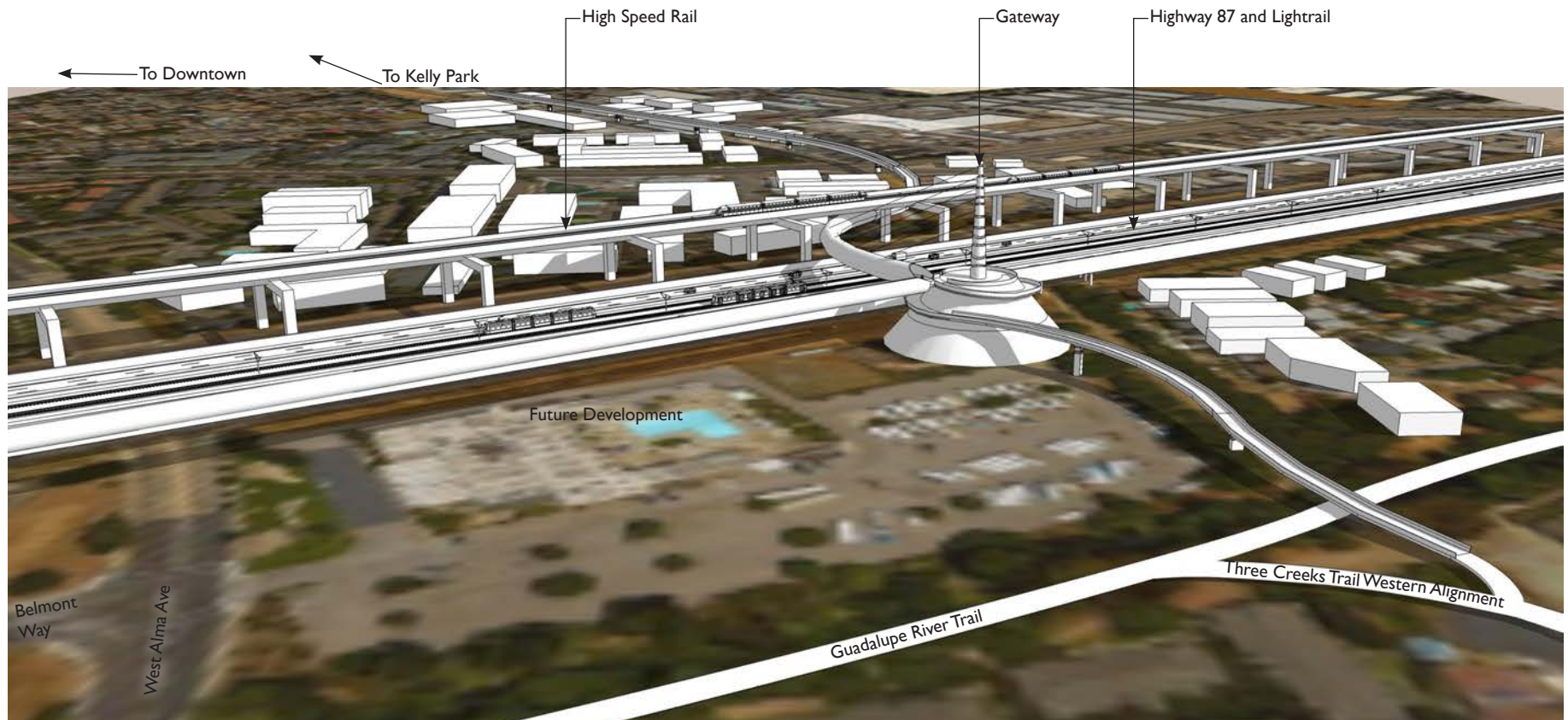


Figure 19: Visual Simulation Study - Highway 87 Gateway

