

## 2.1 Land Uses

This section presents the overall land use structure for the Final Plan. The Land Use Diagram and classifications provide guidance for the location and type of land uses proposed by the Plan, which are further refined by urban design direction presented in the following section.

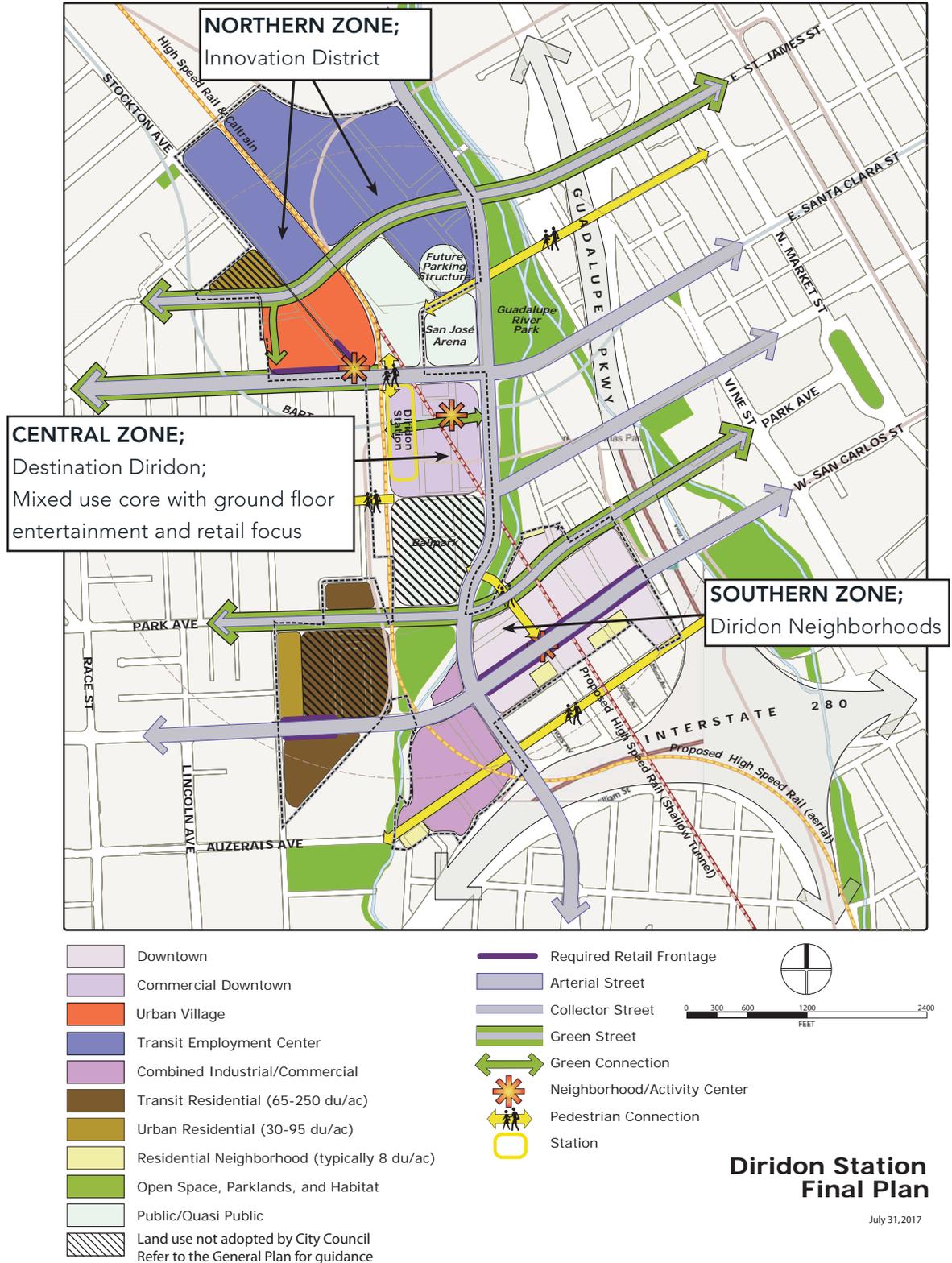
### LAND USE DIAGRAM

The Final Plan establishes a mix of vibrant uses and districts that build off of the synergy and activity of San José Arena, the proposed future Ballpark, and an expanded Diridon Station. Employment, retail, and entertainment uses are focused at the Diridon Station core to support transit activity and establish the area as a region-wide destination. Residential and supportive commercial uses are located in the urban neighborhoods section of the Plan and are within an easy walk to the Station core. The neighborhood components are located strategically in order to minimize impacts from transportation infrastructure and to strengthen existing neighborhoods. Figure 2-1-1 illustrates the Land Use Structure for the planning area.

