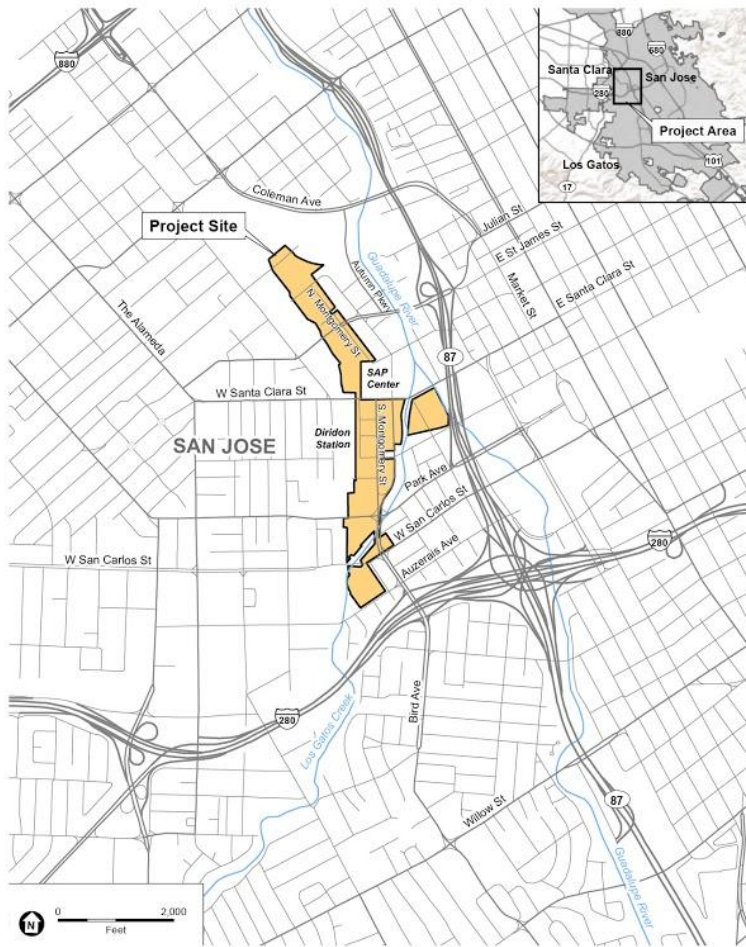


Downtown West

Mixed-Use Rezoning and Development Plan



1.01.1 Project Location Map

Legend

Project Site

Project Team

Project Applicant

Google LLC

Development Manager

Lendlease

Design + Consultant Team

SITELAB Urban Studio: Urban Design

Heatherwick Studio: Office Architecture

Prior + Partners: Urban Design + Rail

West8: Landscape Design

Sherwood: Civil + Infrastructure

Nelson Nygaard: Transportation Planner

ARUP: Transportation + District Systems

H.T. Harvey & Associates: Ecology

San Francisco Estuary Institute (SFEI): Ecology

Schaaf & Wheeler: Hydrology

Kier + Wright: Surveyors

Environmental Science Associates and DJ Powers Associates: Environmental Consultants

Fehr & Peers: Transportation Consultants

Site Area

	Proposed ¹
Buildable Area	42.9 ac
Open Space and Setbacks ²	16.8 ac
Other ³	24.7 ac
Total	84.4 ac

NOTES:

- All site areas are approximate, and rounded to the nearest 0.1 acre.
- Open space includes all proposed parks, plazas, green spaces, mid-block passages, and riparian setbacks
- Other category includes new and existing streets, existing rail, and non-developable buffers to infrastructure

Project Description

The Diridon Station Area Plan (DSAP) adopted by the City of San José in 2014 establishes a long term goal of creating a vibrant mixed-use urban destination adjacent to a new intermodal transit station to support the City's employment growth policy. While acknowledging the fundamental importance of transit infrastructure, the DSAP emphasizes the importance of experiential qualities that would enhance both the local area as well as broader San José by creating:

- A local and regional destination.
- A lively public realm fostering walking, biking and transit integrated with a variety of public spaces.
- Distinctive architecture and civic spaces that reflect Silicon Valley's spirit of innovation and San José's rich history.
- A strong sense of place as an identifier for San José as the center of Silicon Valley, the capital of the technology world.

This application for the redevelopment of approximately 80 acres of the DSAP area's 240 acres seeks to build upon and implement the DSAP's vision, while recognizing evolving realities and aspirations since its original adoption.

The Downtown West Mixed-Use Project (Downtown West) proposes the construction of approximately 6,500,000 gross square feet (GSF) of office space (with a maximum of 7,300,000 GSF), including approximately 1,000,000 GSF on the previously entitled San José Water Company Building site east of Los Gatos Creek; approximately 3,000 to 5,000 units of housing (with a maximum of 5,900 units); approximately 300,000 to 500,000 GSF of active uses, which may include retail, cultural, arts etc.; approximately 100,000 GSF event space; hotel use and limited-term corporate accommodations; on-site utilities and approximately 15 acres of publicly-accessible open space. This application describes the location and distribution of these proposed land uses, the components and arrangement of the conceptual framework that organizes them, and the utility and mobility infrastructure that enables and serves them.

Development Program

Uses	Existing ¹	Proposed ¹
Residential Units	11	3,000 - 5,000 (max. 5,900)
Office GSF ²	151,000	6,500,000 (max. 7,300,000)
Light Industrial GSF	418,000	-
Commercial/Active Uses GSF ³	11,000	300,000 - 500,000
Hotel Rooms	-	up to 300
Limited-Term Corporate Accommodations (Rooms)	-	up to 800
Event Center GSF	-	100,000
Central Utilities Plant (District Systems) GSF	-	115,000
Logistics/Warehouse GSF	-	100,000
Parking		
Public and/or Commercial Parking ⁴	N/A	600 - 2,800
Residential Parking (up to 0.4 stalls / unit)	N/A	up to 2,360
Total Parking (stalls)	N/A	up to 5,160

NOTES:

- All proposed gross square feet (GSF) is rounded to the nearest 100,000. All existing GSF is approximate.
- Approximately 150,000 - 200,000 of Office GSF could become standalone ancillary office amenity space
- Active uses include a variety of uses, including but not limited to retail, restaurant, arts, cultural, institutional, educational, nonprofit, and small-format office uses.
- Limited-term corporate accommodations would operate akin to a suites hotel that would accommodate Google employees typically visiting the site for 1 to 4 days. It would not be open to the public.
- A small amount of employer parking is anticipated for uses such as expectant mother parking, accessible parking, and similar uses.

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2.07	Framework Experiences
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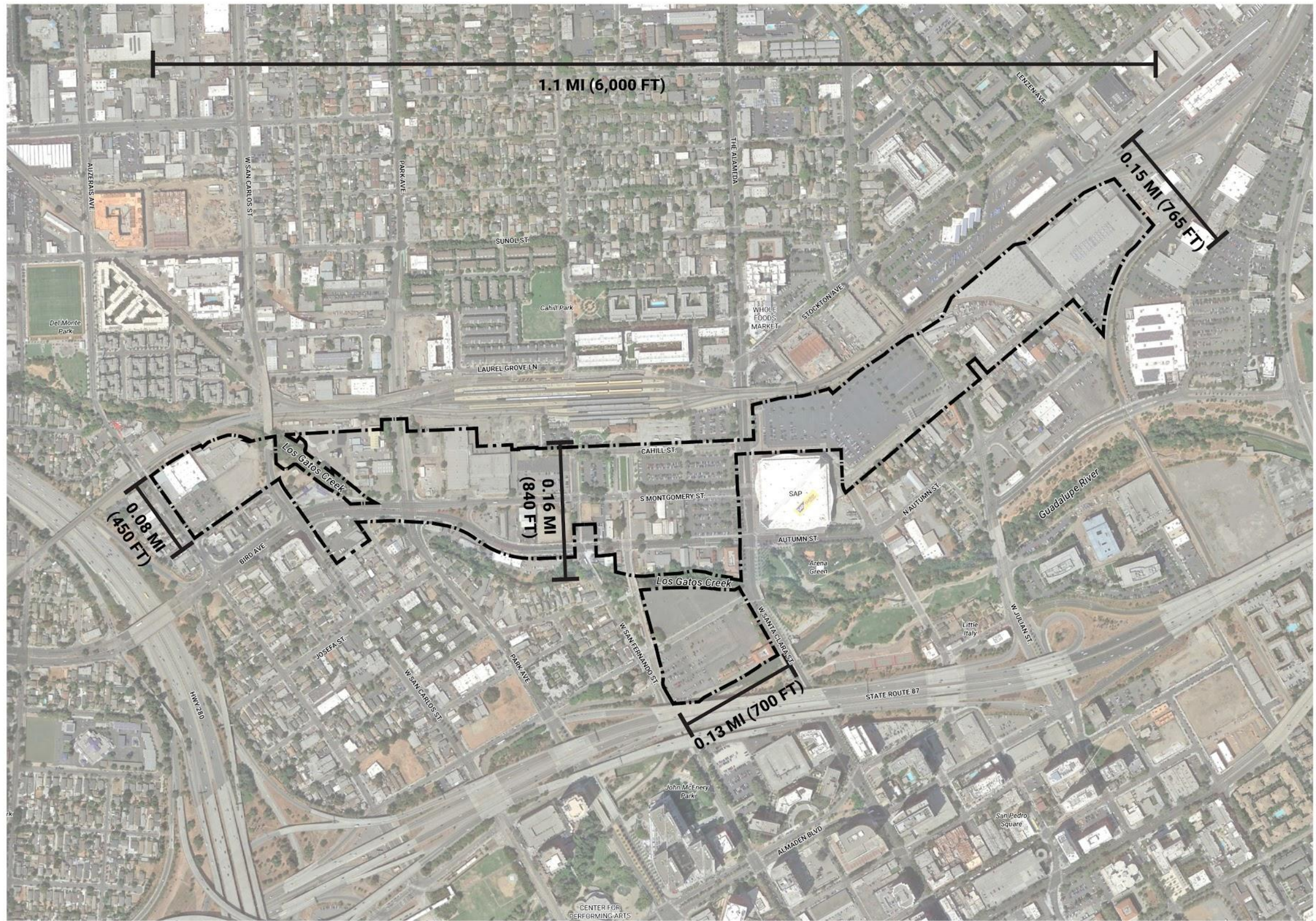
1.01

Project Description
Downtown West Mixed-Use Plan

10/10/2019

Project Boundary

The project site consists of approximately 80 gross acres and is generally bounded by Lenzen Avenue and the Union Pacific railroad tracks to the north; North Montgomery Street, Los Gatos Creek, the Guadalupe River, South Autumn Street, and Royal Avenue to the east; Auzeais Avenue to the south; and Sunol Avenue and Diridon Station and the Caltrain rail tracks to the west. The project also includes the area generally bounded by Los Gatos Creek to the west, San Fernando Street to the south, the Guadalupe River to the east, and Santa Clara Street to the north. The site is approximately one mile in length from north to south and generally less than 800 feet in width from east to west — although at its widest, just south of West Santa Clara Street, the site extends nearly 1,500 feet from east to west.



2.01.1 Project Boundary

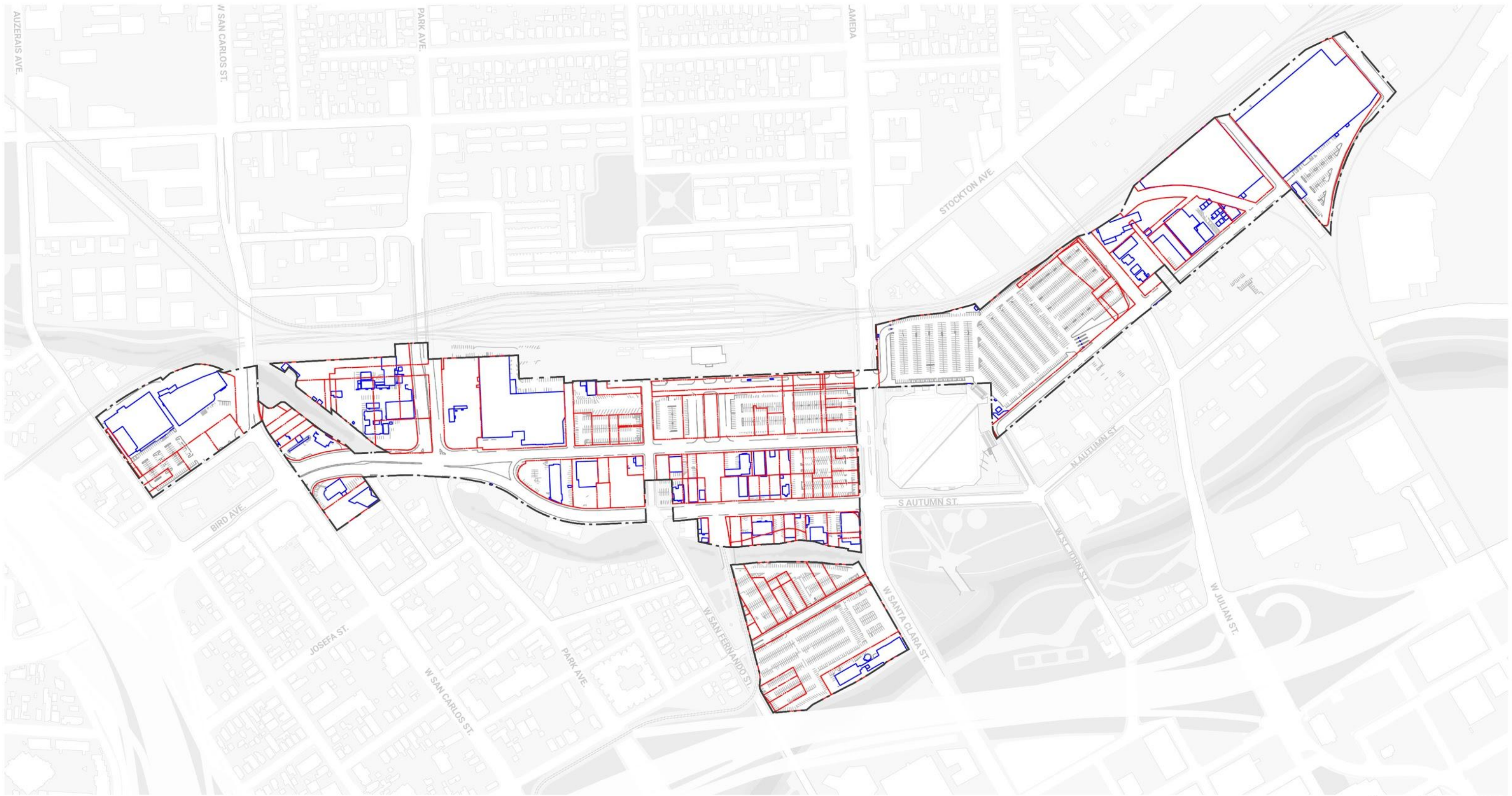
Legend
 --- Project Boundary



2.01

Project Boundary
 Downtown West Mixed-Use Plan
 10/10/2019





2.02.1 Existing Building Footprints and Parcels

Legend

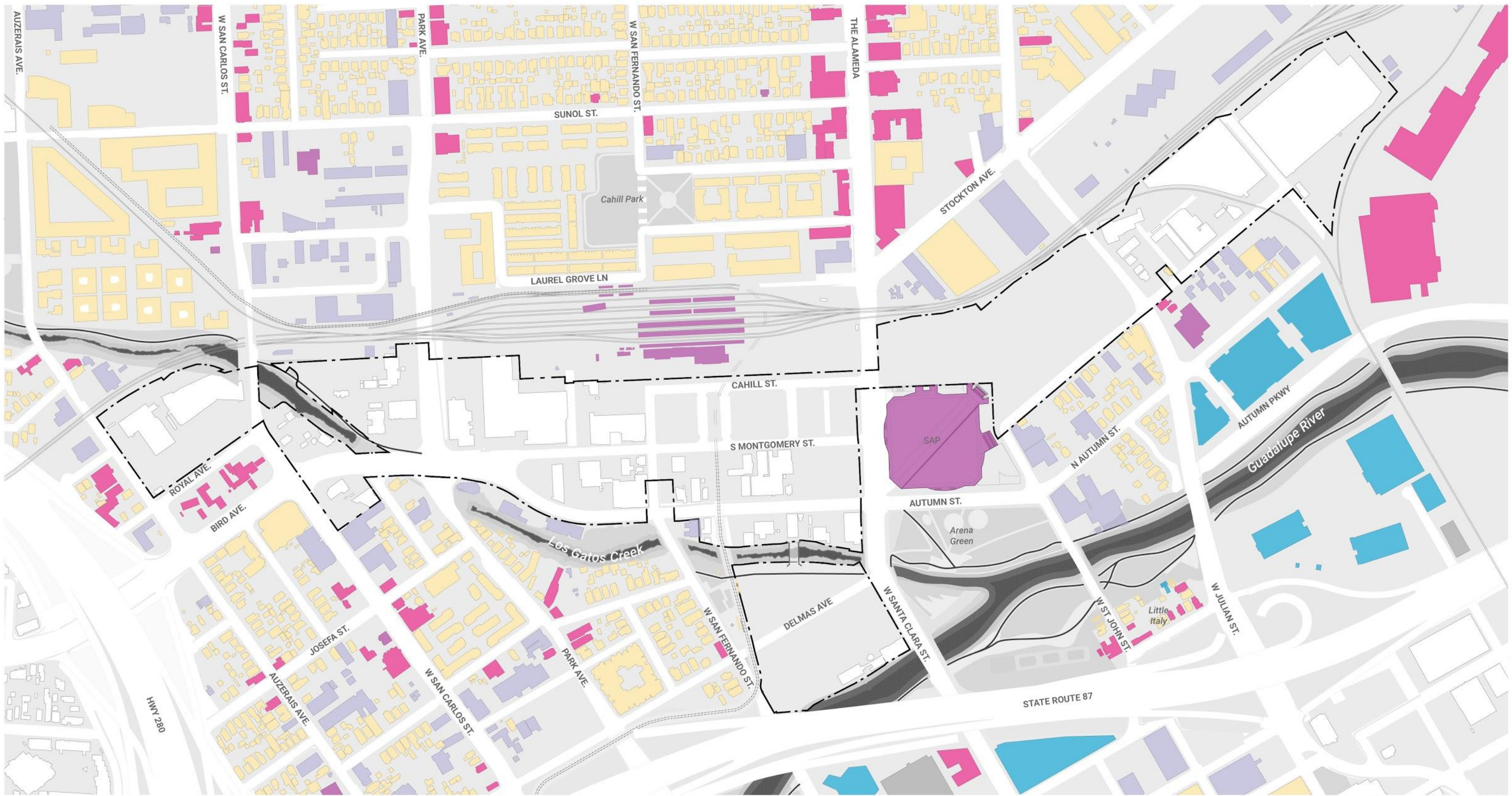
- Development Boundary
- Existing Buildings
- Existing Parcels



2.02

Existing Building Footprints and Parcels Downtown West Mixed-Use Plan

10/10/2019



2.03.1 Existing Context Land Use

- Legend**
- Project Boundary
 - Office
 - Residential
 - Retail/Commercial
 - Institutional/Public/Quasi Public
 - Industrial
 - Parking Structures

Note:
 1 Source: ESRI, 2019, City of San Jose, 2019, ESA, 2019. Base GIS data was supplemented with review of Google Maps to cross-check and update to reflect actual land uses.



2.03

Existing Surrounding Context Land Use

Downtown West Mixed-Use Plan

10/10/2019

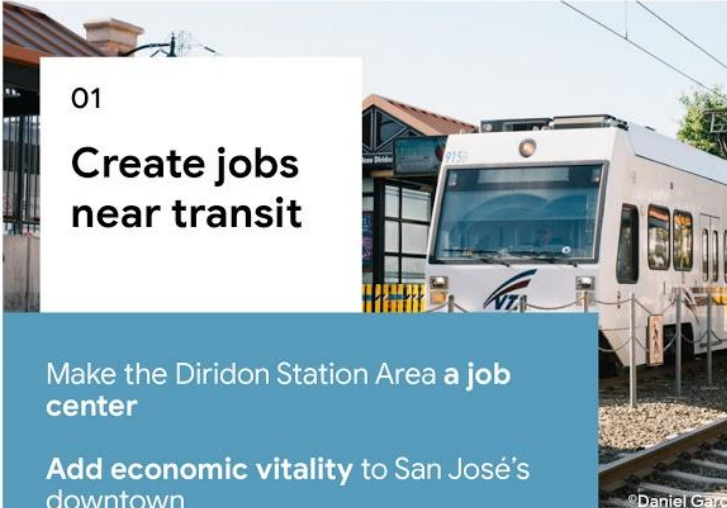
Project Foundation

Years of public outreach and City efforts to develop the Diridon Station Area culminated in the approved DSAP in 2014 and the subsequent Memorandum of Understanding between the City and Google (MOU) in 2018. Building on this foundation, the project — a subarea predominantly within the DSAP — seeks to implement the vision of a new integrated part of Downtown San José at Downtown West. The MOU between the City of San José and Google identifies several key planning objectives:

- Optimize density and its mix of uses
- Increase housing
- Be designed for human scale
- Enhance and connect the public realm
- Achieve excellence in design
- Maximize use of public transit and minimize parking
- Pursue excellence in transit access and operations
- Provide high levels of sustainability

Building on a decade of City-led engagement starting in 2009, the Downtown West Mixed-Use Project sought additional input in 2018-2019. The feedback reinforces the MOU goals and formed a better understanding of the community's design priorities, most notably:

- Create jobs near transit
- Provide housing alongside jobs
- Connect people to nature and transit
- Build a place that is of San José



01
Create jobs near transit

Make the Diridon Station Area a **job center**

Add **economic vitality** to San José's downtown

Enhance the property tax and economic base

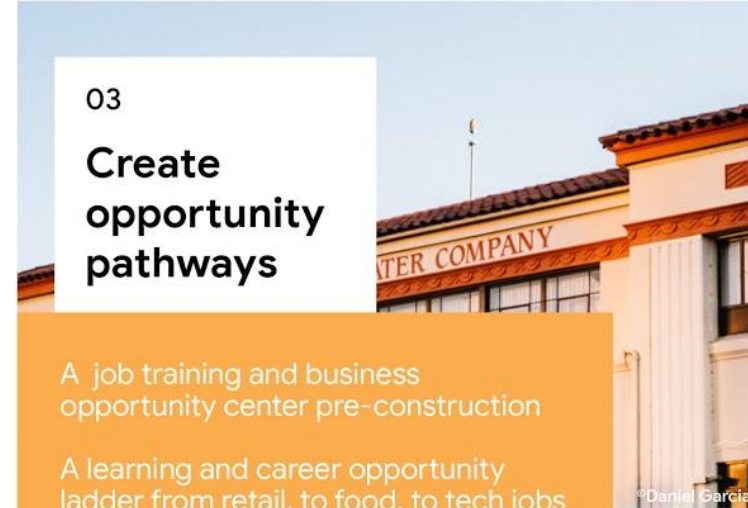


02
We need housing alongside jobs

3,000-5,000 housing units vs. 2,588 housing units across DSAP

Optimize **affordable housing** through the project and public benefits

+ **Affordable housing fund:** Google's \$250M investment for Bay Area + \$50M homelessness and anti-displacement grants



03
Create opportunity pathways

A job training and business opportunity center pre-construction

A learning and career opportunity ladder from retail, to food, to tech jobs

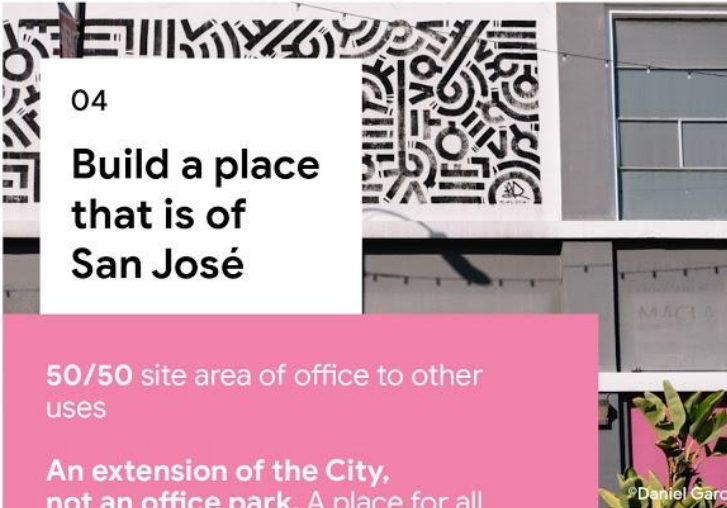
An ecosystem model for **retail and small, women + minority owned businesses**

Design Standards and Guidelines

As part of the proposed project, the project applicant, in coordination with the City, will develop detailed design standards and guidelines to govern development on the project site. The standards and guidelines would apply to building design, land coverage, density, setbacks, open space character, and the public realm, along with other design controls for development. Specific controls could include:

- Maximum lot dimensions, building siting and orientation; ground-floor uses and access;
- Building bulk and mass; minimum tower separation; solar access and shading;
- Design and activation of publicly accessible spaces; ecological principles;
- Open space programming and landscaping design intent; and
- Circulation, streetscape and access.


