

From: [Zenk, Jessica](#)
To: [Michelle Wendler](#)
Cc: [Lucy Lofrumento](#); [Jim Goddard \(JGoddard@sapcenter.com\)](#); [Mike Moretto](#)
Subject: RE: Follow up on Response Letter
Date: Tuesday, May 18, 2021 2:28:09 PM
Attachments: [image001.png](#)
[image002.png](#)

Hi Michelle,

Thanks for the question, and I apologize that it's not easier to find.

Here's a direct link to the updated Downtown West Design Standards and Guidelines (Errata as of May 6th):

<https://www.sanjoseca.gov/home/showdocument?id=72763&t=637565187642310131>

For your reference, links to all of the most current documents are here, as I understand it:

<https://www.sanjoseca.gov/home/showdocument?id=72581&t=637562553613570000>

This was posted in conjunction with the documents for next Tuesday's City Council meeting.

Best,
Jess

From: Michelle Wendler <MWendler@watrydesign.com>
Sent: Tuesday, May 18, 2021 10:44 AM
To: Zenk, Jessica <Jessica.Zenk@sanjoseca.gov>
Cc: Lucy Lofrumento <lal@lmallp.com>; Jim Goddard (JGoddard@sapcenter.com) <JGoddard@sapcenter.com>; Mike Moretto <MMoretto@watrydesign.com>
Subject: Follow up on Response Letter

[External Email]

Hi Jessica

In the response letter dated May 13 there is an explanation of changes to the documents that are in the errata but when I go to the website the latest errata document is dated April 15 in the document and says updated April 19. This document does not show these changes. Is there a new errata that shows the changes described here?

Michelle

Entry to and exit from the project's proposed parking on project Block E is not clear

Since publication of the First Amendment, and in response to concerns raised by SSE, the project applicant has added an additional design standard to the Downtown West Design Standards and Guidelines: Standard 6.17.7. West Santa Clara Street Block E1 Garage Access.⁸ Standard 6.17.7 provides that "full vehicular ingress and, at a minimum, partial vehicular egress shall be provided between West Santa Clara Street and the below grade parking garage under block E1...." Additionally, S6.17.1, Prohibited curb cut locations, has been modified since the version published on March 1, 2021, to state (new text is double-underlined), "Curb cuts shall be prohibited in the locations identified in Figure 6.54. Additionally, on-street loading and curb cuts for vehicular access to buildings shall be prohibited on open space, except as otherwise allowed by S6.17.3 and S6.17.7." Finally, Figure 6.54 of the Downtown West Design Standards and Guidelines has been revised to depict this garage access/egress location on West Santa Clara Street as among the "Preferred locations for off-street parking and loading entrance."

⁸ Revisions to the Downtown West Design Standards and Guidelines are available in the most recently published Errata to the Downtown West Design Standards and Guidelines, available on the City's website for the proposed project at: <https://www.sanjoseca.gov/your-government/departments-offices/planning-building-code-enforcement/planning-division/projects-of-high-interest/google-project>

DOWNTOWN WEST PLAN SET & PROJECT DESCRIPTION

On **April 5, 2021**, Google provided select updated plans and documents, listed below, to reflect a boundary change and other minor text or figure updates in response to comments from the public and City staff. For project documents not listed here, see the March 1, 2021 submittal.

- [Planned Development Zoning District General Development Plan](#) (updated April 19, 2021)
- [Errata to Downtown West Design Standards and Guidelines](#) (updated April 19, 2021)
- [Amendments to Envision 2040 General Plan](#) (updated April 19, 2021)
- [Project Specific 2014 DSAP Amendments](#) (updated April 19, 2021)
 - [Project Specific 2014 DSAP Amendments Redline](#) (updated April 19, 2021)

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Downtown West

Design Standards
and Guidelines
Errata

May 07, 2021



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ERRATA

This Errata is an attachment to the [Downtown West Design Standards and Guidelines \(DWDSG\) issued on March 1, 2021](#). Together the Errata and DWDSG comprise a full and complete record of the vision, requirements, and recommendations for new development within the Downtown West Mixed-Use Plan. Appendix C (Conformance Review Checklists) shall be updated to reflect the revised text included in this errata.

Note: Edits issued after the Planning Commission Hearing on April 28, 2021 are identified with the example note below.

NEW ERRATA ITEM

UPDATED MAY 06 2021

ERRATA LIST ADDITIONS

Edits issued after the Planning Commission Hearing on April 28, 2021

ERRATA ID	DWDSG PAGE NUMBER	DWDSG CHAPTER	DWDSG CONTENT	DESCRIPTION OF UPDATES
ER_28b	248	Mobility	S6.3.6 S6.3.7 (Standard number updated, all references to be correspondingly updated)	Street hierarchy. Downtown West shall include the applicable street typologies within or immediately adjacent to the Project as denoted in Figure 6.3. Street types include those defined in the General Plan and included in the DSAP — grand boulevard, city connector street, main street, on-street primary bicycle facility, local connector street — as well as an additional typology, private street. The CSDSG recognizes that for purposes of street design, standards and guidelines applicable to local connector streets shall apply to onstreet primary bicycle facilities. [CSDSG Standard 1 — superseded]
ER_28c	251	Mobility	S6.3.7 S6.3.8 (Standard number updated, all references to be correspondingly updated)	Active streetscape prioritization. Residual right-of-way, after functional requirements within the curb-to-curb zone have been met, shall be allocated to elements and functions of the active streetscape, as identified in Figure 6.6.
ER_29a	298	Mobility	S6.17.1	“Prohibited curb cut locations. Curb cuts shall be prohibited in the locations identified in Figure 6.54. Additionally, on-street loading and curb cuts for vehicular access to buildings shall be prohibited on open space, except as otherwise allowed by S6.17.3 and S6.17.7 . Temporary loading and service access for events shall be exempt from this standard. Additional curb cuts shall be permitted at the discretion of the City. [DDG Standard 3.3.2.b, Standard 3.5.2.a, Standard 3.5.3.b, Guideline 3.3.2.f — superseded]”
ER_29b	298	Mobility	S6.17.7 (New standard)	“West Santa Clara Street block E1 garage access. Full vehicular ingress and, at a minimum, partial vehicular egress shall be provided between West Santa Clara Street and the below grade parking garage under block E1. Curb cut and ramp design shall be coordinated with the open space design of Los Gatos Creek East (Section 4.17) and Gateway to San José (Section 4.18) to minimize the impact on pedestrian experience and safety, while maintaining the view corridor to 374 West Santa Clara Street. Any curb cut and ramp shall remain physically separated by planting, materials, or other design features from the Los Gatos Creek Trail.”
ER_29c	299	Mobility	Figure 6.54	Preferred location added for required block E1 access pursuant to S6.17.7

ERRATA ID	DWDSG PAGE NUMBER	DWDSG CHAPTER	DWDSG CONTENT	DESCRIPTION OF UPDATES
ER_28a	247	Mobility	<p>S6.3.6 (New standard)</p>	<p>S6.3.6. Abandonment of Certain Streets / Potential Ped/Bike Streets. Consistent with the Downtown West PD Zoning District and the GDP, in the event the areas shown on the Vesting Tentative Map (approved by Resolution No. __) as public streets to be abandoned in associated phased final maps are not abandoned and merged into adjacent lots, this standard authorizes the project sponsor to make adjustments to blocks and lots, the street network, and development programming (including but not limited to open spaces, parking, and associated improvements) without amending this DWDSG. This standard further authorizes deviations from standards and guidelines elsewhere in the DWDSG as reasonably necessary to accommodate such adjustments. Further, and notwithstanding any other requirement of the DWDSG, in the event any portion of the public streets identified for abandonment in the Vesting Tentative Map are not abandoned and merged into the adjacent lot(s) as part of a phased final map, the project sponsor shall have no obligation to improve the subject street area as project sponsor-owned open space, and the total acreage of any open space requirements of the DWDSG, including Table 4.1, shall be proportionately reduced. In the event that a portion of Park Avenue at the northeast corner of the intersection of Park Avenue and South Montgomery Street together with an adjacent portion of South Montgomery Street, South Montgomery between Park Avenue and West San Fernando Street, Cinnabar Avenue between North Autumn Street and the Peninsula Corridor Joint Powers Board rail tracks, or Otterson Street east of Cahill (each a “Potential Ped/Bike Street”) is not abandoned and merged into one or more adjacent parcels as described in the preceding sentence, then the project sponsor shall be authorized to effectuate vacation of the vehicular traffic function of such street pursuant to Resolution Nos. _____ provided:</p> <ul style="list-style-type: none"> • The project sponsor shall install and/or construct pedestrian and bicycle improvements within such Potential Ped/Bike Street sufficient to maintain the pedestrian and bicycle circulation functions of the reserved pedestrian and bicycle street rights including minimum dimensions of 12 feet in width for a bikeway and 8 feet in width for a pedestrian throughway, subject to other dimensional requirements applicable to Shared-Use Paths in Section 4.10. • If requested by project sponsor, City shall allow for project sponsor to construct improvements within the Potential Ped/Bike Street to eliminate curbs and create a continuously graded surface and consistent with DWDSG standards and guidelines regarding materials in Section 6.14 and other improvements consistent with the DWDSG, to the maximum extent compatible with the reserved pedestrian and bicycle rights and subject to any required deviations authorized in this DWDSG. • In no event shall the project sponsor be obligated to construct improvements beyond what is specified in the Development Agreement. <p>Improvements described in the preceding bullets are authorized in the public right of way pursuant to Resolution No. __ (Authorization of Major Encroachment Permits). Deviations proposed by the project sponsor pursuant to this standard shall be reviewed and approved by the Director of PBCE as part of the Conformance Review process. The Director of PBCE shall approve such deviations without requiring amendment to the DWDSG if findings can reasonably be made that the reconfigured development and improvements are consistent with the General Plan and compliance with CEQA has been demonstrated.</p>

COMPLETE ERRATA LIST

Comprehensive list of edits to the DWDSG—including Errata Additions incorporated after the Planning Commission Hearing on April 28, 2021

ERRATA ID	DWDSG PAGE NUMBER	DWDSG CHAPTER	DWDSG CONTENT	DESCRIPTION OF UPDATES
ER_1	5	Document Overview	Table 1.1	Limited-Term Corporate Accommodation “up to 800 rooms accommodations”
ER_2	6	Document Overview	Figure 1.3	Site boundary changes at F5 and A1
ER_3	7	Document Overview	Figure 1.4	Site boundary and block profile changes at F5 and A1
ER_4a	8	Document Overview	Figure 1.5	Site boundary changes at F5 and A1
ER_4b	14	Document Overview	N/A	Vesting Tentative Maps By Resolution No. __, the City Council approved a Vesting Tentative Map to provide for the subdivision of lots, the installation of public improvements, and the dedication of improvements and open space, and the abandonment of public streets and public easements pursuant to phased Final Maps.
ER_4c	14	Document Overview	N/A	Street Vacation By Ordinance No. __ the City Council approved the conditional vacation of certain public streets within Downtown West.
ER_5a	21	Document Overview	Figure 1.8	Site boundary and block profile changes at F5 and A1
ER_5b	21	Document Overview	N/A	The standards and guidelines in the DWDSG permit a limited range of land uses, massing, and circulation options, which may result in a block plan that differs from the DWDSG framework plan. Refer to the Vesting Tentative Map and subsequent Final Maps for dimensioned lot boundaries.
ER_6	30	Project Vision	Figure 2.2	Site boundary and block profile changes at F5 and A1
ER_7	49	Land Use	Figure 3.2	Site boundary and block profile changes at F5 and A1
ER_8	52	Land Use	Figure 3.3	Site boundary and block profile changes at F5 and A1 and southern infrastructure zone boundary extension
ER_9	56	Land Use	Figure 3.6	Site boundary changes and removal of non-building elements identified for demolition
ER_10a	71	Open Space	S4.5.2	“A minimum of 4.80 acres of the approximately 15 total acres of Project open space shall be City-dedicated open space, and shall, at minimum, meet the total acreages shown for Los Gatos Creek Multi-Use Trail and City-dedicated parks identified in Table 4.1: ”
ER_10b	71	Open Space	S4.5.3	“Individual open space categories that make up PSO open space are permitted to adjust in final design by up to 10 percent the acreages for privately-owned public parks, semi-public open space, Los Gatos Creek Riparian Setback, Los Gatos Creek Riparian Corridor, and mid-block passages identified in Table 4.1, subject to conditions in the Development Agreement for adjustments to Covenant Privately-Owned Publicly Accessible Open Space (as such term is defined in the Development Agreement). ”

ERRATA ID	DWDSG PAGE NUMBER	DWDSG CHAPTER	DWDSG CONTENT	DESCRIPTION OF UPDATES
ER_10c	134	Open Space	Figure 4.49	Additional tree canopy adjacent to 374 W Santa Clara Street
ER_10d	136	Open Space	Figure 4.50	Additional tree canopy adjacent to 374 W Santa Clara Street
ER_10e	148	Open Space	Figure 4.60	Additional tree canopy adjacent to 374 W Santa Clara Street
ER_11	150	Open Space	Table 4.15	Addition of “California Hazelnut, <i>Corylus cornuta</i> Marsh. var. <i>californica</i> ” to plant species list
ER_12	156	Open Space	S4.25.4	“Serviced and unserviced pavilion structure that use glazing as a material shall provide glazing units with visible light transmittance below 60 percent which shall not count toward the required transparent area. Existing structures that are relocated as pavilions shall be exempt from transparency requirements. ”
ER_13	156	Open Space	S4.25.6	“Public restrooms, park maintenance and storage facilities, and park management offices shall be permitted supportive structures for open spaces active uses; see Section 3.1 . No single park maintenance structure shall exceed 1,500 square feet in interior area. Park maintenance structures shall not exceed 20 feet in height above finished grade as measured to top of roof. Park maintenance structures are permitted in either the open space or the interior of an adjacent building, new development blocks, or other space outside of street right-of-way . If provided as a standalone structure in the open space, the structure size cannot exceed the maximum cover limit described in Table 4.16.”
ER_14	170	Buildings	Figure 5.7	Addition of long facade demarcation on F5 east (secondary) and F5 west (primary).
ER_15	171	Buildings	Table 5.1	Addition of long facade demarcation on F5
ER_16	173	Buildings	Figure 5.9	Site boundary changes at F5 and A1
ER_17	176	Buildings	S5.5.7	<ul style="list-style-type: none"> • The existing structure at block D13 shall be replaced by the relocated 35 South Autumn Street (Barack Obama Boulevard) main structure (see S5.15.3). The structure from 35 South Autumn Street shall be relocated within the building footprint of 74 South Autumn (Barack Obama Boulevard) and outside of the 50-foot Los Gatos Creek Riparian Setback. • If the property owner elects to demolish any building on blocks D9 or D12, D12, or D13, the property owner is permitted to replace the demolished built area in a new building elsewhere in Creekside Walk. Replacement structures for blocks D9 or D12, D12, and D13 shall not encroach into the 50-foot Los Gatos Creek Riparian Setback. Individual replacement structures shall be permitted to exceed the gross square footage of the existing structure in accordance with the square footage limits of additions described below. Replacement structures are subject to applicable standards in Sections 5.6, 5.7, 5.8, and 5.13.”
ER_18	178	Buildings	Figure 5.11	Site boundary changes at F5 and A1
ER_19a	179	Buildings	S5.6.3	“... Additional perimeter height and massing requirements apply to blocks E1/G1 (S5.17.2), E2/E3 (S5.15.15 and S5.15.16), H1 (S5.16.2), H2 (S5.17.1), and H3/H4/H6 (S5.16.3). Height and footprint limits to structures within open space outside of new development blocks, identified in Figure 5.9 , are outlined in Section 4.25.”

ERRATA ID	DWDSG PAGE NUMBER	DWDSG CHAPTER	DWDSG CONTENT	DESCRIPTION OF UPDATES
ER_19b	179	Buildings	Figure 5.12	Site boundary changes at F5 and A1
ER_20	180	Buildings	Figure 5.13	Site boundary changes at F5 and A1
ER_21	185	Buildings	S5.8.2	“Frontage along Los Gatos Creek — including altered or replacement structures on blocks D8, D9, D10, D11, D12, D13, and new development on E1, E2, G1, and H2 — shall be exempt from this requirement to enhance adjacent riparian habitat within the Los Gatos Creek Riparian Corridor . See Section 5.17.”
ER_22	187	Buildings	S5.8.4	“Ground floor active uses within residential buildings located on blocks C1, H1, H3, H4, H5, and H6 north of West St. John Street and south of West San Carlos Street shall provide a minimum 12 feet clear height to finished ceiling shall .”
ER_23	197	Buildings	S5.10.2	“Skyline level occupiable projections on the south facade of block A1 and the north facade of block C2 shall be exempt from the dimensional requirements above and shall...”
ER_24	202	Buildings	Figure 5.30	Addition of long facade demarcation on F5
ER_25	217	Buildings	S5.15.3	“The main structure of 35 South Autumn Street (Barack Obama Boulevard) — a single family home dating from 1880 located along the west side of Barack Obama Boulevard — shall be relocated to block D13 as a replacement structure pursuant to S5.5.7. within the current building footprint of 74 South Autumn (Barack Obama Boulevard) and outside of the 50-foot Los Gatos Creek Riparian Setback, pending structural feasibility. The relocation of 35 South Autumn (Barack Obama Boulevard) shall be permitted as a replacement of existing structure, a pavilion structure, or a permanent structure (see Section 4.25) within Creekside Walk. The structure shall not be relocated within the 50-foot Los Gatos Creek Riparian Setback. Modification to 35 South Autumn Street (Barack Obama Boulevard), a Structure of Merit, shall not be required to comply with the Secretary of the Interior’s standards.”
ER_26	230	Buildings	S5.16.1	“New development shall be exempt from the above requirement should redevelopment of the adjacent or facing single-family residential residences be redeveloped with new development that to exceeds 40 feet in height.”
ER_27	237	Buildings	S5.17.5	“Bird-safe treatment shall be required on any uninterrupted glazing segment larger than 24 square feet located within 300 feet of a riparian corridor and within the less than 60 feet in height above grade for facades with less than that have 50 percent or less glazed surface. Glazing on active use frontage within 15 feet vertical feet above grade that is not visible from the riparian corridor shall be exempt from complying with this standard. Bird-safe treatment strategies include but are not limited to high translucency / low reflectivity glazing, angled glazing, fritted or etched glazing, artistic glass and / or film , mullions, grilles, shutters, louvers, netting, screening, shading elements, awnings, or other methods to reduce the likelihood of bird collisions as suggested by the American Bird Conservancy.”