At the center of the Station Area, a high-intensity, entertainment-oriented mixed-use core surrounds and encompasses the Station. Retail and entertainment uses activate the ground level and are oriented along a linear pedestrian connection between San José Arena and the proposed future Ballpark, as well as around a new public plaza adjacent to the Station. Hotel and office uses are located on upper floors and provide additional day and evening activity within the Central Zone. A mix of active retail and office uses could also be extended into the Station itself, increasing the opportunity for development in the immediate Station area.

North of the ballpark, the focus of the Final Plan is a high-intensity business district in an urban format. Opportunities for innovative office, research and development, and incubator space for product and business development are focused in this area. Ancillary uses

FIGURE 2-1-1: DIRIDON STATION AREA - FINAL LAND USE PLAN



might include some hotel, retail, and industrial space as support for the area. West of Stockton Avenue, the uses are compatible with and build off of the mixed-use neighborhood character of The Alameda and existing high density residential uses along Stockton Avenue. The mix of uses includes retail at the ground level, focused along The Alameda, and residential uses primarily along the west side of Stockton Avenue.

To the south of the proposed future Ballpark, a mixed-use hotel and office oriented district establishes a new activity center at Autumn Parkway and West San Carlos Street with easy access to the proposed future Ballpark and I-280. Development is oriented to key open spaces like the proposed future approximately eight-acre park at Park Avenue and Autumn Parkway and Los Gatos Creek. Mixed-use residential and commercial development extends along West San Carlos Street, providing a walkable environment with key neighborhood services for the Delmas Park neighborhood to the east and new Transit Residential development to the west. South of West San Carlos Street, between the Caltrain corridor and Autumn Parkway, intensified commercial development is proposed future, including office and employment uses. This area will also be able to capitalize on its proximity to both the Station and I-280.

Several zones in the planning area are designated for required retail frontage along a main arterial. These areas include the West San Carlos Street corridor east of Autumn Parkway and west of the VTA light rail corridor, and development along The Alameda. The Central Zone will also have a required retail frontage along the pedestrian district and public plaza.

Since its opening some two decades ago as the home of the San José Sharks, the San José Arena has consistently ranked among the 10 busiest indoor facilities for non-sporting entertainment events. Preserving the extraordinary success of Downtown's "anchor tenant" appears paramount and is reflected in the Land Use Plan.

Although densities will increase, and parking ratios will drop over time, it is imperative that Diridon's development occurs in a coordinated fashion with its transportation infrastructure to ensure adequate parking supply for the San José Arena and avoid traffic

problems in each phase of development.

## LAND USE CLASSIFICATIONS

The land use designations below define the uses and urban form of future development in the Diridon Station Area Plan area. These land use designations are not specific to this Master Plan but are existing designations within the Envision San José 2040 General Plan and are applied elsewhere in the City. In addition to being consistent with the given land use designation below, new development should also be consistent with the Urban Design guidelines and other policies set forth in this Plan. Urban design guidelines for the Diridon Station Area are provided in Section 2.2 of this Plan.

### *Downtown*

The area within the Southern Zone, east of Autumn Parkway, is primarily designated with a Downtown land use designation. This land use designation supports residential uses as well as non-residential uses including office, retail, service, hotel, medical, and entertainment uses. The designation also supports residential and commercial uses in a mixed-use format.

As described in the Envision San José 2040 General Plan, the Downtown designation allows residential densities up to 350 units to the acre and Floor Area Ratios (FAR's) up to 15.0. While residential densities approaching 350 dwelling units to the acre may be achievable under the Diridon Station Area Plan through the development of housing projects that include very small units, new commercial development could not achieve the FAR's allowed under the General Plan given the height guidelines of this Plan and the need for new development to be compatible with the surrounding neighborhood. New development should, however, be built as relatively high densities/intensities consistent with the Plan's height guidelines (Figure 3-2-1) and compatible with the surrounding residential neighborhood.

All development within this designation should support pedestrian and bicycle circulation, and encourage transit ridership. Uses that are automobile oriented are discouraged and drive-through uses are not supported. To help activate the corridor, new residential development along West San Carlos Street should incorporate ground floor commercial uses along this street.

### ***Commercial Downtown***

The Mixed Use Station Area is designated with a Commercial Downtown General Plan designation. The Mixed Use Area is defined by the rail corridor to the west, Santa Clara Street to the north, Autumn Parkway to the east, and West San Fernando Street to the south. Consistent with the Commercial Downtown designation, the Mixed Use Area is intended to be a vibrant mix of retail, entertainment, office, and hotel development, with retail and entertainment uses located at the ground level and high-intensity hotel or office development above. Residential uses are not allowed. Emphasis in the Mixed Use Areas is placed on creating a walkable, pedestrian environment with active uses at the street edge. Parking should be structured and wrapped by active uses.