Standards would set forth measurable prescriptive or performative design performance criteria. Guidelines set forth design intent, design expectations, and encouraged or discouraged features which are more qualitative and subjective in nature. Together, the standards and guidelines would balance flexibility to allow for innovation and evolution with confidence in the delivery of high quality buildings and public realm. Subsequent plans would be evaluated by the City for consistency with this Project Application and the standards and guidelines within the Design Guidelines document.



04
Build a place that is of San José

50/50 site area of office to other uses

An extension of the City, not an office park. A place for all San Joséans



05
Create a place that connects people to nature + transit

Create a cohesive place that is **people centric, not car centric**

Connect people to nature along the creek and river

Connect surrounding neighborhoods

Climate positive



06
Better together

Partnership models for learning, local retail and the arts

Develop economically replicable solutions

Co-create a **vibrant public realm**

2.04.1 Objectives for the Project

2.04

Design Concept Narrative Downtown West Mixed-Use Plan

10/10/2019

Design Drivers

Local and Regional Connections — to Transit, and Nature

Located at the transit gateway to San José as well as the natural confluence of Los Gatos Creek and the Guadalupe River, Downtown West serves as the portal to San José’s rich cultural and ecological roots. This extension of Downtown San José seeks to bring jobs near transit combining the density and variety of an urban core with an incredibly rich natural environment, offering a work environment accessible to the region and nature. The project centers around enhanced connectivity — locally, along priority east-west streets linking neighborhoods west of Diridon to the Downtown Core — and regionally, completing a north-south ecological spine along the riparian edge that will connect neighborhoods south of I-280 to the Downtown Core along Los Gatos Creek.

Built on Context and Character

The foundation of Downtown West builds upon San José’s rich cultural history, vibrant character, and innovative spirit. The mile-long site will utilize context to cultivate three distinct characters of place — ranging from industrial and active entertainment in the north; civic, transit-oriented, and authentic district character in the core; and neighborhood-serving and trail connections in the south.

The land use distribution of the project seeks to align with existing residential neighborhoods, particularly east of Los Gatos Creek, while office uses are focused along the predominantly-industrial rail edge and adjacent to the Downtown Core. Active uses including retail, cultural, educational and small businesses are located in greatest concentration at the core of the project to strengthen the existing cultural links from the Diridon Station to the Downtown Core.

People First — Pedestrians and Cyclists

Downtown West will be people-centric, not car-centric. In a world of evolving personal transportation modes — or “micro-mobility” — streets throughout Downtown West are designed with generous sidewalks, meandering off-street paths, protected bike lanes, and traffic calming which support both safe commuter and recreational movement. Priority improvements are aimed to mend the mobility gaps and realize the City’s connectivity goals envisioned in the DSAP and Better Bikeways Plan.

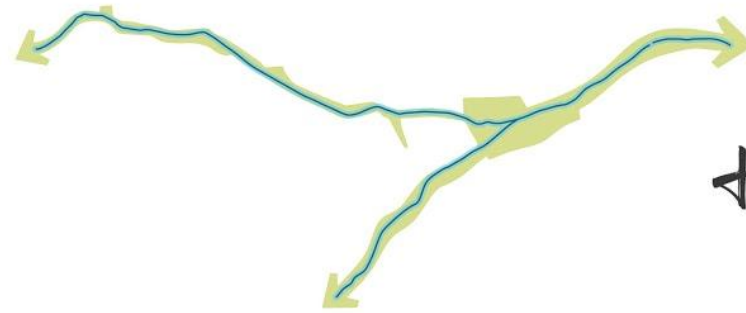
The robust public realm network throughout Downtown West links together a variety of open spaces located typically within a block from any location within the project. Parks and plazas are strategically positioned at key connections and near existing adjacent neighborhoods.

Diverse and Open

Over half the site area will be devoted to housing, open space, arts, retail, and community uses to broaden the uses, users, and activities throughout the day. Co-created programs and partnerships with local organizations, institutions and small businesses will bring the project to life and ensure that Downtown West is not just for San José, but of San José.

The mixed-use core of Downtown West will become a civic heart at San José’s doorstep — including a sequence of varied experiences from station to creek and through Downtown along new public plazas, creekside ecology, and a mix of new and old low-scale buildings carved through the high-density urban core.

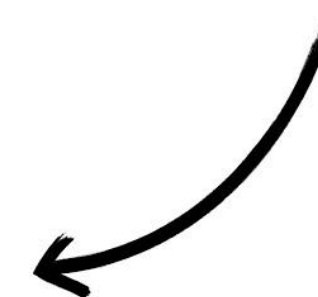
Varied Experiences at the Creek



World-class multi-modal transit hub



Local neighborhoods with diverse character and community



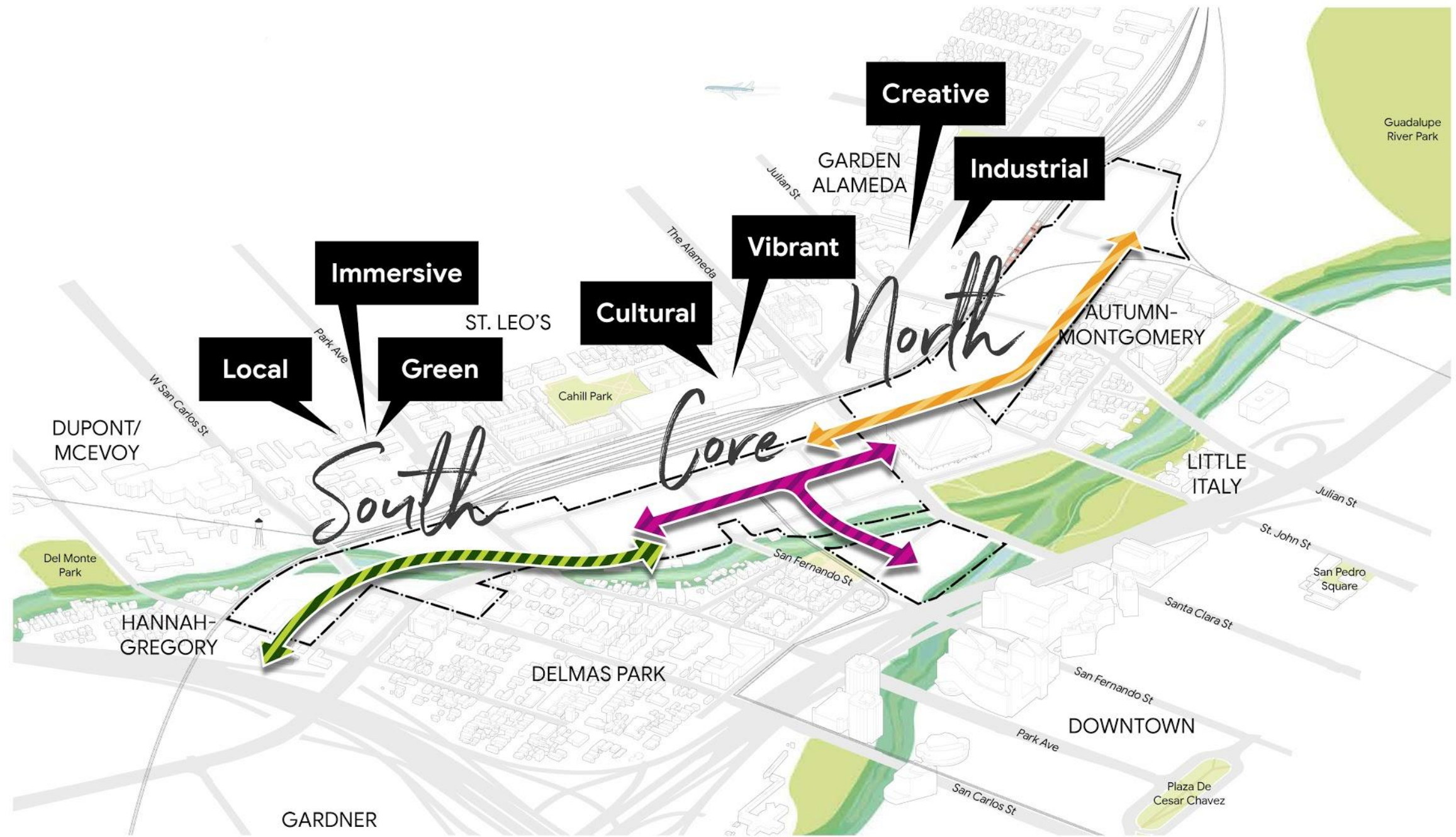
A new part of Downtown San José,
Mixed Use and Connected

2.05.1 Experience Drivers

Three Character Zones

The foundation of this framework builds upon San José's rich cultural history, vibrant character, and innovative spirit. The mile-long site will utilize context to cultivate three distinct characters of place — ranging from industrial and active entertainment in the north; civic, transit-oriented, and authentic district character in the core; and neighborhood anchored in ecology in the south.

The land use distribution of the project seeks to align with existing residential neighborhoods, particularly east of Los Gatos Creek, while office uses are focused along the predominantly-industrial rail edge and adjacent to the Downtown Core. Active uses — including retail, cultural, educational and small businesses — are located in greatest concentration at the core of the project to strengthen the existing cultural links from the Diridon Station to the Downtown Core.