ERRATA ID	DWDSG PAGE NUMBER	DWDSG CHAPTER	DWDSG CONTENT	DESCRIPTION OF UPDATES
ER_28a	247	Mobility	<p>S6.3.6 (New standard)</p>	<p>S6.3.6. Abandonment of Certain Streets / Potential Ped/Bike Streets. Consistent with the Downtown West PD Zoning District and the GDP, in the event the areas shown on the Vesting Tentative Map (approved by Resolution No. __) as public streets to be abandoned in associated phased final maps are not abandoned and merged into adjacent lots, this standard authorizes the project sponsor to make adjustments to blocks and lots, the street network, and development programming (including but not limited to open spaces, parking, and associated improvements) without amending this DWDSG. This standard further authorizes deviations from standards and guidelines elsewhere in the DWDSG as reasonably necessary to accommodate such adjustments. Further, and notwithstanding any other requirement of the DWDSG, in the event any portion of the public streets identified for abandonment in the Vesting Tentative Map are not abandoned and merged into the adjacent lot(s) as part of a phased final map, the project sponsor shall have no obligation to improve the subject street area as project sponsor-owned open space, and the total acreage of any open space requirements of the DWDSG, including Table 4.1, shall be proportionately reduced. In the event that a portion of Park Avenue at the northeast corner of the intersection of Park Avenue and South Montgomery Street together with an adjacent portion of South Montgomery Street, South Montgomery between Park Avenue and West San Fernando Street, Cinnabar Avenue between North Autumn Street and the Peninsula Corridor Joint Powers Board rail tracks, or Otterson Street east of Cahill (each a “Potential Ped/Bike Street”) is not abandoned and merged into one or more adjacent parcels as described in the preceding sentence, then the project sponsor shall be authorized to effectuate vacation of the vehicular traffic function of such street pursuant to Resolution Nos. _____ provided:</p> <ul style="list-style-type: none"> • The project sponsor shall install and/or construct pedestrian and bicycle improvements within such Potential Ped/Bike Street sufficient to maintain the pedestrian and bicycle circulation functions of the reserved pedestrian and bicycle street rights including minimum dimensions of 12 feet in width for a bikeway and 8 feet in width for a pedestrian throughway, subject to other dimensional requirements applicable to Shared-Use Paths in Section 4.10. • If requested by project sponsor, City shall allow for project sponsor to construct improvements within the Potential Ped/Bike Street to eliminate curbs and create a continuously graded surface and consistent with DWDSG standards and guidelines regarding materials in Section 6.14 and other improvements consistent with the DWDSG, to the maximum extent compatible with the reserved pedestrian and bicycle rights and subject to any required deviations authorized in this DWDSG. • In no event shall the project sponsor be obligated to construct improvements beyond what is specified in the Development Agreement. <p>Improvements described in the preceding bullets are authorized in the public right of way pursuant to Resolution No. __ (Authorization of Major Encroachment Permits). Deviations proposed by the project sponsor pursuant to this standard shall be reviewed and approved by the Director of PBCE as part of the Conformance Review process. The Director of PBCE shall approve such deviations without requiring amendment to the DWDSG if findings can reasonably be made that the reconfigured development and improvements are consistent with the General Plan and compliance with CEQA has been demonstrated.</p>

ERRATA ID	DWDSG PAGE NUMBER	DWDSG CHAPTER	DWDSG CONTENT	DESCRIPTION OF UPDATES
ER_28b	248	Mobility	S6.3.6 S6.3.7 (Standard number updated, all references to be correspondingly updated)	Street hierarchy. Downtown West shall include the applicable street typologies within or immediately adjacent to the Project as denoted in Figure 6.3. Street types include those defined in the General Plan and included in the DSAP — grand boulevard, city connector street, main street, on-street primary bicycle facility, local connector street — as well as an additional typology, private street. The CSDSG recognizes that for purposes of street design, standards and guidelines applicable to local connector streets shall apply to onstreet primary bicycle facilities. [CSDSG Standard 1 — superseded]
ER_28c	251	Mobility	S6.3.7 S6.3.8 (Standard number updated, all references to be correspondingly updated)	Active streetscape prioritization. Residual right-of-way, after functional requirements within the curb-to-curb zone have been met, shall be allocated to elements and functions of the active streetscape, as identified in Figure 6.6.
ER_28d	297	Mobility	Figure 6.53	Site boundary changes at F5 and A1
ER_29a	298	Mobility	S6.17.1	“Prohibited curb cut locations. Curb cuts shall be prohibited in the locations identified in Figure 6.54. Additionally, on-street loading and curb cuts for vehicular access to buildings shall be prohibited on open space, except as otherwise allowed by S6.17.3 and S6.17.7 . Temporary loading and service access for events shall be exempt from this standard. Additional curb cuts shall be permitted at the discretion of the City. [DDG Standard 3.3.2.b, Standard 3.5.2.a, Standard 3.5.3.b, Guideline 3.3.2.f — superseded]”
ER_29b	298	Mobility	S6.17.7 (New standard)	“West Santa Clara Street block E1 garage access. Full vehicular ingress and, at a minimum, partial vehicular egress shall be provided between West Santa Clara Street and the below grade parking garage under block E1. Curb cut and ramp design shall be coordinated with the open space design of Los Gatos Creek East (Section 4.17) and Gateway to San José (Section 4.18) to minimize the impact on pedestrian experience and safety, while maintaining the view corridor to 374 West Santa Clara Street. Any curb cut and ramp shall remain physically separated by planting, materials, or other design features from the Los Gatos Creek Trail.”
ER_29c	299	Mobility	Figure 6.54	Site boundary changes at F5 and A1, F5 preferred location updated, preferred location added for required block E1 access, pursuant to S6.17.7
ER_30	307	Lighting and Signage	S7.3.3	“All open space lighting, excluding lighting for art , shall install lighting that has have a color temperature of less than or equal to 2,700 2700 kelvins. Lighting requirements for art adjacent to a riparian corridor shall follow S7.4.7.”

ERRATA ID	DWDSG PAGE NUMBER	DWDSG CHAPTER	DWDSG CONTENT	DESCRIPTION OF UPDATES
ER_31a	312	Lighting and Signage	S7.4.7	<p>“Lighting for art in the riparian setback. Art lighting within 35 feet of the riparian corridor shall be prohibited. Art lighting within 35 to 100 feet from the riparian corridor shall have a color temperature less than or equal to 2700 kelvins and shall be turned off after park hours of operation. The following shall apply to art objects and associated program lighting within Los Gatos Creek and Guadalupe River Riparian Setback:</p> <ul style="list-style-type: none"> • Up-lighting shall avoid light trespass past the piece of art or associated program and shall not be within 25 feet of a riparian corridor • Downlighting shall be directed away from a riparian corridor, fully shielded and limited to the immediate vicinity of the object (no more than three feet from the object). Downlighting shall not be within 25 feet of a riparian corridor • Internally lit art pieces shall have light directed fully away from a riparian corridor that is not widely cast. Internally lit art pieces shall not be allowed within 25 feet of a riparian corridor • Light intensity shall be low and limited to the wildlife friendly lighting spectrum • Light levels shall not exceed the intensity of the adjoining trail lighting • Wall-wash lighting shall not be permitted in the Los Gatos Creek Riparian Setback • Light intensity and glare shall be analyzed by a qualified wildlife biologist at a subsequent design phase and future lighting technologies, unforeseen at this time, shall be permitted if a letter of professional determination from a biologist is submitted that demonstrates such lighting technologies would avoid light and glare impacts to wildlife within a riparian corridor”
ER_31b	317	Lighting and Signage	S7.8.1	<p>“Temporary construction signage. Use of temporary construction signage to encourage creative, artistic, and interpretive application shall be permitted. Temporary construction signs, whether or not attached to fences that enclose the construction site, shall be permitted on the full street frontage on up to three sides of the construction site. Each temporary construction sign shall not exceed 24 feet in height. [Municipal Code 23.04.610.B.5.c — variance]”</p> <p>“Interim Building Screening. Use of interim building screening shall be permitted to encourage creative, artistic, and interpretive use of the site during the development of Downtown West and to activate the public realm. Interim building screening may include illustrations, graphics and other forms of artwork. Interim building screening, whether or not attached to fences that enclose the subject development area, shall be permitted on the full street frontage on up to three sides. Interim building screening shall not exceed 24 feet in height.”</p>
ER_32	326	Sustainability	N/A	<p>“The Project has committed to meeting the AB 900 requirement to be designed to be eligible for of LEED Gold...”</p>
ER_33	A7	Glossary	N/A	<p>“A land use defined in the GDP. Limited-term corporate accommodations are facilities owned, leased, or made available by a business entity for occupancy by the entity’s officers, employees, consultants, vendors, contractors, or sponsored guests who do not intend to use it as their domicile and who have not entered into a written rental or lease agreement or provided payment of a any payment of a fixed amount of money to occupy the unit, provided that employee compensation and benefits received from the business entity shall not be considered payment. Occupancy of a limited-term corporate accommodation shall not be made available to the general public. Occupancy of a limited-term corporate accommodation by any person shall not exceed 60 consecutive days. Kitchen areas, food services, and other related services pertaining to use of the facilities, including but not limited to cleaning and maintenance, are permitted. A limited-term corporate accommodation may include multiple bedrooms.”</p>

Project Description

1.1 Site Location and Context

The Project extends approximately one mile from north to south and is bounded by: Lenzen Avenue and the Union Pacific Railroad tracks to the north; North Montgomery Street, Los Gatos Creek, the Guadalupe River, State Route 87, Barack Obama Boulevard (formerly South Autumn Street and South Montgomery Street), and Royal Avenue to the east; Auzerais Avenue to the south; and the Caltrain rail corridor to the west. The Project does not include property owned by Caltrain, located between Cahill Street and South Montgomery Street, and between West San Fernando Street and Post Street. The Project includes the previously entitled site area east of Los Gatos Creek and west of the Guadalupe River, between West Santa Clara Street and the VTA light rail corridor. See Figure 1.3 for the Project boundary.

While most of the land within the Project as described above is owned by the project sponsor, there are a number of parcels near Diridon Station that are currently under separate ownership including:

- The City of San José
- Santa Clara Valley Transit Authority (VTA)
- Caltrain (operated by the Peninsula Corridor Joint Powers Board)
- Pacific Gas & Electric (PG&E)

See Figure 1.3 for ownership within the Project boundary.

TABLE 1.1: EIR Project development program

	DEVELOPMENT PROGRAM	PROPOSED PROJECT
LAND USES	Residential	Up to 5,900 dwelling units
	Active Uses (Retail, Restaurant, Arts, Cultural, Live Entertainment, Institutional, Childcare and Education, Maker Spaces, Non-profit, Small-Format Office)	Up to 500,000 gsf
	Hotel	Up to 300 rooms
	Limited-Term Corporate Accommodation	Up to 800 rooms accommodations
	Office	Up to 7.3 million gsf
	Event / Conference Centers	Up to 100,000 gsf
	Central Utility Plants (District Systems)	Up to 130,000 gsf
	Logistics / Warehouse(s)	Up to 100,000 gsf
PARKING AND LOADING	Public / Commercial Parking	Up to 4,800 spaces
	Residential Parking	Up to 2,360 spaces
	Total Parking Spaces	Up to 7,160 spaces
OPEN SPACE	Open Space*	Approximately 15 acres

* NOTE: Open space includes all parks, plazas, green spaces, landscaping, mid-block passages, riparian buffer, and stormwater zones.



FIGURE 1.3: Ownership within the Project boundary

- Google
- City of San José
- VTA
- Caltrain
- PG&E

Project Boundaries

The Project covered by the DWDSG is approximately 78 acres. An additional one-acre block, designated block D1, was included in the Environmental Impact Report (EIR) prepared for Downtown West, General Plan amendment, DSAP amendments, and the Downtown West General Development Plan (GDP) for the Downtown West Planned Development Zoning District (Downtown West PD Zoning District). Refer to Section 1.3 for further description of related entitlements and required Project approvals. The development program associated with the full EIR Project is summarized in Table 1.1 and the Project boundaries for the EIR, GDP, and DWDSG are depicted in Figure 1.4. Accordingly, although used more broadly in the EIR, the term “Downtown West,” as used in this DWDSG, refers only to the approximately 78 acres to which this DWDSG applies.

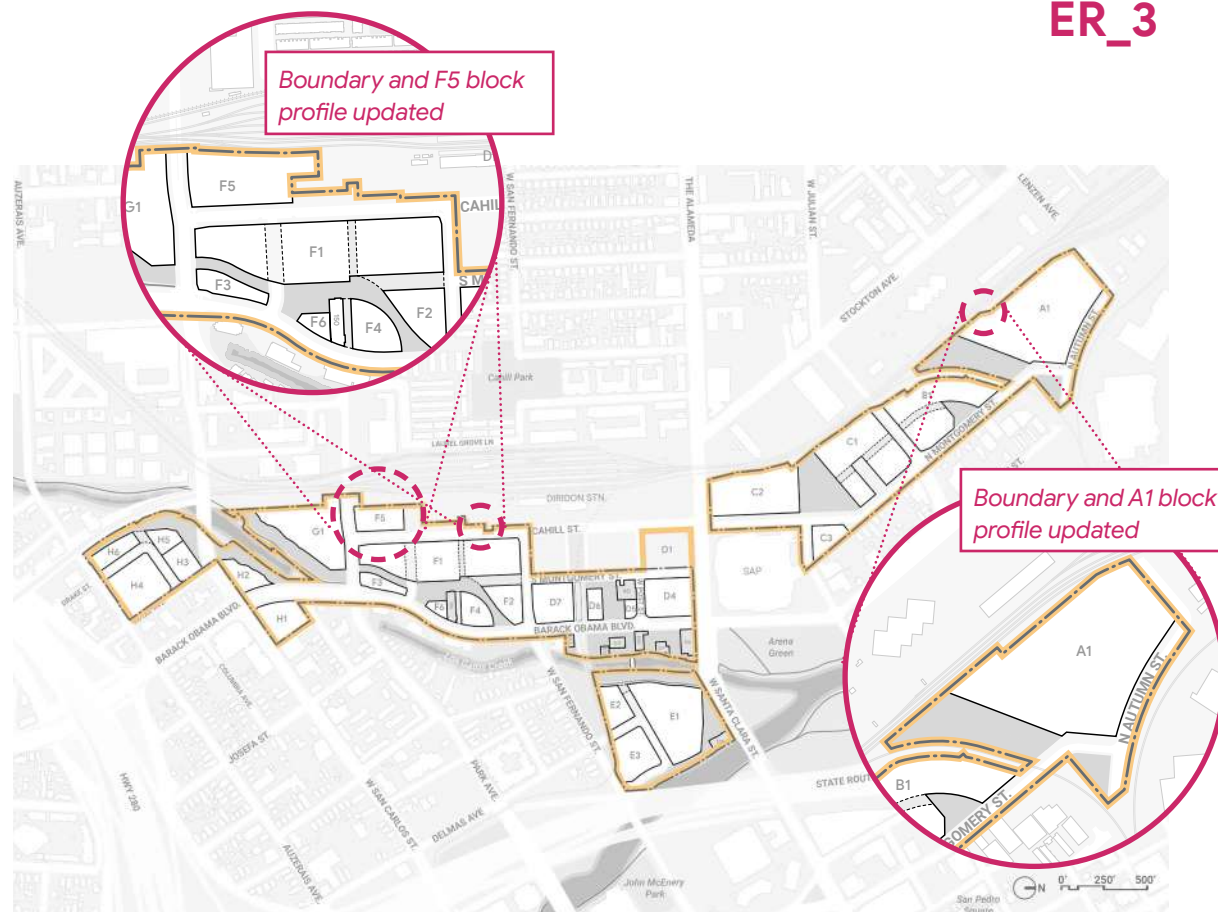


FIGURE 1.4: Downtown West PD Zoning / GDP, EIR, and DWDSG site boundaries

- Downtown West PD Zoning/GDP and EIR site boundary
- - - DWDSG

The updated Project boundary should be considered for all figures in the DWDSG.

