

**From:** [Mendez, Zacharias](#)  
**To:** [Zsutty, Yves](#); [Ross, Rebekah](#); [Burnham, Nicole](#)  
**Subject:** DWDSG Comment Review: Buildings, Sustainability, Lighting/Signage  
**Attachments:** [DWDSG Consolidated Comments.xlsx](#)

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UPDATE: Meeting request information.

Topic: DWDSG Comment Review: Buildings, Sustainability, Lighting/Signage

Time: May 8, 2020 03:00 PM Pacific Time (US and Canada)

Join Zoom Meeting

<https://zoom.us/j/96905965001?pwd=SGFnZFUvY1Rzb0pXZmc0NURxYnc1QT09>

Meeting ID: 969 0596 5001

Password: 614793

Hello Everyone,

This meeting is intended to set aside time to review comments for the Building, Sustainability and Lighting/Signage chapters of the DWDSG. Attached are the comments that have been identified so far on the Round 2 tab of the spreadsheet.

This appears to be the only time on the calendars that can accommodate this conversation, please let me know if there is a time earlier in the week/day that might work as an alternative meeting time. I am coordinating the meeting with Cassie to schedule the conference, so we are not limited to 40 minutes for this conversation and will follow up with a link to the Zoom.

Agenda

- \* Review Comments and DWDSG Chapters
- \* Determine comments/Consolidate comments
- \* Next Steps
- \* Open Space Chapter Review

Section	PAGE	COMME NTER	CoOMMENT
5	162	Yves	Plan should encourage varying heights and forms, but not at the expense of market demand for maximizing value of land. Consider strategies that would support good outcomes if each block warranted a 20 to 30 story building to meet market needs. San Jose may benefit more from density rather than compelling skyline objectives.
5	166	Yves	Explain how plan will balance commitment to biophilia with expectation for vibrant trail systems, and creek-facing public life. Concern that preservation of industrial structures prevents a fully envisioned plan for activating the creek channel.
5	167	Yves	Encourage that statement about "Capitol of Silicon Valley" be altered to acknowledge that San Jose has lost some of its recognition at the national and global level. It is common to see San Francisco in national media as part of the "valley" and booking flights to Silicon Valley are directed to SFO. Provide a mission statement for this project to architecturally communicate boldly that San Jose is deserving of that title and recognition.
5	170	Yves	Clarify the "Adaptive Reuse" buildings. These were identified as "interim" structures in prior chapter. What is long-term plan for this property? Document if all remain at expense of a continuous creek-side trail system, or if a Class I Bikeway Trail can be integrated within this space.
5	173	Zak	S5.5.3 Clarify the potential impact to open spaces. Identify in what instance open space would be reconfigured to allow for rail corridor expansion.
5	174	Yves	Historic, determine if relocation/adjustments can be made to support a continuous Class I Bikeway Trail system. Carefully review the identification of the riparian corridor on the west side of Montgomery/Bird. Staff believes that the creek channel reaches the edge of the bridge, and that the graphic

5	175	Nicolle	S5.5.6 – Stds for rehab of buildings along creek – Require use of Env materials?
5	175	Yves	Clarify S5.5.5 to acknowledge that Class I Bikeway Trail development is permitted within the riparian corridor per existing city policy. S5.5.6 should acknowledge a significant change in use, and that an enclosed structure has less impacts than a lively, illuminated open structure within the riparian channel. Recommend that buildings in the riparian channel not be permitted and that space be allocated to creek restoration and provision of the Class I Bikeway Trail.
5	176	Yves	Figure 5.11: The green area around the Adaptive Reuse Buildings is confusing. How is this land to be designated?
5	195	Nicolle	S5.12.4 Residential building access with active use requirements?
5	195	Yves	G5.12.4: Balconies for residential units should have shielded or solid railings. This will prevent views of stored objects (bicyclists, BBQ's, etc.). Balconies for all uses should be highly encouraged along the creek channel to support "eyes on trails" .