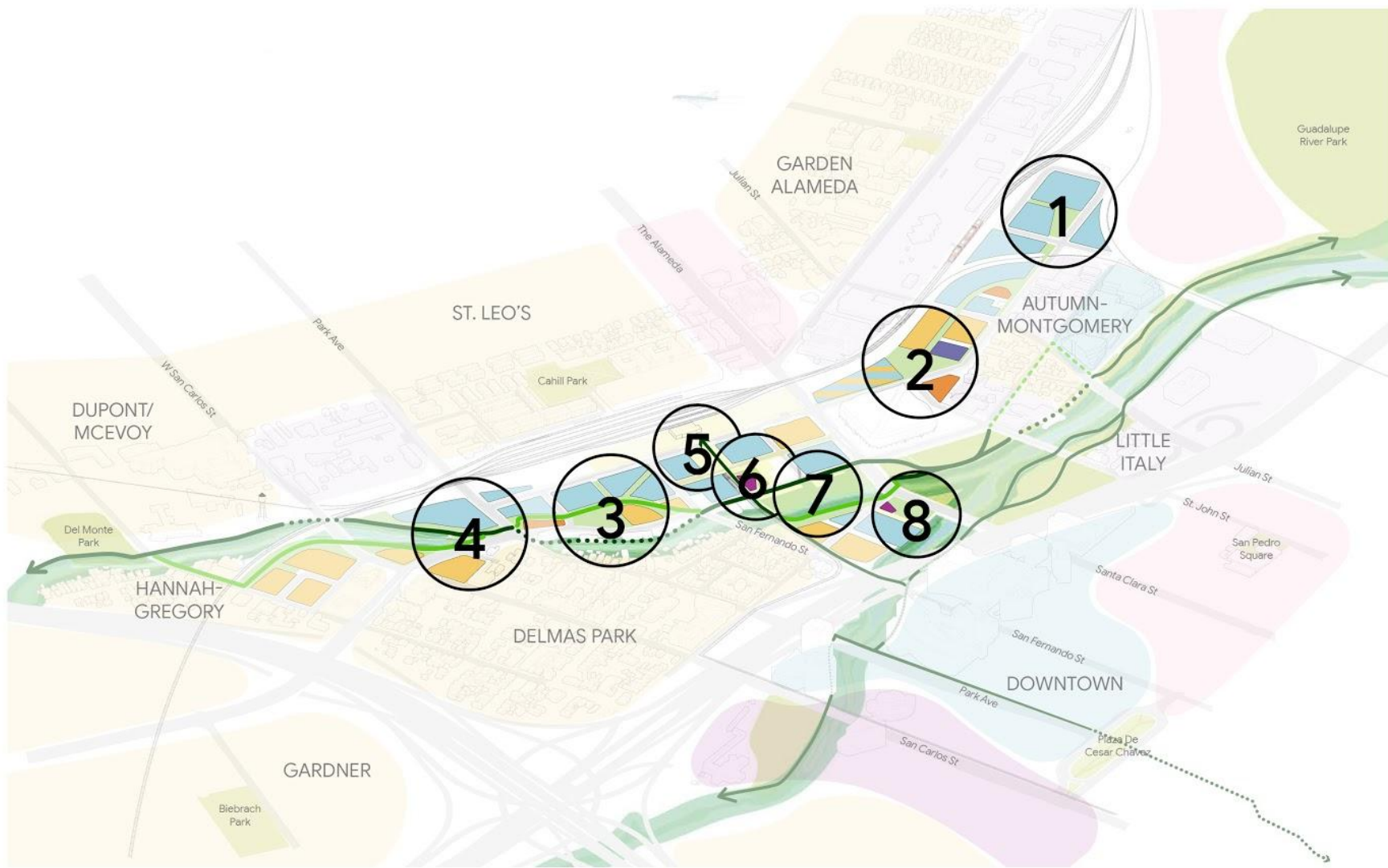
2.06.1 Conceptual Character Zones



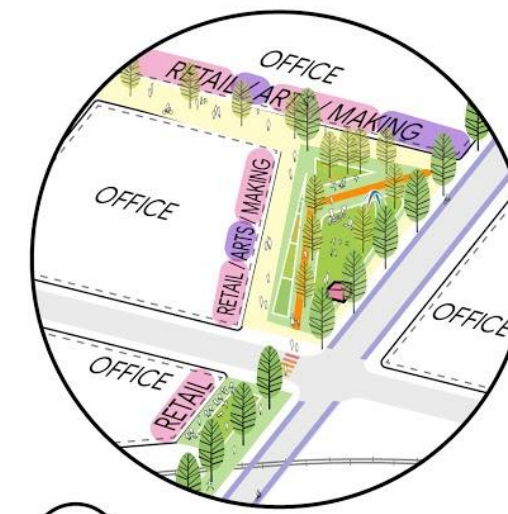
2.06

Framework Character Zones Downtown West Mixed-Use Plan

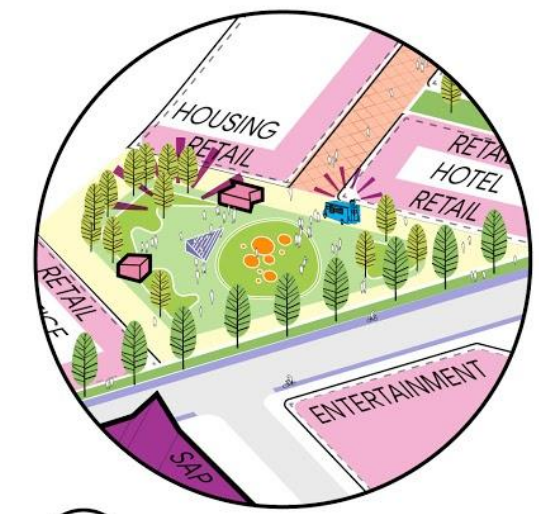
10/10/2019



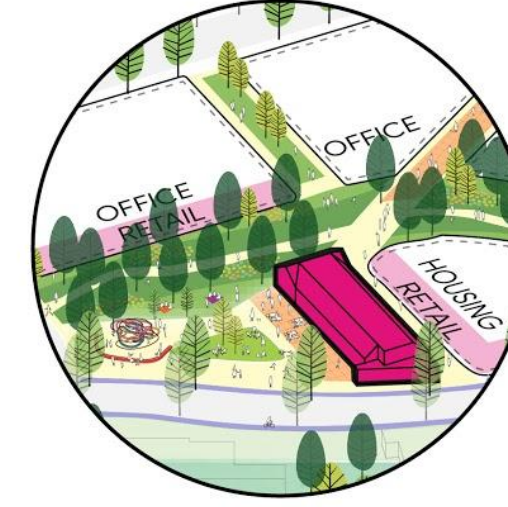
2.07.1 Conceptual Framework Experiences



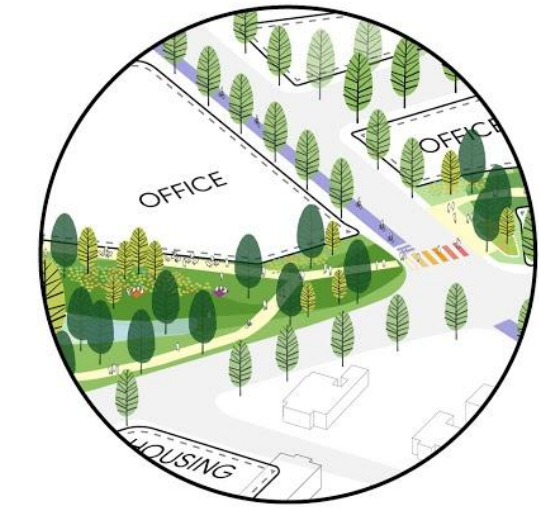
1 Arts + Making Square



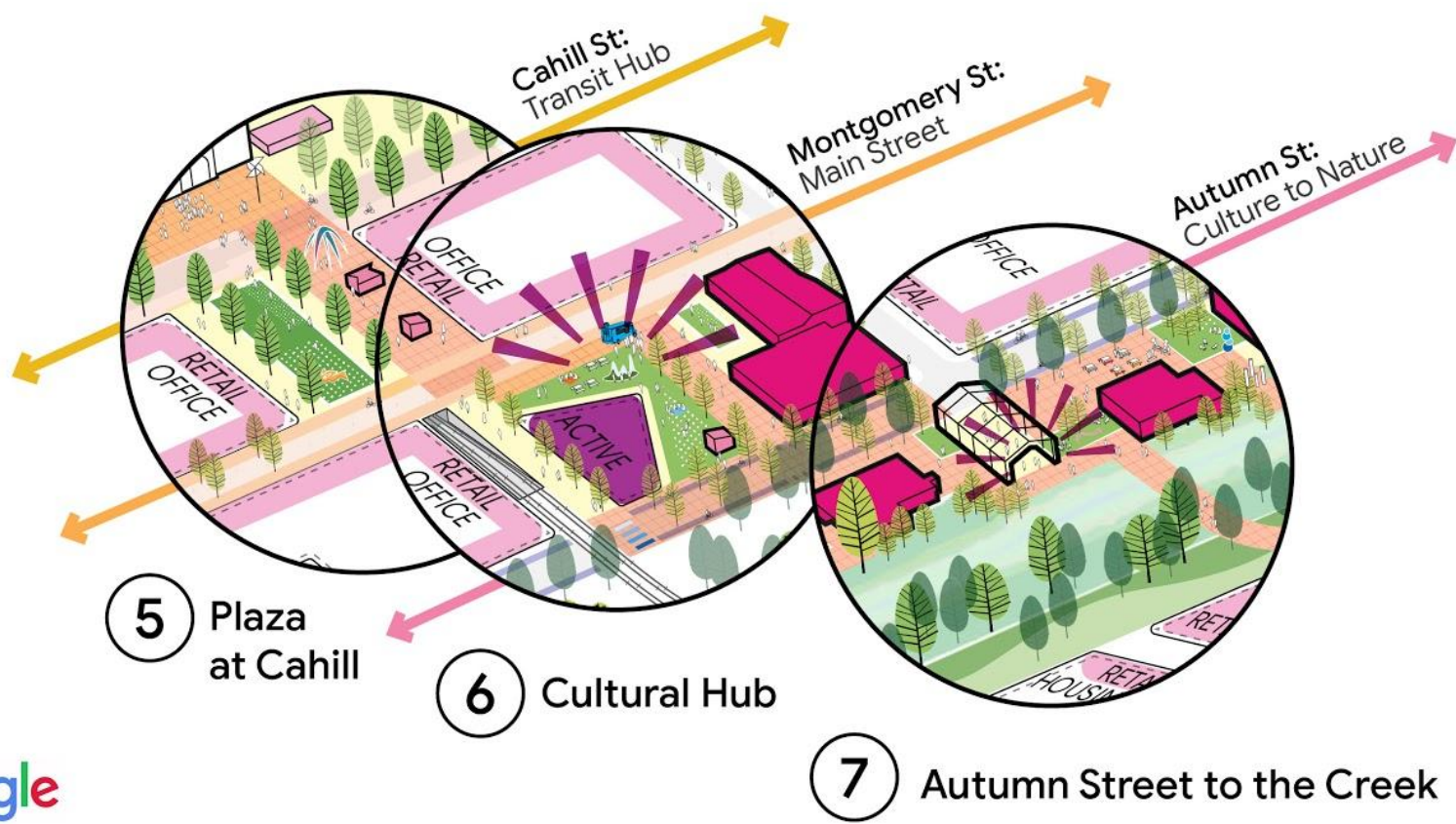
2 The Triangle



3 Green Meander + Neighborhood Plazas



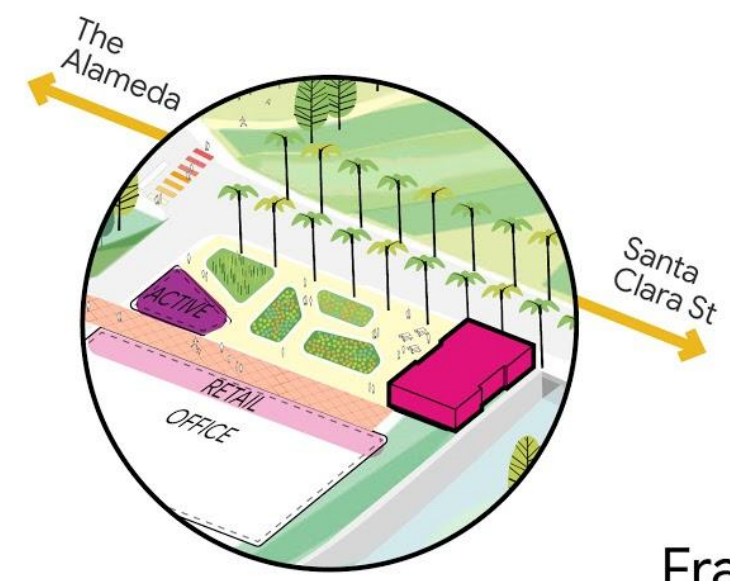
4 Southern Creek Green



5 Plaza at Cahill

6 Cultural Hub

7 Autumn Street to the Creek



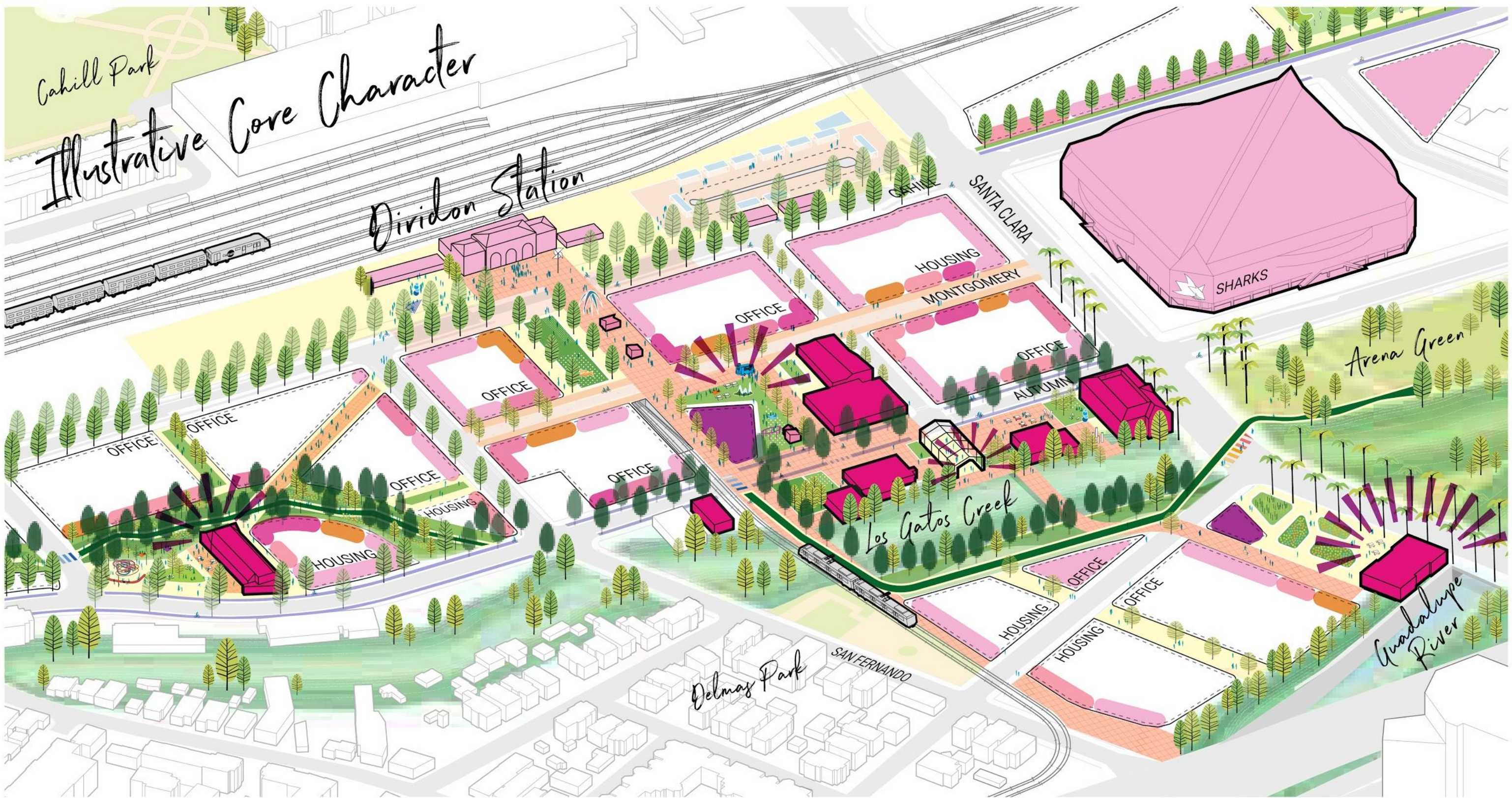
8 Gateway to Santa Clara

2.07

Framework Experiences Downtown West Mixed-Use Plan

10/10/2019





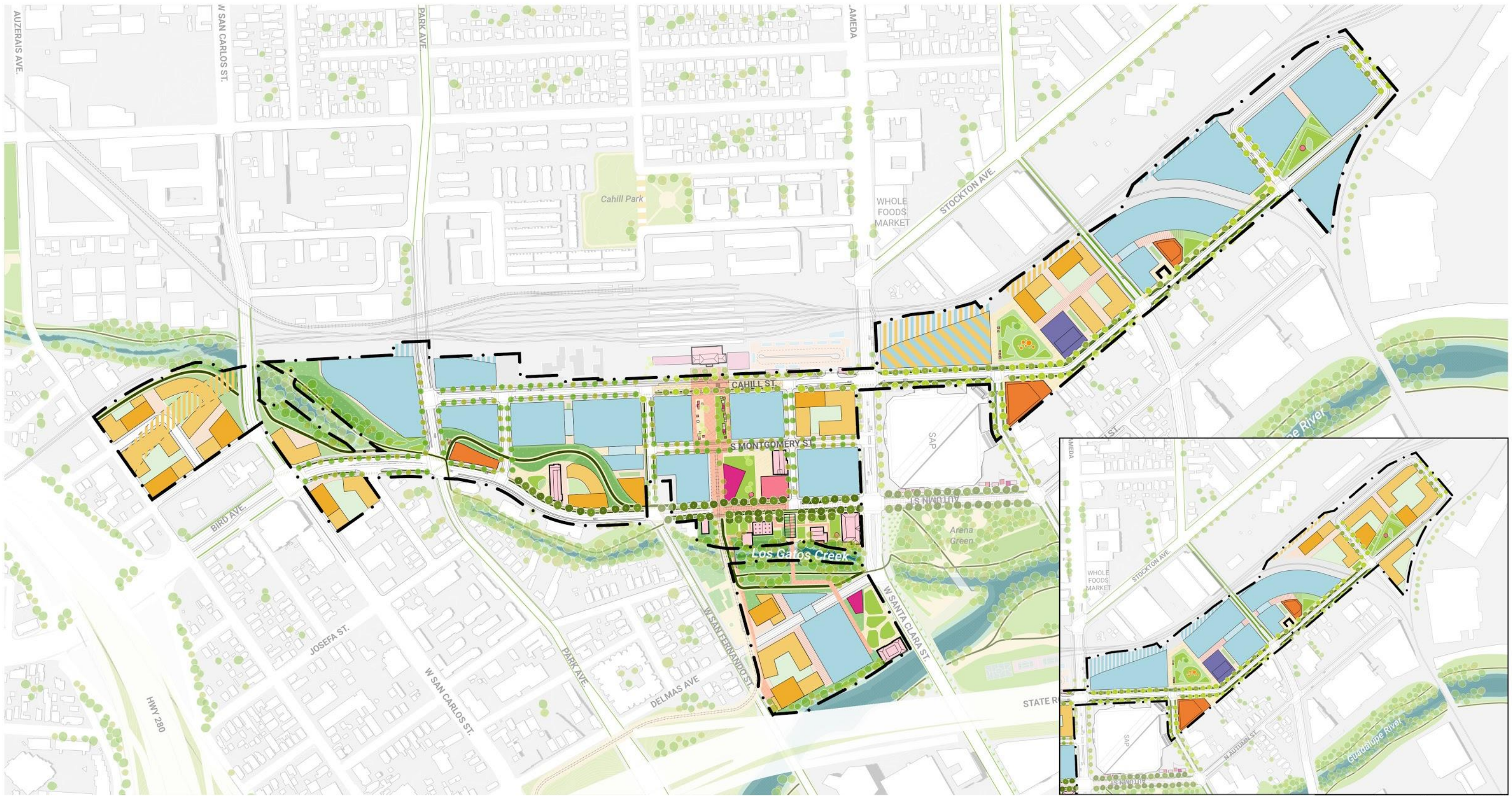
2.08.1 Illustrative Framework Core

Legend

- Retail, Cultural, Arts, Education + Other Active uses
- Significant Activity Node

Note:

1. Retail, cultural, and other active uses as well as event center, limited-term corporate accommodations, district systems and other ancillary office uses are permitted as an accessory use within primary land use designations and underlying General Plan land use designation.
2. This represents an illustrative depiction of the proposed ground plane and open spaces.



2.09.1 Illustrative Framework Plan

2.09.2 Alternative Illustrative Framework Plan



- Legend**
- Site Boundary
 - Office
 - Amenity
 - Housing
 - Hotel
 - Retail, Cultural, Arts, Education + Other Active uses¹

- Notes:**
- ¹ Location, dimensions and arrangement of open space, streets and pedestrian mid-block passageways are approximate and may change as vertical buildings are developed. Minimum standards will be defined in the Design Standards and Guidelines.
 - ² Retail, cultural, and other active uses as well as event center, limited-term corporate accommodations, district systems and other ancillary office uses are permitted as accessory uses within primary land use designations and underlying General Plan land use designation.
 - ³ Project boundary and illustrative building footprints are subject to change as part of separate rail alignment process.
 - ⁴ This represents an illustrative depiction of potential building footprints; however footprints and massing will be defined by design guidelines and standards document and actual design may differ. See Land Use Sheet 3.05 for land use options allowed.



2.09

Illustrative Framework Downtown West Mixed-Use Plan

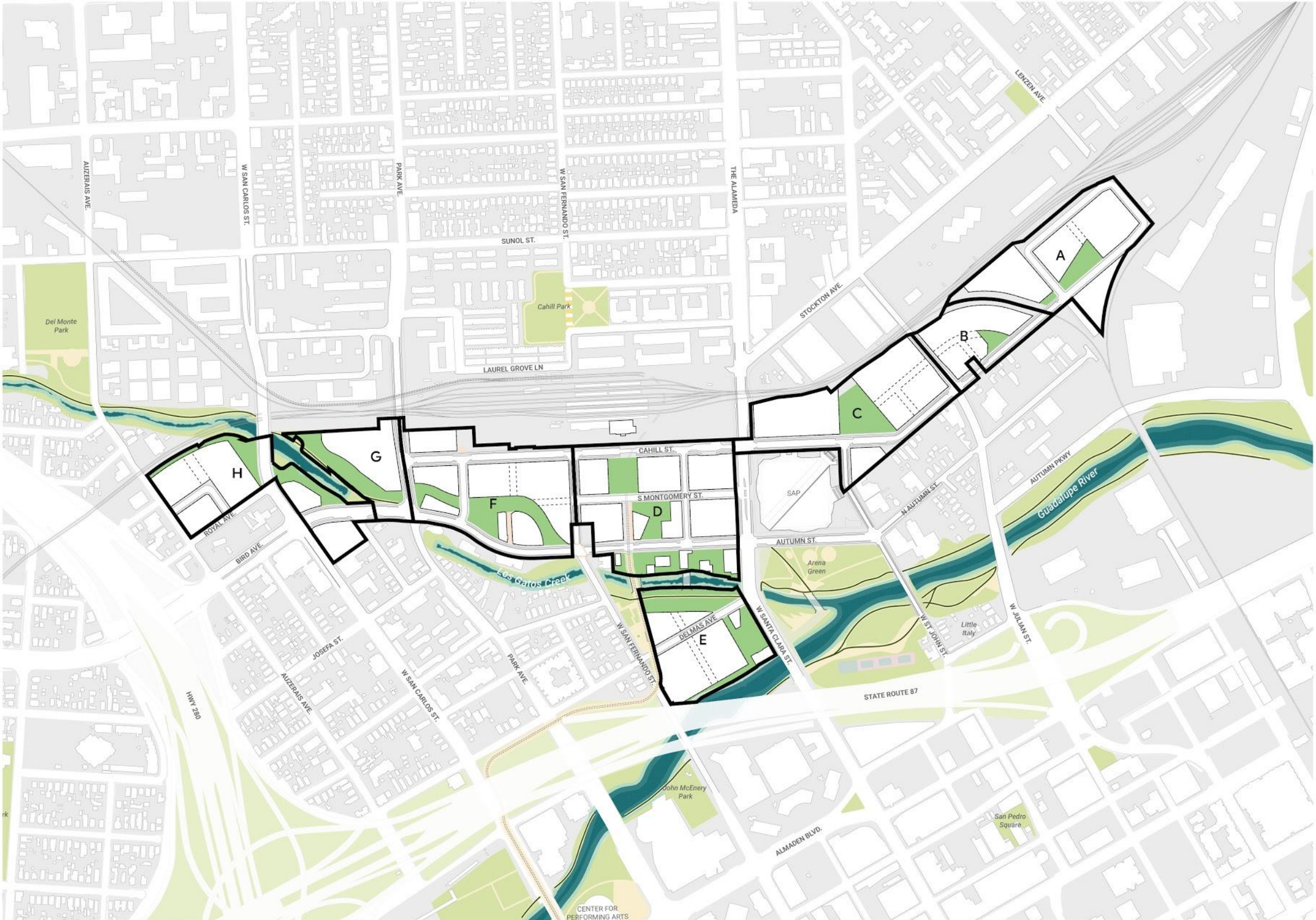
10/10/2019

APN	Address
Block A	
259-27-17	521 W Julian St
259-26-17	587 Cinnabar St
Block B	
259-27-003	357 N Montgomery St
259-27-015	347 N Montgomery St
259-27-014	345 N Montgomery St
259-27-016	333 N Montgomery St
259-27-011	No Address Available
259-27-010	573 W Julian St
259-27-009 01	559 W Julian St
259-27-008	551 W Julian St
259-27-007	311 N Montgomery St
Block C	
259-28-041	525 W Santa Clara St
259-28-044	525 W Santa Clara St
259-28-043	525 W Santa Clara St
Block D	
259-38-130	8 S Montgomery St
259-38-009	35 S Autumn St
259-38-010	55 S Autumn St
259-38-011	57 S Autumn St
259-38-141	59 S Autumn St
259-38-085	56 S Montgomery St
259-38-027	50 S Montgomery St
259-38-028	40 S Montgomery St
259-38-029	40 S Montgomery St
261-34-014	63 S Montgomery St
261-34-013	51 S Montgomery St
261-34-012	33 S Montgomery St
261-34-011	Undefined
261-34-023	Undefined
261-34-002	W Santa Clara St
261-34-003	W Santa Clara St
261-34-004	576 E Santa Clara St
261-34-005	564 W Santa Clara St
261-34-006	564 W Santa Clara St
259-38-132	450 W Santa Clara St
259-38-121	20 S Autumn St
259-38-124	Land Only
259-38-123	24 S Autumn St
259-38-122	34 S Autumn St
259-38-119	52 S Autumn St
259-38-117	56 S Autumn St
259-38-116	58 S Autumn St
259-38-135	Undefined
259-38-134	Undefined
259-38-114	70 S Autumn St
259-38-113	74 S Autumn St
259-38-101	80 S Autumn St
259-38-100	S Autumn St
Block E	
259-38-036	Delmas Ave
259-38-109	35 Delmas Ave
259-38-110	35 Delmas Ave
259-38-039	45 Delmas Ave
259-38-040	55 Delmas Ave
259-38-041	63 Delmas Ave
259-38-042	73 Delmas Ave
259-38-146	419 W San Fernando St
259-38-147	Land Only
259-38-145	415 W San Fernando St
259-38-148	415 W San Fernando St

2.10.1 List of Existing Properties



APN	Address
Block F	
259-48-012	102 S Montgomery St
259-48-011	510 W San Fernando St
259-48-013	510 W San Fernando St
259-48-052	140 S Montgomery St
259-48-063	150 S Montgomery St
261-35-003	105 S Montgomery St
261-35-010	105 S Montgomery St
261-35-006	105 S Montgomery St
261-35-007	W Fernando St
261-35-002	630 W San Fernando St
261-35-027	145 S Montgomery St
261-35-014	645 Park Ave
261-35-002	630 W San Fernando St
261-35-014	645 Park Ave
261-35-027	145 S Montgomery St
Block G	
261-37-025	255 South Montgomery
261-37-009	Undefined
261-37-026	Undefined
Block H	
261-37-027	W San Carlos St
261-37-016	S Montgomery St
261-37-028	Undefined
261-37-029	655 W San Carlos St
261-37-020	691 W San Carlos St
261-37-021	W San Carlos St
261-37-023	695 W San Carlos St
261-37-030	W San Carlos St
259-47-079	Undefined
259-47-040	580 Lorraine Ave
259-47-038	597 W San Carlos St
259-47-080	282 S Montgomery St
259-47-077	Undefined
264-15-065	720 W San Carlos St
264-15-015	365 Royal Ave
264-15-016	379 Royal Ave
264-15-017	655 Auzerais Ave
264-15-018	661 Auzerais Ave
264-15-019	667 Auzerais Ave
264-15-022	Undefined
264-15-063	Undefined
264-15-064	Auzerais Ave
264-15-034	Undefined



2.10.2 Block Plan

Legend

Zone Boundary

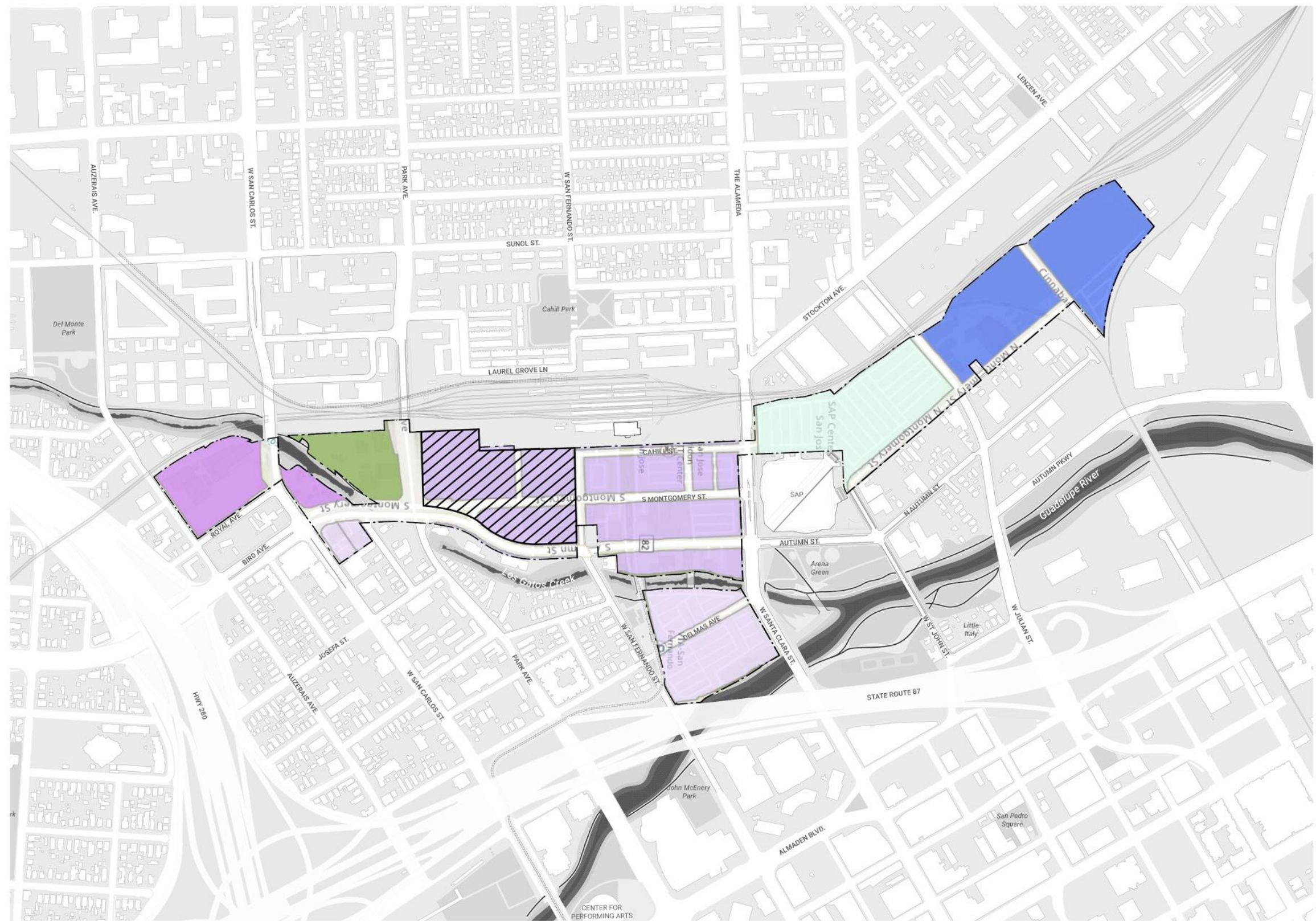
Note:

1. Location, dimensions and arrangement of open space, streets and pedestrian mid-block passageways are approximate and may change as vertical buildings are developed. Minimum standards will be defined in the Design Standards and Guidelines.
2. Block boundaries are subject to change.



Existing Plan Land Use Designation

The General Plan 2040 (General Plan) land use designations within the project boundary include predominantly commercially-oriented land uses such as Commercial Downtown, Combined Industrial/Commercial and Transit Employment Center, prohibiting residential uses. Additionally, Public/Quasi-Public and Open Space land use designations prohibit development altogether. A ballpark was envisioned in the DSAP between San Fernando Street and Park Avenue, but is not identified in the General Plan Land Use designations.