Context Planning Areas

The Project is located within overlapping planning areas as shown in Figure 1.5 and described further in Section 1.2. Throughout the DWDSG, various boundaries will be referenced as follows:

- Downtown West Mixed-Use Plan.** “Downtown West Mixed-Use Plan” or “Downtown West” or “the Project” refers to the approximately 78-acre Downtown West development proposal.
- DSAP area.** “DSAP area” refers to the approximately 250-acre planning area covered by the DSAP, as amended.
- DDG area.** “DDG area” refers to the area covered by the DDG, which is generally bounded in the south by Highway 280, on the north by Coleman Avenue, on the west by Diridon Station, and on the east by San José State University. While the San Jose State University campus is not within the boundary of the Downtown Growth Area, it is included within the DDG boundary.
- Downtown San José.** “Downtown San José” or “Downtown Growth Area” or “Downtown” as shown in the General Plan 2040 and the Downtown Strategy 2040 EIR, refers to the portion of San José extending from Diridon Station to San José State University, and north of Interstate 280.

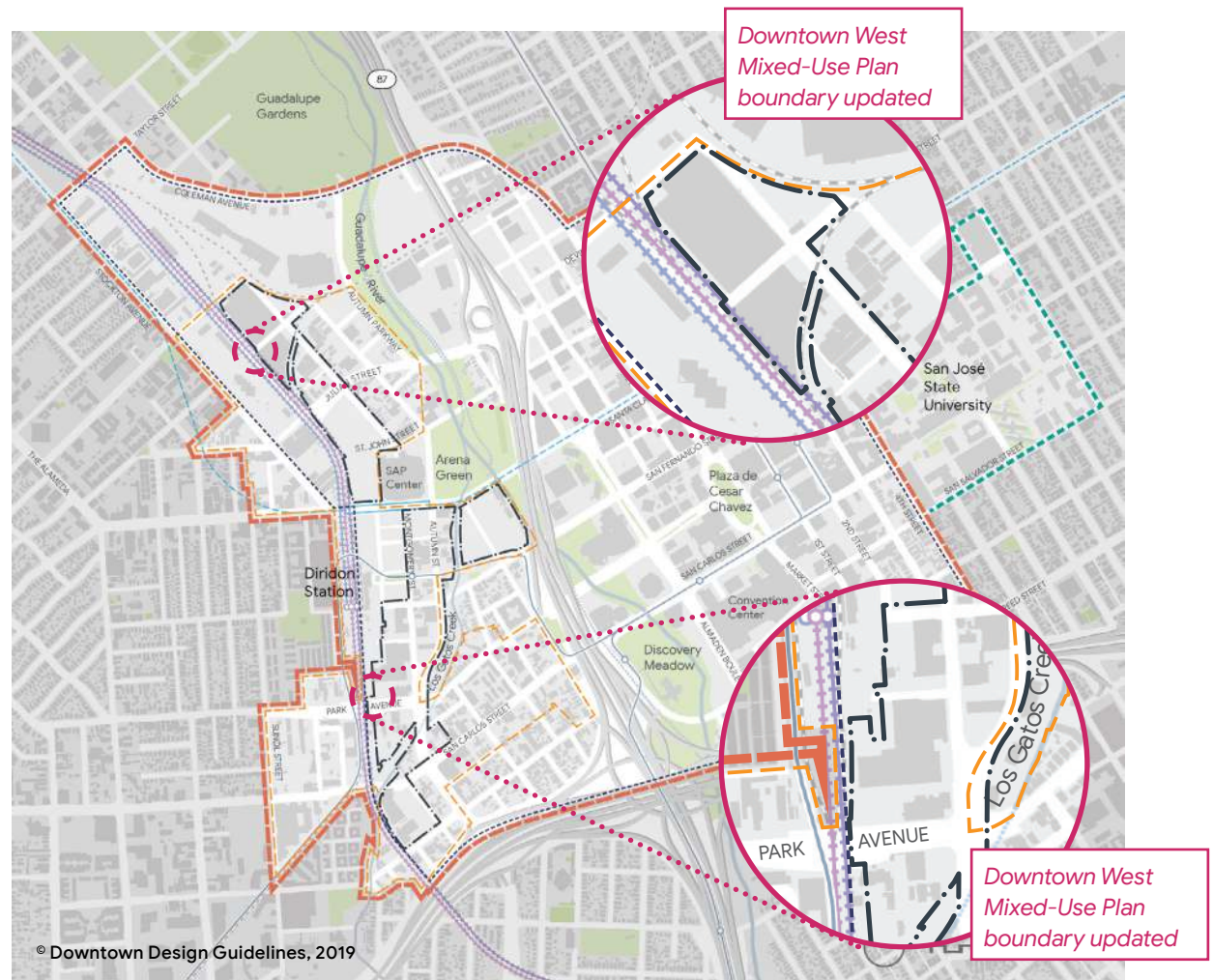


FIGURE 1.5: Context planning areas

- Downtown Design Guidelines boundary
- Downtown Growth Area (per Downtown Strategy 2040)
- - Diridon Station Area Plan boundary
- - San José State University (subject to the DDG)
- - Downtown West Mixed-Use Plan boundary

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Development Agreement

The project sponsor and the City of San José have entered into a Development Agreement to memorialize community benefits and to secure vested development rights. The community benefit commitments are further outlined in the Development Agreement.

Vesting Tentative Maps

By Resolution No. __, the City Council approved a Vesting Tentative Map to provide for the subdivision of lots, the installation of public improvements, and the dedication of improvements and open space pursuant to phased Final Maps.

, and the abandonment of public streets and public easements

~~Street Vacation~~

~~By Ordinance No. __ the City Council approved the conditional vacation of certain public streets within Downtown West.~~

Historic Landmark Boundary Amendments

In conjunction with the approval of the Project, the City Council approved Resolution No. __, which modified the boundaries of the San José Water Company Building, a City Landmark, to more closely conform to that portion of the site occupied by the primary historic resource

(main building) and the relocated contributing structure (transformer building). By Resolution No. __, the City Council modified the boundary of the Southern Pacific Depot Historic District to align with the property boundaries. The Southern Pacific Depot Historic District is listed in the National Register and as a San José Landmark.

Refer to Section 5.15 for additional information on historic resources within and adjacent to the Project.

Environmental Impact Report

The City of San José is the lead agency under the California Environmental Quality Act (CEQA) for preparation of the Project's environmental analysis. The Environmental Impact Report (EIR) prepared for the Project provides the public, the City, and other public agencies with relevant information to consider the environmental impacts of the Project, including the effects of the Project approvals described above. By Resolution No. __, the City Council certified the EIR for the Project; it also adopted findings, a statement of overriding considerations, and a Mitigation Monitoring and Reporting Program (MMRP). The DWDSG is consistent with and will be implemented in compliance with the MMRP approved by the City Council. In the event of a conflict between a standard under this DWDSG and the MMRP adopted by City Council (Resolution No. __), the terms of the MMRP shall prevail.

AB 900

The Project is proceeding under the Jobs and Economic Improvement through Environmental Leadership Act of 2011 (AB 900, as amended by Senate Bills 743 and 734 and AB 246), and the Governor of California has certified that the Downtown West Mixed-Use Plan would not result in any net additional greenhouse gas (GHG) emissions. Pursuant to this certification, the project sponsor has committed to include in the Project a number of GHG reduction measures that are enforceable by the City of San José.

Refer to *Chapter 8: Sustainability* for additional information on sustainability strategies and a summary of strategies that may be employed to implement the Project's AB 900 certification.

Illustrative Figures

Illustrative figures include plans, sections, renderings, and diagrams. Illustrative figures are provided for conceptual purposes only to show potential design solutions based on standards and guidelines. Strict compliance with illustrative figures is not required. These figures are identified as "illustrative" in the figure title. See Figure 1.9 for example pages of the DWDSG.

Framework Plan

The DWDSG framework plan, as shown in Figure 1.8, is used throughout the DWDSG for consistency of representation. Areas defined within a block by a dashed line denote mid-block passage or private street locations.

The standards and guidelines in the DWDSG permit a limited range of land uses, massing, and circulation options, which may result in a block plan that differs from the DWDSG framework plan.

Refer to the Vesting Tentative Map and subsequent Final Maps for dimensioned lot boundaries.

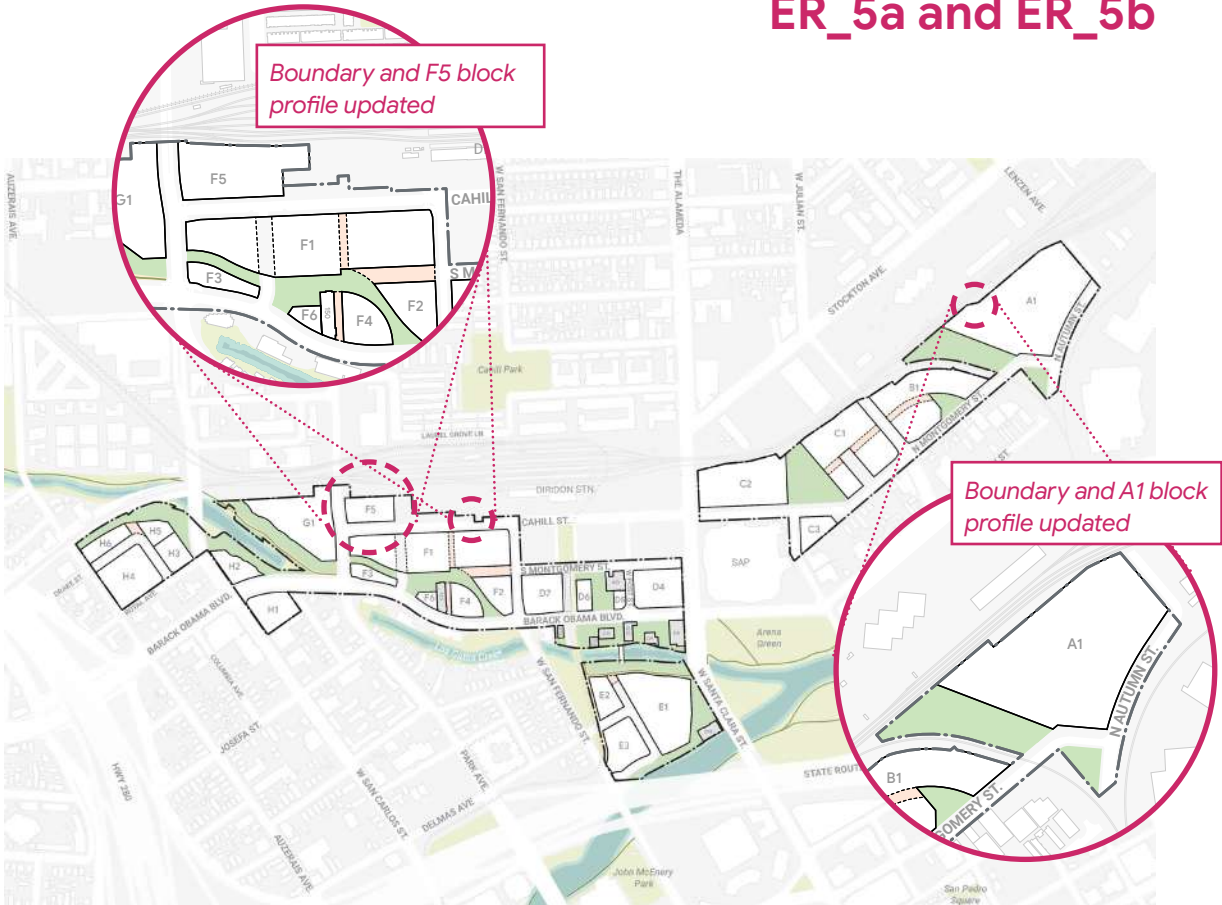


FIGURE 1.8: DWDSG framework plan

- Downtown West Mixed-Use Plan boundary
- X# Block nomenclature
- Open space
- Approximate location of mid-block passages

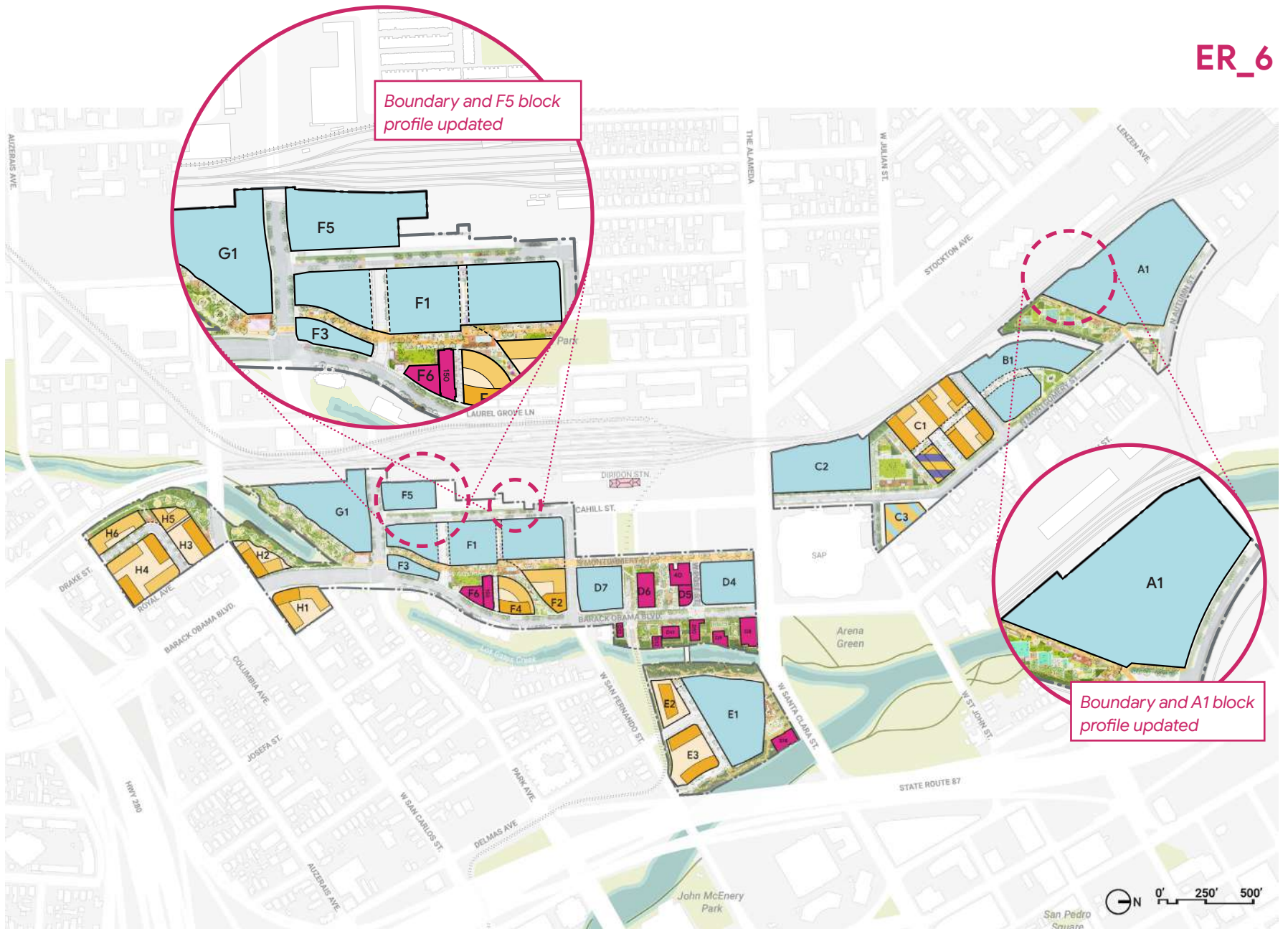


FIGURE 2.2: Downtown West Mixed-Use Plan

- | | | |
|--------------------------|------------------------|-----------------------|
| — Downtown West boundary | ● Mid-rise residential | ● Residential / hotel |
| ● Office | ● Podium residential | ● Active use |
| ● High-rise residential | ● Residential / office | |

NOTE: Building footprints shown in Figure 2.2 are illustrative. For required and allowed land uses, refer to Table 3.1. For locations of ground floor active uses, refer to Figure 3.5.

Land Use

3.2 Zoning and Land Uses

General Plan Land Use Designations

The General Plan (GP) land use designations in Downtown West enable a dense, mixed-use development suitable for an urban site in Downtown San José, as shown in Figure 3.2. The predominant difference between each land use is whether residential uses are permitted. The “Commercial Downtown” designation does not allow residential uses. As the most flexible designation in the General Plan, the “Downtown” designation allows residential use, and denotes sites where a flexible land use alternative exists.

Downtown West Planned Development (PD) Zoning District

The GDP identifies uses that are allowed within the Downtown West PD Zoning District, subject to the requirements of the applicable GP land use designation and PD Permit. The GDP establishes which uses are permitted by right and which uses are permitted following the issuance of a Conditional Use Permit or a Special Use Permit. Certain land uses are permitted with an Administrative Permit in lieu of a Conditional or Special Use Permit if certain conditions identified in the GDP are met. Land uses on property covered by the PD Permit and this DWDSG are subject to the Conformance Review process outlined in Section 1.4.



