

From: [Phan, Johnny](#)
To: [Downtown West Project](#)
Subject: FW: DW Privately Initiated DSAP Amendment
Date: Tuesday, October 6, 2020 8:52:18 AM
Attachments: [City Copy DSAP Amendment Overview \(6-12-20\).docx.pdf](#)
[City Copy 2014 DSAP Figures Amended 200612.xlsx](#)

From: Amanda Wolf <amandawolf@google.com>
Sent: Friday, June 12, 2020 6:04 PM
To: Phan, Johnny <Johnny.Phan@sanjoseca.gov>
Cc: Gray, Matthew S. (Perkins Coie) <mgray@perkinscoie.com>; mwchan@perkinscoie.com;
Bhavesh Parikh <bhaveshp@google.com>; Tiffany Bohee <tbohee@google.com>
Subject: DW Privately Initiated DSAP Amendment

[External Email]

Hi Johnny,

Attaching for your review, are materials relating to the privately initiated amendment to the 2014 DSAP. Included are

- a memo summarizing key amendments to the 2014 DSAP, needed to ensure consistency with the project
- a matrix of all the 2014 DSAP Figures with notation on whether they will be amended, and if so the graphical approach to that amendment (see key in the table).
- three graphical exemplars of the figure amendment approach (I'll send this by FTP and notify John)

Please also distribute to Tim Rood, John Tu, Jose Ruano, James Han, Rosalynn Hughey, Robert Manford.

Best,
Amanda

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Downtown West Overview of Diridon Station Area Plan (DSAP) Amendments

Google's Downtown West Mixed-Use Plan project proposes to develop approximately [80] (to be finalized) acres of property located in Downtown San Jose. The development of Downtown West will require amendment to the Diridon Station Area Plan (DSAP) among other project approvals. The following table identifies a non-exhaustive list of key categories of DSAP amendments required for Downtown West. As further described below, the categories of DSAP amendments include, but are not limited to: expansion of the DSAP boundary to bring all of Downtown West into the DSAP area; removal of references to the ballpark; revisions to the three Primary Zones; conforming amendments to the land use classifications to establish consistency with the General Plan; and clarification regarding the applicability of certain DSAP provisions to Downtown West, including but not limited to open space, circulation, public art, and parking.

The proposed amendments described in this memo are not intended to be exhaustive. The table below is intended to identify key categories of amendments that will be required for Downtown West.

Key Amendments	
Final Plan Introduction (Chapter 1)	<ul style="list-style-type: none">• Amend Chapter 1 to be consistent with Downtown West DSAP amendments.• Section 1.1 (Executive Summary): This section should be updated to address Google's Downtown West Mixed-Use Project, the decision not to proceed with the ballpark, address "related" and "companion" documents, and make other conforming amendments to ensure consistency with Downtown West.• Section 1.2 (Project Goals and Objectives). The primary project objectives identified in this section likely do not need to be amended. Certain other text amendments are necessary to align with Downtown West (e.g. acreage of DSAP area). Figure 1-2-1 should be revised and Figure 1-2-2 could be deleted.• Section 1.3 (Planning Process and Schedule). This section will require limited text amendments to discuss the planning process for the Downtown West DSAP amendments.• Section 1.4 (Emerging Themes and Goals): The themes and goals likely do not need to be amended.• Section 1.5 (Constraints and Assumptions): This section will need to be revise the constraints to align with Downtown West. This will require removal of references to the ballpark, revisions to the paragraph protecting against