3.01.1 Existing General Plan Land Use Designations

- Legend**
- Project Boundary
 - Downtown
 - Commercial Downtown
 - Combined Industrial / Commercial
 - Transit Employment Center
 - Open Space, Parklands and Habitat
 - Public / Quasi-Public
 - DSAP Ballpark Location

Note:
 1 Source: Envision San José 2040 General Plan Land Use Map, City of San José
<https://www.sanjoseca.gov/index.aspx?NID=2086>



3.01

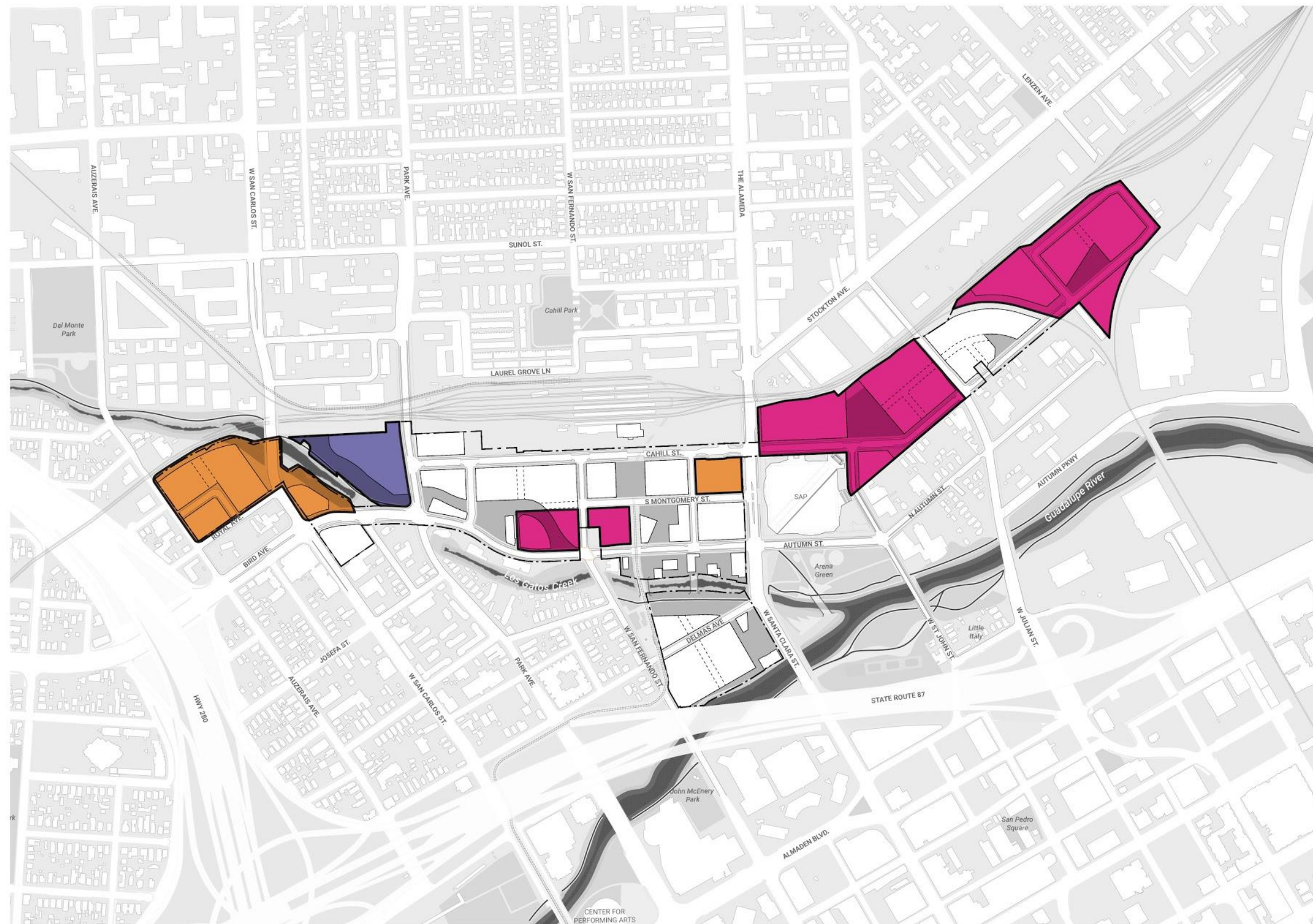
Existing General Plan Land Use Designation Downtown West Mixed-Use Plan

10/10/2019



Proposed Changes to Existing Plan Land Use Designation

Figure 3.02.1 identifies areas throughout the plan that require amendments to the General Plan and DSAP land use designations to accommodate the mixed-use plan land uses pursued in the Downtown West Mixed-Use Project. The appropriate General Plan land use designations will be determined during the planning and General Plan Amendment process.



3.02.1 Proposed Changes to Existing General Plan Land Use Designations

Legend

- Project Boundary
- PROPOSED CHANGES TO EXISTING GENERAL PLAN LAND USE DESIGNATIONS:
- Alter Existing Designation to Permit Office and Residential Uses
- Alter Existing Designation to Permit Residential Use
- Alter Existing Designation to Permit Office Use

Note:

- 1 Location, dimensions and arrangement of open space, streets and pedestrian mid-block passageways are approximate and may change as vertical buildings are developed. Minimum standards will be defined in the Design Standards and Guidelines.



3.02

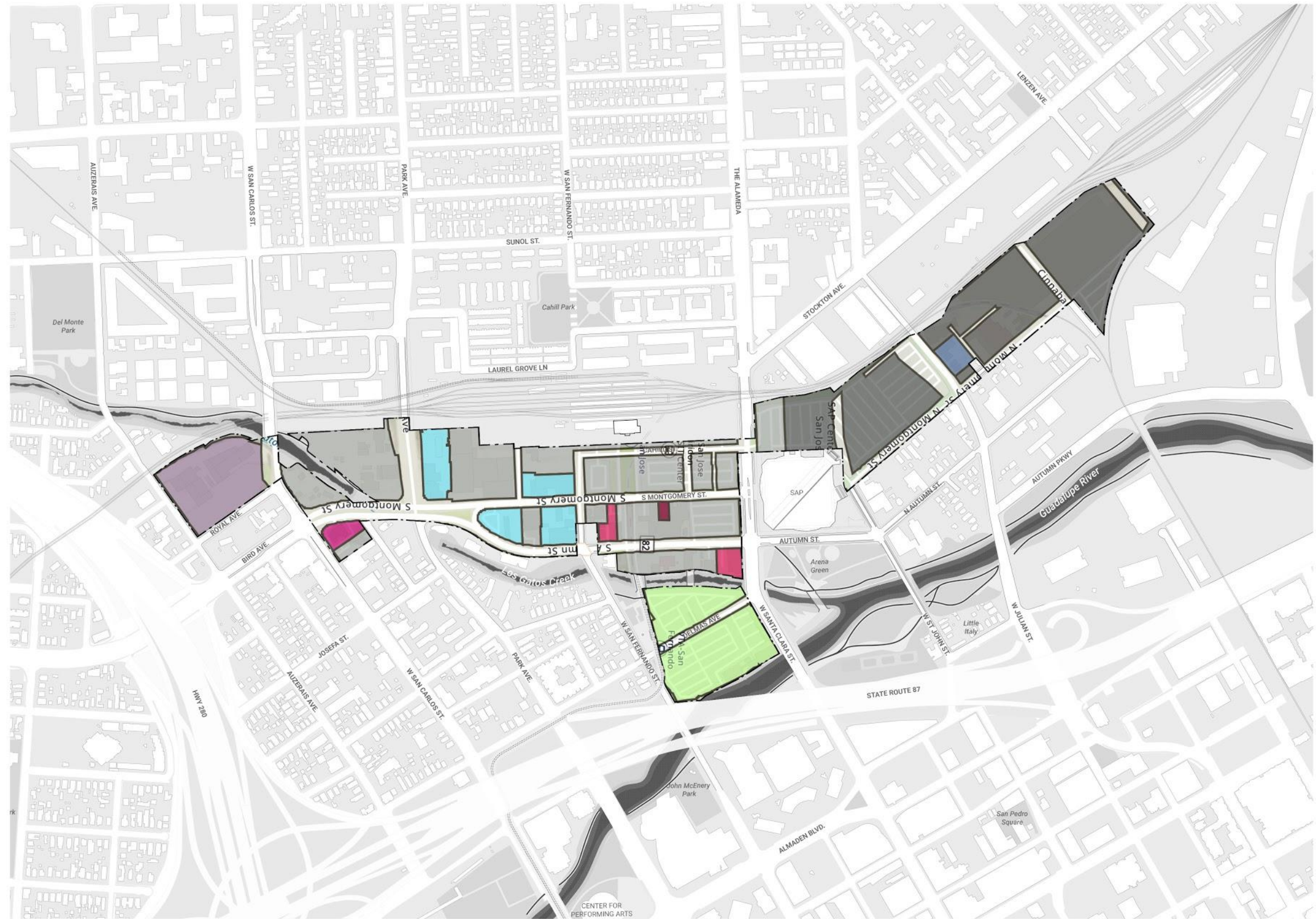
Proposed Changes to Existing General Plan Land Use Designations

Downtown West Mixed-Use Plan

10/10/2019

Existing Zoning Districts

Existing zoning within the project boundary includes predominantly industrial zoning with some commercial and public uses.



3.03.1 Existing Zoning Districts

Legend

- Project Boundary
- Light Industrial
- Heavy Industrial
- Industrial Park
- Commercial Neighborhood
- Commercial General
- Downtown Primary Commercial
- Public
- Combined Industrial/Commercial
- Planned Development

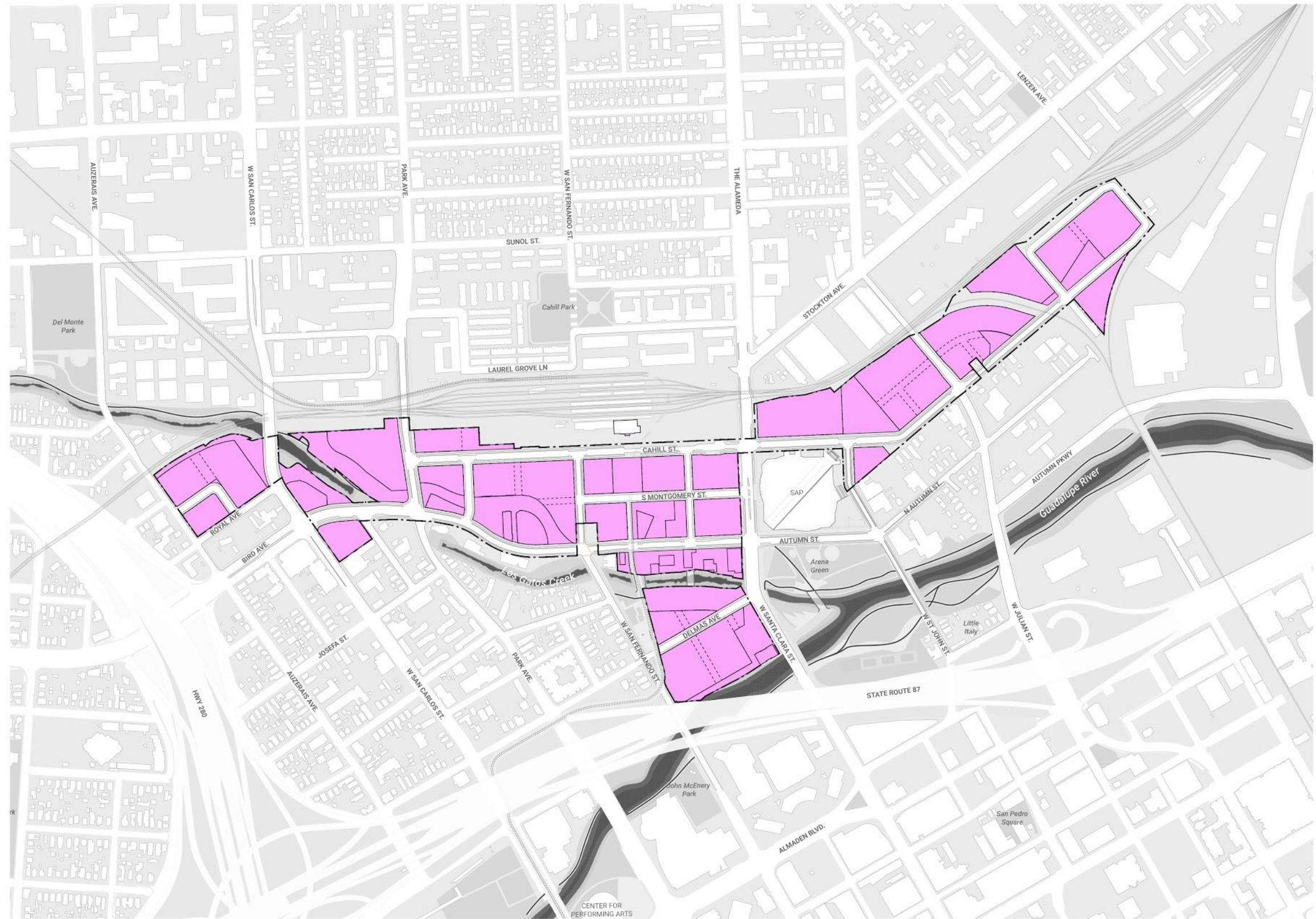
Note:

1 Source: Envision San José Zoning Ordinance Map, City of San José
<https://www.sanjoseca.gov/index.aspx?nid=1751>



Proposed Zoning District

Approval of this application, including design standards and guidelines will rezone the site to a comprehensive planned development zoning district.



3.04.1 Proposed Zoning District

Legend

-  Project Boundary
-  Downtown West Mixed-Use Plan Planned Development Zone

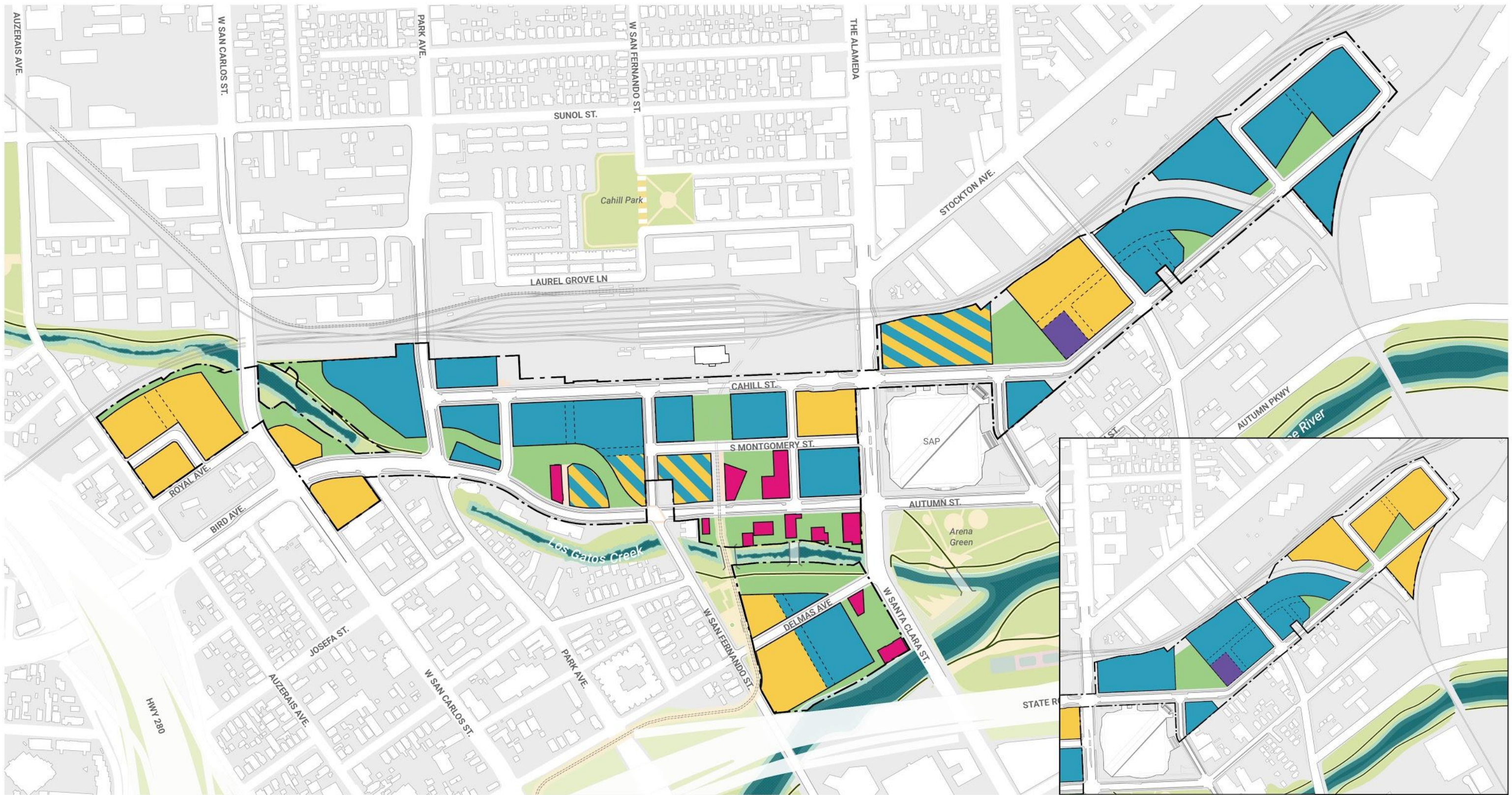
Note:

1. Location, dimensions and arrangement of open space, streets and pedestrian mid-block passageways are approximate and may change as vertical buildings are developed. Minimum standards will be defined in the Design Standards and Guidelines.

3.04

Proposed Zoning District
Downtown West Mixed-Use Plan

10/10/2019



3.05.1 Proposed Primary Land Uses

3.05.2 Alternative Primary Land Uses Option



- Legend**
- Project Boundary
 - Approximate Location of Pedestrian Midblock Passageways
 - Office^{2,3,4,5}
 - Residential^{2,4}
 - Hotel⁴
 - Retail, Cultural, Arts, Education + Other Active uses^{3,4}

- Notes:**
1. Location, dimensions and arrangement of open space, streets and pedestrian mid-block passageways are approximate and may change as vertical buildings are developed. Minimum standards will be defined in the Design Standards and Guidelines.
 2. Hatched parcels indicate sites where primary land use can either be office or residential.
 3. Ancillary office uses, such as an event center, limited-term corporate accommodations, and others ancillary office uses are permitted as accessory uses within office primary land uses and underlying General Plan land use designations.
 4. Retail, cultural, and other active uses, as well as district systems are permitted as accessory uses within primary land uses and underlying General Plan land use designations. Active uses will occur at the ground plane in new or existing buildings.
 5. An event center is also proposed in the vicinity of the SAP Center, likely as part of one of the proposed office buildings, north of West Santa Clara Street



3.05

Proposed Primary Land Uses Downtown West Mixed-Use Plan

10/10/2019

Maximum Heights

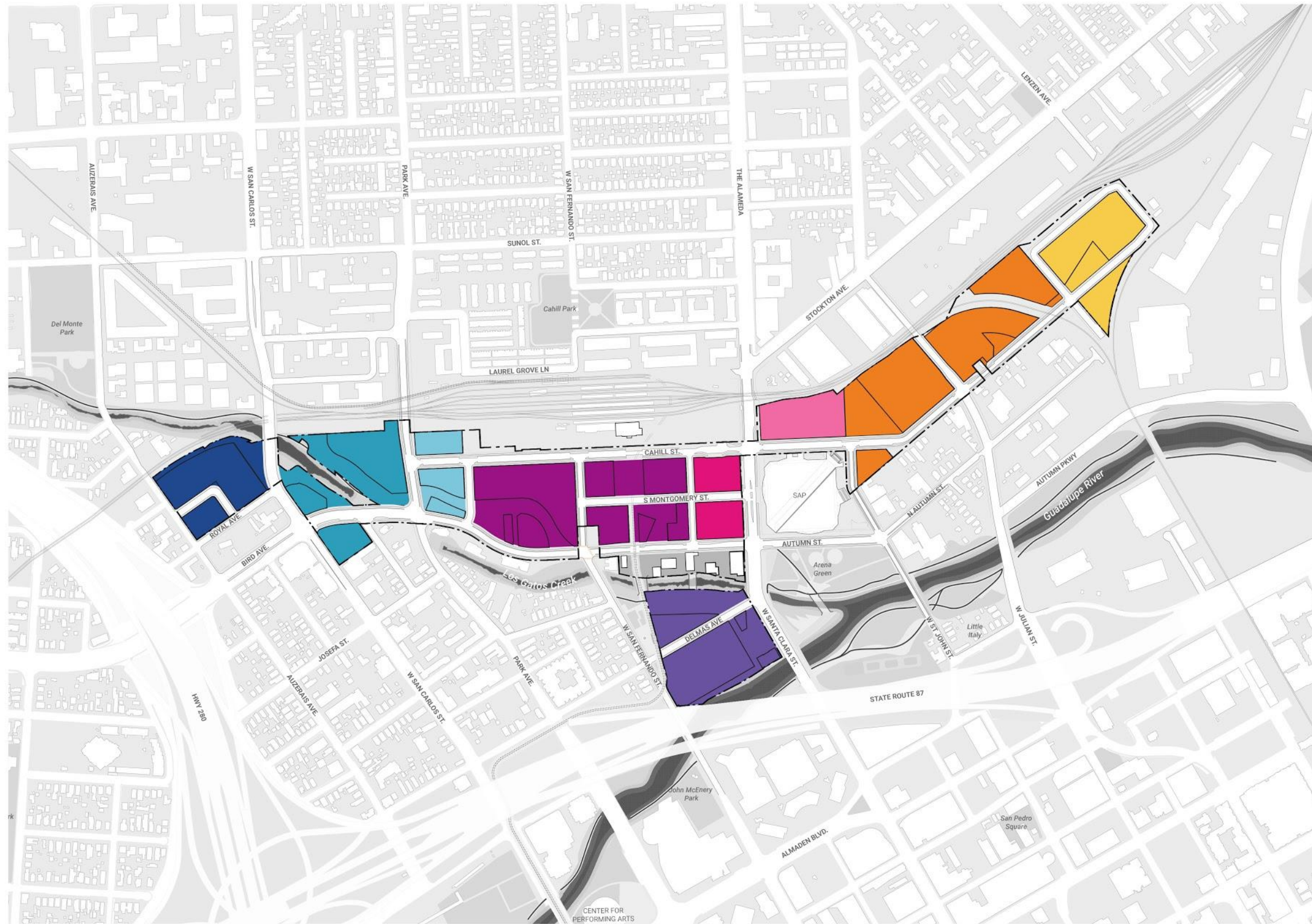
Existing height limits on the project range from 65 feet to 135 feet in the southern portion of the site; 130 feet in the site's central area; and 80 feet to 100 feet above ground level at the site's northern parcels. In March 2019, the San José City Council directed Planning Department staff to develop new height limits for portions of Downtown based on Federal Aviation Administration (FAA) regulations for aircraft operations at Mineta San José International Airport. Information presented to the Council indicated that height limits in the area west of SR 87, including the project site, could increase from the current range of 65 to 135 feet to 160 to 290 feet. The City of San José would implement height limit increases on the project site, as well as within the remainder of the DSAP area and elsewhere in Downtown through an amendment to the DSAP that Planning staff would facilitate independent of this project as part of the amendments to the current DSAP that Planning staff may request Council consider adopting in Fall 2020. The airport and the resulting FAA regulations would continue to govern maximum building heights. The existing pattern of lower height limits closest to the airport in the north gradually increasing in distance to the south would continue.