FIGURE 3.2: Downtown West General Plan land use designations

- Downtown
- Commercial Downtown



FIGURE 3.3: Conceptual land use plan

- Office
- Residential
- Residential / office
- Residential / hotel
- Active use
- Open space
- Mid-block passage
- Infrastructure zone

NOTE: For ground floor active use locations, refer to Figure 3.5.

Full figure update on following page

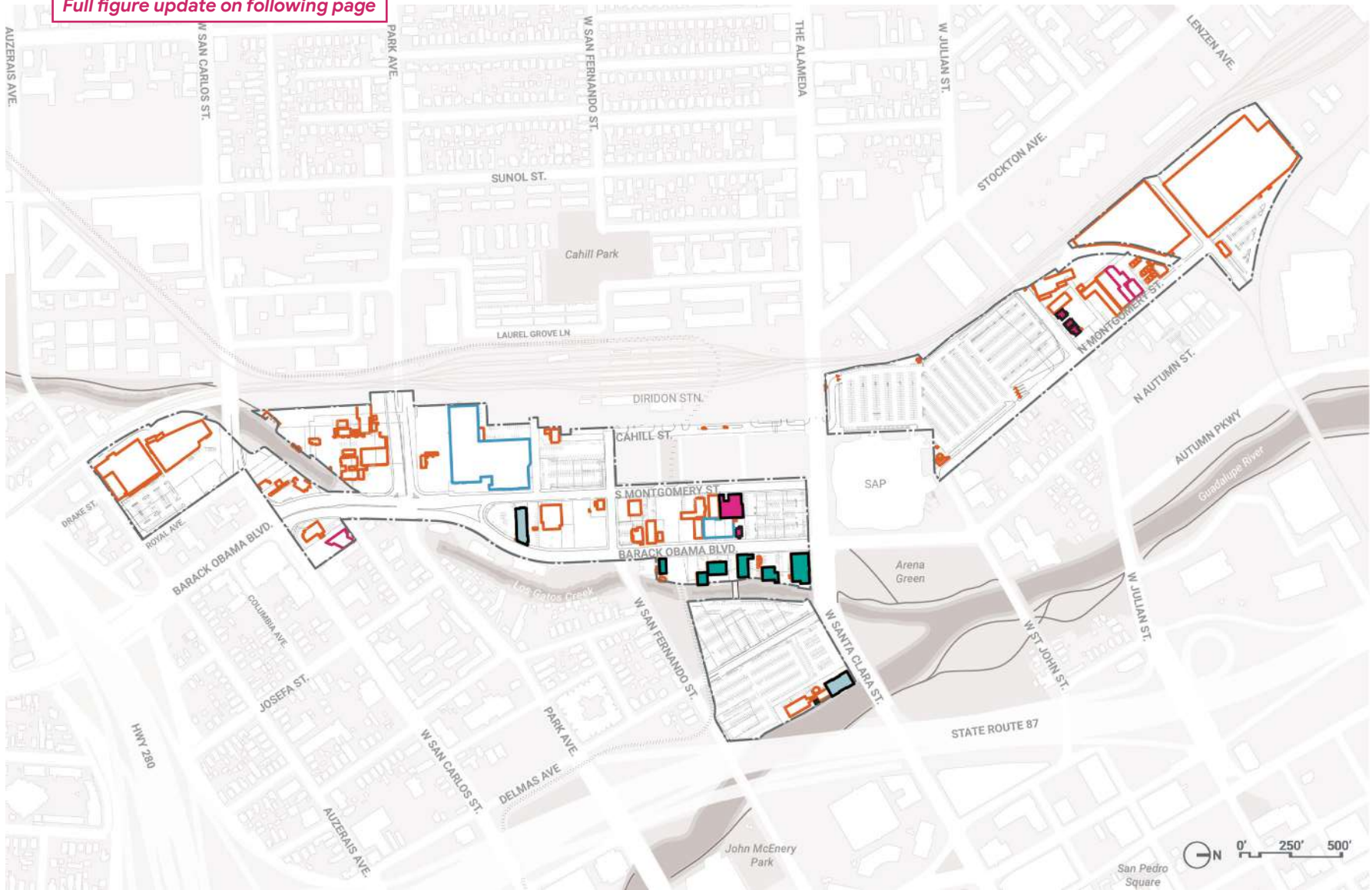


FIGURE 3.6: Demolition and retention plan

- Existing buildings to be demolished
- Existing historic buildings to be demolished
- Existing historic buildings to be retained
- Existing buildings to be altered or replaced if existing structures cannot reasonably be retained
- Buildings to be relocated within the Project
- Existing buildings outside Project boundary

Full figure update

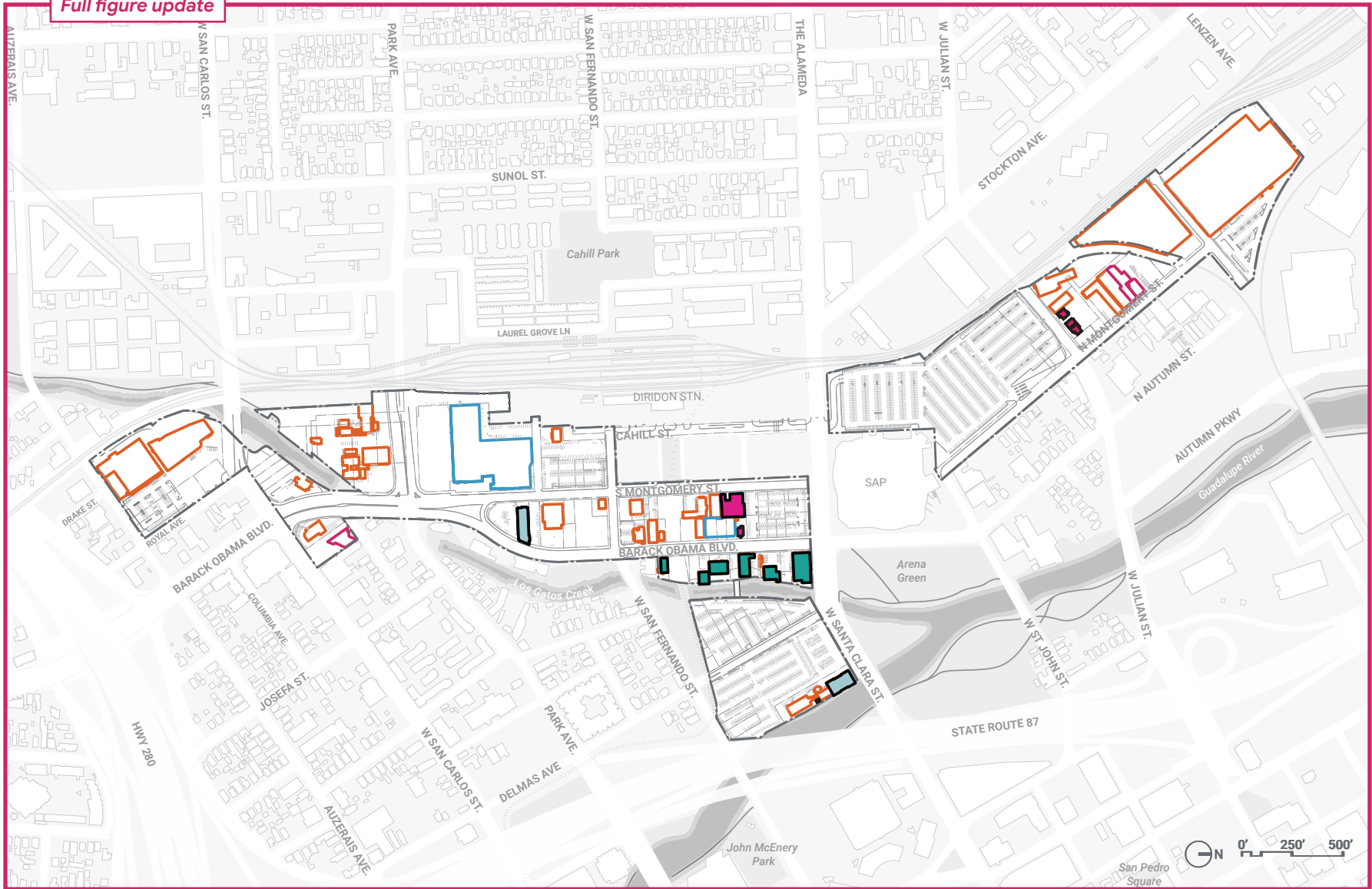


FIGURE 3.6: Demolition and retention plan

- Existing buildings to be demolished
- Existing historic buildings to be demolished
- Existing historic buildings to be retained
- Existing buildings to be altered or replaced if existing structures cannot reasonably be retained
- Buildings with required salvaged elements
- Buildings to be relocated within the Project
- Existing buildings outside Project boundary

ER_10a and ER_10b

Standards

S4.5.1 Overall acreage. The Project shall provide approximately 15 acres of open space.

S4.5.2 City-dedicated open space. A minimum of 4.80 acres of the approximately 15 total acres of Project open space shall be City-dedicated open space, ~~and shall, at minimum, meet the total acreages shown for Los Gatos Creek Multi-Use Trail and City-dedicated parks identified in Table 4.1.~~ Dedication of the City-dedicated open space shall follow the City's parkland dedication minimum requirements, as stated in Municipal Code Section 14.25.320, except as otherwise indicated in the Development Agreement and / or Parkland Agreement. These requirements include:

- Slope less than 10 percent, or ability to be graded to three percent or less
- At least one-half acre in size, except for Los Gatos Creek Park
- Does not contain stormwater infrastructure servicing private development parcels
- Does not include riparian setback, riparian corridor, or environmental mitigation areas

, subject to conditions in the Development Agreement for adjustments to Covenant Privately-Owned Publicly Accessible Open Space (as such term is defined in the Development Agreement).

- Located adjacent to public street to promote safety

S4.5.3 Project sponsor-owned open space. Individual open space categories that make up PSO open space are permitted to adjust in final design by up to 10 percent the acreages for privately-owned public parks, semi-public open space, Los Gatos Creek Riparian Setback, Los Gatos Creek Riparian Corridor, and mid-block passages identified in Table 4.1. Adjustments under this standard are permitted to be reallocated to other PSO open space to remain consistent with the requirement to provide approximately 15 acres of Project open space. Adjustments pursuant to this standard may result in corresponding adjustments to the total acreage of categories of PSO open space identified in Table 4.1. Final acreages for individual open spaces shall be provided concurrent with the application for any phased final subdivision map that includes Project open space.

S4.5.4 Semi-public open space. Total semi-public open space within the Project shall not exceed 1.82 acres. No more than 30 percent of this total (or 0.55 acres) may be developed adjacent to any single City-dedicated park or privately-owned public park.

S4.5.5 Pedestrian circulation in semi-public open space. Pedestrian

circulation of adjacent City-dedicated open spaces shall be provided through semi-public open space when there is no other alternative within the adjacent City-dedicated open space.

S4.5.6 Public rooftop and upper terraces. Access from either a ground level public space or the public realm shall be required when an elevated open space is provided for public use and not directly accessible from the ground level.

S4.5.7 Surface perviousness. Open space design shall increase overall perviousness of the site from the current level of perviousness and improve stormwater quality by implementing low impact development (LID) strategies. Refer to Section 4.23 for stormwater management standards.

S4.5.8 Emergency vehicle access within City-dedicated parks. Emergency vehicle access (EVA) shall be designed to not impede the primary functions of City-dedicated parks.

S4.5.9 Open space reconfiguration. If a public agency initiates proceedings to acquire any portion of the property subject to the Downtown West PD Zoning District, affected open spaces and related improvements shall be permitted to be reconfigured, including through proportional reduction of the affected open space

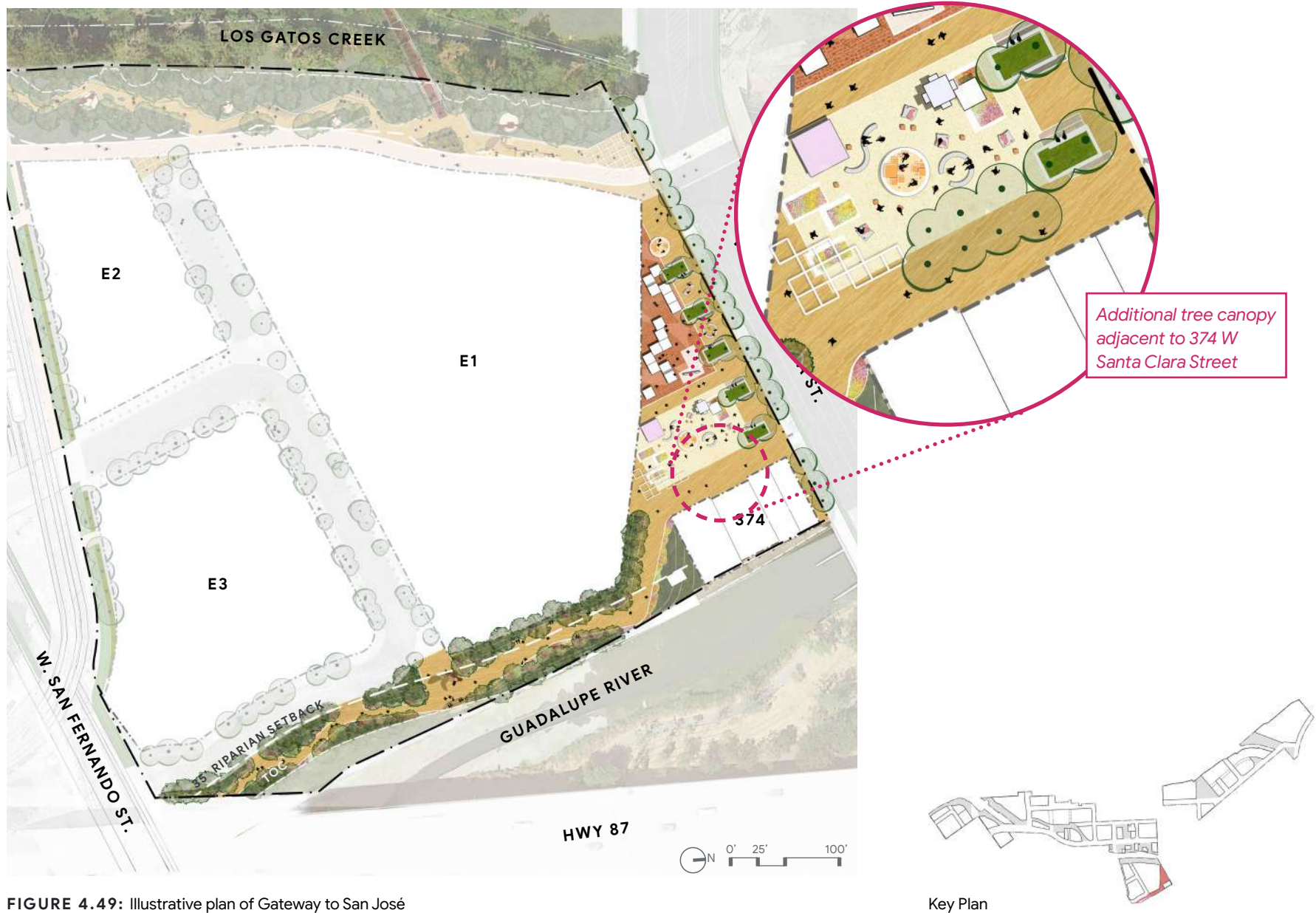
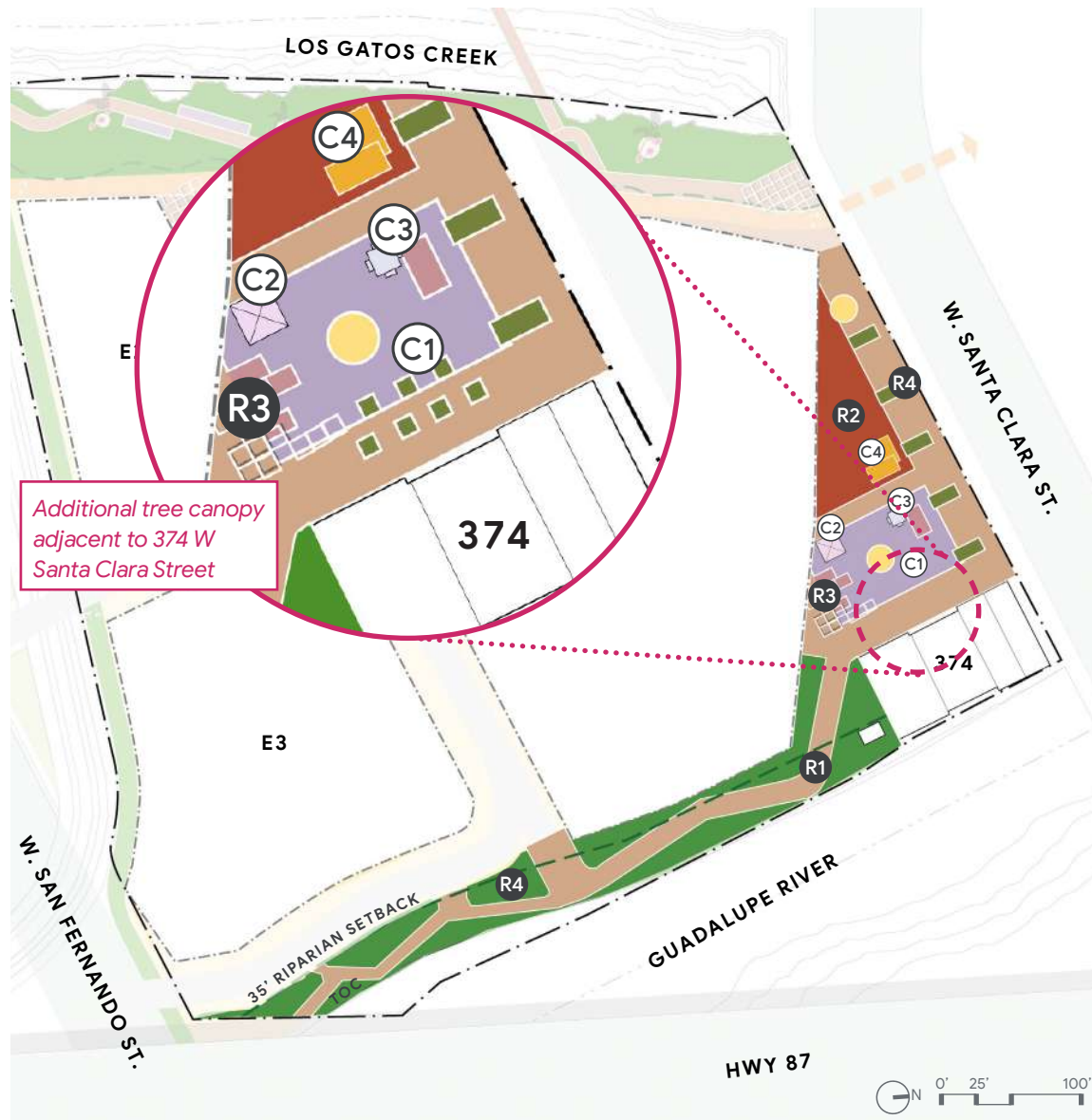