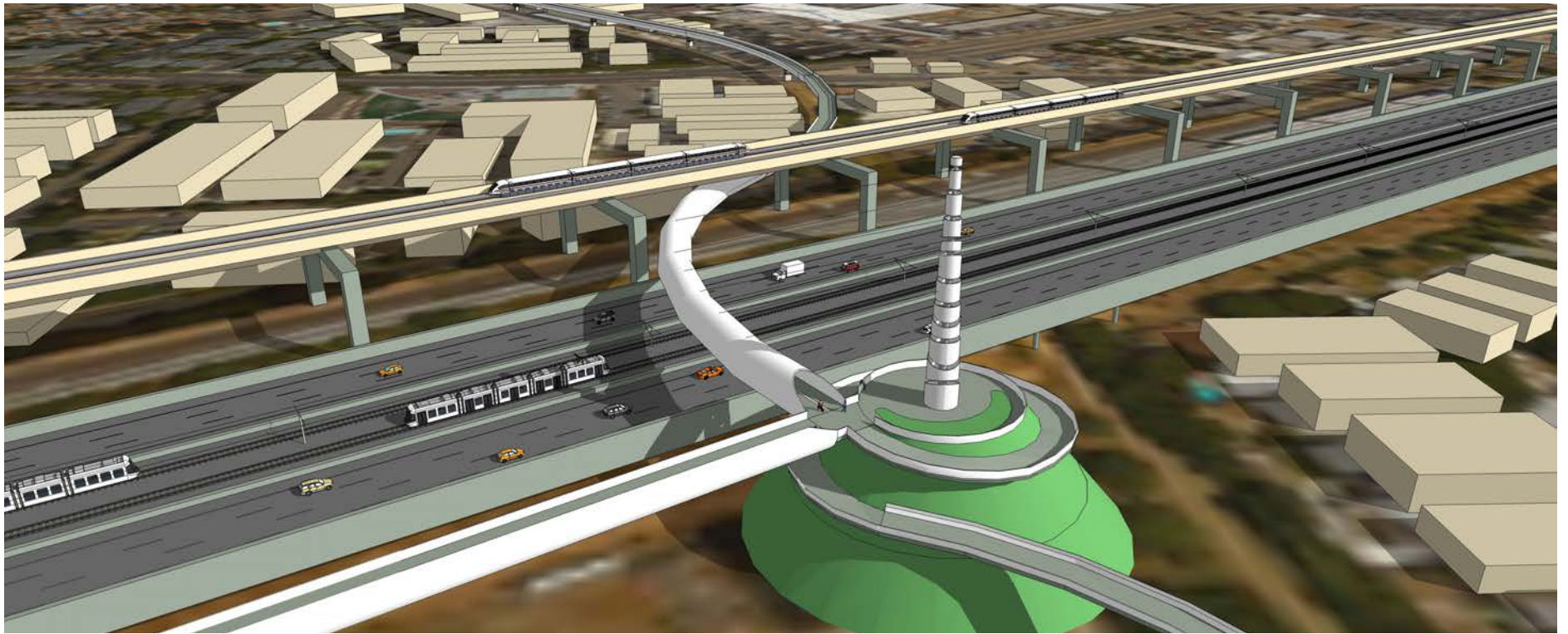
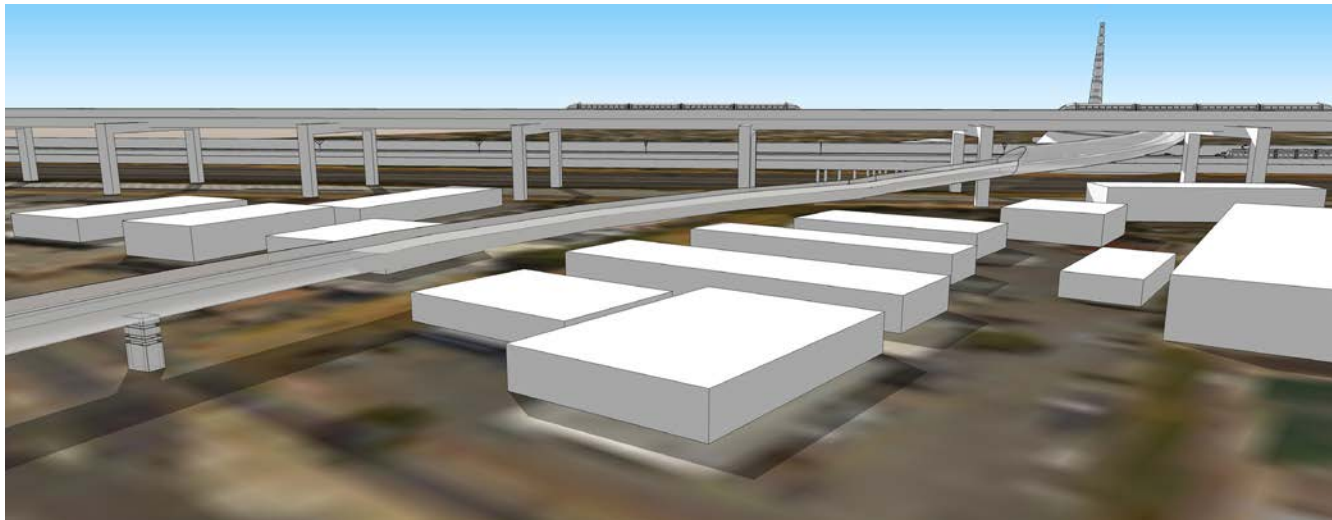