3.06.1 DSAP Building Heights

Legend

- 65' Maximum
- 80' Maximum
- 90' Maximum
- 100' Maximum
- 110' Maximum
- 130' Maximum



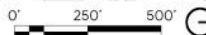
3.06.2 Proposed Maximum Heights Above Ground Level (AGL)¹

Legend

- Project Boundary
- 290' Max
- 280' Max
- 270' Max
- 260' Max
- 250' Max
- 240' Max
- 200' Max
- 190' Max
- 160' Max
- Existing Buildings

Note:

1. Calculated in accordance with Standard FAA evaluation methodology.
2. Location, dimensions and arrangement of open space, streets and pedestrian mid-block passageways are approximate and may change as vertical buildings are developed. Minimum standards will be defined in the Design Standards and Guidelines.
3. Maximum heights, planning context and urban design elements will inform massing and height as considered in the design guidelines and standards.



3.06

Maximum Allowable Heights¹ Downtown West Mixed-Use Plan

10/10/2019

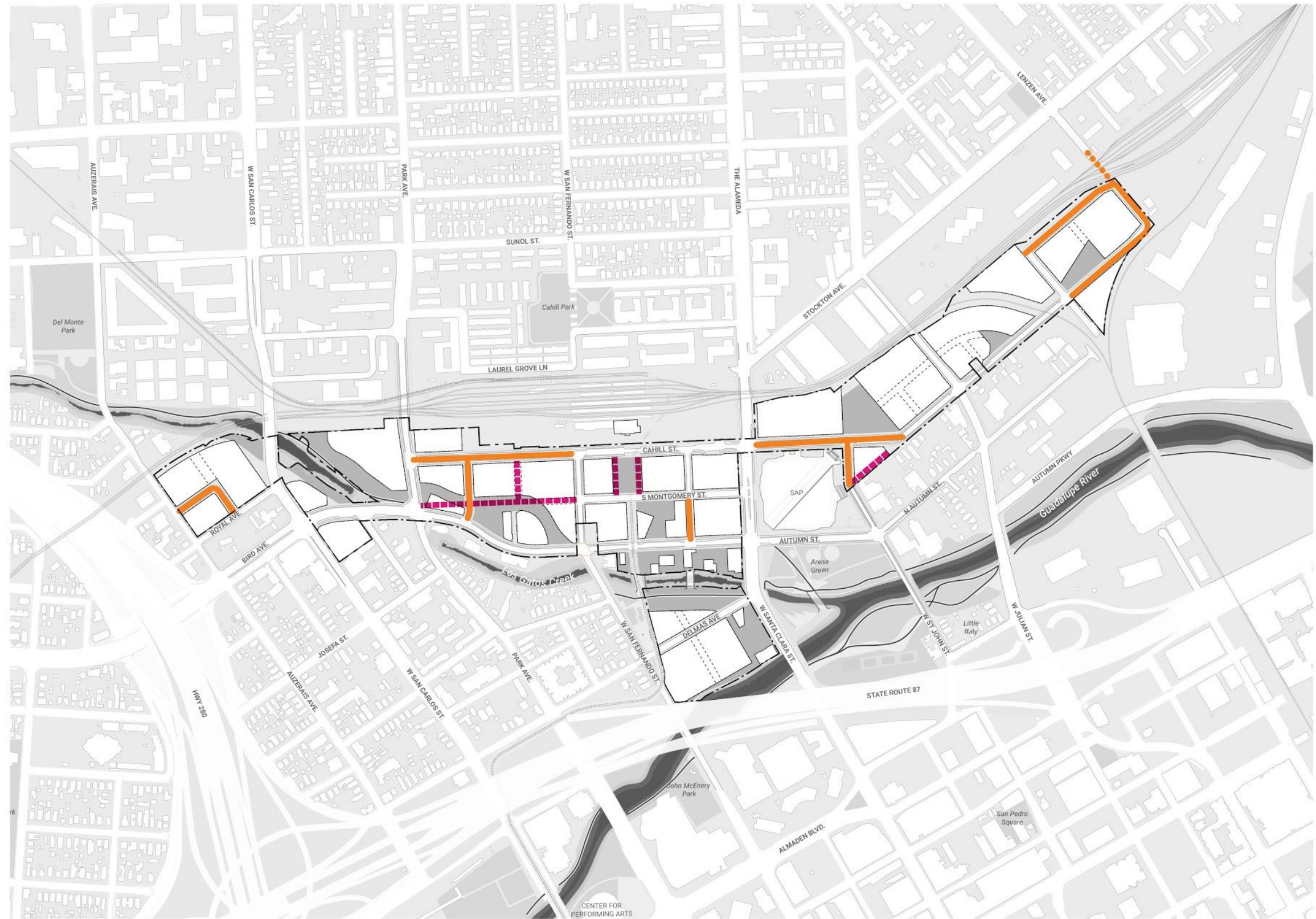
Proposed Street Grid Changes

The project proposes to extend portions of certain streets and remove parts of other streets across the project area to establish a more complete grid in Downtown West (see Figure 2.09.1). Street additions may include:

- Extension of Cahill Street to North Montgomery Street in the north and to Park Street in the south to enhance north-south connectivity throughout the length of the project.
- Extension of West St. John Street to connect with the lengthened Cahill Street.
- Creation of two new east-west extensions between Cahill Street and South Autumn Street south - one south of West Santa Clara Street and one north of Park Avenue.
- Creation of a new "L-shaped" connection from Auzeais Street to Royal Avenue along existing alignments of Drake Street and Columbia Avenue.
- Potential expansion of emergency vehicle access into the project area north of the Union Pacific railroad tracks.
- Creation of many mid-block passages throughout project to facilitate pedestrian and bicycle access through the site and modulate the massing of larger blocks.

Street removals/relocations may include:

- Removal of North Montgomery Street between West St. John and Cahill Streets.
- Removal of South Montgomery Street between West San Fernando Street and Park Avenue, and Otterson Street west of South Montgomery Street.
- Removal of Crandall and Stover Streets east of the Diridon Station and increase of the existing open space at that location.



3.07.1 Proposed Street Grid Changes

Legend

- Project Boundary
- New Streets
- - - Removed / Relocated Streets
- Conceptual Future Connection²

Notes:

- 1 Location, dimensions and arrangement of open space, streets and pedestrian mid-block passageways are approximate and may change as vertical buildings are developed. Minimum standards will be defined in the Design Standards and Guidelines
- 2 The connection at Lenzen Ave. is conceptual, and envisioned following the construction of elevated rail. Additional emergency vehicle access for parcels north of the Union Pacific railway are currently under study.

3.07

Street Grid Changes
Downtown West Mixed-Use Plan

10/10/2019

Proposed Street Types

The street network is made up of four "Complete Streets" typologies, including:

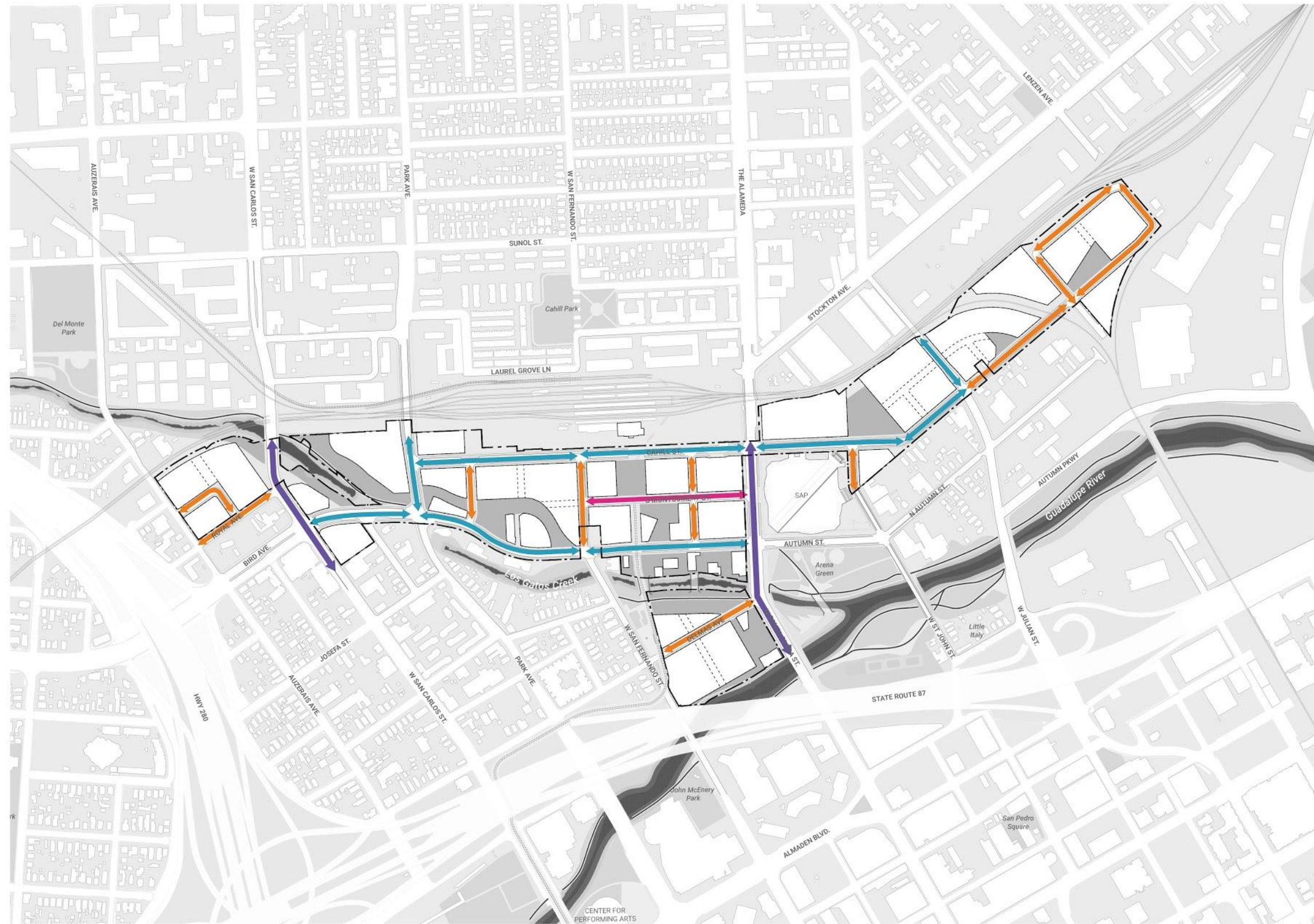
- Grand Boulevards - Transit Priority
- City Connectors - Bike and Pedestrian Priority with Transit Access
- Main Streets - Pedestrian Priority
- Local Connectors - Bike and Pedestrian Priority

Typical street sections on the following sheets reflect conceptual layout of all sections within or adjacent to the project boundary, where the Project will implement bike facility, streetscape and roadway improvements. "Flex lanes" identified in the sections are flexible space between the street curbs that may be used for parking, drop-off, loading, and travel lanes to support event traffic.

All sections are organized into typologies and represent typical conditions. While all streets generally align to the San Jose Complete Streets Guidelines, each section is unique to address context — including pedestrian and bike traffic, vehicular traffic, transit requirements, open space adjacencies, primary land uses, and ground floor activation. Unique street examples which deviate from the specific requirements of the typologies above include:

- Cahill Street and Autumn Street - City Connectors prioritizing low speed and transit accessibility, which are designed to be flexible over time.
- West Post Street - Local Connector alternative with widened one-way lane which allows for transit accessibility during construction phasing and special events. This unique street condition is intended to match the character of Post Street downtown.

Detailed streetscape standards and guidelines for the Project will be further refined with the City through the Design Guidelines process. Street section right-of-way total dimensions will be fixed, but allotment within may change.



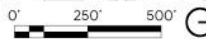
3.08.1 Proposed Street Types

Legend

- Project Boundary
- Grand Boulevard - Transit Priority
- City Connector - Bike and Pedestrian Priority with Transit Access
- Main Street - Pedestrian Priority
- Local Connector - Bike and Pedestrian Priority

Notes:

1. Location, dimensions and arrangement of open space, streets and pedestrian mid-block passageways are approximate and may change as vertical buildings are developed. Minimum standards will be defined in the Design Standards and Guidelines
2. The connection at Lengen Ave. is conceptual, and envisioned following the construction of elevated rail. Additional emergency vehicle access for parcels north of the Union Pacific railway are currently under study.



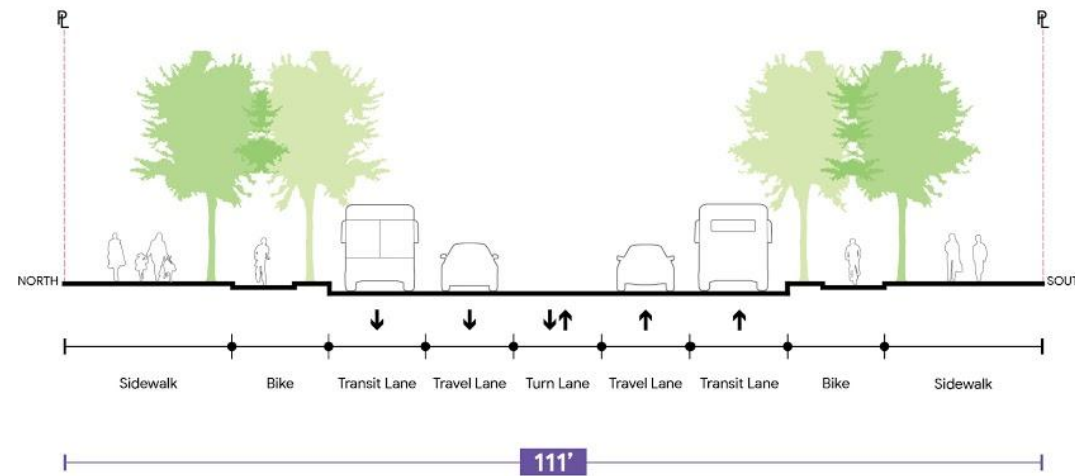
3.08

Street Types Downtown West Mixed-Use Plan

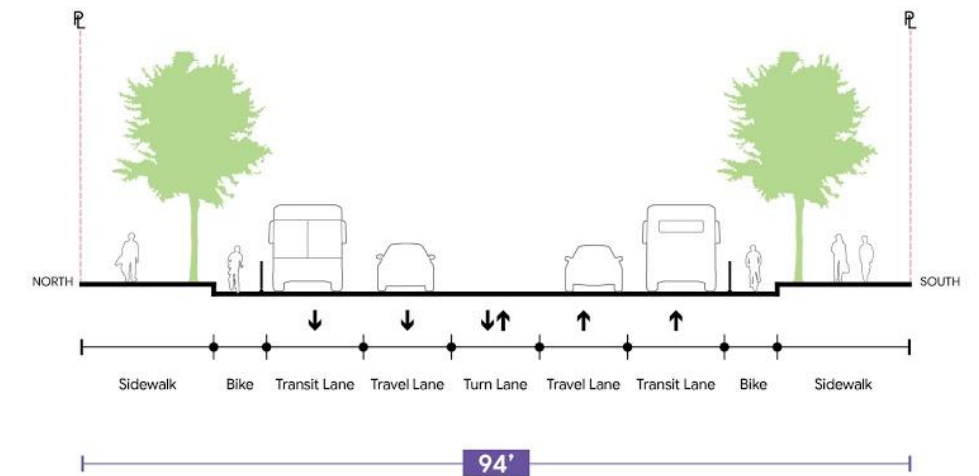
10/10/2019

Typical Street Sections

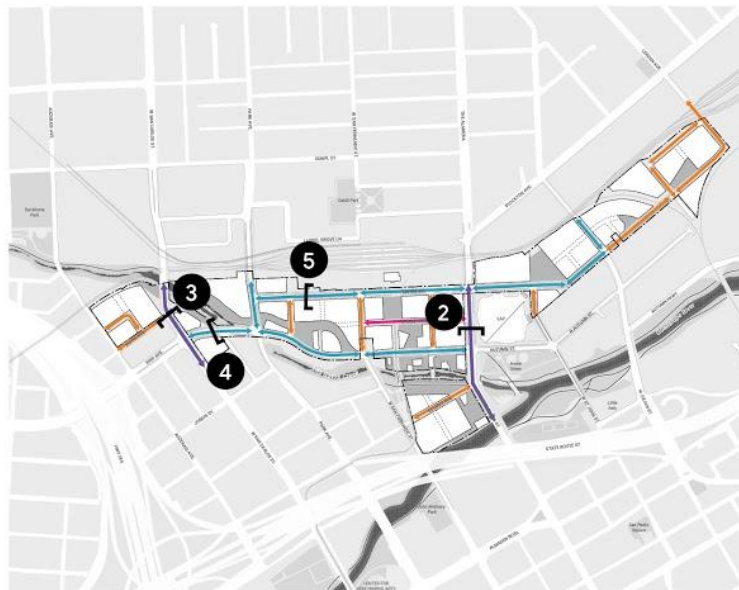
Street Type	Street Name	Figure #
Grand Boulevard	W. Santa Clara St.	2 3.09.2
	W. San Carlos St.	3 3.09.3
City Connector	Bird Ave. (formerly S. Montgomery St.)	4 3.09.4
	Cahill St.	5 3.09.5



2 3.09.2 Grand Boulevard: W. Santa Clara St.



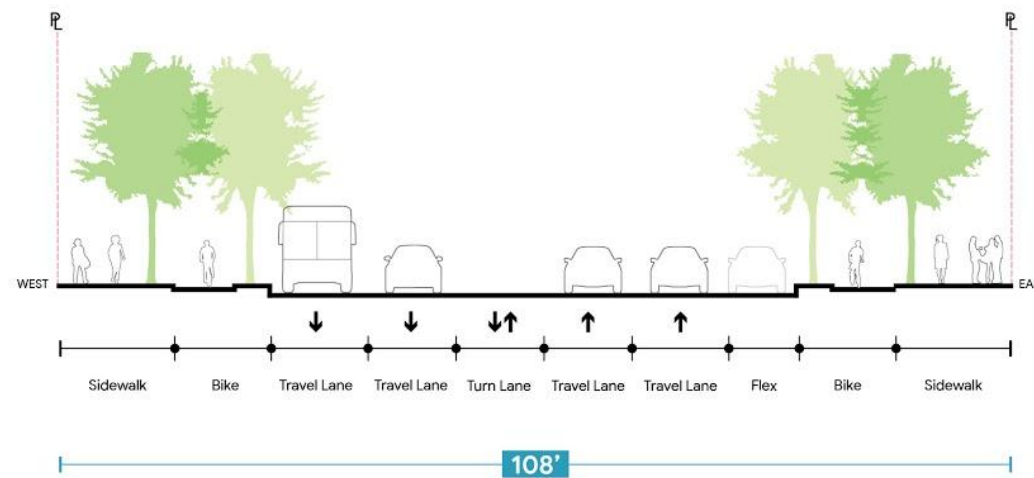
3 3.09.3 Grand Boulevard: W. San Carlos St.



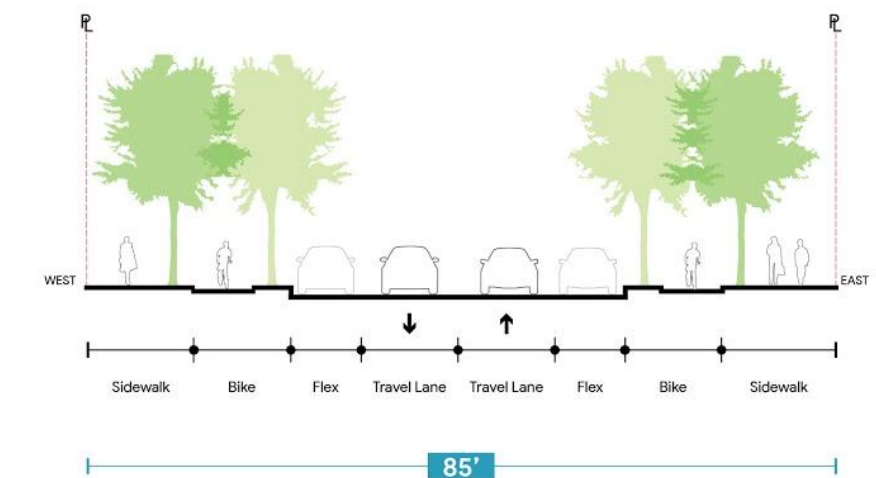
3.09.1 Streets Classification Key Map

Legend

- Grand Boulevard - Transit Priority
- City Connector - Bike and Pedestrian Priority with Transit Access
- Main Street - Pedestrian Priority
- Local Connector - Bike and Pedestrian Priority



4 3.09.4 City Connector: Bird Ave. (formerly S. Montgomery St.)



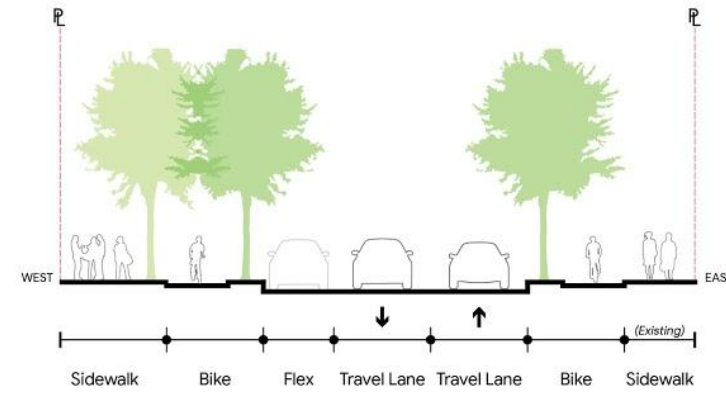
5 3.09.5 City Connector: Cahill St.