FIGURE 4.49: Illustrative plan of Gateway to San José

Key Plan



- R1 WALKING PATH**
- R2 ANCHOR PLAZA**
- R3 EVENT, VENDOR, FOOD TRUCK**
- R4 PLANTING STRATEGY / RIPARIAN PLANTING + UNDERSTORY PLANTING**
- C1 OUTDOOR PROGRAM AREAS**
- C2 PAVILION STRUCTURE**
- C3 KIOSKS**
- C4 OUTDOOR PERFORMANCE AREA**

FIGURE 4.50: Required (R) and complementary (C) Gateway to San José programmatic elements diagram



Additional tree canopy adjacent to 374 W Santa Clara Street

FIGURE 4.60: Illustrative tree canopy framework

- Approximate location of existing riparian tree canopy
- Proposed streetscape tree canopy
- Proposed open space tree canopy

TABLE 4.15: Examples of permitted shrubs and understory species for riparian, re-oaking, and understory planting strategies

SHRUB AND UNDERSTORY PALETTE	RIPARIAN	RE-OAKING	UNDERSTORY	SHRUB AND UNDERSTORY PALETTE	RIPARIAN	RE-OAKING	UNDERSTORY	SHRUB AND UNDERSTORY PALETTE	RIPARIAN	RE-OAKING	UNDERSTORY
<i>Achillea millefolium</i> YARROW		•	•	<i>Eschscholzia californica</i> CALIFORNIA POPPY		•	•	<i>Quercus berberidifolia</i> SCRUB OAK		•	•
<i>Arctostaphylos glauca</i> BIG BERRY MANZANITA		•	•	<i>Frangula californica</i> COFFEEBERRY		•	•	<i>Quercus dumosa</i> NUTTAL'S SCRUB OAK		•	•
<i>Baccharis salicifolia</i> MULE FAT	•		•	<i>Garrya elliptica</i> COAST SILKTASSEL		•	•	<i>Rhododendron occidentale</i> WESTERN AZALEA	•		•
<i>Calycanthus occidentalis</i> SPICEBUSH	•		•	<i>Heteromeles arbutifolia</i> TOYON	•	•	•	<i>Rhus integrifolia</i> LEMONADE BERRY	•		•
<i>Ceanothus cuneatus</i> BUCKBRUSH		•	•	<i>Holodiscus discolor</i> CREAM BUSH		•	•	<i>Ribes aureum var. gracillimum</i> GOLDEN CURRANT	•		•
<i>Ceanothus oliganthus</i> HAIRY CEANOTHUS		•	•	<i>Iris douglasiana</i> DOUGLAS IRIS	•	•	•	<i>Ribes sanguineum</i> RED-FLOWERING CURRANT	•		•
<i>Ceanothus thyrsiflorus</i> BLUE BLOSSOM CEANOTHUS		•	•	<i>Lonicera involucrata</i> TWINBERRY	•	•	•	<i>Rosa californica</i> CALIFORNIA ROSE	•		•
<i>Ceanothus 'Ray Hartman</i> RAY HARTMAN CEANOTHUS		•	•	<i>Lupinus albifrons</i> SILVER BUSH LUPINE		•	•	<i>Salvia sonomensis</i> SONOMA SAGE		•	•
<i>Cercis occidentalis</i> WESTERN REDBUD		•	•	<i>Morella californica</i> CALIFORNIA WAX MYRTLE		•	•	<i>Sambucus nigra ssp. caerulea</i> BLUE ELDERBERRY	•	•	•
<i>Cercocarpus betuloides</i> MOUNTAIN MAHOGANY		•	•	<i>Oemleria cerasiformis</i> OSOBERRY	•	•	•	<i>Solidago velutina ssp. californica</i> CALIFORNIA GOLDENROD	•	•	•
<i>Corylus cornuta</i> BEAKED HAZELNUT	•		•	<i>Oenothera elata ssp. hookeri</i> COMMON EVENING PRIMROSE	•	•	•	<i>Symphoricarpos albu</i> COMMON SNOWBERRY	•	•	•
<i>Epilobium canum</i> CALIFORNIA FUCHSIA		•	•	<i>Prunus ilicifolia</i> HOLLYLEAF CHERRY	•	•	•	<i>Symphytrichum chilense</i> PACIFIC ASTER	•	•	•

Corylus cornuta marsh
CALIFORNIA HAZELNUT

Additional permitted shrub and understory species

Standards

S4.25.1 Permanent structures. Permanent structures shall not occupy greater than the allocated percentage per open space, exclusive of mid-block passages, as described in Table 4.16. Permanent structures include serviced pavilions, unserviced pavilions, kiosks, and park maintenance structures. Refer to Table 4.17 for primary uses of permanent structures.

S4.25.2 Serviced pavilion structure. No single serviced pavilion structure shall exceed 5,000 square feet in interior area. Serviced pavilion structures shall not exceed 40 feet in height above finished grade as measured to top of roof. These structures shall be enclosed.

S4.25.3 Unserved pavilion structure. No single unserved pavilion structure shall exceed 2,500 square feet in interior area. Unserved pavilion structures shall not exceed 25 feet in height above finished grade as measured to top of roof. These structures shall be enclosed.

S4.25.4 Pavilion structure transparency. Serviced and unserved pavilion structure that use glazing as a material shall provide glazing units with visible light transmittance below 60 percent which shall not count toward the required transparent area.
Existing structures that are relocated as pavilions shall be exempt from transparency requirements.

S4.25.5 Kiosk. No single kiosk shall have an interior area greater than 500 square feet. Kiosks shall not exceed 20 feet in height above finished grade as measured to top of roof.

S4.25.6 Park maintenance structure. Public restrooms, park maintenance and storage facilities, and park management offices shall be permitted supportive structures for active uses; see Section 3.1. No single park maintenance structure shall exceed 1,500 square feet in interior area. Park maintenance structures shall not exceed 20 feet in height above finished grade as measured to top of roof. Park maintenance structures are permitted in either the open space or the interior of an adjacent building. If provided as a standalone structure in the open space, the structure size cannot exceed the maximum cover limit described in Table 4.16.

S4.25.7 Temporary structures. Temporary structures shall not occupy greater than 60 percent of a privately-owned public park or City-dedicated park. Temporary structures are permitted in all open spaces. Refer to Table 4.18 for primary uses of temporary structures.

TABLE 4.16: Maximum permanent structures site coverage per open space.

	PROPOSED MAXIMUM SITE COVERAGE
Los Gatos Creek Connector	0 %
Los Gatos Creek Park	20 %
The Meander	5 %
Social Heart	10 %
Creekside Walk	10 %
Los Gatos Creek East	5 %
Gateway to San José	15 %
St. John Triangle	10 %
N. Montgomery Pocket Park	0%
Northend Park	10 %

NOTE: The percentage of maximum site coverage is based on each open space area excluding the acreage of mid-block passage for each open space.

open spaces.

new development, blocks, or other space outside of street right-of-way.

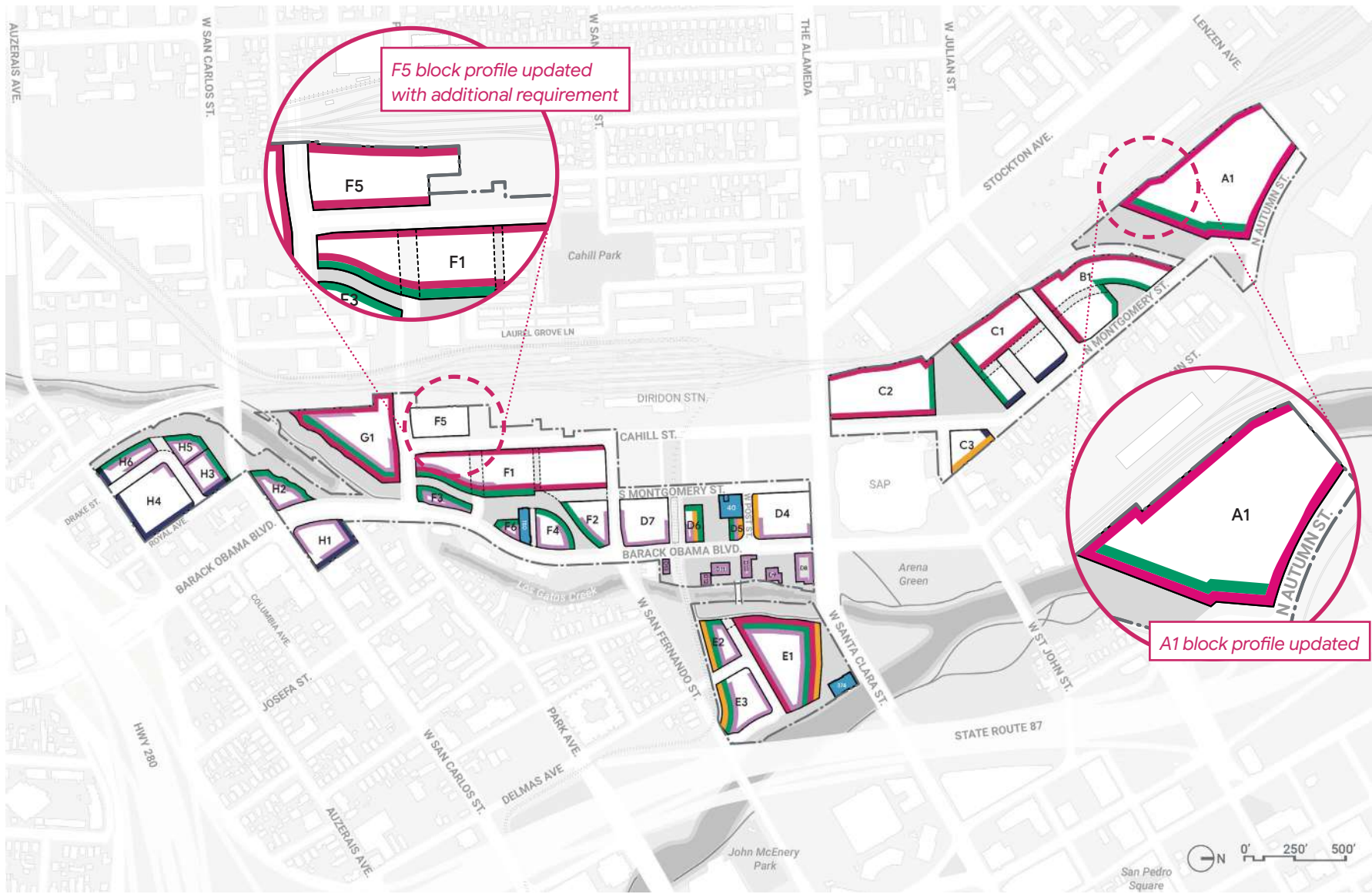


FIGURE 5.7: Architectural requirement summary

- 5.8-5.9, 5.11, and 5.17 Long facade design
 - 5.15 Project resources
- 5.15 Adjacency to historic resources
 - 5.16 Adjacency to low-rise context
- 5.17 Adjacency to Los Gatos Creek and open space
 - 5.17 Bird-safe design

NOTE: Sections 5.5 - 5.14 apply to all new development

TABLE 5.1: Architectural requirement matrix

● Applicable sections to reference per block

BLOCK	BUILDING ENVELOPE (SECTIONS 5.5-5.6)	PROJECT-WIDE BUILDING DESIGN (SECTIONS 5.7-5.14)	LONG FACADE DESIGN (SECTIONS 5.8-5.9, 5.11, AND 5.17)	HISTORIC RESOURCES (SECTION 5.15)	LOW-RISE CONTEXT (SECTION 5.16)	LOS GATOS CREEK AND OPEN SPACE (SECTION 5.17)	BIRD-SAFE DESIGN (SECTION 5.17)
A1	●	●	●			●	
B1	●	●	●			●	
C1	●	●	●		●	●	
C2	●	●	●			●	
C3	●	●		●	●		
D4	●	●		●			●
D5	●	●		●		●	●
D6	●	●		●		●	●
40	●			●			
D7	●	●					●
D8-D13	●	●		●			●
E1	●	●	●	●		●	●
374	●			●			
E2	●	●		●		●	●
E3	●	●		●		●	●
F1	●	●	●			●	●
F2	●	●				●	●
F3	●	●				●	●
F4	●	●				●	●
F5	●	●	●				
150	●			●			●
F6	●	●		●		●	●
G1	●	●	●			●	●
H1	●	●			●		●
H2	●	●				●	●
H3	●	●			●	●	●
H4	●	●			●		●
H5	●	●				●	●
H6	●	●			●	●	●

Additional F5 requirement

- New development on blocks G1 and H5 shall be prohibited within 100 feet of the Los Gatos Creek Riparian Corridor. Additional standards and guidelines applicable to blocks G1 and H5 along the riparian corridor include S5.17.2 and G.5.17.2.

See Figure 5.9 for locations of new development relative to riparian corridors. Refer to Section 4.8 for standards and guidelines applicable to open space design adjacent to riparian corridors.

S5.5.7 Riparian setback development limits at Creekside Walk.

The following development restrictions shall apply to existing structures at Creekside Walk (see Section 4.16) — which are located at blocks D8, D9, D10, D11, D12, and D13:

- Cosmetic improvements and maintenance (as defined in Muni Code section 24.01.355) shall be permitted for existing structures at Creekside Walk blocks D9, D12 and D13. Improvements include but are not limited to building code compliance, accessibility, safety and other such reasons related to enabling safe and comfortable continued occupancy of the structures in their current location, so long as foundation-related structural work is not required. New building openings, such as

windows or skylights, shall be permitted for adequate access to light and air.

- Existing structures on blocks D8, D10, and D11 at Creekside Walk shall be permitted to be altered (as defined in Muni Code section 24.01.208) so long as the foundation of the building remains. Structures shall not exceed existing building footprints within the 50-foot Los Gatos Creek Riparian Setback. Altered structures are subject to applicable standards in Sections 5.6, 5.7, 5.8, and 5.13.

- If the property owner elects to demolish any building on blocks D9, D12, or D13, the property owner is permitted to replace the demolished built area in a new building elsewhere in Creekside Walk. Replacement structures for blocks D9, D12, and D13 shall not encroach into the 50-foot Los Gatos Creek Riparian Setback. Individual replacement structures shall be permitted to exceed the gross square footage of the existing structure in accordance with the square footage limits of additions described below. Replacement structures are subject to applicable standards in Sections 5.6, 5.7, 5.8, and 5.13.

- Vertical and horizontal square

The existing structure at block D13 shall be replaced by the relocated 35 South Autumn Street (Barack Obama Boulevard) main structure (see S5.15.3). The structure from 35 South Autumn Street shall be relocated within the building footprint of 74 South Autumn (Barack Obama Boulevard) and outside of the 50-foot Los Gatos Creek Riparian Setback.

permitted outside of the 50-foot

square footage additions within the Creekside Walk shall not exceed 17,500 gross square feet beyond the total built area of existing structures. Square footage additions are subject to applicable standards in Sections 5.6, 5.7, 5.8, and 5.13.

- Relocated historic resources, as identified in S5.15.3 and S5.15.4, shall not be permitted within the 50-foot Los Gatos Creek Riparian Setback.

S5.5.8 Setbacks. No minimum building setbacks shall be required for any use within the property line, except for setbacks from the riparian corridor as identified in this section and S5.17.1. New development that is setback from the property line shall conform to the streetwall requirements in Section 5.8.