Figure 19: Visual Simulation Study - Highway 87 Gateway

View Looking East



Figure 19: Visual Simulation - Highway 87 Gateway



Typical Span

Figure 20: Visual Simulation Study - Typical Span



View Looking West

Figure 21: Visual Simulation Study - Highway 87 Gateway



Figure 22: Visual Simulation Study - Kelly Park Terminus Option I



Figure 23: Visual Simulation Studies - Kelly Park Terminus Option I



Figure 24: Visual Simulation Study - Kelly Park Terminus Option 2



Figure 25: Visual Simulation - Kelly Park Terminus



Figure 25: Visual Simulation - Kelly Park Terminus

V | APPENDIX

Meeting Summary



Via E-Mail Only

March 27, 2015

Meeting Summary Three Creeks Trail Vision Study

RE: Design Charette #1

Date of Meeting: Tuesday, March 24, 2015, 1:30 pm – 3:30 pm
5 pages

Attendees:

City of San Jose:

Yves Zsutty (YZ), PRNS, Yves.Zsutty@sanjoseca.gov
Jennifer Easton (JE), Public Art, Jennifer.Easton@sanjoseca.gov
Jane Wu (JW), DPW, Jane.Wu@sanjoseca.gov
Yu-Wen Huang (YH), PRNS, Yu-Wen.Huang@sanjoseca.gov
Greg Meek (GM), PRNS, Greg.Meek@sanjoseca.gov
Marybeth Harasz (MH), PRNS, Marybeth.Harasz@sanjoseca.gov

Callander Associates:

Brian Fletcher (CA), bfletcher@callanderassociates.com
Marie Mai (CA), mmai@callanderassociates.com

The following information was discussed and/or decided upon in our meeting.

item

Project Objectives

1. Broaden the name. "Trail" is too narrow a concept to describe this project.
2. Trail should be(come) a repeat destination.
3. Envision bridge structure over Highway 87 as "gateway to downtown San Jose".
4. Emphasize bicycle commuting / high speed uses over recreational uses to open up funding possibilities. Consider 'cutting corner' at the Municipal Stadium to shorten traveling distances or having multiple 'fingers,' 'cloverleaf,' or a network of spur trails.
5. Trail should 'bridge the divide' between the traditional vs non-traditional segments, historical vs future characteristics; freeway divider; differences in culture/Council Districts/socioeconomic factors; modern vs historic Corten rail, perhaps have a gritty industrial aesthetic.

Meeting Summary

Three Creek Trail Vision Study

RE: Design Charette #1

Date of Meeting: Tuesday, March 24, 2015, 1:30 pm – 3:30 pm

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item

6. Project should become the 'spine of the future' of the City and be able to incentivize new developments in the area.
7. Trail should be a transportation connector between mixed uses like the monorail in Vegas.
8. Connect County (County Fair lands) redevelopment site with trail.
9. Connect to special event sites near Kelley Park (SJ Giants Stadium, Ice Centre, SJSU Stadium)
10. Trail should be well programmed.
11. Incorporate art.
12. Use light and technology to activate the trail at all times of day.