Notes:

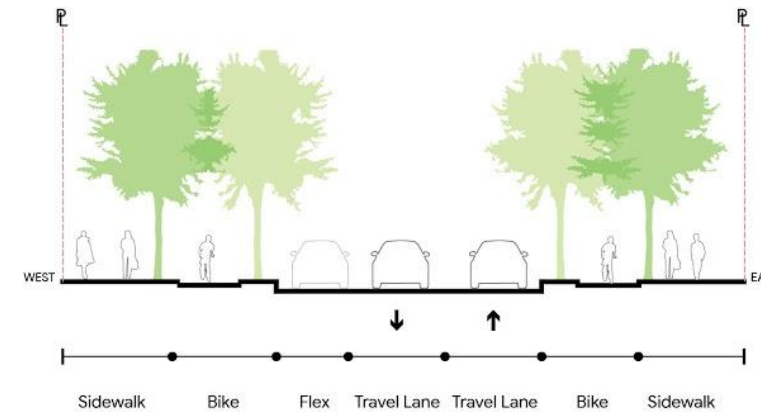
1. Location, dimensions and arrangement of streets are approximate within the defined Right of Way width. Minimum standards, streetscape character and furnishings will be defined in the Design Standards and Guidelines.
2. All streets and buildings are subject to conformance requirements of the Americans with Disabilities Act (ADA)
3. Flex lanes identified in sections may be used for parking, drop-off, loading, and travel lanes to support event traffic.

Typical Street Sections

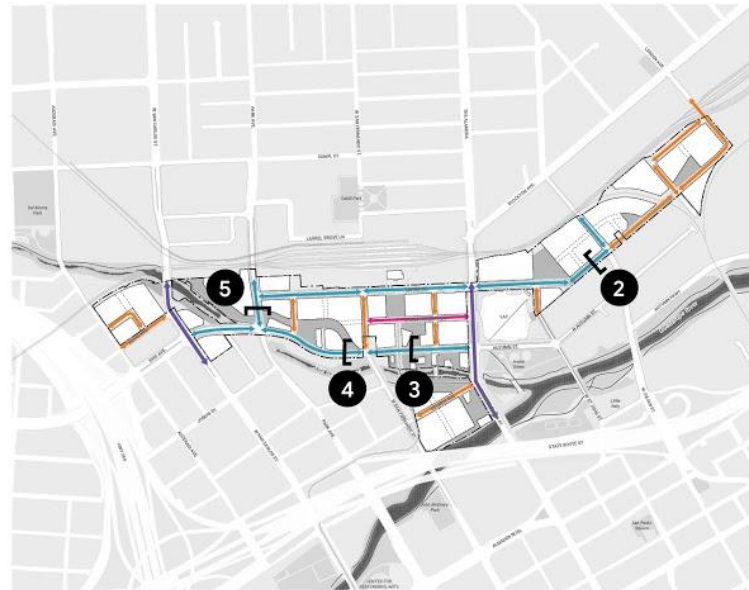
Street Type	Street Name	Figure #
City Connector	N. Montgomery St.	2 3.10.2
	S. Autumn St.	3 3.10.3
	S. Autumn St.	4 3.10.4
	Park Ave.	5 3.10.5



2 3.10.2 City Connector: N. Montgomery St. 74'

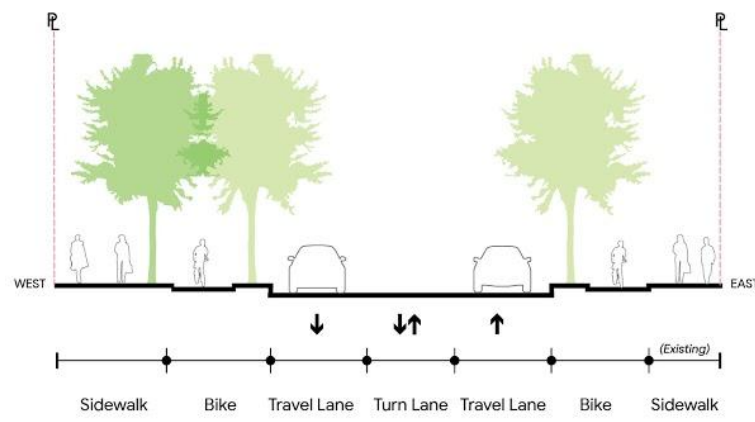


3 3.10.3 City Connector: S. Autumn St. (North of San Fernando St.) 77'

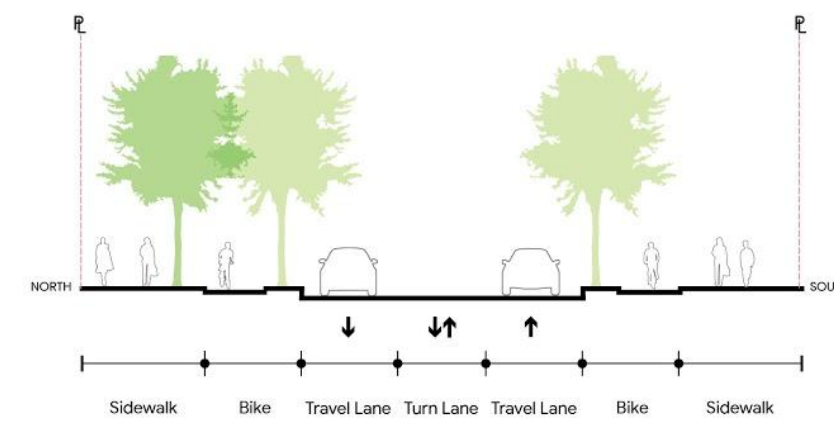


3.10.1 Streets Classification Key Map

- Legend**
- Grand Boulevard - Transit Priority
 - City Connector - Bike and Pedestrian Priority with Transit Access
 - Main Street - Pedestrian Priority
 - Local Connector - Bike and Pedestrian Priority



4 3.10.4 City Connector: S. Autumn St. (South of San Fernando St.) 75'



5 3.10.5 City Connector: Park Ave. 82'

Notes:

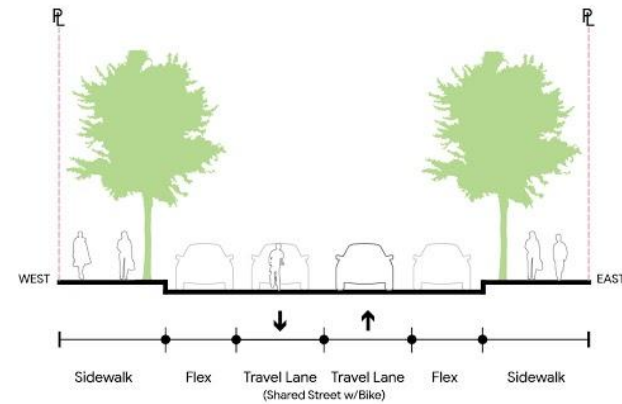
- Location, dimensions and arrangement of streets are approximate within the defined Right of Way width. Minimum standards, streetscape character and furnishings will be defined in the Design Standards and Guidelines.
- All streets and buildings are subject to conformance requirements of the Americans with Disabilities Act (ADA)
- Flex lanes identified in sections may be used for parking, drop-off, loading, and travel lanes to support event traffic.



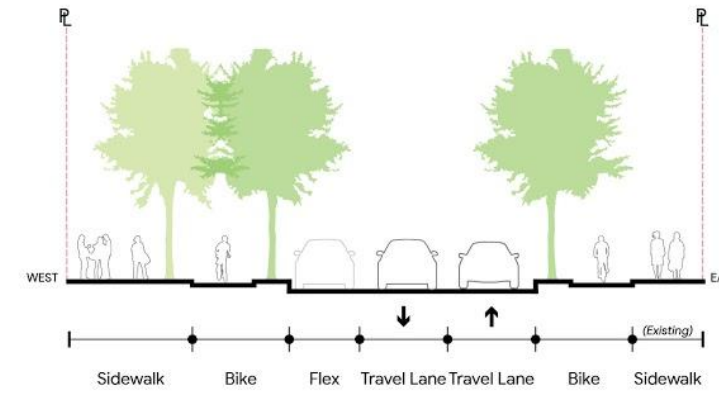
Typical Street Sections

Street Type	Street Name	Figure #
Main Street	S. Montgomery St.	2 3.11.2
Local Connector	N. Montgomery St. (between Julian and Cinnabar)	3 3.11.3
	W. San Fernando St.	4 3.11.4
	Typical Local Connector*	5 3.11.5
	St John St.	6 3.11.6
	Post St. (New Street)	7 3.11.7

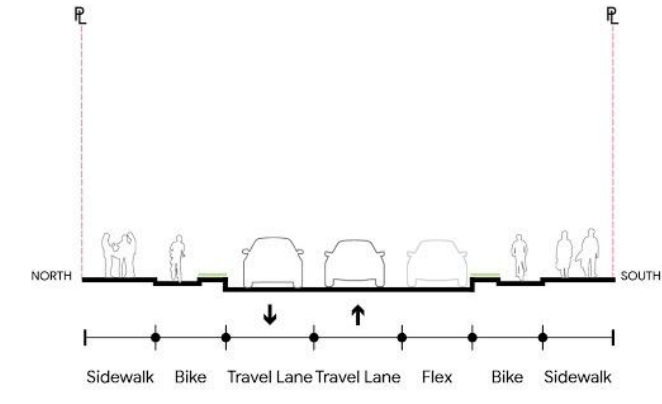
*Typical Local Connectors include: Delmas St., Laurel Grove St., Cinnabar St., Julian St., Lenzen St., Royal Ave., Auzerais Ave., and new streets west of Royal Ave. and north of Cinnabar St.



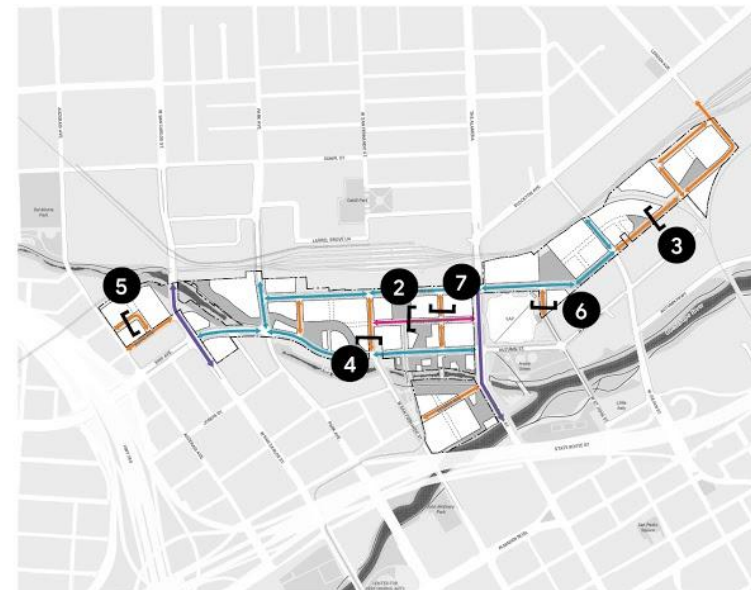
2 3.11.2 Main Street: S. Montgomery St.



3 3.11.3 Local Street: N. Montgomery St.



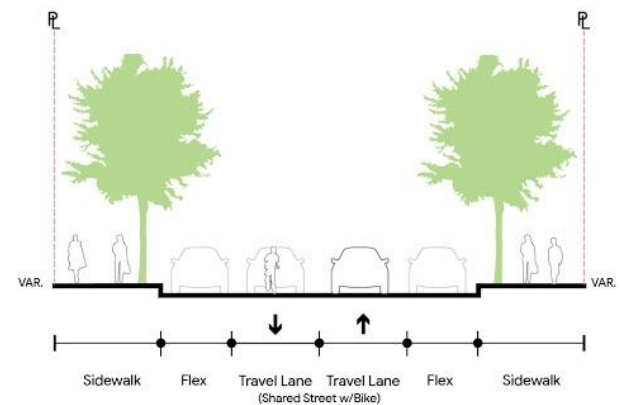
4 3.11.4 Local Street: San Fernando St.



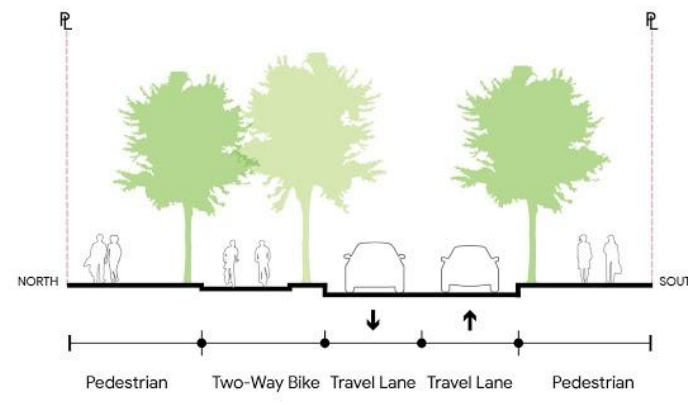
3.11.1 Streets Classification Key Map

Legend

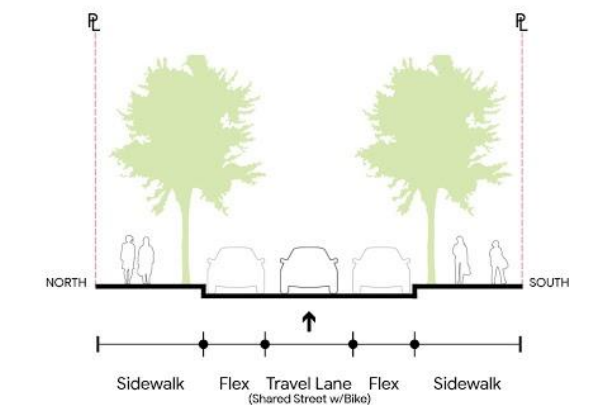
- Grand Boulevard - Transit Priority
- City Connector - Bike and Pedestrian Priority with Transit Access
- Main Street - Pedestrian Priority
- Local Connector - Bike and Pedestrian Priority



5 3.11.5 Local Street: Typical Local Street



6 3.11.6 Local Street: St John St.



7 3.11.7 Local Street: Post St. (New Street)

Notes:

- Location, dimensions and arrangement of streets are approximate within the defined Right of Way width. Minimum standards, streetscape character and furnishings will be defined in the Design Standards and Guidelines.
- All streets and buildings are subject to conformance requirements of the Americans with Disabilities Act (ADA)
- Flex lanes identified in sections may be used for parking, drop-off, loading, and travel lanes to support event traffic. Flex lanes in typical streets can change to bicycle lanes. Example: Julian St. and Auzerais Ave.



3.11

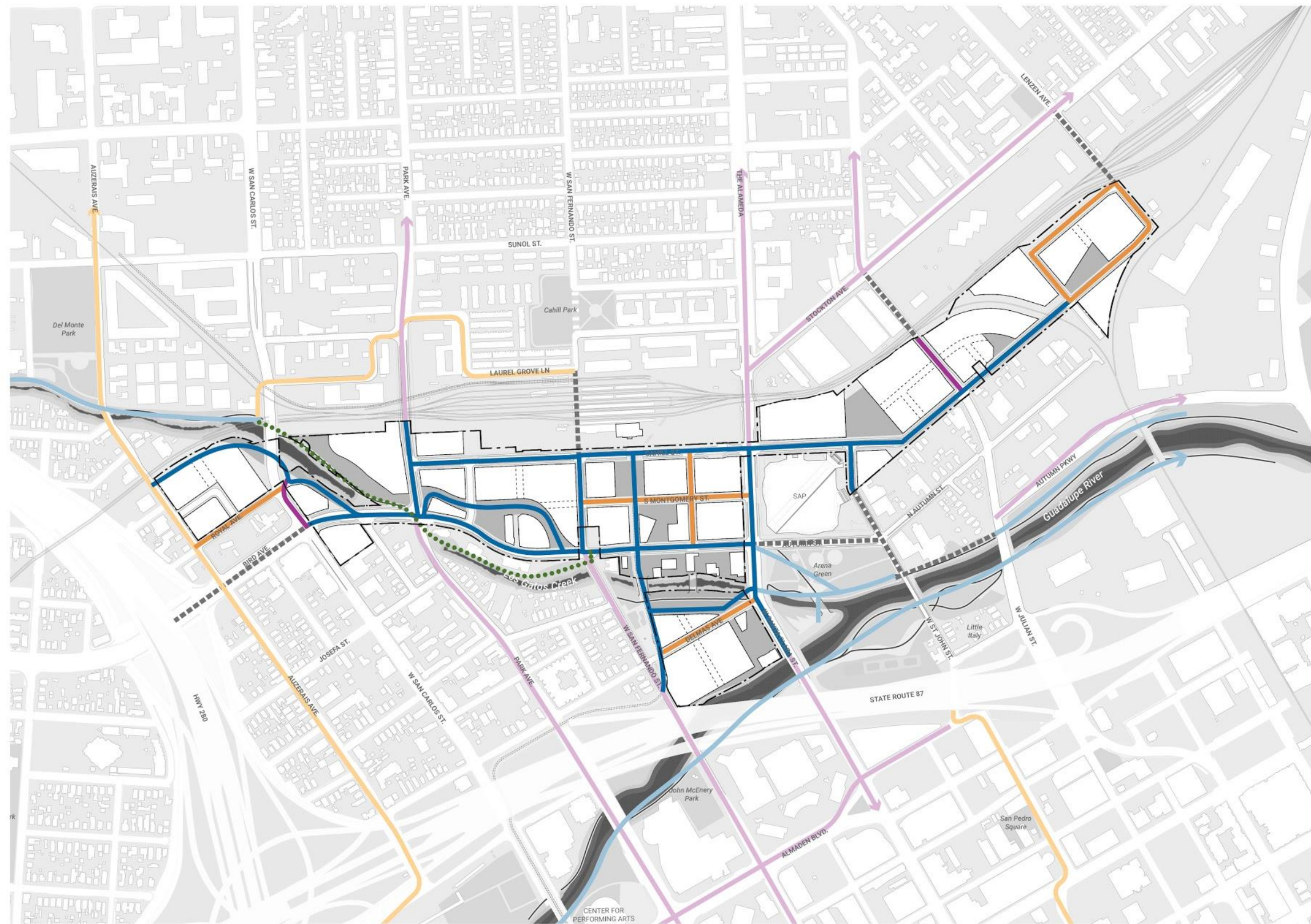
Street Sections Downtown West Mixed-Use Plan

10/10/2019

Bicycle Network

The proposed bike network re-connects the San José grid by enhancing existing connections between neighborhoods and creating new connections that complete regional links. The project builds upon intent illustrated in the DSAP and Better Bikeways Plan to optimize multi-modal options, with an emphasis on bicycle and pedestrian network – creating a network of people-centric, not car-centric streets. Facilities would include off-street paths, protected bike lanes, and slow-speed streets that support a comprehensive strategy for “Micro-mobility” – including bikes, scooters, and skateboards – that accommodates commuter and recreational riders alike. Improvements include:

- Protected bike facilities along Park Avenue, W. San Fernando Street, W. St. John Street, S. Autumn Street, and Cahill Street including extensions from Park Avenue to Julian Street.
- Off-street path connections along Los Gatos Creek within the project boundary and along Green Meander open space where project does not directly connect to the Los Gatos Creek.
- Strengthen desire line north of the Santa Clara Valley Transit Authority (VTA) alignment from San Fernando Street as a multi-use path as a key connection between the Station and Downtown.
- Buffered on-street bike lanes are provided to create minor connections on streets with constrained dimensions, including Julian Street and San Carlos Street.
- All other streets are envisioned to be traffic calmed, shared local connector streets that promote slow-speed.



3.12.1 Bicycle Network

Legend

- | | |
|-------------------------------|---|
| --- Project Boundary | Existing Protected Bikeways and Trails |
| Protected Bikeways and Trails | Existing Buffered Bike Lanes |
| Buffered Bike Lanes | Existing Shared Streets |
| Shared Streets | Additional City Bike Initiatives outside Project Boundary |
| City Proposed Trail | |

Notes:

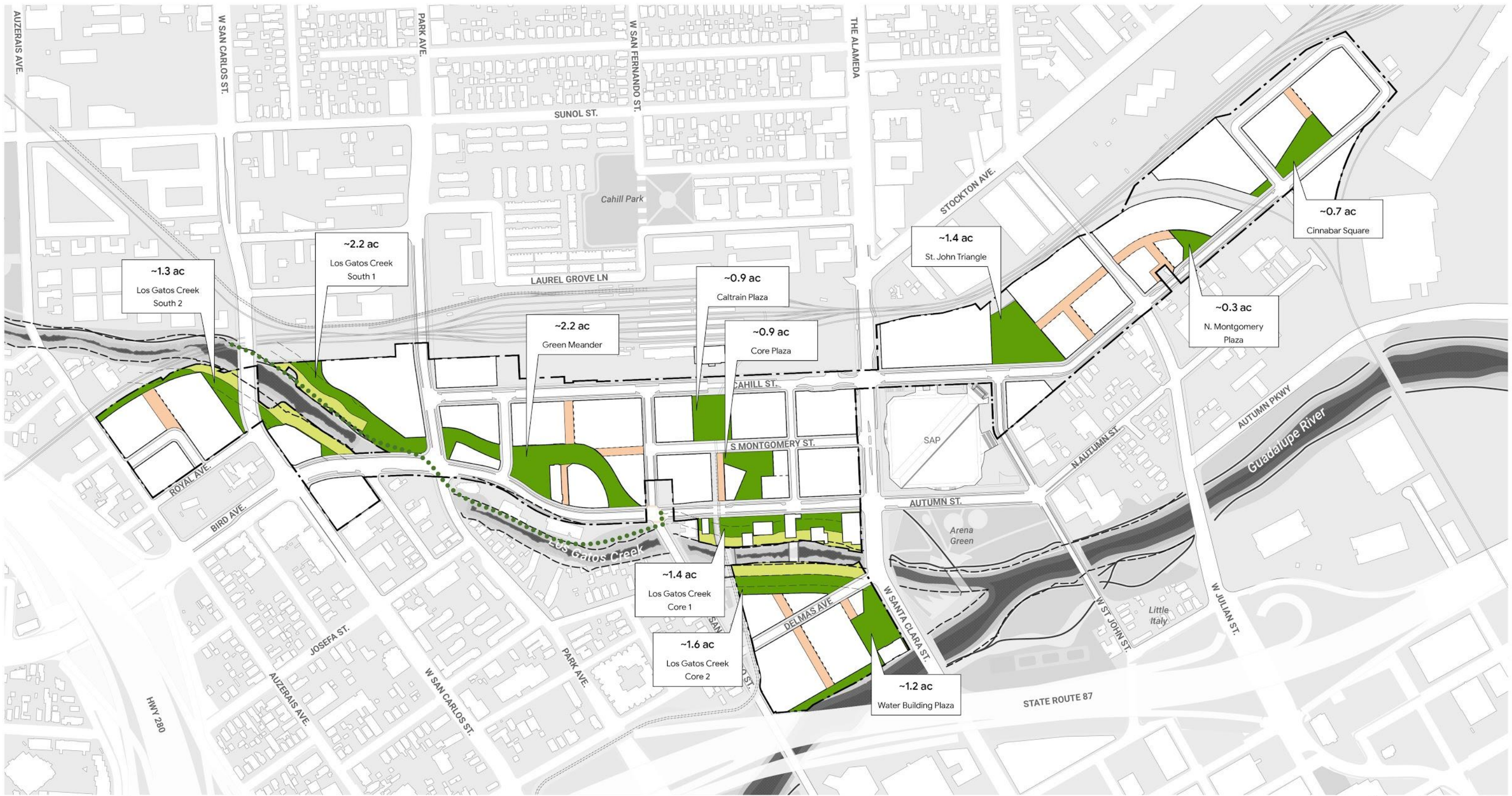
1. Location, dimensions and arrangement of open space, streets and pedestrian mid-block passageways are approximate and may change as vertical buildings are developed. Minimum standards will be defined in the Design Standards and Guidelines
2. The connection at Lenzen Ave. is conceptual, and envisioned following the construction of elevated rail. Additional emergency vehicle access for parcels north of the Union Pacific railway are currently under study.