5	196	Yves	For stoops and porches, highly encourage that residential units have some form of private open space which can be relatively small. The transition from public street to front door removes a sense of privacy for the resident. Review the Axis Building in Downtown San Jose, units facing Almaden Blvd have visually open but private spaces that enliven the street and offer some sense of distance and security for the homeowner. These residents keep their window blinds open. Units facing Carlyle Street have no private space, and all residents keep their window blinds closed.
5	201		Provide clarification on Logistics, Loading, and Parking relationship to open spaces.
5	203	Nicolle	S5.16.1 – Can same footprint be used and meet riparian policy? If building cannot be saved shall we reserve trail alignment?
5	203	Nicolle	S5.16.2 Addition of up to 5000 SF to buildings along LG creek. Is this included in Open Space plans we have seen to date?
5	203	Yves	S5.16.1 – Strongly recommend that if a building cannot be retained, that a replacement building would not use the existing footprint, and instead, be moved outside of the riparian corridor.
5	205	Nicolle	Water Co building is confirmed historic resource. Need to remember this if we discuss city securing ownership of facility.
5	208	Nicolle	S5.17.1 locks all buildings into Dept of Interior requirements. SJ Water Co building is not on national register.
5	221	Yves	Figure 5.5.0 – include legend description for the tan-colored corridors that appear to be paseos. Explain if these are ground level or 2nd story spaces. Explain if the corridor at the building site east of Los Gatos Creek is tied to the bridge structure over the creek, and at what level?

7	294	Yves	Include ActivateSJ and requirement to support a 100-mile Interconnected Trail Network, for which continuity of Los Gatos Creek Trail system is important in order to interconnected with the Guadalupe River Trail.
7	296	Zak	Recommend standard or guideline around sustainable open space development/leadership targets. Instead of just as an additional measure?
7	298	Zak	Include standards and goals around trail?
7	298	Zak	S7.4.4 Clarify how this is a sustainability goal?
7	300	Zak	S7.4.9 Clarify that recycled water for irrigation will not be on public lands?
7	303	Yves	The commitment to "Creekside access" is not confirmed for the Adaptive Re-use area west of Autumn Street. Resolve how this commitment and prior chapters align to provide continuity of creek side experience.
7	309	Yves	Coordinate with Fish & Game and other regulatory agencies as lighting within the riparian zones tend to not be allowed, with exception of trail under-crossings. Supportive of the idea if feasible via permits.
8	317	Zak	Clarify lighting design should be sustainable from a maintenance stand point.
8	319	Yves	Consider a standard for "pop-up" electrical and water needs within special event spaces.

8	320	Yves	Coordinate with the Public Art program, but consider if the Guidelines might support more flexibility if there is a clear distinction made between public art (which has official approvals, controls and responsibilities) and urban graphics (with more flexibility to be changed over time, can be installed rapidly, and can resolve site needs). The image of this page of “Integrated Art” looks like good graphics, which may not need the protections and legal responsibilities tied to a public art collection.
8	320	Yves	Indicate support for non-contextual lighting if relevant to the site. The Dancing Pig neon sign on Montgomery Street should be “grandfathered” into the development.
8	321	Yves	There’s a conflict in this standard. The Toolkit does not support lighting of trails, with exception of under-crossings.
8	323	Zak	Clarify building lighting relationship to open space and trails?
8	329	Yves	G8.9.4 – Add clarity on this signage guidance, insure that signs are no lower than 7’ from grade. This guidance is per the Toolkit, and similar to what is found along public streets.
8	332	Yves	Remove the 10’ condition. It’s unclear what is intended. There are many trail gateways in San Jose where wayfinding / identity signage is near the back of walk. There is value in identifying trails for both pedestrians and motorists, such as building community awareness of trail alignments, suggesting where pedestrians/cyclists might exit onto the street, and building brand awareness of San Jose Trails.