Technical Details

1. How do air right restrictions compare to maximum/minimum building (zoning) heights?
2. Trail near Kelly Park will be on east side of Senter Road, not in the UPRR corridor.
3. Images should be prepared for: transition between trail and mixed use platform, column/nodes, spur segments
4. Consider both open and enclosed spaces so people don't feel isolated.
 - a. Consider having police 'substations' or designated office spaces on the trail to support a police presence.
5. Trail could be physically close at night if it is limited access and grade-separated bridge structure.

Potential Themes/Aesthetics

1. (Urban) agriculture
2. Antonio Balermino / Ohlone basketweaving (Link from the park to his 1780's home at western end of Three Creeks Trail)
3. Organic form: grow from existing site/buildings, sometimes highlighted, sometimes disappearing
4. Mesh/interwoven form: both open and enclosed spaces
5. Borrow station canopy design from HSR for Highway 87 node
6. Cantilevered
7. Cables
8. Frame/create views

Meeting Summary**Three Creek Trail Vision Study**RE: **Design Charette #1**

Date of Meeting: Tuesday, March 24, 2015, 1:30 pm – 3:30 pm

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*item***Brainstorm Ideas**

1. Use/connect existing rooftops as a 'treetop garden'
 - a. Opportunity for public/private partnership: Owners of underlying property can benefit economically. Possibilities include naming rights, incorporating tenants to allow multiple uses such as industrial below and bars on top, or 'garden to table' partnerships with nearby restaurants.
 - b. Opportunity to incorporate community garden and urban agriculture, which speaks directly to the area's ag roots, can provide a sense of 'walking again among the fields' and builds a sense of community.
 - c. Provides tension between uses (food vs industrial) that makes it a more interesting place while separating the incompatible uses.
 - d. Convert parking garage or other underutilized spaces to gardens.
 - e. Consider hanging gardens at Bellevue Park, as part of grand staircase/ramp to the elevated trail.
2. Use/connect to SJSU sports facilities
 - a. The University is supportive of complementary adjacent uses
 - b. Opportunity to incorporate viewing areas of the sports venues from the trail ('skybar').
3. Opportunity for the trail to be a 'travel adventure': bringing people to experience different neighborhoods (from Willow Glen to German town to transit area to Little Saigon to University to Kelly Park...)
4. Use existing intersections or other public right of way to locate support columns. Limit land purchases to just the column/ramp connector locations. Span across private properties.
5. Separate bicyclists from pedestrians to mitigate potential conflicts in uses
 - a. Uses could be stacked on top of each other, could be parallel at different elevations, or could be discrete 'ribbons' that meet or mix and then diverge.
 - b. Trail to be a great meandering /slow-paced experience but one can also speed through it.
6. Tunnels should be transparent, but are not preferred solution.
7. Consider alternatives to ramps to connect ground level to elevated trail and shorten access route: elevator, ski lift, slides.
8. Thread through beneath High Speed Rail and above Highway 87 and UPRR rails to minimize height of structure. Height should accommodate use/view as a gateway bridge structure over Highway 87.

Meeting Summary**Three Creek Trail Vision Study**RE: **Design Charette #1**

Date of Meeting: Tuesday, March 24, 2015, 1:30 pm – 3:30 pm

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item

9. Provide planning/zoning opportunities for multiple levels of commercial uses (ie. retail on same elevated level as the trail) and integrate the spaces.
10. Incorporate elevated trail platform as stormwater treatment. Incorporate a 'gutter' to collect stormwater, discharge to a water tower structure for irrigation re-use or to a waterfall structure as a visual element.
11. Integrate economic/small business opportunities into trail structure through kiosks set atop the support columns.
12. Support strolling. Be a place to "see and be seen."
13. Incorporate technology (eg. art programming, reader boards, QR codes, changing community boards, trending topics, multi-media wayfinding, business icons incorporated into wayfinding, integrate with phone apps).
14. Incorporate see-through panels or 'pirate's plank' or the like for a thrilling, intimate pedestrian experience.
15. Connect Tamien Station to the planned high density residential tower by Guadalupe River to create a Grand Central station that supports higher use of trail via the Light Rail, Caltrain connections.
16. Incorporate bicycle BMX park and other thrillseeker activities (eg. Zip lining, rock climbing, bungee jumping) in dead spaces or as platform-based installations above industrial uses.
17. Keep the space below the elevated trail interesting and well lit (eg. through use of LED lighting, translucent concrete, mirrors, Fremont St experience). Project images onto adjacent roof tops at part of a visual "gallery" that encourages frequent visits.
18. Incorporate optical illusions (Escher-like space, pavement 'dropping' out).