FIGURE 5.11: FAA NAVD 88 maximum height contours

— 5 foot NAVD 88 height contours

S5.6.3 Blocks with limited heights. The following blocks shall not exceed the height as listed below and denoted in Figure 5.12 (height is measured to top of roof):

- Blocks D5 and F6: 40 feet maximum height
- Block D6: 80 feet maximum height
- Block H1: 150 feet maximum height
- Blocks H5 and H6: 90 feet maximum height

Additional perimeter height and massing requirements apply to blocks E1/G1 (S5.17.2), E2/E3 (S5.15.15 and S5.15.16), H1 (S5.16.2), H2 (S5.17.1), and H3/H4/H6 (S5.16.3). Height and footprint limits to structures ~~within open space~~ are outlined in Section 4.25.

outside of new development blocks, identified in Figure 5.9,

For heights adjacent to historic resources refer to Section 5.15. Refer to DDG Section 4.4.7.a for information on rooftop appurtenances and mechanical equipment.



FIGURE 5.12: Illustrative maximum height per block above current ground level

● 180 feet	● 215 feet	● 255 feet	● 270 feet	● 290 feet
● 200 feet	● 230 feet	● 265 feet	● 280 feet	● Limited height locations

NOTE: Maximum heights are limited for new development within blocks D5, D6, D8-D13, F6, H1, H5, and H6. For blocks with limited height, height is measured to top of roof. For more information on limited heights per block see S5.6.3.



FIGURE 5.13: FAA NAVD 88 maximum height shown above current ground level

- | | | | |
|----------------|----------------|----------------|----------------|
| 160 - 180 feet | 216 - 220 feet | 246 - 255 feet | 271 - 280 feet |
| 181 - 200 feet | 221 - 230 feet | 256 - 265 feet | 281 - 290 feet |
| 201 - 215 feet | 231 - 245 feet | 266 - 270 feet | |

5.8 Pedestrian Level Design

The pedestrian level creates a building's identity, hosts activation, and encourages human engagement. Frequency of activation, variety of uses, and facade design influence the public realm experience. The pedestrian level is used to describe the ground floor. It prioritizes a fine-grain rhythm through various architectural elements and strategies. The standards and guidelines in this section are intended to prevent monotonous pedestrian level facades and reduce lengths of uninterrupted opaque walls.

Relevant DDG standards and guidelines that apply to Downtown West pedestrian level design include DDG Sections 5.3.1.a, 5.3.1.b, and 5.3.2 unless superseded by the DWDSG.

Terms

- **Visible light transmittance (VLT) factor.** VLT factor describes the percentage of visible light transmitted through glass. A product with a higher VLT factor transmits more visible light. VLT factors referenced in this document refer to entire glazing units, not singular pieces of glass.

Streetwall

A streetwall establishes the edge of the public realm. A higher percentage of built area within the streetwall zone promotes clear sightlines and urban edges. A lower percentage of built area within the streetwall zone gives opportunity for expanded vegetation, being best suited along Los Gatos Creek and passive landscaped areas.

The DDG applies streetwall requirements according to frontage classification as shown in DDG Section 2.2. For Downtown West, the DDG classification has been superseded per Figure 5.16. Relevant DDG standards and guidelines that apply to the Downtown West streetwall include DDG Section 4.3.3 unless superseded by the DWDSG.

Standards

S5.8.1 Measuring streetwall. For a portion of new development within the pedestrian level to qualify as a streetwall, it must be located within 10 feet of the property line or within three feet of a specified setback line for the entire height of the pedestrian level.

[DDG standard 4.3.3.a — superseded]

S5.8.2 Linear streetwall percentage.

Required minimum linear streetwall percentages for new development are designated per the street frontage classifications (see Figure 5.16), and shall be assessed as a percentage of the building length:

- Urban park/plaza frontage street — minimum 70 percent.
- Primary addressing street — minimum 70 percent.
- Secondary addressing street — minimum of 50 percent.
- Other street (including private streets) — minimum of 30 percent.
- Open space frontage — minimum of 30 percent.

Frontage along Los Gatos Creek — including altered or replacement structures on blocks D8, D9, D10, D11, D12, D13, and new development on E1, E2, G1, and H2 — shall be exempt from this requirement to enhance riparian habitat ~~within the Los Gatos Creek Riparian Corridor~~ adjacent

For definitions of the DDG street frontage categories see DDG Section 4.3.3.

[DDG standard 3.2.2.a and 4.3.3.b–f — superseded]

S5.8.3 Pedestrian level setbacks. Pedestrian level facade setbacks shall not exceed a depth greater than one-third of the setback height as illustrated in Figure 5.17.

Blocks F3 and D6 shall be exempt from this standard. Additionally, up to 30 percent of active use frontage shall be exempt from this standard. Frontage requiring an active use is identified in Figure 3.5 and the definition of active use is further defined in Section 3.1.

S5.8.4 Minimum ground floor height. A minimum 16 feet clear height to finished ceiling shall be provided in all ground floor uses, except for the following:

- Ground floor active uses within residential buildings located ~~north of West St. John Street or South of West San Carlos Street~~ ^{on blocks C1, H1, H3, H4, H5, and H6} shall provide a minimum 12 feet clear height to finished ceiling ~~shall.~~
- Ground floor residential and parking uses shall not be subject to a minimum clear height to finished ceiling

[DDG standard 5.3.2.b — superseded]

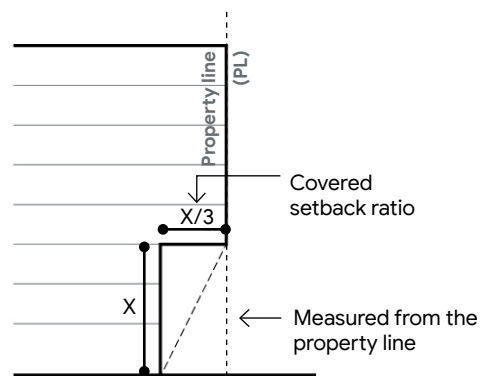


FIGURE 5.17: Section of pedestrian level setback

S5.10.2 Non-office use skyline level occupiable projections. Skyline level occupiable projections — including balconies and bay windows — of residential, hotel, and limited-term corporate accommodation uses shall be permitted to project up to six horizontal feet beyond the property line above public and private streets, privately-owned public parks, and semi-public open space. Any individual occupiable projection shall not exceed 150 square feet with a minimum horizontal spacing no less than 50 percent of the widest adjacent projection. Individual projections and spacing shall be measured by level. See Figure 5.25 for examples.

Skyline level occupiable projections beyond the property line shall not be permitted over City-dedicated parks, trails, or within 100 feet of the Los Gatos Creek Riparian Corridor as shown in Figure 5.9.

[DDG standards 4.3.3.i and 4.3.3.j — superseded]

S5.10.3 Office use skyline level occupiable projections. Occupiable projections in the skyline level of office uses shall be permitted to project up to six horizontal feet beyond the property line above private streets, privately-owned public parks, and semi-public open space. Any individual occupiable projection shall not exceed 10 percent of the facade length. The facade area of aggregated occupiable projections shall not exceed 25 percent of the overall skyline level facade area. Skyline level occupiable projections beyond the property line shall not be permitted within 100 feet of the Los Gatos Creek Riparian Corridor as shown in Figure 5.9.

Skyline level occupiable projections on ~~the south facade of block A1 and~~ the north facade of block C2 shall be exempt from the dimensional requirements above and shall be permitted within the skyline level anywhere above semi-public open space.

Long Facade Credits

Downtown West buildings with long facades shall apply a minimum number of credits based on length and classification as a primary long facade or secondary long facade, as shown in Figure 5.30. For further clarification on how to measure the length of a facade with examples, see Section B.2.

Credit requirements are described in S5.11.5, S5.11.6, and S5.11.7. For further clarification on how to measure credits with examples, see Section B.3.

Standards

S5.11.3 Long facades 350 to 550 feet in length. Facades that are 350 to 550 feet in length shall achieve a minimum number of credits as listed below (See Table 5.3):

- Primary long facades shall achieve three credits
- Secondary long facades shall achieve two credits

S5.11.4 Long facades greater than 550 feet in length. Facades that are greater than 550 feet in length shall achieve a minimum number of credits as listed below (See Table 5.3):

- Primary long facades shall achieve four credits
- Secondary long facades shall achieve three credits

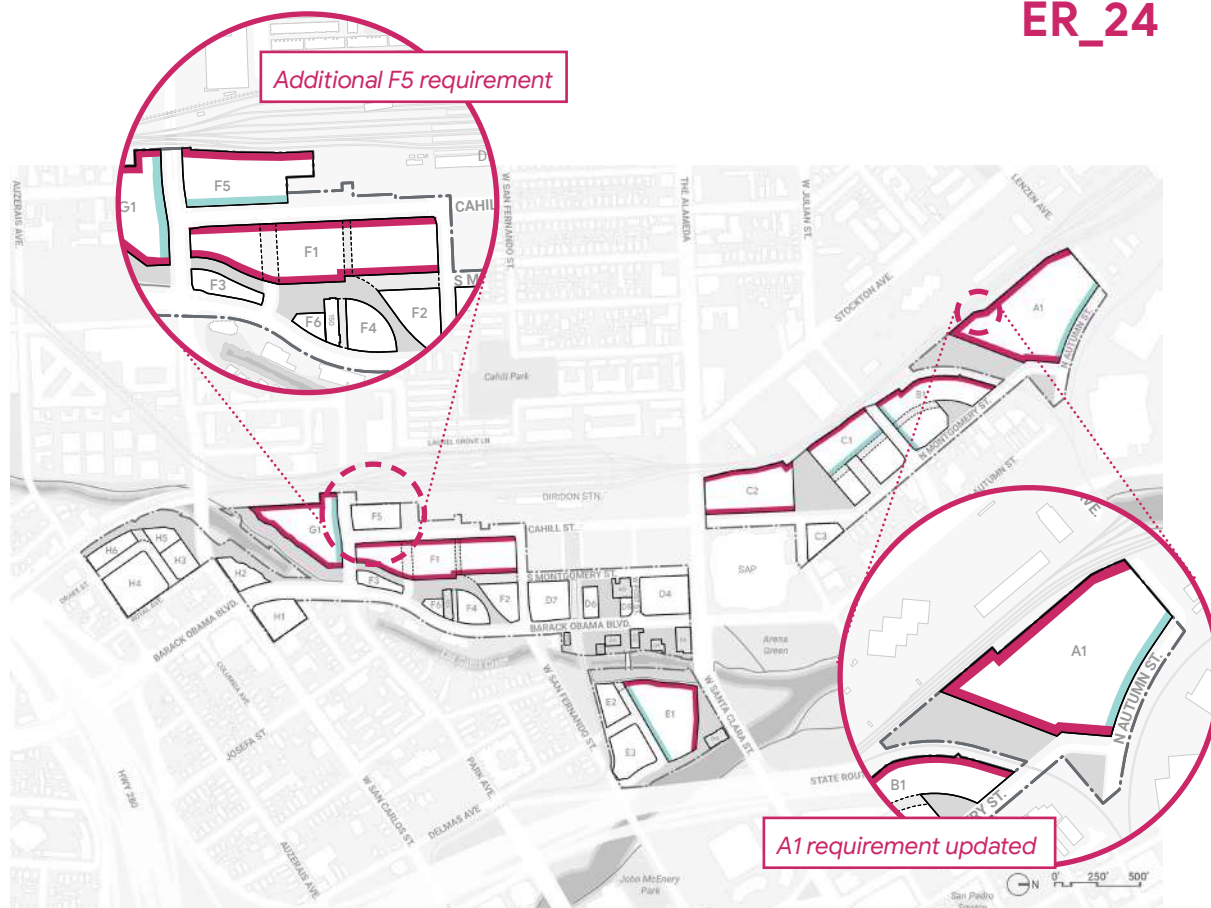


FIGURE 5.30: Primary long facade and secondary long facade locations

- Primary long facades
- Secondary long facades

TABLE 5.3: Credit requirements

	350 TO 550 FEET FACADE LENGTH	OVER 550 FEET FACADE LENGTH
Primary long facade	3	4
Secondary long facade	2	3

S5.15.2 559, 563, and 567 West Julian Street relocation. The main structures of 559 West Julian Street, 563 West Julian Street, and 567 West Julian Street — three one-story Folk Victorian style single family homes identified as eligible Candidate City Landmarks — shall be relocated to the Creekside Walk (see Section 4.16). Each of the three buildings shall be permitted as replacement square footage for demolished existing structure(s) at Creekside Walk or as additional permanent structure (see Section 4.25), at the applicant’s option. Each building shall be relocated within Creekside Walk to the north of the VTA rail corridor, west of the 50-foot Los Gatos Creek Riparian Setback, and south of 450 West Santa Clara Street.

Each building shall remain an independent structure, unattached to other existing buildings or new structures. All three buildings shall be relocated in a manner that maintains their approximate adjacency to each other — retaining the order of their addresses along Barack Obama Boulevard. The maximum distance between neighboring relocated buildings shall not exceed 40 feet. Each relocation shall retain the buildings relative position to the addressing street — oriented toward Barack Obama Boulevard — and shall be setback no greater than 40 feet from the street.

Modifications to 559 W. Julian Street, 563 W. Julian Street, and 567 W. Julian Street shall not be required to comply with the Secretary of the Interior’s standards.

S5.15.3 35 South Autumn Street (Barack Obama Boulevard) relocation. The main structure of 35 South Autumn Street (Barack Obama Boulevard) — a single family home dating from 1880 located along the west side of Barack Obama Boulevard — shall be relocated to block D13 [^]within the current building footprint of 74 South Autumn (Barack Obama Boulevard) and outside of the 50-foot Los Gatos Creek Riparian Setback, pending structural feasibility. The relocation of 35 South Autumn (Barack Obama Boulevard) shall be permitted as a replacement of existing structure, a pavilion structure, or a permanent structure (see Section 4.25) within Creekside Walk. The structure shall not be relocated within the 50-foot Los Gatos Creek Riparian Setback. Modification to 35 South Autumn Street (Barack Obama Boulevard), a Structure of Merit, shall not be required to comply with the Secretary of the Interior’s standards.

•as a replacement structure pursuant to S5.5.7.

S5.15.4 145 South Montgomery Street facade salvage. The entryway and six arched openings on the east facade of 145 South Montgomery Street — the former Sunlite Bakery Bread Depot built in 1936 — fronting South Montgomery Street shall be salvaged within the Project. The relocation site shall be determined prior to approval of a demolition at the site. The facade salvage of 145 South Montgomery shall not be required to comply with the Secretary of the Interior’s standards.

Guidelines

G5.15.1 Industrial heritage. Displaying or repurposing pieces of San José’s industrial or agricultural heritage in the public realm is encouraged. Examples include but are not limited to machinery, components of industrial processes, and former uses in the area.

Standards

S5.16.1 Architectural height reference for single-family residential. New development adjacent to or across the street from single-family residential, as illustrated in Figure 5.62, shall establish an architectural height reference within the podium level of the building. Height references shall have a minimum depth of nine inches. Strategies include but are not limited to distinct fenestration lines, massing stepbacks, volumetric shifts, or material changes with a dimensional aspect.

New development shall be exempt from the above requirement should ~~redevelopment of the adjacent or facing single-family residential be~~ ^{residences} ~~redeveloped with new development that exceeds~~ ^{to exceed} 40 feet in height.

[DDG standard 4.2.2.a-c — superseded]

S5.16.2 Block H1 skyline level stepback. Block H1 shall not exceed 90 feet in height as measured to top of roof within 50 feet of the property line on the north and east edges of the block. The remainder of the block is capped in height by S5.6.3

S5.16.3 Blocks H3, H4 and H6 skyline level stepbacks. Blocks H3, H4, and H6 shall cumulatively stepback all levels above 90 feet from grade an average of 20 feet from the property line for 50 percent of the linear block frontage along both Royal Avenue and Auzerais Avenue. The average stepback area is measured up to a 40-foot depth of the property line. Balconies projecting beyond the facade up to six feet deep shall be excluded from this standard. The required location of stepbacks as well as examples are illustrated in Figure 5.63 and Figure 5.58, respectively.



FIGURE 5.63: Blocks H3, H4, and H6 built area stepback fronting low-rise context

- 40-foot limit of measurement
- 20-foot offset from the property line

Bird-Safe Design

Reflective and transparent materials cause hazardous collisions for birds, particularly along the riparian corridor. Bird-safe treatment in new development, additions, and altered existing buildings reduces bird mortality from circumstances that are known to pose a high risk to birds — known as “bird hazards.” Examples of bird hazards include free-standing clear glass walls, glass corners, glass walls around planted atria, interior plantings that are visible from outside the building, skywalks, greenhouses on rooftops, and glass balconies. The standard in this section is in addition to the Riparian Corridor Protection and Bird-Safe Design Policy approved by Council in 2016. Additionally, all standards and guidelines listed in DDG Section 4.4.2.b apply to new development in Downtown West. See Figure 5.72 for approximate locations of facades within 300 feet of a riparian corridor.

Standard

S5.17.5 Enhanced bird-safe design. Bird-safe treatment shall be required on any uninterrupted glazing segment larger than 24 square feet located within 300 feet of a riparian corridor and within ~~the less than~~ 60 feet in height above grade for facades ~~that have 50 percent or less~~ ^{with less than 50 percent} glazed surface. Glazing on active use frontage within 15 ~~feet~~ vertical feet above grade that is not visible from the riparian corridor shall be exempt from complying with this standard.