	the conversion of lands designated for employment uses to residential uses; and removal of the paragraph regarding the new community park at the existing Fire Department training yard.
DSAP Boundary (Throughout)	<ul style="list-style-type: none"> • Revise text to expand the DSAP boundary to include Block E, which will bring all of Downtown West into the DSAP boundary. • Revise all diagrams that currently delineate the DSAP boundary to show the expanded DSAP boundary. As appropriate, identify the Downtown West boundary in certain figures.
Downtown West / Land Use Classifications (Section 2.1)	<ul style="list-style-type: none"> • Re-designate the project site Downtown and Commercial Downtown consistent with General Plan amendments. The re-designation of the project site will require amendments to Figure 2-2-1 and to the text of most Land Use Classifications described in Section 2.1. <p>Certain text amendments to the land use classifications only require amendment to location while others will also require substantive amendments to establish consistency with the General Plan. For instance, Downtown and Commercial Downtown need amendment for both locations and substance; Urban Village needs no amendment; Transit Employment Center needs amendment for location and possibly for terminology (e.g., potential deletion of “Innovation Area of Diridon”); Combined Industrial/Commercial needs amendment for location only; Transit Residential, Urban Residential & Residential Neighborhood need no amendment.</p>
Removal of Ballpark References (Throughout)	<ul style="list-style-type: none"> • The formerly proposed ballpark is within the project site. The DSAP amendment will require amendments to text and all figures currently showing the ballpark to remove the proposed ballpark. Remove references to the ballpark or revise text to clarify that the ballpark is not proceeding, and modify figures to remove ballpark and instead describe/show Downtown West.
Text and Figures showing 3 Primary Zones (Section 2.2)	<ul style="list-style-type: none"> • The 3 Primary Zone character descriptions and Figures (2-2-1 & 2-2-2) do not reflect planned development of Downtown West and allocation of land uses (e.g. DSAP states that Central Zone will include retail, commercial and entertainment uses while Downtown West contemplates residential uses). The text of the Primary Zones will need to be amended to align with Downtown West.

<p>"Test Fit" (Section 2.2)</p>	<ul style="list-style-type: none"> • The "Test Fit" is now obsolete and a new test fit would be beyond the scope of the Downtown West DSAP amendments. We recommend: a) describing it as a planning tool for the 2014 version of the DSAP, while clarifying that some constraints identified in the Test Fit are no longer applicable; b) revising Test Fit figures (through screening out DW) to distinguish Downtown West from the Test Fit-based renderings for DSAP areas outside Downtown West (i.e., parts of A and B, all of C and D, part of E, and almost all of F); and c) revising the text for sub-areas A, B, E, F, G, and H. • Discussion with the City will be required to determine appropriate treatment of the "Test Fit" for areas outside of Downtown West.
<p>Open Space and Landscape (Section 2.3)</p>	<ul style="list-style-type: none"> • The text and figures of the open space plan are inconsistent with Downtown West (e.g. there is no single Community Park, location of green fingers). Revise text and diagrams to make consistent with Downtown West. • Consider limiting any duplication of text and figures between DSAP and DWDSG for Downtown West open space plan to minimize inconsistency between GDP and DSAP (e.g. include text and figure that shows outline of Downtown West PD Zone and refer to DWDSG). • Section 2.4 (Public Plaza) likely will not require amendment.
<p>Access and Circulation (Sections 2.5 and 2.6)</p>	<ul style="list-style-type: none"> • Include language clarifying that DISC process is occurring and the transportation strategies "recommended for the Diridon Station Area Final Plan" are conceptual and illustrative. • Section 2.5 describes the preferred station alternative with certain plan level figures and diagrams of the station that is adjacent to Downtown West. Language should be included in Section 2.5 that clarifies that the DISC process is ongoing and the section contains alternatives that were intended to be planning tools for the 2014 DSAP. • Figure 2-6-4 includes "final plan land uses for the Diridon Station Area Plan" that is inconsistent with Downtown West. This figure needs to be removed or revised to be consistent with Downtown West. • Include language indicating that Downtown West's transportation and circulation plan are in DWDSG.

Street Connections, Transportation and Circulation	<ul style="list-style-type: none"> • Revise text and diagrams to make consistent with Downtown West. • Consider limiting text and figures for Downtown West transportation plan to minimize inconsistency between GDP and DSAP (e.g. include text and figure that shows outline of Downtown West PD Zone and refer to DWDSG).
Design Guidelines (Chapter 3)	<ul style="list-style-type: none"> • Amendments required to clarify which design guidelines need to be amended for Downtown West (e.g. building heights), and relationship between DSAP, DDG, and DWDSG. <ul style="list-style-type: none"> o Building Heights: Maximum building heights for Downtown West area will need to be amended to be consistent with GDP / DWDSG. o Mix of Uses (p. 3-17): Revise to be consistent with Downtown West. Current language relies on Sub-Area zones which do not reflect current land use allocation of Project. o Street Parking (p. 3-22): Revise to include text indicating that parking requirements are set forth in DWDSG. o Signage / Public Art (p. 3-32): Revise to include text indicating that signage and public art requirements are set forth in DWDSG. o District Character (p. 3-34): Consider deleting this section; if not deleted, revise to reflect revisions to the Primary Zones in section 2.1.
Public Open Space (Section 3.3)	<ul style="list-style-type: none"> • See above. The text and figures of the open space plan are inconsistent with Downtown West (e.g. there is no single Community Park). Revise text and diagrams to make consistent with Downtown West. • Consider limiting text and figures for Downtown West open space plan to minimize inconsistency between GDP and DSAP (e.g. include text and figure that shows outline of Downtown West PD Zone and refer to DWDSG).
Streetscapes (Section 3.4)	<ul style="list-style-type: none"> • Revise street typologies to be consistent with General Plan and Downtown West. Requires text and figure amendments. • Figure 3-4-1 should be amended to reflect Downtown West. The text describing the street typologies should be further refined to clarify that street design is governed by