-END-



Via E-Mail Only

April 14, 2015

Meeting Summary
Three Creeks Trail Vision Study

RE: Design Charette #2

Date of Meeting: Thursday, April 9, 2015, 1:30 pm – 3:30 pm
5 pages

Attendees:

City of San Jose:
Yves Zsutty (YZ), PRNS, Yves.Zsutty@sanjoseca.gov
Jane Wu (JW), DPW, Jane.Wu@sanjoseca.gov
Yu-Wen Huang (YH), PRNS, Yu-Wen.Huang@sanjoseca.gov
Jan Palajac (JP), DPW, Jan.Palajac@sanjoseca.gov
Absent – Greg Meek
Absent – Jennifer Easton

Callander Associates:
Brian Fletcher (CA), bfletcher@callanderassociates.com
Marie Mai (CA), mmai@callanderassociates.com

The following information was discussed and/or decided upon in our meeting.

item

Project Definition Statement

- 1. Statement is fine.
2. Timeframe for what 'could be' is 2025, as it coincides with DOT's goal to increase bicycle ridership from 1% to 15% by that year.
3. Concept should utilize existing, known technologies.
4. Project should build support for grant funding and be supported by the City Council and the public.

Define the Issues

- 1. Multiple uses: Slightly futuristic tone is good. Some separation between uses and recreational vs commuter (not necessarily stacked) is ideal. Proximity of uses will give a sense of safety, but some separation (vertical and horizontal) will reinforce different purposes and speeds.

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- 2. Alignment: Viewing towers can be destinations in their own right (like Equinox restaurant in SF). Check airport flight path for height restrictions. Destinations don't necessarily need to have a 'wow' factor to be popular or well-known.
3. Security: Lighting can be utilized as part of overall public art statement (ie. kinetic transfer to underside of structure). Lighting can help convey to police at a distance: normalcy (light moving along) or distress (light flashing). An overlit space can feel just as unwelcoming as a dark space.
4. Placemaking: Weight of and transport of soil should be considered for urban gardens. Closed systems like hydroponics can help minimize resource inputs. Thrillseeker activities like skateboarding could work with undulations of structure.
5. Spans/views: Geometric grid or spiral that conveys movement is well liked. Incorporating folly or whimsy is good. Columns can look lightweight through an open grid network. Ideas like the Palo Alto bridge concept are feasible and news-worthy.
6. Form
a. Juxtaposition of modern next to classic is good.
b. Spiralling forms are interesting. Stripes feel both modern and classic.
c. Celebrate technology: Silicon Valley's latest and greatest (companies/innovation). Promote San Jose as the tech leader. Incorporation of technology could be in the form of public art, billboard advertising like in Blade Runner, or the Zero One Festival. Stay away from interpretations that could look dated.
d. Incorporate San Jose light tower for a bit of history and support.
7. Art: Temporary installations are interesting and activate a space. Whimsical art elements like the Tulsa Man or scorpion are good. Don't take ourselves too seriously.
8. Green vision: Tension between safety and managed danger is interesting (a visually dangerous condition just beyond reach, ie. Large spinning fan blades that are above or below the trail alignment). Vines for shading is good. Hanging gardens are good. Use mirrors / sun tunnel concept to light underside of structure. Solar panels could be incorporated into walkway.

Concept Ideas

- 1. Highway 87 gateway area
a. Could have a thrillseeker element by Highway 87, with portion of trail spanning over active traffic – maybe a glass bottom surface.
b. Ramp overlooking residents' homes adjacent to Balermino Park would be undesirable – a tighter radii might occupy southeast corner, away from homes.
c. Elks Club development would be residential, not commercial or retail. Trail could link to the development's fitness club or amenity courtyard, and to the residential tower slated for the existing VTA lot. Emphasis would be on transportation connections and billboard / marketing space.