3.12

Bicycle Network Downtown West Mixed-Use Plan

10/10/2019

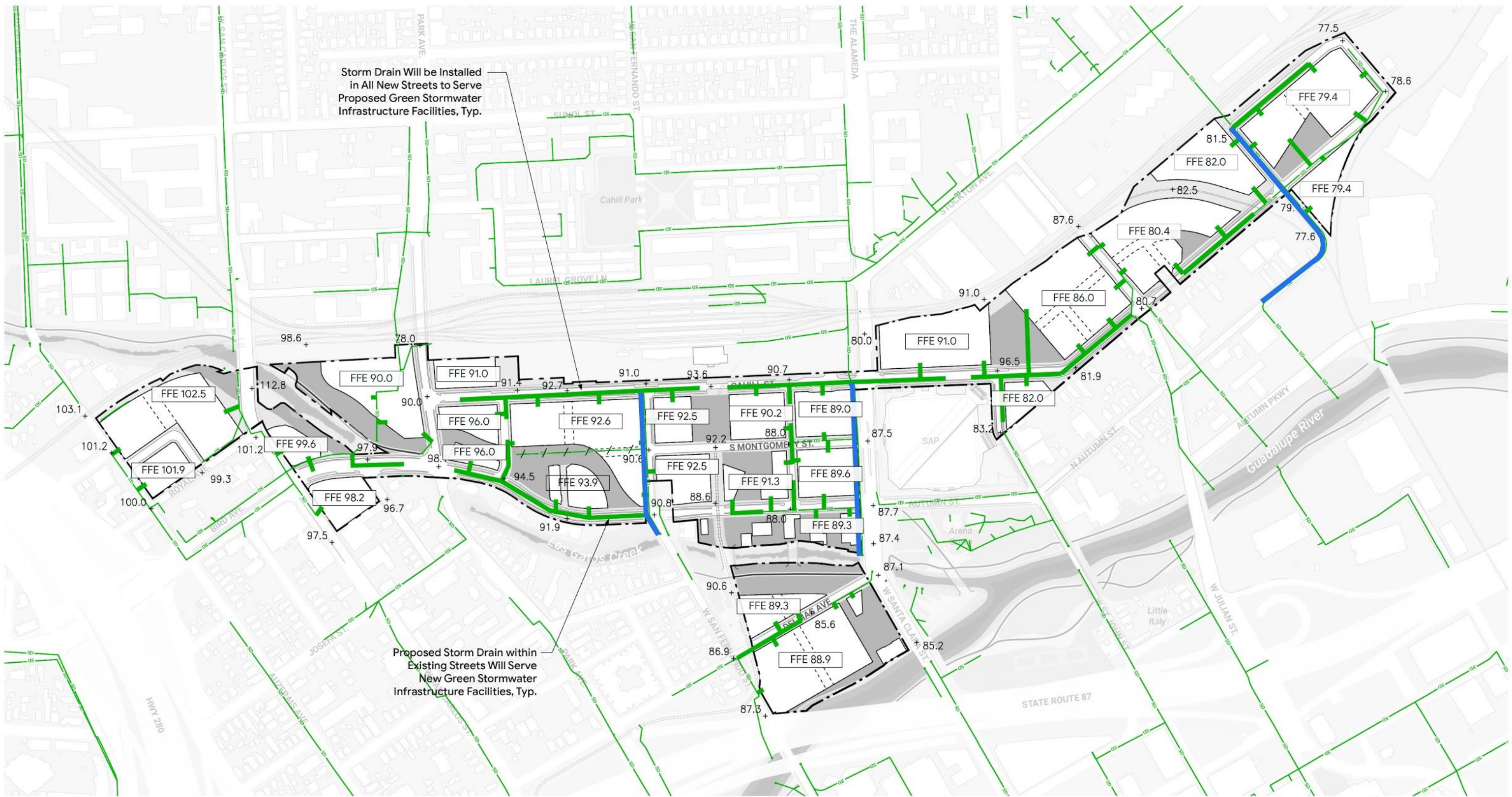


3.13.1 Conceptual Open Space Plan

- Legend**
- - - Existing Los Gatos Creek top of bank or riparian corridor (whichever is greater)
 - Approximate location of 50' and 100' setback from Los Gatos Creek top of bank
 - City Proposed Trail
 - PROPOSED PUBLICLY-ACCESSIBLE OPEN SPACE
 - Open Space (including parks, plazas, and setbacks)
 - 50' Riparian Setback
 - Approximate Location of Pedestrian Midblock Passageways

- Notes:**
1. Location, dimensions and arrangement of open space, streets and pedestrian mid-block passageways are approximate and may change as vertical buildings are developed. Minimum standards will be defined in the Design Standards and Guidelines.
 2. All open spaces, streets, and buildings are subject to conformance requirements of the Americans with Disabilities Act (ADA)
 3. Open spaces may also include publicly oriented accessory retail uses and structures, to be further described in the project's Design Standards and Guidelines.





3.14.1 Existing and Proposed Drainage Plan

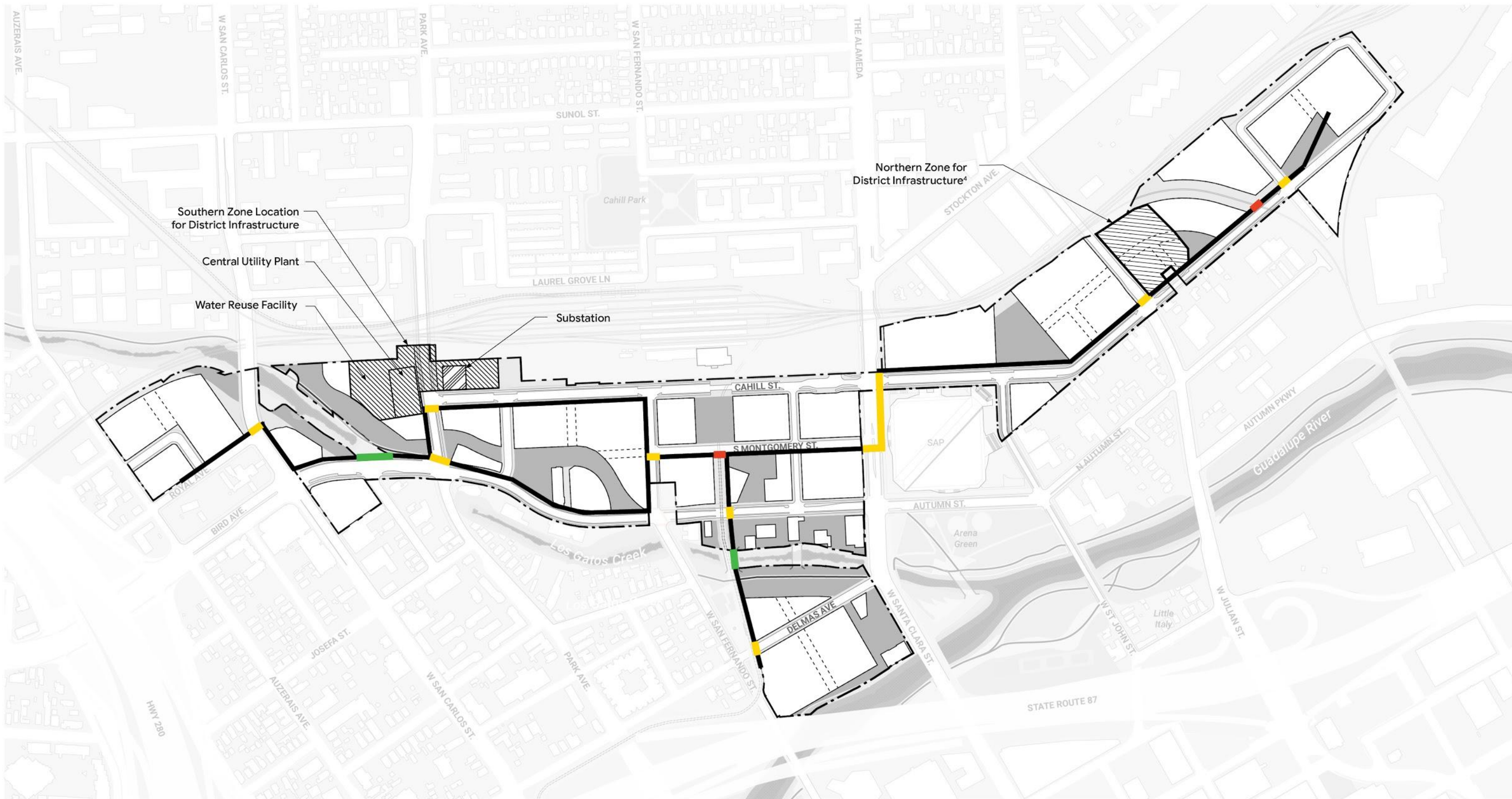
- Legend**
- XX.X + Existing Grade
 - Proposed Storm Drain
 - Existing Storm Drain
 - Development Boundary
 - //// Demo & Remove Existing Storm Drain
 - Proposed Buildings
 - Open Space
 - Anticipated Existing Storm Drain Pipe Upgrades



Notes:

1. Existing utility locations are approximate and shown for reference only. Additional utility survey is required to determine exact pipe structure locations.
 2. New storm drain will be constructed per City of San José requirements.
 3. No new creek outfalls are proposed.
 4. Building finish floor elevations will be a minimum of 1-ft above the mapped 100-yr flood plain or as required by City of San Jose code.
 5. Finish floor elevations depicted are based on preliminary study. Grading alternatives are under review and finish floor elevations may be revised until the time of the Building Permit application.
 6. Utility layouts are conceptual and may be revised to reflect final development requirements.
 7. Refer to Infrastructure Framework Section 11 - Storm Drain System for further information.
8. Anticipated existing storm drain pipe upgrades based on modeling previously prepared for the DSAP. Final modeling required to confirm.





3.15.1 Proposed Utilidor

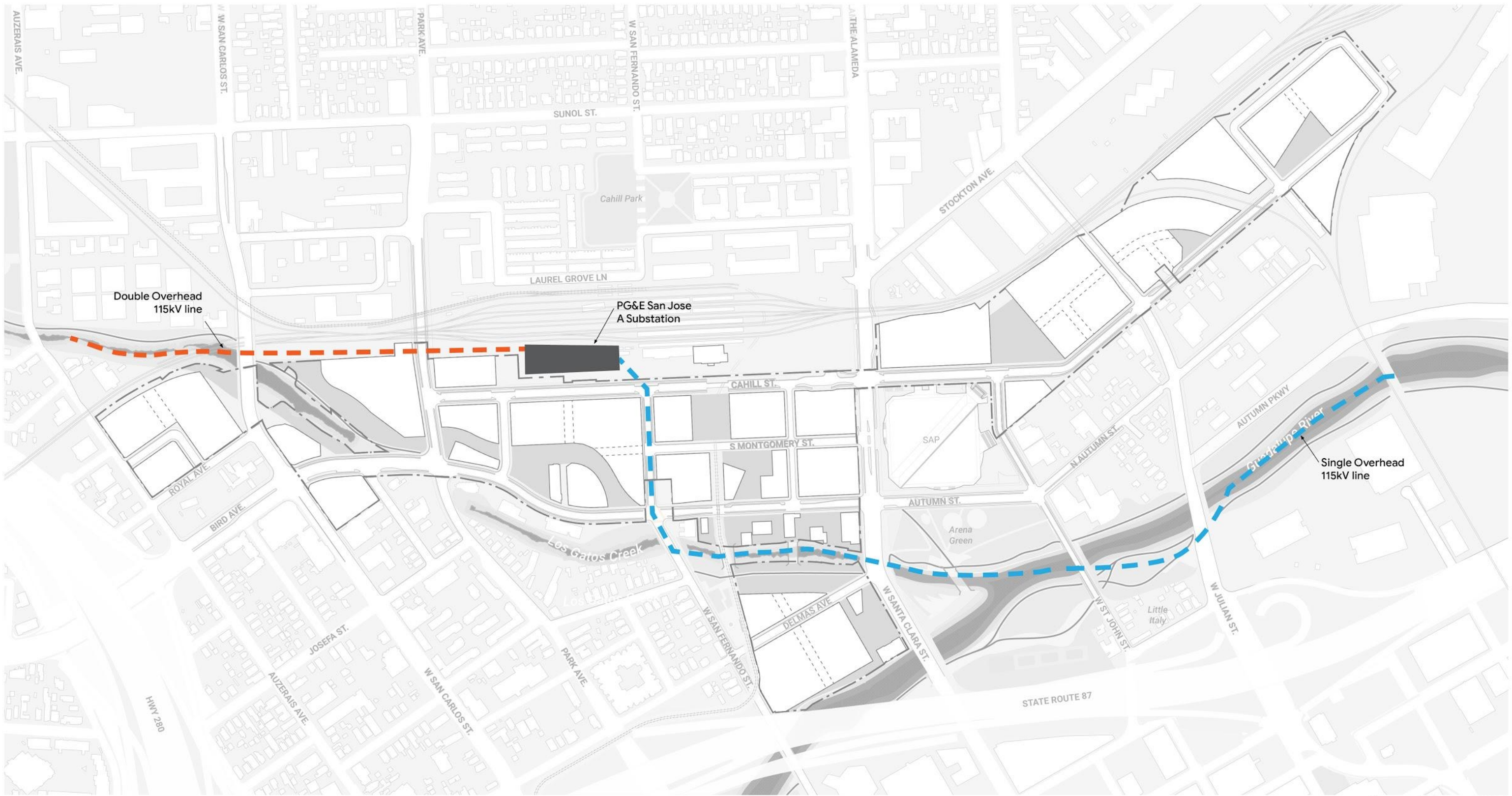
Legend

-  Hybrid Utilidor
-  Development Boundary
-  Proposed Buildings
-  Open Space
-  Los Gatos Creek Crossing
-  Crossing of Existing Street
-  Rail Crossing

Notes:

1. The following typologies are under consideration for the distribution of district utilities: direct bury, utility tunnel and within below grade Google-owned structures.
2. Utility layouts are conceptual and may be revised to reflect final development requirements.
3. Refer to Infrastructure Framework Section 1.4.2 - Utility Corridor for further information.
4. The Northern Zone for District Infrastructure may be deleted in the future depending on design progression and detailed planning.



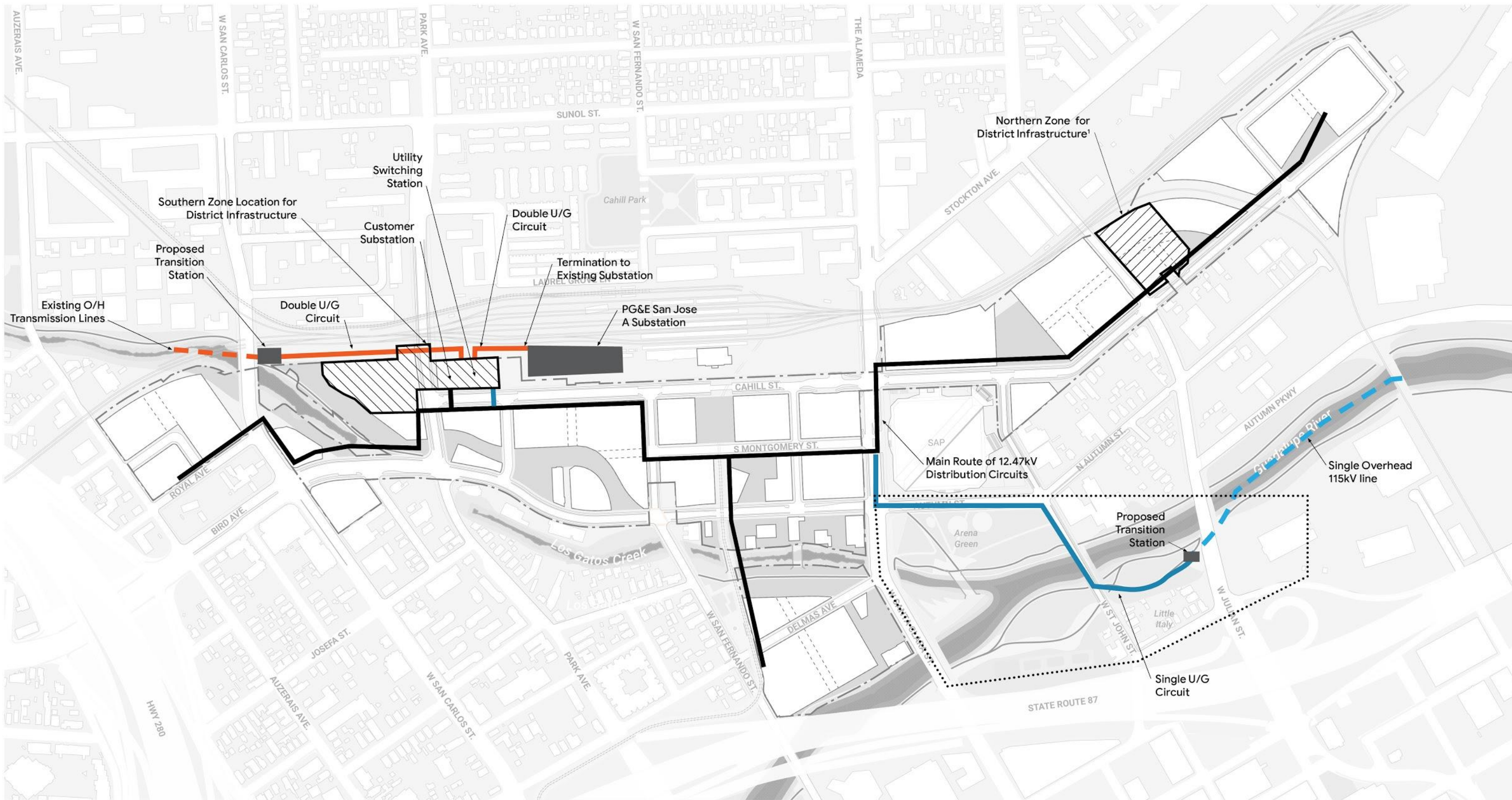


3.16.1 Existing Transmission Corridor

- Legend**
- Development Boundary
 - Open Space
 - Proposed Buildings
 - Double Overhead 115kV line
 - Single Overhead 115kV line

- Notes:**
1. The following typologies are under consideration for the distribution of district utilities: direct bury, utility tunnel, and within below-grade Google-owned structures.
 2. Utility layouts are conceptual and may be revised to reflect final development requirements.
 3. Location, dimensions and arrangement of open space, streets and pedestrian mid-block passageways are approximate and may change as vertical buildings are developed. Minimum standards will be defined in the Design Standards and Guidelines.
 4. Refer to Infrastructure Narrative Section 13.1 – Existing Energy & Communication Systems for further information.





3.17.1 Proposed Electrical Layout

Legend

- Utilidor
- Development Boundary
- Open Space
- Proposed Buildings
- Existing O/H Transmission Lines
- Double U/G Circuit
- Single U/G Circuit
- Single Overhead 115kV line

Notes:

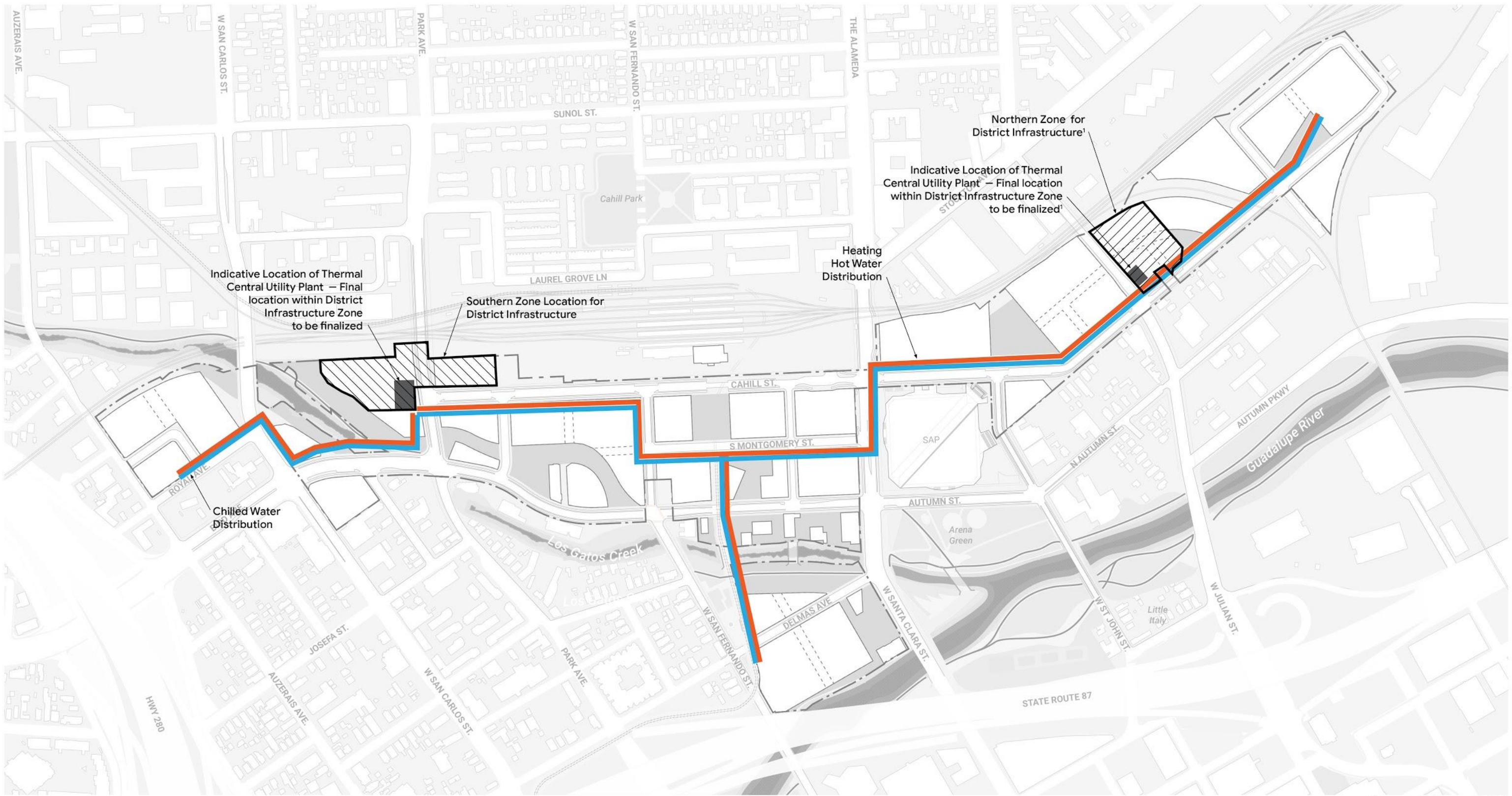
1. The Northern Zone for District Infrastructure may be deleted in the future depending on design progression and detailed planning. Locations and network requirements are proposed.
2. The following typologies are under consideration for the distribution of district utilities: direct bury, utility tunnel, and within below-grade Google-owned structures.
3. Utility layouts are conceptual and may be revised to reflect final development requirements.
4. Location, dimensions and arrangement of open space, streets and pedestrian mid-block passageways are approximate and may change as vertical buildings are developed. Minimum standards will be defined in the Design Standards and Guidelines.
5. Refer to Infrastructure Narrative Section 13.2.2 – Proposed Electrical System.