	the Complete Streets Standards and Guidelines, DWDSG and VTM, and the figures of the cross-sections (Figures 3-4-2 - 3-4-6) are illustrative.
Final Plan Maximum Build Out (Chapter 4)	<ul style="list-style-type: none"> • Include statement indicating that: (1) this section has no regulatory effect; (2) Downtown West is not subject to this chapter. • Discussion with the City is required to determine appropriate treatment of figures and assumptions in Chapter 4 (maximum buildout capacity).
Population Predictions (Section 4.3)	<ul style="list-style-type: none"> • Revise to include additional growth allocation for Downtown West.
Other Recommended Clarifying Amendments	
Parking / Transportation Demand Management (Section 2.7)	<ul style="list-style-type: none"> • Include text amendments clarifying that Downtown West parking and TDM program are subject to requirements in EIR and other Project approvals.
Parking Supply and Demand (Section 2.8)	<ul style="list-style-type: none"> • Include text amendments clarifying that Downtown West parking requirements are subject to requirements in DA and other Project approvals. • Certain Figures may need to be amended to align with Downtown West and assumptions made in the Downtown West ADEIR and LTA.
Infrastructure Capacity and Demand (Section 2.9)	<ul style="list-style-type: none"> • Include text amendments clarifying that Downtown West infrastructure requirements are contained in the PD Zone / PDP / Downtown West Infrastructure Standards and Infrastructure Plan. • Certain Figures may need to be amended to align with Downtown West and assumptions made in the Downtown West ADEIR and LTA.
Affordable Housing (Section 2.10)	<ul style="list-style-type: none"> • Clarify that Downtown West affordable housing requirements are set forth in DA and other Project approvals.
Public Art (Section 2.11)	<ul style="list-style-type: none"> • Include text amendments clarifying that Downtown West public art requirements are set forth in the DWDSG. • Certain figures may need to be amended or further clarified that the figures are illustrative and conceptual.
Parking Supply (Section 4.2)	<ul style="list-style-type: none"> • Include text amendments clarifying that Downtown West parking requirements are set forth in the DA and other Project approvals.