**CONSOLIDATED COMMENT**




[illegible]

[illegible]

[illegible]

SECT	PAGE	DEPT	COMMENTER	DATE
1	6	PRNS	Yves	4/21/2020
2	25	PRNS	Yves	4/21/2020
2	29	PRNS	Yves	4/21/2020
2	31	PRNS	Nicolle	4/29/2020

2	31	PRNS	Yves	4/21/2020
2	31	PRNS	Yves	4/21/2020
2	31	PRNS	Yves	4/21/2020
2	31	PRNS	Yves	4/21/2020
2	32	PRNS	Yves	4/21/2020

2	32	PRNS	Yves	4/21/2020
2	32	PRNS	Zak	4/24/2020
2	32	PRNS	Zak	4/24/2020
2	37	PRNS	Yves	4/21/2020

3	48	PRNS	Yves	4/21/2020
3	49	PRNS	Nicolle	4/29/2020
3	A-10	PRNS	Yves	4/21/2020
All	X			

All	X	PRNS	Yves	4/21/2020
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ORIGINAL COMMENT	CONSOLIDATED COMMENT
<p>Reference the specific trail development policies in the General Plan, per page 48, "separate Trail Network Policies are included in the Land Use and Transportation section of the Envision General Plan". Please note that SJ-DOT guides transportation decisions, however the General Plan guides that the Trail Network supports transportation so engagement with, and buy-in from PRNS on trail-related matters in terms of</p>	<p>Recommendation, Envision San Jose 2040 General Plan - General Plan address specific policies on a wide variety of issues. Separate general plan policies on trails, recreation, and other items should be acknowledged in this paragraph.</p>
<p>3rd Paragraph: Commitment should be both to Pedestrian AND Bicyclist connections to regional transit and local circulation. The document at times appears to suggest that persons can reach the new neighborhood by bike, but once at the edge, the internal circulation is primarily for pedestrians.</p>	<p>Text Clarification - The third paragraph should express a clear commitment to both pedestrian and bicycle connections to regional transit and local circulation. The document at times appears to suggest that persons can reach the new neighborhood by bike, but once at the edge, the internal circulation is primarily for pedestrians.</p>
<p>Plan calls for a "World Class Multi-Modal Transit Hub" with images that suggest off-street trail connections. Plan does not appear to deliver that high level of interconnectivity as trail system lacks continuity and <del>bike lanes are limited in the east-west direction to/from the station.</del></p>	<p>Note - Plan calls for a "World Class Multi-Modal Transit Hub" with images that suggest off-street trail connections. Plan does not appear to deliver the suggested high level of interconnectivity as trail system lacks continuity through the area.</p>
<p>States that the project "mends broken links" in the regional trail network along Los Gatos Creek by providing Creekside trail. That's not entirely true. They are not proposed creek trail with the possible exception of the east bank between San Fernando and Santa Clara.</p>	<p>Remove "mends broken links" - PRNS strongly recommends rewording this section. In its current state the trail is not "broken," just incomplete. The wording would suggest that the proposed plans would seek to "fix" the trail, despite the fact that what is proposed would only complete a portion of the trail.</p>

Provide clarity on statement about "Los Gatos Creek..."while underutilized today". In what sense? Its current natural state is impacted by urban development, but not necessarily an opportunity for further utilization.	Text Recommendation, "underutilized" - PRNS recommend replacing underutilized with "underrealized." Its current natural state is impacted by urban development, but not necessarily an opportunity for further utilization. The paragraph seems to speak more to the opportunity to realize a greater connection to the creek, nature, and ecology.
The Project does support trail development along Los Gatos Creek. The document may wish to provide further detail on how the alignment proposed is optimized, and note when full continuity is not immediately possible.	Note - The document may wish to provide further detail on how the trail alignment proposed is optimized, and note when full continuity is not immediately possible.
Los Gatos Creek's confluence with the Guadalupe River Trail at Santa Clara Street is its northern terminus. The document states that the creek continues 9 miles north to the San Francisco Bay (the Guadalupe River is actually that waterway).	Text Correction - Los Gatos Creek's confluence with the Guadalupe River Trail at Santa Clara Street is its northern terminus. The document states that the creek continues 9 miles north to the San Francisco Bay (the Guadalupe River is actually that
Provide clarity on approach to providing creek overlooks. This sounds like an appealing addition to the plan. Please suggest optimum locations, types of structures and relationship to trail connections.	Text Clarification - Provide clarity on approach to providing creek overlooks. This sounds like an appealing addition to the plan. Please suggest optimum locations, types of structures and relationship to trail connections.
Please avoid using the term "off-street paths" (as in first paragraph). The term is ambiguous. Preference is for use of the term "Trail" as it is well-defined by local and State documents, particularly because a trail's dimensions and design standards are well understood.	Text Recommendation - Avoid using the term "off-street paths" (as in first paragraph). The term is ambiguous. Preference is for use of the term "Trail" where referring to city trail as it is well-defined by local and state documents, particularly because a trail's dimensions and