In order to intensify development adjacent to the station, the minimum FAR is 2.0; however development adjacent to the station should generally be built at higher FARs. Given the FAA Airport Height restrictions it is anticipated that development will not exceed an FAR of 6.0. Nevertheless, as Airport operations and technology change, height restrictions could become less restrictive, allowing development to be developed at higher FARs; the maximum FAR permitted in this Commercial Downtown designation is 15.0.

### ***Urban Village***

Two areas are designated with an Urban Village land use

designation. The first is located on the west side of Stockton Avenue between The Alameda and Julian Street and the second area is located on the east side of Stockton Avenue between Julian Street, the Union Pacific Railroad and The Alameda. The Urban Village land use designation supports a wide variety of commercial, residential, and institutional land uses with an emphasis on establishing an attractive and pedestrian-oriented urban form. This land use designation supports a floor area ratio (FAR) of up to 10.0 and a residential density of up to 250 dwelling units to the acre. Given the building height limits in the Urban Design Chapter of the DSAP Draft Plan (Figure 3-1-1) and the FAA height limits resulting from the San Jose International Airport, the intensities and densities of new development under this land use designation would, however, be significantly lower than these upward maximums. New development along The Alameda and the portion of Stockton Avenue adjacent to the intersection of The Alameda would be required to include active and functional retail space fronting the street, consistent with the location shown on Figure 2-1-1: Diridon Station Area Land Use Plan.

To further the City's Envision San José 2040 goal of transforming San José from the bedroom community for Silicon Valley to a regional employment center, and to support locating transit supportive employment uses adjacent to the Diridon Station, the Urban Village land use designation, as applied to Diridon, has a minimum commercial FAR of 0.5 for projects containing residential uses. This designation would therefore only support residential development in a vertical or horizontal mixed-use format that includes commercial uses or square footage that is equal to or greater than a 0.5 FAR for a given project. The commercial component of a project would need to be built simultaneously or prior to the construction of the residential component.

### ***Transit Employment Center***

The properties along the east side of Stockton Avenue, between

the Alameda and Lenzen Avenue, and north of the San José Arena are designated Transit Employment Center to provide lands for dense Driving Industry type uses within walking distance of the Diridon Station. The lands designated Transit Employment are located in the Innovation Area of Diridon. The Driving Industry type businesses envisioned in this area include high technology and green tech type businesses that would place a premium on being adjacent to the Diridon Station and the high level of transit access it provides and will provide. Per the Envision San José 2040 General Plan the uses allowed in this land use designation include office uses and industrial-type uses including research and development, manufacturing, assembly, and testing. Retail shops and services are also permitted in the first two floors of buildings. Given the proximity of transit, uses that have a high number of employees relative to building square footage are anticipated, with uses that have few employees likely to locate in other less transit accessible areas in the city. Regardless of use, new development should orient buildings towards public streets and include features to provide an enhanced pedestrian environment.

### ***Combined Industrial/Commercial***

This designation is applied to the portion of the Diridon Station area generally south of West San Carlos Street and west of Bird Avenue. This area is envisioned as a location for Driving Industry types of uses as well as neighborhood and downtown serving commercial uses along Bird Avenue.

As discussed the Envision San José 2040 General Plan, this category allows a significant amount of flexibility for the development of a varied mixture of compatible commercial and industrial uses. Given the desire for flexibility the allowed FAR varies from 0.25 to 12.0; however, given the FAA airport height limitations and the urban design guidelines of this Plan, the FAR will not likely exceed 8.0 to 10.0.

***Transit Residential (65-250 du/ac)***

This classification is intended for transit integrated residential development and/or vertical or horizontal residential/commercial mixed use development within walking distance of the Station and along key transportation corridors like West San Carlos Street. While this land use designation allows between 50 to 250 dwelling units to the acre in the Envision San José 2040 General Plan, the sites designated Transit Residential in the Diridon Master Plan have a minimum residential density of 65 dwelling units to the acre to facilitate the development of residential densities that are supportive of the planned High Speed Rail and BART systems and the existing Caltrain system. Furthermore, while the upward density maximum is 250 dwelling units to the acre, the densities on Transit Residential properties are not anticipated to exceed a density of 175 dwelling units to the acre given the FAA airport approach zone height limits and the urban design guidelines of this Plan. The commercial mixed use portions of the properties designated Transit Residential should be focused as retail frontage along West San Carlos Street as identified in the Land Use Diagram. Hotels are a permitted use under this Land Use Designation. For the properties designated Transit Residential just north of Park Street to West San Carlos Street, commercial or the non-residential components of residential projects (i.e. parking lots or structures, open spaces, etc.) should be located adjacent to the existing Union Pacific Railroad tracks and planned High Speed Rail viaduct. Given the potential noise, vibration, and aesthetic impacts, residential uses should not be located directly adjacent to these train lines unless a residential projection can be designed to mitigate these impacts and create a high quality living environment.