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Table of Existing 2014 DSAP Figures, and proposed method of amending, if applicable								
Figure	PDF Page #	Title	Amend	Approach to Amended Figure	Notes			LEGEND: Approach to Amended Figure
1-2-1	12	Diridon Station Area in Context	Y		1 Amendment required to (1) modify Midtown Specific Plan boundary; (2) expand DSAP boundary; (3) delineate Downtown West boundary; (4) remove reference to anything new			1 Amend original figure, show content for DW
1-2-2	14	Diridon Station Area	Remove		4 Suggest removing Figure since it is not referenced in the text and does not show anything new			2 note within that may vary based on figure. It will either
2-1-1	26	Diridon Station Area - Final Land Use Plan	Y		3 Amendment required to (1) modify land use designations for DWW; (2) remove/revise Primary Zones; (3) remove ballpark; (4) include DW boundary; and (5) remove this figure is identical to Figure 1-2-1 with the addition of the dotted red lines			3 see Appendic Figure X for area within Downtown West
2-2-1	37	Primary Zones	Y		1 Suggest removing this figure. To simplify, suggest either removing the figure, showing the Primary Areas/Zones. If some version of the Primary Zone/Area is retained, suggest referring to Figure 2-2-1 in the text			4 Ask City if we can remove Figure in entirety
2-2-2	39	Identity Zones	Remove		4 Whether amendments to Figure will be required will depend on treatment or test fit in DSAP. If Test Fit is deleted, all conceptual renderings should also be removed. If			5 New figure
2-2-3	42	Test Fit Plan - Spaces and Places	Remove		4 See comment above.			6 Table Revision & Calculations
2-2-4	43	Test Fit Plan - Building and Uses	Remove		4 See comment above.			
2-2-5	45	Test Fit Plan - Spaces and Places - Northern Zone	Remove		4 See comment above.			
2-2-6	47	Test Fit Plan - Building and Uses - Northern Zone	Remove		4 See comment above.			
2-2-7	49	Test Fit Plan - Spaces and Places - Central Zone	Remove		4 See comment above.			
2-2-8	51	Test Fit Plan - Building and Uses - Central Zone	Remove		4 See comment above.			
2-2-9	53	Test Fit Plan - Spaces and Places - Southern Zone	Remove		4 See comment above.			
2-2-10	55	Test Fit Plan - Building and Uses - Southern Zone	Remove		4 See comment above.			
2-3-1	61	Landscaping and Open Space Strategy	Y		2 Revise to (1) include DWW boundary (2) remove existing open space elements and ballpark within DWL area (3) include label in legend stating that open space system			
2-3-2	64	Open Space Network and Street Connections	Remove		4 Suggest either deleting this Figure since it is not referenced in the text			
2-3-3	68	Existing East West Connections - Vehicular Empahsis	TBD		1 Base file is not editable, team will try to manipulate/mask images to remove ballpark, match block pattern/street network (ie. remove Delmas, and extend DSAP boundary			
2-3-4	69	Existing East West Connections - Pedestrian and Bicycle	TBD		1 See comment above.			
2-3-5	70	Wider Context Open Space Network and Connectors	Y/Delete		2 Base file is not editable, need to screen out DWW due to different open space scheme. Alternatively can delete if City is amenable.			
2-4-1	74	Central Square Plaza - Illustrative Plan	N		Illustrative - no amendment needed			
2-4-2	76	Traingular Plaza - Illustrative Plan	N		Illustrative - no amendment needed			
2-4-3	78	Linear Plaza - Illustrative Plan	N		Illustrative - no amendment needed			
2-5-1	84	Existing and Future Ridership	N		Outside scope of our project			
2-5-2	86	Space Program Needs	N		Outside scope of our project			
2-5-3	90	Underground Level Plan	N		Outside scope of our project			
2-5-4	91	Station Street Level Plan	N		Outside scope of our project			
2-5-5	92	Station Street Level Alternative Plan	N		Outside scope of our project			
2-5-6	93	Station Mezzanine Level Plan	N		Outside scope of our project			
2-5-7	94	High Speed Platform Level Plan	N		Outside scope of our project			
2-5-8	95	Underground High Speed Platform	N		Outside scope of our project			
2-5-9	101	Station Massing from Above	N		Outside scope of our project			
2-5-10	102	Station Massing Looking North	N		Outside scope of our project			
2-6-1	105	Modal Access	N		Existing conditions, outside scope of our project			
2-6-2	112	Transit Ridership Forecast	Y		6 LTA Admin. Draft #2 section 11.5 attributes 52,000 daily passengers specifically to the new Diridon BART station in 2035. Figure 2-6-2 estimates 10,510 daily			
2-6-4	116	Land Use Areas	Y		6			
2-6-5	119	Transportaiton Strategies - Walking and Bicycling	N		General principles are still consistent, some things are outside scope of project			
2-6-6	120	Transportaiton Strategies - Transit and Complete Streets	N		General principles are still consistent, some things are outside scope of project			
2-6-7	124	Walking Connections	Y		2 Base file is not editable, screen out DW to reference Mobility chapter (Figure 6.8)			
2-6-8	128	Existing and Proposed Bicycle and Trail Facilities	Y		2 Base file is not editable, screen out DW to reference Mobility chapter (Figure 6.14). Can look into whether approach 1 is achievable by masking with DW block plan and matching style - tbd			
2-6-9	131	Station Area Bicycle Parking Concentrations	Y		2 Will screen out DW, note that DWDSG does not show bike share locations. Could also consider removing this figure and accompanying text paragraph on 2-106			
2-6-10	133	Existing and Proposed Transit	TBD		4 Base file is not editable, much of what is shown internally is inconsistent within the project boundary. Ideally we would remove the figure, and strike the sentence under paragraph titled "Connectivity to the Mineta San Jose International Airport (SJC)"			
2-6-13	138	Proposed New Street Connections	Y		2			
2-7-1	148	Residential Parking Permit Enforcement	N		Outside scope of our project			
2-7-2	157	Relationship between typical parking and Traffic Manage	N		Outside scope of our project			
2-7-3	159	Transportation Demand Strategies	N		These are meant to be exemplars of strategies, does not preclude and additional TDM strategies as allowed by TDM Plan			