<p>Site Map - "Project Trail" that aligns with the LRT leading to the Diridon Station is an interesting feature. Please provide more detail on the alignment. It appears to be an "off-street" facility. Is it intended to span over/under roadways, is it part of a larger ped/bike corridor? How is the continuity and efficiency of this corridor to be developed to offer a preferred routing to/from the Station?</p>	<p>Clarification/Correction, Figure 2.8 Site Map - The section "Project Trail" that aligns with the LRT leading to the Diridon Station is an interesting feature. If included as a portion of the project trails, design must align with the City's trail development standards. If not, another identifier is needed.</p>
<p>Figure 2.9 Legend - refer to "existing trails" as "existing city trails".</p>	<p>Text Recommendation, Figure 2.8 Legend - Refer to "existing trails" as "existing city trails".</p>
<p>Figure 2.9 - Unless Google is planning to acquire and build this park, it can be removed from the graphic. The city is contemplating a floating park somewhere in the area, but will not be tying it to this site specifically any more.</p>	<p>Figure 2.9 - Unless Google is planning to acquire and build this park, it can be removed from the graphic. The city is contemplating a floating park somewhere in the area, but will not be tying it to this site specifically any more.</p>
<p>The "Meander" goal is "taking full advantage of the surrounding nature". But the site appears to be within an urbanized space, and not along the creek corridor or other natural assets. Explain how project proposed to introduce and intensify nature within the Meander.</p>	<p>Question/Clarification - The "Meander" goal is "taking full advantage of the surrounding nature". But the site appears to be within an urbanized space, and not along the creek corridor or other natural assets. Explain how project proposed to introduce and intensify nature within the Meander.</p>

<p>Standard 3.1.10-13: Explain the "interim" period and its duration. Ideally, the interim uses along the creek will be supported by creek-side access for pedestrians and bicyclists. This is a common development approach along other water-front cities. Provide similar guidance on the "permanent" development approach in the area between Santa Clara Street and San Fernando Street, with assurance that a creek-side trail system is to be incorporated.</p>	<p>Clarification, Standard 3.1.10-13 - Provide further clarification on the "interim" period and its duration. Provide guidance on how/when interim uses will transition to the "permanent" development.</p>
<p>Item S3.1.19 – Accessory uses in park - do we want to allow this in city owned properties. Google should be aware that vendors on city property may have different contract standards than on different properties unless we establish otherwise.</p>	<p>Recommendation, S3.1.9 Accessory Uses in Parks - PRNS strongly recommends avoiding the use of "parks" in this section. The City does not have a mechanism yet to allow for vendors or leasing of city land. Recommend using "Open Space" more generally. This would allow the City time to develop policies that support these uses in city parkland.</p>
<p>Define the term "Trail" with clarity on the dimensions and adherence to local, State and Federal guidelines. The 2008 Los Gatos Creek Trail Master Plan calls for a 12' paved trail, with two 2' gravel shoulders as the standard width, with minimum interface with on-street crossings &amp; intersections. Guidance for trail development should be gathered from the San Jose Trail Program Planning &amp; Design Toolkit, the</p>	<p>Add definition of "Trail" - with clarity on the dimensions and adherence to local, State and Federal guidelines. The 2008 Los Gatos Creek Trail Master Plan calls for a 12' paved trail, with two 2' gravel shoulders as the standard width, with minimum interface with on-street crossings &amp; intersections. Guidance for trail development should be gathered from the San Jose Trail Program</p>
	<p>Vegetation mangagment plan? When is this coming and it is necessary. What is the ripariuan restoration plan</p>

<p>Title of Figure 6.1.2 should be changed to "Trail System alignment". San Jose uses the term "Trail Network" to represent the 40+ interconnected trail systems. This project supports development of the Los Gatos Creek Trail system, independently of much boarder network development efforts.</p>	<p>Terminology Change - San Jose uses the term "Trail Network" to represent the 40+ interconnected trail systems. Refer to the "Trail System" as this project supports development of the Los Gatos Creek Trail system, independently of much boarder Bay Area network development efforts.</p>
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## FINAL COMMENT

NOTE - The General Plan highlights that the Trail Network supports transportation and transporation goals in the City. Though SJ-DOT is the lead agency on transprotation, engagement and buy-in from PRNS and trail-related matters (particularly in terms of a contunious pedestrian/bicycle network) is highly recommended.