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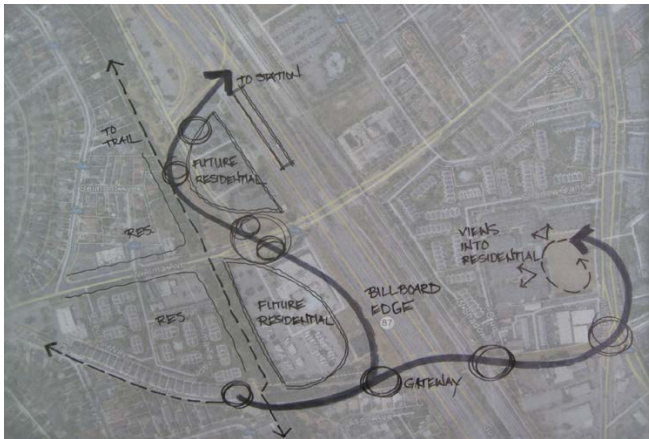
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2. Sun Gardens retail center is already under construction. Bellevue Park may be in a rough neighborhood (it was 10 years ago). It has an existing restroom that could be utilized by the trail. The stucco supply company has purchased the railroad land, so we must span above it.
3. Stadium area will remain heavily industrial, so commercial or residential developments are highly unlikely.
 - a. Consider bar scene in shipping containers, food trucks, and other urban hipster ‘flash events’.
 - b. Could line the area underneath the structure with complementary recreational amenities like basketball courts.
 - c. Consider large structure next to Ice Centre / Giants Stadium so it can offer “penthouse” views of the stadium, and house other resources below. Roof top might be a “tail gate” attraction and link to trail. Building at this location might house a “Policing” service – either SYPD or trail security, if we operate the trail like NYC’s High Line.

Brainstorm Ideas

1. S-curves are nice.



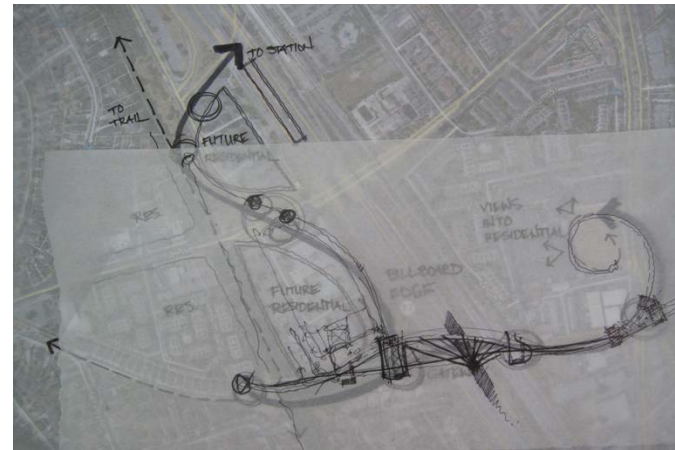
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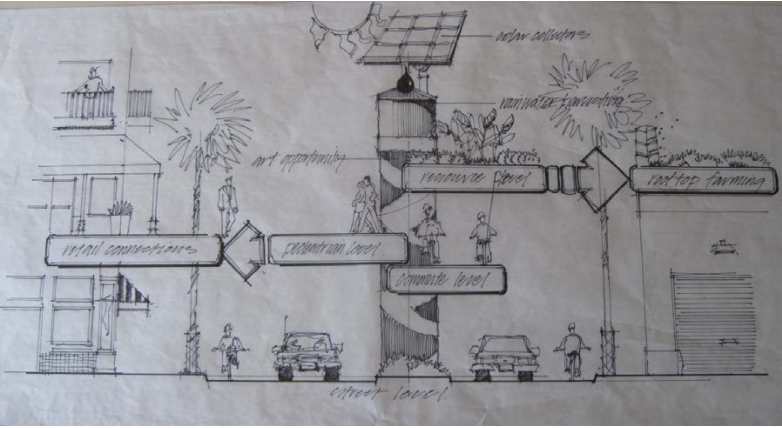
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Next Charette

- 1. Target April 27 or April 28 (after the Trails Conference).