Bird-safe treatment strategies include but are not limited to high translucency / low reflectivity glazing, angled glazing, fritted or etched glazing, mullions, grilles, ^{artistic glass and / or film,} shutters, louvers, netting, screening, shading elements, awnings, or other methods to reduce the likelihood of bird collisions as suggested by the American Bird Conservancy.

the DISC process proposes alternative street operation or function after improvement of DISC, changes to street function and operation may be permitted by the Director of PBCE without amendment to DWDSG.

Deviations proposed by the project sponsor pursuant to this standard shall be reviewed by the Director of PBCE as part of the Conformance Review process for horizontal improvements as further set forth in the Implementation Guide, without requiring amendment to the DWDSG. Such deviations shall be approved by the Director of PBCE without requiring amendments to this DWDSG if findings can reasonably be made that the resulting reconfigured street network, grading, or circulation pattern are consistent with the General Plan, the GDP, and all standards that are not affected by the approved DISC alignment; compliance with CEQA has been demonstrated; and any additional necessary environmental review has been completed.

S6.3.5 Public improvements at rail crossings. Coordination and/or permits from VTA, CPUC, FRA, and other stakeholders (UPRR and Caltrain), if required, shall be required for public improvements at rail crossing. The City will take the lead on coordination and reviewing the proposed improvements with Developer's support.

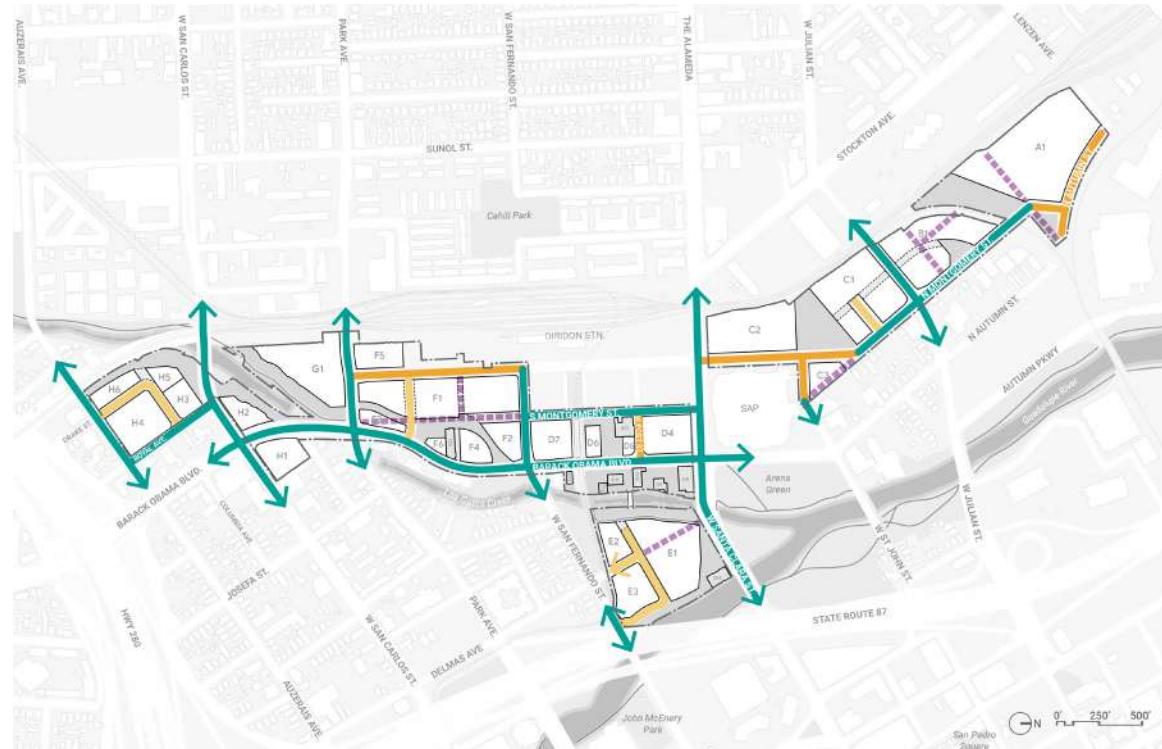


FIGURE 6.2: Street network

- Existing public street network
- New public streets
- - - Removed / relocated public streets
- New private streets

***NOTE:** On January 6, 2021, City Council approved a proposal to rename portions of North Autumn Street, South Autumn Street, and South Montgomery Street to Barack Obama Boulevard.

NEW STANDARD 6.3.6 TO BE INSERTED, SEE TEXT ON FOLLOWING NEW PAGE

S6.3.6. Abandonment of Certain Streets / Potential Ped/Bike Streets. Consistent with the Downtown West PD Zoning District and the GDP, in the event the areas shown on the Vesting Tentative Map (approved by Resolution No. ___) as public streets to be abandoned in associated phased final maps are not abandoned and merged into adjacent lots, this standard authorizes the project sponsor to make adjustments to blocks and lots, the street network, and development programming (including but not limited to open spaces, parking, and associated improvements) without amending this DWDSG. This standard further authorizes deviations from standards and guidelines elsewhere in the DWDSG as reasonably necessary to accommodate such adjustments. Further, and notwithstanding any other requirement of the DWDSG, in the event any portion of the public streets identified for abandonment in the Vesting Tentative Map are not abandoned and merged into the adjacent lot(s) as part of a phased final map, the project sponsor shall have no obligation to improve the subject street area as project sponsor-owned open space, and the total acreage of any open space requirements of the DWDSG, including Table 4.1, shall be proportionately reduced. In the event that a portion of Park Avenue at the northeast corner of the intersection of Park Avenue and South Montgomery Street together with an adjacent portion of South Montgomery Street, South Montgomery between Park Avenue and West San Fernando Street, Cinnabar Avenue between North Autumn Street and the Peninsula Corridor Joint Powers Board rail tracks, or Otterson Street east of Cahill (each a "Potential Ped/Bike Street") is not abandoned and merged into one or more adjacent parcels as described in the preceding sentence, then the project sponsor shall be authorized to effectuate vacation of the vehicular traffic function of such street pursuant to Resolution Nos. _____ provided:

- The project sponsor shall install and/or construct pedestrian and bicycle improvements within such Potential Ped/Bike Street sufficient to maintain the pedestrian and bicycle circulation functions of the reserved pedestrian and bicycle street rights including minimum dimensions of 12 feet in width for a bikeway and 8 feet in width for a pedestrian throughway, subject to other dimensional requirements applicable to Shared-Use Paths in Section 4.10.
- If requested by project sponsor, City shall allow for project sponsor to construct improvements within the Potential Ped/Bike Street to eliminate curbs and create a continuously graded surface and consistent with DWDSG standards and guidelines regarding materials in Section 6.14 and other improvements consistent with the DWDSG, to the maximum extent compatible with the reserved pedestrian and bicycle rights and subject to any required deviations authorized in this DWDSG.
- In no event shall the project sponsor be obligated to construct improvements beyond what is specified in the Development Agreement.

Improvements described in the preceding bullets are authorized in the public right of way pursuant to Resolution No. ___ (Authorization of Major Encroachment Permits). Deviations proposed by the project sponsor pursuant to this standard shall be reviewed and approved by the Director of PBCE as part of the Conformance Review process. The Director of PBCE shall approve such deviations without requiring amendment to the DWDSG if findings can reasonably be

made that the reconfigured development and improvements are consistent with the General Plan and compliance with CEQA has been demonstrated.

Street Hierarchy

Streets range in character to support both their transportation function and adjacent land uses. Downtown West organizes the streets as shown in Figure 6.2 using the applicable street typologies defined in the General Plan and included in the DSAP. These street typologies include:

- **Grand boulevard.** Grand boulevards are major transportation corridor that connect City neighborhoods and are typically primary transit routes. Transit is prioritized and there is a strong emphasis on pedestrian access.
- **City connector street.** City connectors prioritize pedestrians and cyclists, while simultaneously allowing transit access. Roadways typically have two to three lanes that accommodate moderate to high volumes of traffic.
- **Main street.** Main streets prioritize pedestrian access to provide a safe and comfortable environment. Main streets serve primarily commercial and social interests at the local neighborhood scale.
- **On-street primary bicycle facility.** On-street primary bicycle facilities include enhanced bicycle facilities that link together the citywide network and off-street trail system. Generally, these streets match local connector street typologies with protected bicycle facilities.
- **Local connector street.** Local connectors are typically two-lane streets that prioritize pedestrians and cyclists while accommodating vehicular access in each direction. These are low-volume streets designed to support slow vehicle speeds.
- **Private streets.** Private streets are an additional street typology owned and maintained by the project sponsor for internal block circulation, service, and loading access. Closely integrated with open space design, private streets extend the public realm while retaining flexibility through vehicle access controls such as retractable or removable bollards or other vertical barriers. Private streets are subject to the standards and guidelines of Section 6.8.

Standards

~~S6.3.6~~
S6.3.7

Street hierarchy. Downtown West shall include the applicable street typologies within or immediately adjacent to the Project as denoted in Figure 6.3. Street types include those defined in the General Plan and included in the DSAP — grand boulevard, city connector street, main street, on-street primary bicycle facility, local connector street — as well as an additional typology, private street.

The CSDSG recognizes that for purposes of street design, standards and guidelines applicable to local connector streets shall apply to on-street primary bicycle facilities.

[CSDSG Standard 1 — superseded]

Standards

S6.3.7 **Active streetscape prioritization.**
 Residual right-of-way, after functional requirements within the curb-to-curb zone have been met, shall be allocated to elements and functions of the active streetscape, as identified in Figure 6.6.

S6.3.8

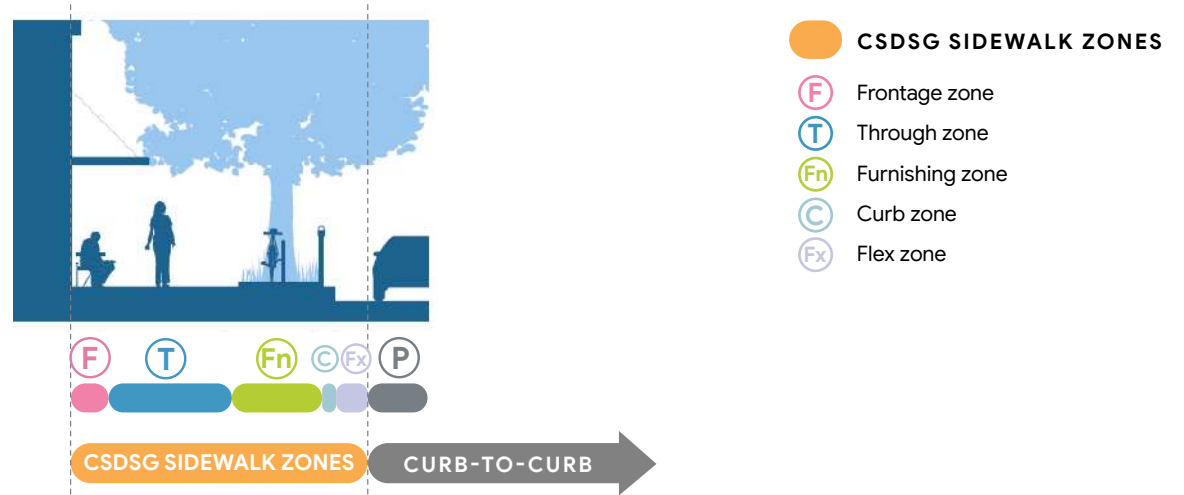


FIGURE 6.5: Sidewalk zones as described in the San José CSDSG
 Source: San José Complete Streets Design Standards and Guidelines

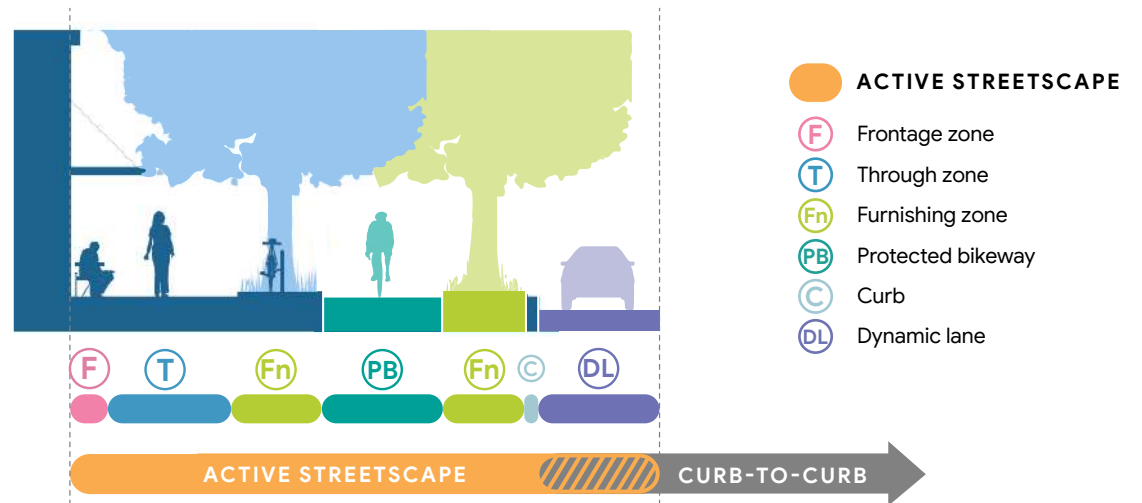


FIGURE 6.6: Elements of the active streetscape, including a protected bikeway (PB), bikeway buffer (Fn), and dynamic lane (DL)

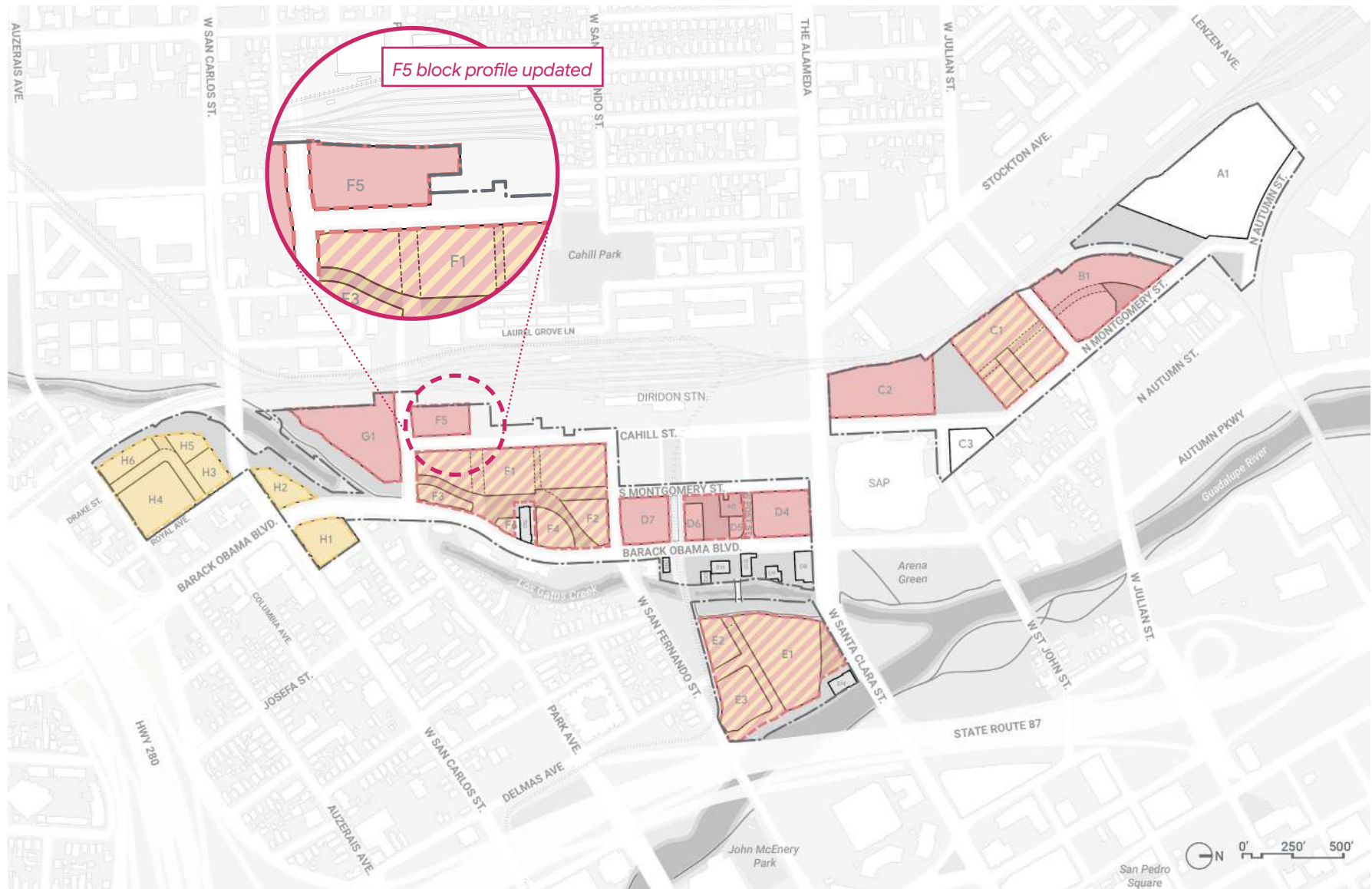


FIGURE 6.53: Conceptual off-street parking garages

- Commercial / public garage
- Commercial / public and residential garage
- Residential garage

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6.17 Off-Street Parking and Loading Access

Driveways providing vehicular access to off-street parking and loading areas interrupt the active streetscape. Restricting driveways limits gaps in primary active frontage, improves safety, and supports a vibrant public realm. Vehicular building access locations and design shall be guided by DDG Sections 3.5.2, 3.5.3, and 5.5.2, unless otherwise noted.

