

Diridon Station Area Plan (DSAP)

What is the Diridon Station Area Plan?

The City of San José adopted the Diridon Station Area Plan (DSAP) in 2014 after years of community engagement. The DSAP set forth a blueprint for development in the 250-acre area surrounding the San José Diridon Station on the western edge of downtown. The DSAP envisions the transformation of the station area into a dynamic mixed-use urban neighborhood anchored by the SAP Center and a world-class transportation hub.



Why was the DSAP amended?

The City began the process of amending the DSAP in November 2019, informed by City Council direction and an extensive public outreach process that began in early 2018. The City initiated amendments to the DSAP to reflect major changes that had occurred since its adoption, including a change in policy that would allow taller buildings in the greater Downtown area. As part of the DSAP amendment process, the Council directed staff to study increases in building height limits to add capacity for more office and residential development.

The most notable changes to the DSAP include: expanding the DSAP boundary, adding development capacity, increasing building height limits, and updating sections on land use, urban design, open space and mobility. The amended DSAP also reflects the City's goals of advancing equity as development and investment occurs in the area.

What was the DSAP amendment process?

The amendment process included three rounds of public outreach and engagement in fall 2019, spring 2020, and fall 2020 – followed by the public hearing process in early 2021. It culminated with City Council approval of the Amended DSAP on May 25, 2021.

Community input was central to the development of the amended DSAP. For example, based on community input, the amendments to the DSAP: emphasize equity as a primary objective, significantly add development capacity, include design standards for providing transition between new mid- and high-rise buildings and low-rise residences outside of the DSAP (described further below), proposes a wider mix of uses across the area, identifies new ways to improve the pedestrian environment, and revises the open space plan to ensure better access to recreational, nature-based, and community amenities. These changes and others balance the range of aspirations and concerns expressed by community members throughout the engagement process.

What building height transition changes were made to the DSAP during the amendment process?

- Reduced some of the building heights near Los Gatos Creek, Lakehouse City Landmark District, and single-family areas
- New 75° stepback plane transition standards in additional areas
- New 15' landscaped buffer standard for interior lot lines affected by stepback planes
- New perspective rendering requirement for proposed developments on sites affected by the stepback plane standards.

DSAP: Park/Gifford Area

What did City Council say about single-family transitions as part of the approval?

When the City Council approved the amended DSAP, it provided the following direction to staff:

"Return in the fall with neighborhood interface measures in specific areas where single-family homes abut new development over 90 feet in height, if development incorporates a single-family residential parcel along an interior lot line (this includes portions of Gifford, Rhodes Court, Park Avenue.) Such measures may include larger buffers, or design modifications."

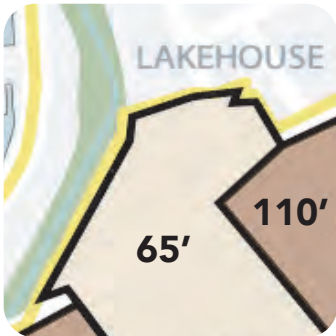
Staff has begun the analysis of potential measures to add to the adopted transition standards for the subject areas listed in Council's direction. As part of the sidewalk chats organized by neighborhood leaders and future City-led outreach, staff is seeking input from community members on:

- Buffer width
- Stepback plane starting height and angle
- Other potential measures

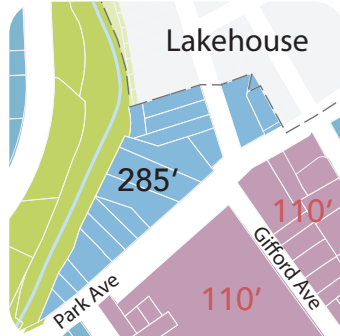
Design Standards and Building Height Limits for the Park/Gifford interface

Building Heights: Park/Gifford Area

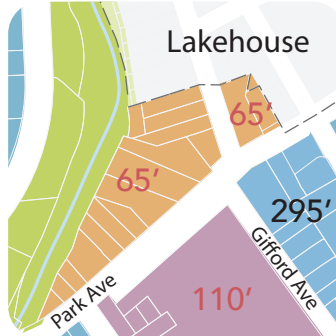
2014 DSAP



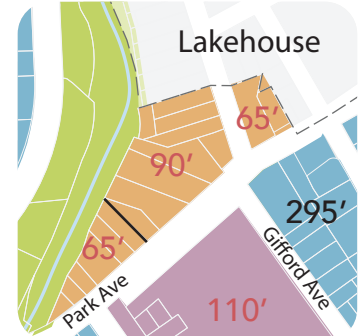
Spring 2020



Fall 2020



Amended DSAP



Stepback Plane Transition Standards:
Park/Gifford Area



Illustrative Development Concept:
Park/Gifford Area