-END-

The information above is Callander Associates’ understanding of items discussed and decisions reached at the meeting. Callander Associates is proceeding with the project based on this understanding. If you have any questions, additions, or corrections to this memo, please contact this office in writing within three days.

Submitted by:
Marie Mai

Marie Mai, Callander Associates

cc: All attendees



Via E-Mail Only

May 7, 2015

Meeting Summary

Three Creeks Trail Vision Study

RE: Design Charette #3

Date of Meeting: Thursday, May 7, 2015, 9:30 pm – 11:30 pm

2 pages

Attendees:

*City of San Jose:*Yves Zsutty (YZ), PRNS, Yves.Zsutty@sanjoseca.govJane Wu (JW), DPW, Jane.Wu@sanjoseca.govYu-Wen Huang (YH), PRNS, Yu-Wen.Huang@sanjoseca.govJan Palajac (JP), DPW, Jan.Palajac@sanjoseca.govGreg Meek (GM), PRNS, greg.meek@sanjoseca.gov*Callander Associates:*Brian Fletcher (CA), bfletcher@callanderassociates.comMarie Mai (CA), mmai@callanderassociates.com

The following information was discussed and/or decided upon in our meeting.

item

Alignment Plan

1. Reviewed proposed at-grade connections to Guadalupe River Trail, Balermينو Park, Bellevue Park, and Sun Center Retail.
2. A spiral ramp is proposed at the Highway 85 gateway to cross over the highway as well as connect above grade to the future development.
3. There is an opportunity to incorporate the north-south UPRR corridor into the trail alignment to connect to Downtown and utilize the many large industrial warehouse roofs for urban farming/roof gardens.
4. An entertainment zone by the Municipal Stadium and Logitech Ice Rink is proposed. An outdoor game-day bleacher area could be incorporated into a restaurant/bar/game day concessions/parking structure development. Additional improvements at street-level to improve pedestrian connections in the area would help complement the entertainment zone and encourage visitors.
5. Consider a structure that is modular in nature, to allow for future expansion and connections.
6. The eastern terminus should connect to Kelly Park.

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Concept Sketches

1. The Highway 87 gateway incorporates an earthen mound to ground the structure and provide an anchor to the cable-stayed bridge.
2. The trail structure section will be round in shape, curvilinear, with varying degrees of openness (ie. more enclosed over the highway due to Caltrans safety requirements, more open elsewhere).
3. The visual simulations should project an image of something clean, fresh, new, and essentially colorless (no color favorites, or neutrals such as silver, gray, or white). Or it could be metal with a signature color band. It should suggest a structure that will age gracefully, such as one that's a reflecting mirror. The 'skin' could have a light pattern suggestive of cloud forms to feel open, organic, and airy.
4. The graphics should explain the need for an elevated trail (ie. the political consequences). They should retain a sketchy flavor to make obvious the preliminary, vision statement-level of design. Graphics should focus on: the Highway 87 gateway, the ballpark anchor, rooftop garden, one to two typicals of a span and column, and provide daytime and nighttime views.

Brainstorm Trail Name

1. Selection of a name could help reinforce the identity of the trail and complement its "brand".
 - a. Several names were suggested for starters, corresponding to different facets of the trail (entertainment arena, central connector of three major trail systems, integration of technology): Groove, Spine, Circuit.
 - b. "Skyline" is an option. It relates to Downtown's proximity, tall buildings and skyline, and reflects the elevated nature of the trail. "Raceway" suggests something that's active with movement and technology. "Skyway" was used for the Disneyland tram. "Conduit" feels too enclosed.
 - c. Other references to an elevated trail were discussed: aerial, zip code (95110, 95125), cloud (cumulus, sirius).

-END-

The information above is Callander Associates' understanding of items discussed and decisions reached at the meeting. Callander Associates is proceeding with the project based on this understanding. If you have any questions, additions, or corrections, please contact this office in writing within three days.

Submitted by:

Marie Mai, Callander Associates

cc: All attendees