3.17

Electrical Power Conceptual Infrastructure Plan

10/10/2019



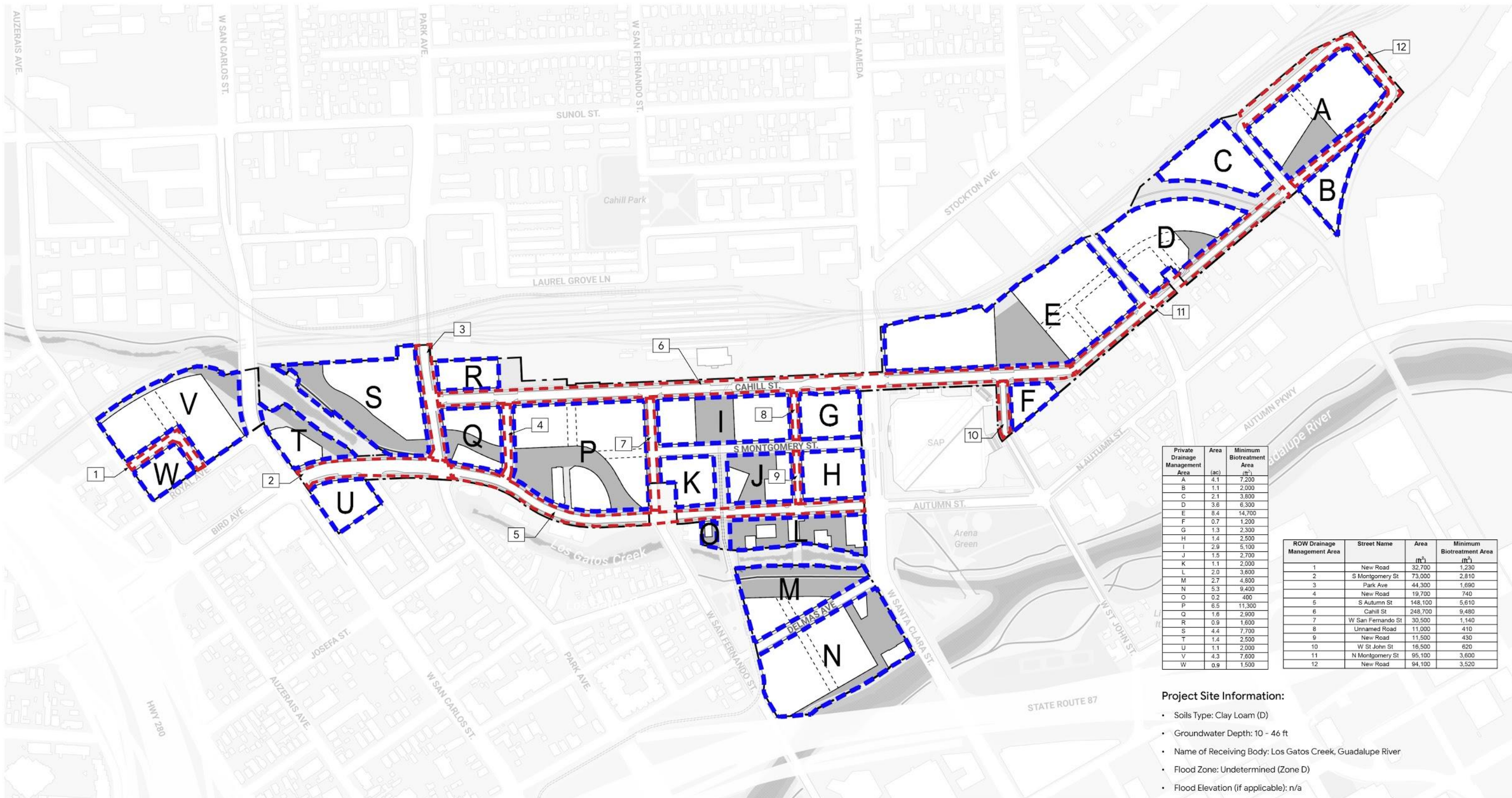
3.18.1 Proposed Thermal Layout



- Legend**
- - - Development Boundary
 - Open Space
 - Proposed Buildings
 - Chilled Water Distribution
 - Heating Hot Water Distribution

- Notes:**
1. The Northern Zone for District Infrastructure may be deleted in the future depending on design progression and detailed planning. Locations and network requirements are proposed.
 2. The following typologies are under consideration for the distribution of district utilities: direct bury, utility tunnel, and within below-grade Google-owned structures.
 3. Utility layouts are conceptual and may be revised to reflect final development requirements.
 4. Location, dimensions and arrangement of open space, streets and pedestrian mid-block passageways are approximate and may change as vertical buildings are developed. Minimum standards will be defined in the Design Standards and Guidelines.
 5. Refer to Infrastructure Narrative Section 13.2.1 – Proposed Thermal System.





Private Drainage Management Area	Area (ac)	Minimum Biotreatment Area (ft ²)
A	4.1	7,200
B	1.1	2,000
C	2.1	3,800
D	3.6	6,300
E	8.4	14,700
F	0.7	1,200
G	1.3	2,300
H	1.4	2,500
I	2.9	5,100
J	1.5	2,700
K	1.1	2,000
L	2.0	3,600
M	2.7	4,800
N	5.3	9,400
O	0.2	400
P	6.5	11,300
Q	1.6	2,900
R	0.9	1,600
S	4.4	7,700
T	1.4	2,500
U	1.1	2,000
V	4.3	7,800
W	0.9	1,500

ROW Drainage Management Area	Street Name	Area (ft ²)	Minimum Biotreatment Area (ft ²)
1	New Road	32,700	1,230
2	S Montgomery St	73,000	2,810
3	Park Ave	44,300	1,690
4	New Road	19,700	740
5	S Autumn St	148,100	5,610
6	Cahill St	248,700	9,480
7	W San Fernando St	30,500	1,140
8	Unnamed Road	11,000	410
9	New Road	11,500	430
10	W St John St	16,500	620
11	N Montgomery St	95,100	3,600
12	New Road	94,100	3,520

Project Site Information:

- Soils Type: Clay Loam (D)
- Groundwater Depth: 10 - 46 ft
- Name of Receiving Body: Los Gatos Creek, Guadalupe River
- Flood Zone: Undetermined (Zone D)
- Flood Elevation (if applicable): n/a



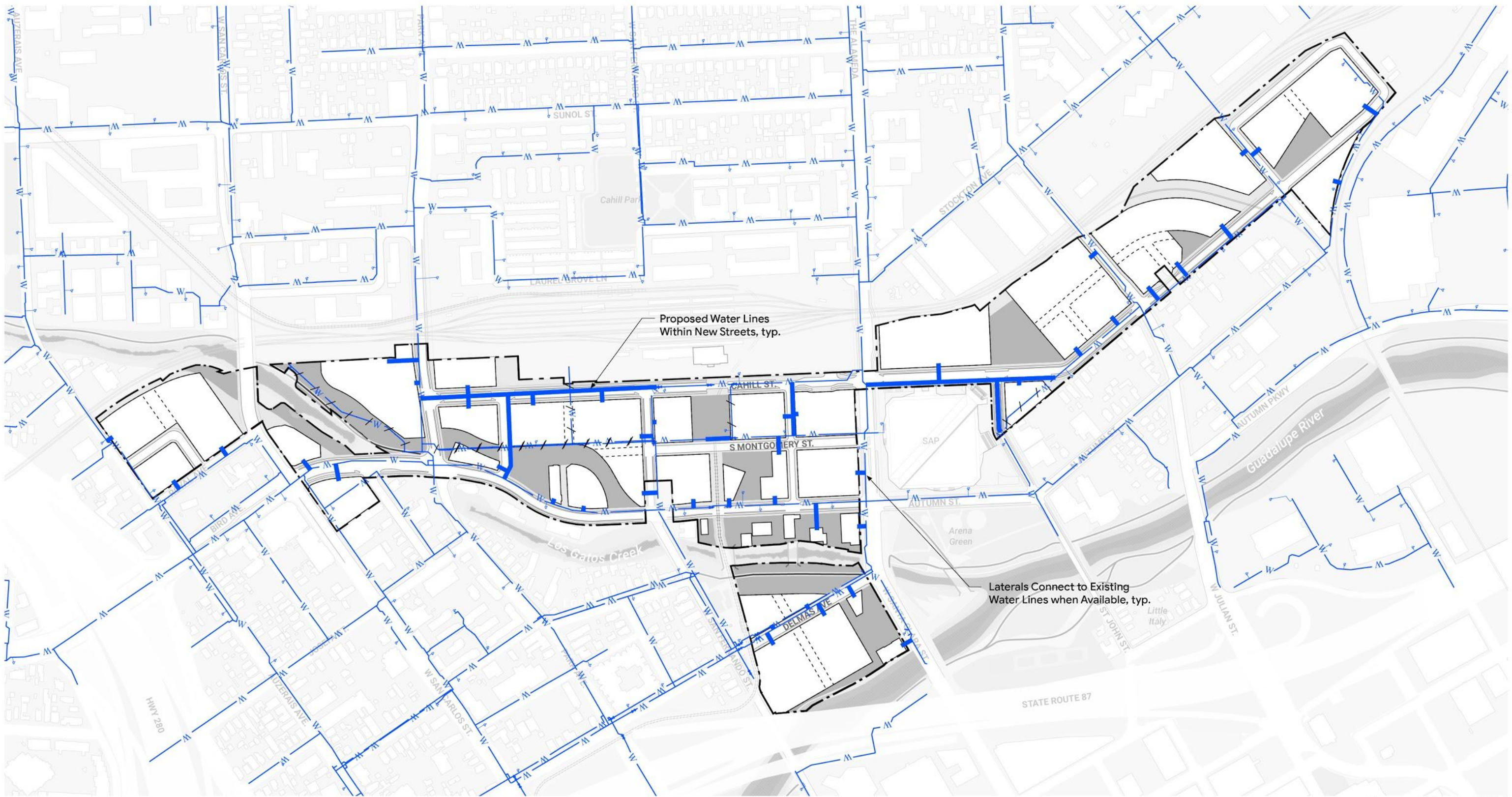
3.19.1 Proposed Stormwater Control Plan

- Legend**
- Private Drainage Management Area
 - Right of Way (ROW) Drainage Management Area
 - Development Boundary
 - Proposed Buildings
 - Open Space

Notes:

- Public streets which are modified and trigger treatment requirements per the GSI Plan will be designed to incorporate stormwater treatment facilities in the public ROW.
- Private parcels will meet all stormwater management requirements per the GSI Plan.
- Refer to Infrastructure Framework Section 12 - Stormwater Management for further information.
- Biotreatment areas shown are sized using the '4% drainage management area calculation' and area sized to a minimum of 4% of the contributing DMA's impervious area.
- Refer to the attached Stormwater Evaluation Form for the following stormwater plan items: Pervious and impervious surface comparison table; treatment control measure summary table; site conditions table; source control measures; site design measures.
- Biotreatment soil mix shall meet all specifications per the Santa Clara Valley Urban Runoff Pollution Prevention Program (SCVURPPP) C.3 Handbook Appendix C. Biotreatment soil shall have sufficient permeability to infiltrate runoff at a minimum rate of 5 inches per hour during the life of the facility and have sufficient moisture retention to support healthy vegetation. These requirements are consistent with the Municipal Regional Permit (MRP).



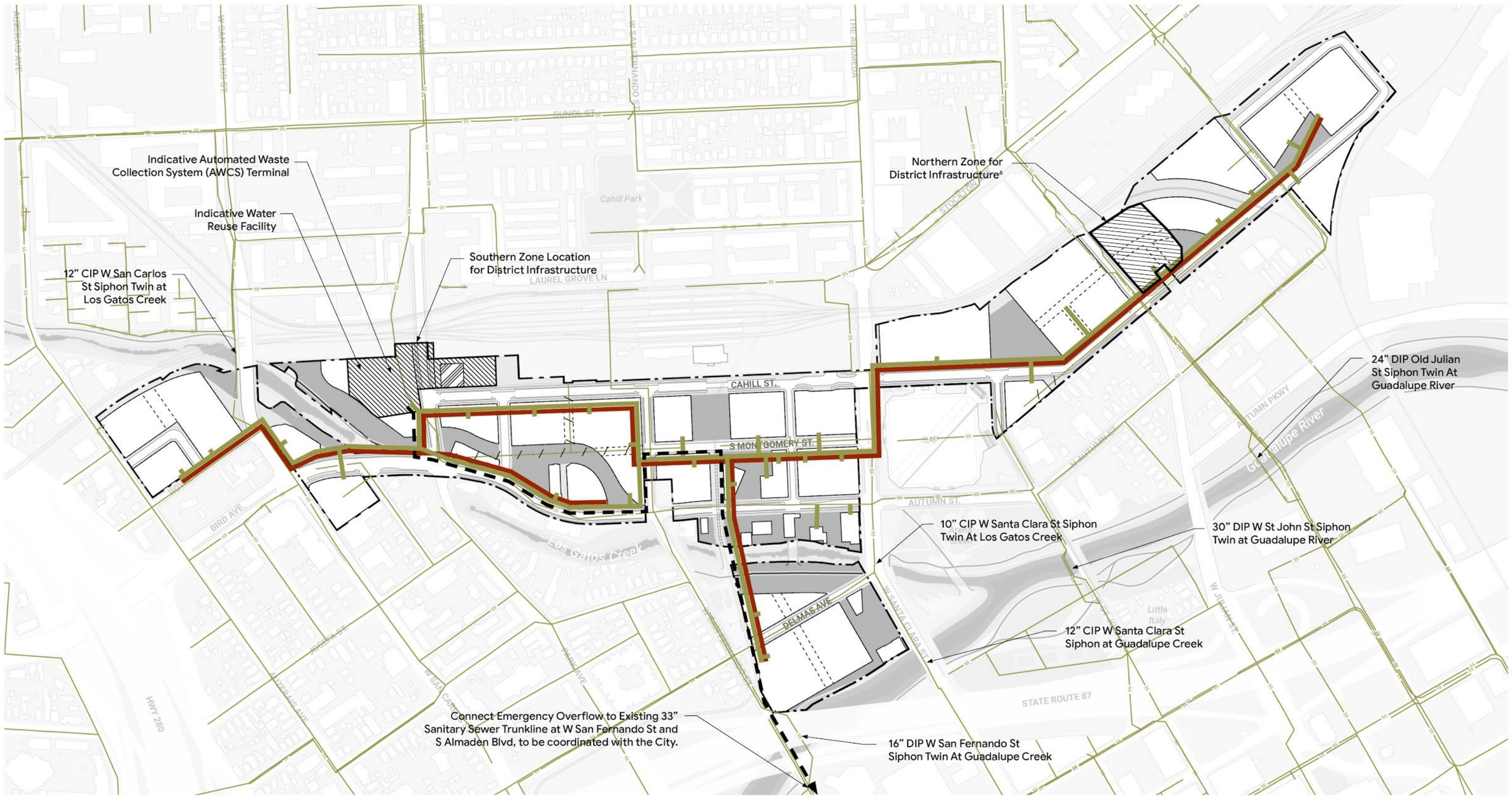


3.20.1 Existing and Proposed Water Plan

- Legend**
- Proposed Water
 - Existing Water
 - Development Boundary
 - Abandon Water Lines (work by SJWC)
 - Proposed Buildings
 - Open Space

- Notes:**
1. Existing utility locations are approximate and shown for reference only. Additional utility survey is required to determine exact pipe structure locations.
 2. All new water mains will be constructed by the San José Water Company.
 3. New fire hydrants will be located per San José Fire Department requirements.
 4. Utility layouts are conceptual and may be revised to reflect final development requirements.
 5. Refer to Infrastructure Framework Section 8 - Potable Water System for further information.





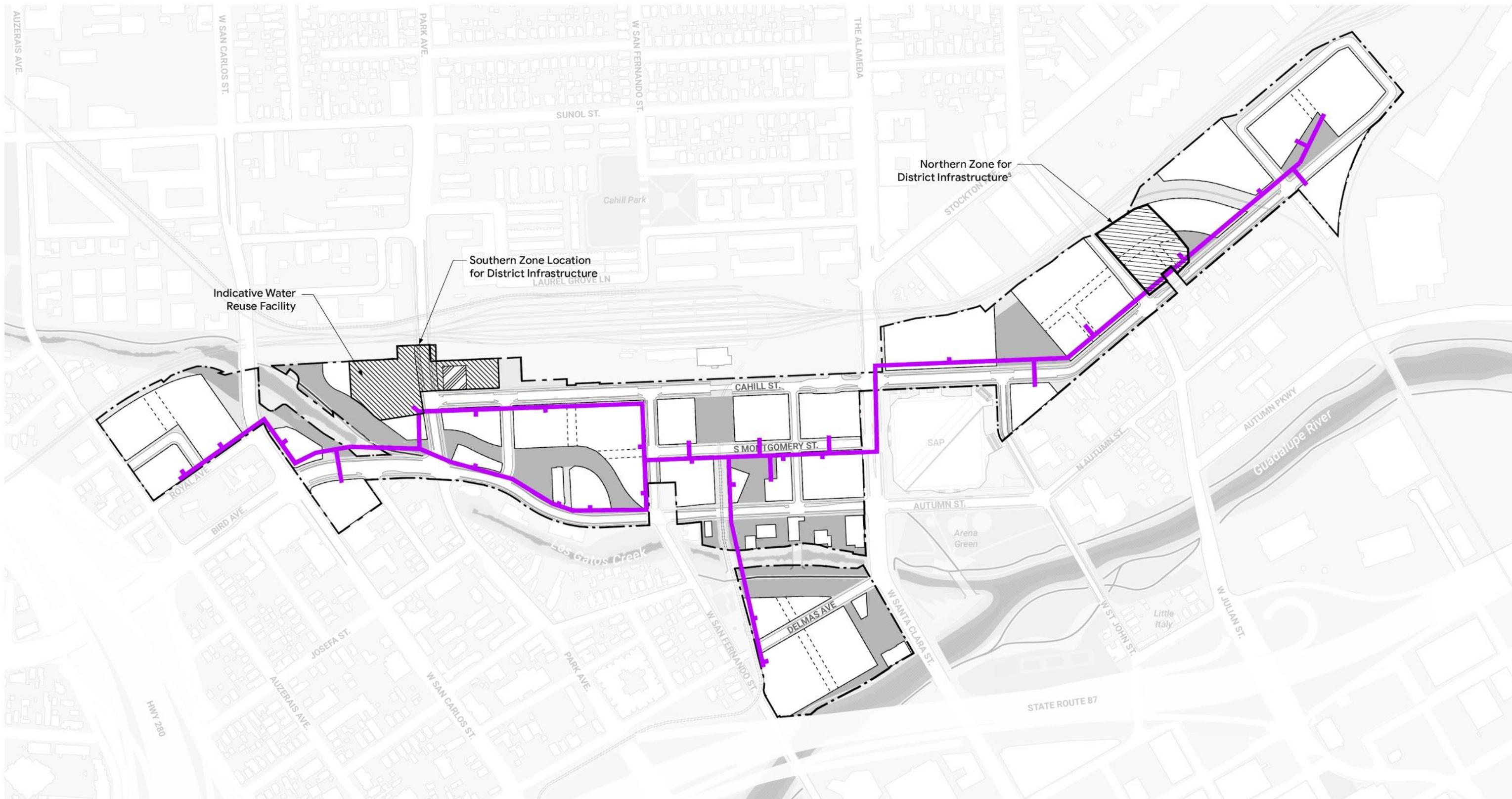
3.21.1 Existing and Proposed Sanitary Sewer & Automated Waste Collection Plan



- Legend**
- Proposed Sanitary Sewer
 - Proposed Automated Waste Collection System (AWCS)
 - - - Emergency Sanitary Sewer Overflow
 - Existing Sanitary Sewer
 - Development Boundary
 - Demo & Remove Existing Sanitary Sewer
 - Proposed Buildings
 - Open Space

- Notes:**
1. Existing utility locations are approximate and shown for reference only. Additional utility survey is required to determine exact pipe structure locations.
 2. An onsite water reuse facility is proposed to support the wastewater management needs of the development. Connection with the City sanitary sewer is also under review.
 3. Sanitary solids produced as a by-product of the onsite wastewater treatment processes are proposed to be managed onsite. These solids can also be pumped into the City's sanitary sewer network.
 4. Utility layouts are conceptual and may be revised to reflect final development requirements.
 5. Refer to Infrastructure Framework Section 9 - Sanitary Sewer System and Section 15 - Solid Waste Collection for further information.
 6. The Northern Zone for District Infrastructure may be deleted in the future depending on design progression and detailed planning.





3.22.1 Proposed Recycled Water Plan

Legend

- Existing Recycled Water
- Proposed Recycled Water
- Development Boundary
- Proposed Buildings
- Open Space

Notes:

1. Existing utility locations are approximate and shown for reference only. Additional utility survey is required to determine exact pipe structure locations.
2. Onsite production of recycled water at the water reuse facility is proposed. Extension of the South Bay Water Recycling recycled water pipeline is also under review.
3. Utility layouts are conceptual and may be revised to reflect final development requirements.
4. Refer to Infrastructure Framework Section 10 - Non-Potable Water System for further information.
5. The Northern Zone for District Infrastructure may be deleted in the future depending on design progression and detailed planning.