TEXT CLARIFICATION - The third paragraph should express a clear commitment to both pedestrian and bicycle connections to regional transit and local circulation. As is, the document appears to suggest that persons can reach the new neighborhood by bike, but once at the edge, the internal circulation is primarily for pedestrians.

NOTE - Plan calls for a "World Class Multi-Modal Transit Hub" with images that suggest off-street trail connections. Plan does not appear to deliver the suggested high level of interconnectivity, as trail system lacks complete continuity through the area.

REMOVE "mends broken links" - PRNS strongly recommends rewording this section. In its current state the trail is not "broken," simply incomplete. The wording would suggest that the proposed plans would seek to "fix" the trail, despite the fact that what is proposed in the plan would only complete a portion of the trail.

TEXT CLARIFICATION, "underutilized" - PRNS recommend replacing underutilized with "underrealized." Its current natural state is impacted by urban development, but not necessarily an opportunity for further utilization. The paragraph seems to speak more to the opportunity to realize a greater connection to the creek, nature, and ecology.

NOTE - The document may wish to provide further detail on how the trail alignment proposed is optimized, and note when full continuity is not immediately possible/why.

TEXT CORRECTION - Los Gatos Creek's confluence with the Guadalupe River Trail at Santa Clara Street is its northern terminus. The document states that the creek continues 9 miles north to the San Francisco Bay (the Guadalupe River is actually that waterway).

TEXT CLARIFICATION - Provide clarity on approach to providing creek overlooks. This sounds like an appealing addition to the plan. Please suggest optimum locations, types of structures and relationship to trail connections.

"off-street paths" (as in first paragraph). The term is ambiguous, a path is often an meandering space with in a park that does not have a specific long distance desitination. Paths do not have defined guidelines for their development. Preference is for use of the term

CLARIFICATION/CORRECTION, Figure 2.8 Site Map - The section "Project Trail" that aligns with the LRT leading to the Diridon Station is an interesting feature. If included as a portion of the project trails, design must align with the City's trail development standards. If not, another identifier is needed.

TEXT RECOMMENDATION, Figure 2.8 Legend - Refer to "existing trails" as "existing city trails".

GRAPHIC CORRECTION Figure 2.9 - The green space indicated on the corner of Santa Clara Street and Stockton Avenue is not a planned open space. The city is contemplating a floating park somewhere in the area, but will not be tying it to this site specifically any more. It can be removed from the graphic.

QUESTION/CLARIFICATION - The "Meander" goal is "taking full advantage of the surrounding nature". But the site appears to be within an urbanized space, and not along the creek corridor or other natural assets. Explain how project proposes to introduce and intensify nature within the Meander.



CLARIFICATION, Standard 3.1.10-13 - Provide further clarification on the "interim" period and its duration. Provide guidance on how/when interim uses will transition to the "permanent" development.

NOTE, S3.1.9 Accessory Uses in Parks - Vendors on city property may have different contract standards than on different properties unless we establish otherwise. Vendors on dedicated city land will have to conform to city policy and standards when developing contracts for accessory uses.

~~ADDITION - a definition of "trail," with clarity~~ on the dimensions and adherence to local, State and Federal guidelines, should be added to the glossary. The 2008 Los Gatos Creek Trail Master Plan calls for a 12' paved trail, with two 2' gravel shoulders as the standard width, with minimum interface with on-street crossings & intersections. Guidance for trail development should be gathered from the San

QUESTION - The plan indicates large scale resotration of the riparian habitat along Los Gatos Creek. What is the vegetation management/ riparrian corridorrestoration plan?

TERMINOLOGY CHANGE - San Jose uses the term "Trail Network" to represent the 40+ interconnected trail systems. Refer to the "Trail System" as this project supports development of the Los Gatos Creek Trail system, independently of much broader Bay Area network development efforts.