2-8-1	164	Development Based Parking Demand by Land Use Category	Y		6	Some block Areas have been removed, will replace with additional line item for DW that refers to GDP for parking ratios. Note that DW parking is set forth by GDP/DA			
2-8-2	166	Comparable Stations by Mode Split Goal	Y		6	Figures 2-8-2 and 2-8-3 assume BART parking will be provided at Diridon Station. If this is not the plan, the BART entries should be deleted from these two figures. If BART does plan to provide some level of park and ride at Diridon Station, Figure 2-8-3 should be checked to ensure it reflects the same ridership estimates as LTA Admin. Draft #2 (see comment on Fig. 2-6-2 above).			
2-8-3	167	Diridon Station Transit Access Mode Split Goals and Parking	Y		6	See above			
2-8-4	168	Diridon Parking Demand Summary	TBD		6	Given proposed ratios are said to be "subject to change", would want to asterick "Development Demand" that Downtown West parking is set forth in the GDP and DA.			
2-9-1	172	Water Usage	Y		6				
2-11-1	188	Art Zone Master Plan	N (watermark)			Since Diridon Arts Master Plan was not adopted, recommend either amending Figure or including clear text or watermark that states that the Figure is a historical planning tool that is not applicable to Downtown West.			
2-11-2	189	Crossroads of Engagement	N (watermark)			See comment above.			
2-11-3	190	Crossroads of Innovation	N (watermark)			See comment above.			
2-11-4	191	Crossroads of Ecology	N (watermark)			See comment above.			
2-11-5	193	Potential Art Project Locations	N (watermark)			See comment above.			
3-2-1	199	Building Heights	Y		2	Refer to new AGL heights in DWDSG Buildings Chapter			
3-2-2	206	Typ. Sidewalk Zone in the Central District	Remove		4	This has already been deleted by the City.			
3-3-1	223	Public Open Space Network	Y		2	See example approach earlier			
3-4-1	239	Proposed Street Typologies	Y		1				
3-4-2	241	Grand Boulevards	N			No figure amendment needed because shows features only, not regulatory, but text changes will be required to clarify that the Complete Streets document regulates street design + DWDSG in case of DW.			
3-4-3	243	Main Street and On-Street Primary Bicycle Facilities	N			See comment above			
3-4-4	244	City Connector Streets	N			See comment above			
3-4-5	245	Local Connector Street	N			See comment above			
3-4-6	247	Residential Street, Bicycle Boulevard and Station Transit	N			Street typologies are not applicable to our project			
3-4-7	252	Underpasses	N						
4-1-1	256	Northern Zone - Building Heights	Delete		4	Same approach as test fits			
4-1-2	257	Northern Zone - Maximum Build-out Totals by Block	Delete		4	See comment above.			
4-1-3	258	Central Zone - Building Heights	Delete		4	See comment above.			
4-1-4	259	Central Zone - Maximum Build-out Totals by Block	Delete		4	See comment above.			
4-1-5	260	Southern Zone - Building Heights	Delete		4	See comment above.			
4-1-6	261	Southern Zone - Maximum Build-out Totals by Block	Delete		4	See comment above.			
4-1-7	262	Summary Maximum Build-out Totals	Y		6	Will require coordination with City Planning/CEQA to confirm other DSAP capacity outside of DW (pre-addendum for DSAP area)			
4-1-8	267	Opportunity Sites	N			Existing conditions unchanged, outside scope of project			
4-1-9	269	FAA and ALUC Flight Path Height Restrictions Map	Y		1	Figure is not editable, this is not consistent with council action and new applicable contours. We could replace figure wholesale with Airport Influence Area, DSAP boundary, and contours			
4-1-10	271	FAA and ALUC Flight Path Height Restrictions Map	Delete		4	Would be duplicative of the information in 4-1-9 and 3-2-1			
4-2-1	274	Parking Supply Locations	Remove		4	Same approach as test fits			