All development within the Transit Residential Designation is required to be pedestrian oriented with emphasis on activating the

ground level; pedestrian entries and windows should be located along the sidewalk and buildings should include architectural elements (like awnings, changes in materials, articulated building façade, etc.) that add visual interest. Average building heights should be between four and six stories, with up to ten stories where heights and neighborhood compatibility allow.

### ***Urban Residential (30-95 du/ac)***

Sites with this designation are intended for relatively high density urban residential development in 1) the Delmas Park Neighborhood between Park Avenue to the north and Columbus Avenue to the south; 2) the area northwest of the intersection of Stockton Avenue and The Alameda; and 3) in select locations west of the Union Pacific railroad tracks, providing a transition to lower density residential uses. A mix of residential densities and housing types is encouraged under this designation, with a density range of 30 to 90 dwelling units per acre. Emphasis on contextually appropriate design and densities will ensure compatibility with existing residential uses. The City may reduce allowable density adjacent to low density residential uses for design compatibility. Development along the street edge should have individual entries to maintain the pedestrian orientation of the neighborhood. Predominant building heights should range from three or four stories adjacent to lower density residential development to six stories near higher intensity development.

The Urban Residential designation also allows commercial uses to be mixed with residential uses in a vertical or horizontal arrangement. The commercial uses are intended to provide shops and services to nearby residents, employees and transit riders. The commercial spaces could take the form of live/work units or flex space that could be used initially as living space but could be converted to commercial or live work space over time. The

commercial uses in this land use designation should be focused along West San Carlos Street and along or adjacent to The Alameda. The minimum combined FAR for both commercial and residential uses is 1.0 with a maximum combined FAR of 4.0.

***Residential Neighborhood (typically 8 du/ac)***

This land use designation is broadly applied to the established single family neighborhoods, both suburban and traditional residential neighborhoods that comprise most of San José. The densities of new residential development within lands designated Residential Neighborhood should reflect the existing residential densities within a given neighborhood, which in San José is typically 8 dwelling units to the acre. In the Diridon Station Area Plan this land use designation is only applied to the properties located on the south side of Auzerais Avenue, just east of Los Gatos Creek, which form the northern boundary of the established Hannah Gregory Neighborhood. This designation would allow commercial development on these properties provided such development does not negatively impact the Hannah Gregory Neighborhood to the south.

***Open Space, Parklands, and Habitat***

Park and recreation areas are essential for new and existing neighborhoods within the Diridon Station Area. An approximately eight-acre recreational park is proposed between Park Avenue and West San Carlos Street along Montgomery Street/Bird Avenue. Additional park space is proposed throughout new residential and mixed-use development and includes open space, parks, recreation areas, public plazas, and development of public facilities such as restrooms, playgrounds, educational and visitor's centers, or parking areas that serve these facilities. This plan also includes existing and recommends new open space and habitat area along Los Gatos

Creek within the planning area. It must be noted, however, that most of the Los Gatos Creek is outside of the Diridon Station Area Plan area and, except for the city owned fire training center south of Park Street, this plan does not establish land uses adjacent to the creek. Figure 2-1-1 identifies the private properties along the west side of Los Gatos Creek between Santa Clara and Park Streets as Park/Open Space, because these properties are identified in the Downtown Strategy for additional park land. Until the City can purchase these properties for parkland, they could be redeveloped, consistent with the Envision San José 2040 General Plan, which designated them as Commercial Downtown. Similarly, the private properties designated for Parks and Open Space and located within the triangle defined by Los Gatos Creek, Montgomery Street and West San Carlos Street, could be developed with uses consistent with the land use designation in the Envision San José 2040 General Plan if the City is not able to purchase these properties; these properties are designated Combined Industrial/Commercial in the General Plan. A more detailed explanation of open space can be found in Section 2.3, Landscape and Open Space.

### ***Public/Quasi Public***

Uses permitted within this classification include government, civic, cultural, educational, and public services such as the San José Arena and related parking facilities.

### ***Required Retail Frontage***

Retail plays a role in defining key pedestrian streets and neighborhood centers by providing restaurants and services to residents and workers in the area. The Required Retail Frontage aims to ensure that retail and commercial uses are available within residential areas to reduce the need for driving in the planning area. The street frontages with required frontage at the ground level are shown in Figure 2-1-1.