Standards

S6.17.1 Prohibited curb cut locations. Curb cuts shall be prohibited in the locations identified in Figure 6.54. Additionally, on-street loading and curb cuts for vehicular access to buildings shall be prohibited on open space. Temporary loading and service access for events shall be exempt from this standard. Additional curb cuts shall be permitted at the discretion of the City.

[DDG Standard 3.3.2.b, Standard 3.5.2.a, Standard 3.5.3.b, Guideline 3.3.2.f — superseded]

except as otherwise allowed by S6.17.3 and S6.17.7

S6.17.2 Parking and loading access near riparian corridors. Off-street parking and loading access shall not be located within 100 feet of the Los Gatos Creek Riparian Corridor nor within the 35-foot Guadalupe River Riparian Setback to reduce the potential for new light sources directed towards the riparian corridor that negatively affect wildlife.

S6.17.3 Parking and loading access in open space. Access to below-grade parking shall be permitted on project sponsor-owned open space and the Social Heart City-dedicated open space in accordance with the Parkland Agreement. Driveway entrance shall not exceed 200 feet in length from the curb cut on the nearest street. Driveways shall not count toward open space area denoted in Table 4.1.

[DDG Standard 3.5.2.a, Standard 3.5.2.c, Standard 3.5.3.b — superseded]

S6.17.4 Signalized intersection adjacency. Driveways shall be located at least 150 feet from signalized intersections except for infrastructure zones as denoted in Figure 3.3.

[CSDSG Guideline 27 — superseded]

S6.17.5 Porte cochères. Porte cochères shall be permitted within residential, limited-term corporate accommodation, or hotel uses where the use is not otherwise served by a dynamic lane on any adjacent street. Curb cuts for porte cochères shall be consolidated with off-street building loading or parking access.

[DDG Standard 3.5.3.c, Standard 5.5.2.f — superseded]

S6.17.6 Curb cut maximum width. Curb cuts shall be limited to a maximum width of 32 feet. Where service access is needed within infrastructure zones — including logistics warehouses and central utility plants — on private streets, and Cahill Street between West San Fernando Street and Park Avenue, curb cuts shall be permitted to exceed the maximum width of 32 feet.

S6.17.7 West Santa Clara Street block E1 garage access. Full vehicular ingress and, at a minimum, partial vehicular egress shall be provided between West Santa Clara Street and the below grade parking garage under block E1. Curb cut and ramp design shall be coordinated with the open space design of Los Gatos Creek East (Section 4.17) and Gateway to San José (Section 4.18) to minimize the impact on pedestrian experience and safety, while maintaining the view corridor to 374 West Santa Clara Street. Any curb cut and ramp shall remain physically separated by planting, materials, or other design features from the Los Gatos Creek Trail.

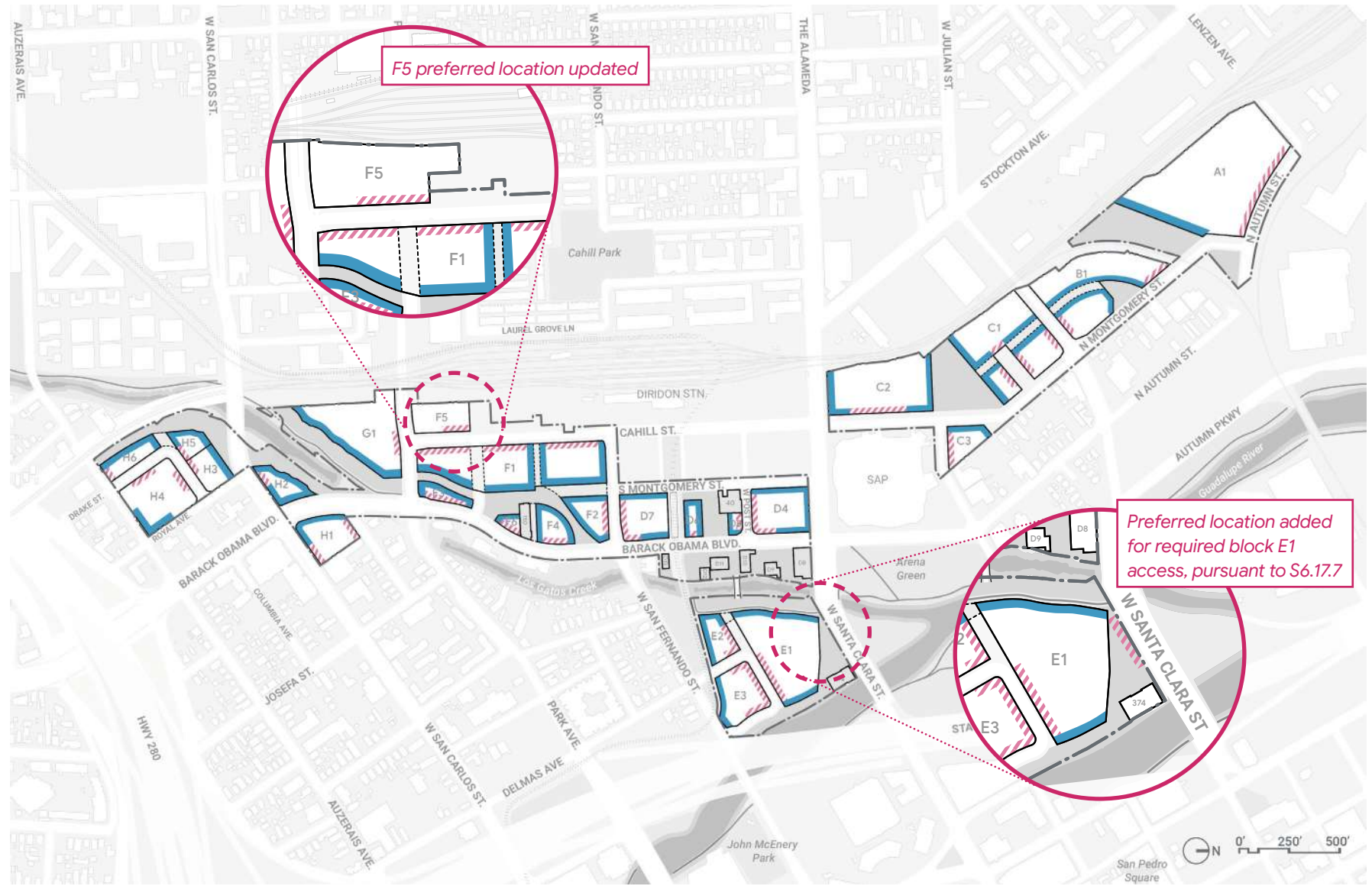


FIGURE 6.54: Prohibited curb cut locations

- /// Preferred locations for off-street parking and loading entrance
- Protected edge — curb cuts for parking or loading access prohibited

7.3 Lighting Overview

Lighting enriches the pedestrian experience and sets the ambience of place. Downtown West approaches lighting in relation to context, comfort, atmosphere, and character, as well as considerations for safety, performance, energy reduction, and light pollution reduction. Generally, lighting across the Project is scaled to the pedestrian and to experiences in the public realm. Lighting standards and guidelines are organized into four sections: public realm (Section 7.3), adjacent to riparian corridors (Section 7.4), buildings (Section 7.5), and streets (Section 7.6).

Public Realm Lighting

Establishing a clear hierarchy of lighting fixture types and levels helps seamlessly integrate lighting into the public realm. The lighting fixture palette for public spaces accommodates different heights, finishes, and orientations as illustrated in Figure 7.5. Incorporating accent, landmark, and custom lighting is encouraged throughout the Project to highlight specific features and reinforce an active ground floor, vibrant street life, and various open space activities.

Terms

- **Light trespass.** Light trespass occurs when an unshielded light fixture is installed within a building, producing a spillage of direct light in unwanted or unintended areas.
- **Light pollution.** Light pollution occurs when there is excessive use of artificial light spilling into the sky.
- **Glare.** Glare occurs when light fixtures emit excessive bright light, causing visual discomfort and visibility reduction.
- **Dark-Sky.** Dark-Sky refers to an absence of artificial light as a result of light pollution reduction.
- **Wildlife-friendly lighting.** Wildlife-friendly lighting strives to keep artificial lighting to a minimum while also limiting light color and glare that can be disruptive to wildlife and riparian ecological processes. The color temperature of wildlife-friendly lighting is within the green to yellow spectrum. Bright white and blue light (over 3,000 kelvins) disorient birds and insects and can also affect vegetation respiration. Nighttime red lighting interferes with bird migration orientation.

Standards

S7.3.1 Open space lighting element placement. Lighting elements located within open space pathways shall be embedded into the ground surfaces in a manner so as not to obstruct a clear path of travel.

S7.3.2 Enclosed electrical elements. Enclosed electrical elements such as conduits, junction boxes, transformers, and panels shall have vandal-proof enclosure, and associated conduits shall be concealed as illustrated in Figure 7.3.

Power sources and conduits shall be embedded into ground surfaces to support temporary lighting fixtures, internet, audio / visual, art, and other installations.

S7.3.3 Dark-Sky open space lighting. All open space lighting, ~~excluding lighting for art,~~ shall install lighting that has a color temperature of less than or equal to ~~2,700~~ 2700 kelvins. Lighting requirements for art adjacent to a riparian corridor shall follow S7.4.7.

- Lighting from the interior of structures shall not be directed into a riparian corridor nor the riparian setback. Interior lights near windows in the riparian setback shall be shielded at light source and directionally down-lit

S7.4.6 Lighting for portions of structures in the ecological enhancement zone.

The following shall apply to non-emergency lighting for portions of structures and associated exterior open space program elements within the ecological enhancement zone:

- Lighting shall not be directed toward a riparian corridor nor the riparian setback
- Fully shielded, and downward-directed wildlife-friendly lighting shall be permitted outside of, or on the exterior of structures
- Landscape-focused lighting such as tree up-lighting or spotlighting shall not be permitted
- Lighting from the interior of structures shall not be directed into a riparian corridor nor the riparian setback. Interior lights near windows adjacent to the riparian setback shall be shielded at light source and directionally down-lit

S7.4.7 Lighting for art in the riparian setback.

The following shall apply to art objects and associated program lighting within Los Gatos Creek and Guadalupe River Riparian Setback:

- Up-lighting shall avoid light trespass past the piece of art or associated program and shall not be within 25 feet of a riparian corridor
- Downlighting shall be directed away from a riparian corridor, fully shielded and limited to the immediate vicinity of the object (no more than three feet from the object). Downlighting shall not be within 25 feet of a riparian corridor
- Internally lit art pieces shall have light directed fully away from a riparian corridor that is not widely cast. Internally lit art pieces shall not be allowed within 25 feet of a riparian corridor
- Light intensity shall be low and limited to the wildlife-friendly lighting spectrum
- Light levels shall not exceed the intensity of the adjoining trail lighting
- Wall-wash lighting shall not be permitted in the Los Gatos Creek Riparian Setback

• Art lighting within 35 feet of the riparian corridor shall be prohibited. Art lighting within 35 to 100 feet from the riparian corridor shall have a color temperature less than or equal to 2700 kelvins and shall be turned off after park hours of operation.

- Light intensity and glare will be analyzed by a qualified wildlife biologist at subsequent design phase and future lighting technologies unforeseen at this time shall be permitted if a letter of professional determination from a biologist is submitted that demonstrates such lighting technologies would avoid light and glare impacts to wildlife within a riparian corridor



FIGURE 7.6: Example of lighting application adjacent to riparian corridors

7.8 Building Signage

Exterior building signage within the Project supports overall variety in Downtown West's public realm and reflects the creative nature of San José. Building signage is a significant architectural and artistic feature which relates to the use, composition, scale, and design of the buildings and open spaces it fronts. See Figure 7.10 for examples of different building signage types permitted by the Municipal Code.

Standards

S7.8.1 ~~Temporary construction signage.~~
~~Use of temporary construction~~
~~signage to encourage creative, artistic,~~
~~and interpretive application shall be~~
~~permitted. Temporary construction~~
~~signs, whether or not attached to~~
~~fences that enclose the construction~~
~~site, shall be permitted on the full~~
~~street frontage on up to three sides of~~
~~the construction site. Each temporary~~
~~construction sign shall not exceed 24~~
~~feet in height.~~

~~[Municipal Code 23.04.610.B.5.c~~
~~variance]~~

S7.8.2 **Pedestrian level use signage placement.** In mixed-use buildings, location of signage for ground floor uses shall be visible from the pedestrian level, with a minimum seven-foot clearance above pathways.

Guidelines

G7.8.1 **Signs on new buildings.** Signage on a new building is encouraged to use high-quality, durable materials and finishes for all elements, including text and exposed surfaces.

G7.8.2 **Temporary signage on Project resources.** Signage on, near, or for Project resources is encouraged to prioritize the preeminence of the building itself and appear secondary to building features.

G7.8.3 **Parking signage.** Parking signs leading to underground parking should be clear and appropriately scaled and located. Signage is encouraged to indicate data on parking availability and vacancy.

S7.8.1. Interim Building Screening. Use of interim building screening shall be permitted to encourage creative, artistic, and interpretive use of the site during the development of Downtown West and to activate the public realm. Interim building screening may include illustrations, graphics and other forms of artwork. Interim building screening, whether or not attached to fences that enclose the subject development area, shall be permitted on the full street frontage on up to three sides. Interim building screening shall not exceed 24 feet in height.



BUILDING-INTEGRATED SIGNAGE



TEMPORARY CONSTRUCTION SIGNAGE

FIGURE 7.10: Examples of building signage types

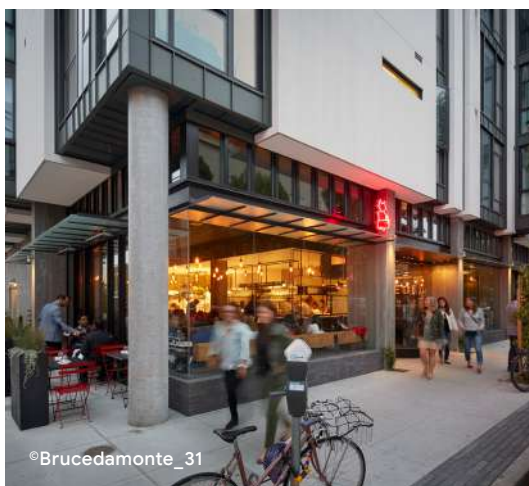
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©Baunfire
WALKABLE DESTINATIONS



©Prosper Portland
LEED ND GOLD CERTIFICATION



©Brucedamonte_31
MIXED USE



©Mikko Auernitty
CONSTRUCTION TECHNOLOGY

Green Building Certifications

The Project has committed to meeting the AB 900 requirement of LEED® Gold through the LEED® for Neighborhood Development rating system (LEED® ND) for the entire mixed-use plan. The Project also makes the commitment that all office buildings will achieve LEED® Gold through LEED® for Building Design and Construction (LEED® BD+C) rating system, a commitment beyond the City of San José's New Construction Green Building Requirement. Strategies to achieve LEED® BD+C include but are not limited to energy and water efficiency, sustainable materials and resources, indoor environmental quality, and innovation.

In addition, all new buildings larger than 10,000 square feet must comply with the City of San José New Construction Green Building Requirement, which are summarized below by building type:

- All buildings that are not office or residential uses must receive a minimum certification of LEED® Silver
- High-rise residential buildings must receive a minimum certification of LEED® Certified
- Mid-rise residential projects must receive the minimum green building performance requirement of LEED® Certified or GreenPoint Rated
- Mixed-use new construction buildings must submit a checklist and receive the minimum green building new construction certification designation for each use within the building

FIGURE 8.4: Examples of Downtown West's sustainability approach

Gross Square Feet (GSF)

Total floor area inside the building envelope, including the external walls and basements, and excluding the roof.

Ground Floor

The ground floor is the component of the building that enhances the pedestrian experience by relating architectural expression to human scale. Ground floor design encompasses entrances, facade transparency, and active frontage. Aligns to the DDG definition of “pedestrian level” from DDG A.1 Glossary.

Guidelines

Development guidelines are typically more subjective and set forth design intent, design expectations, and encouraged or discouraged features. Individual developments should consider guidelines in good faith, recognizing that achieving consistency with many (though not all) guidelines may be subjective or subject to external conditions or factors, or may be achieved through a variety of strategies. Guidelines are identified using the language “should,” “encouraged to,” or “may.”

High Speed Rail

High Speed Rail (HSR) refers to the planned California High-Speed Rail system administered by the California High-Speed Rail Authority (CHSRA). A station on this system is planned for the Diridon Station Area within San José, providing direct connection to San Francisco and to southern and northern California.

Historic Resources

Historic resources in the Project are identified through CEQA analysis, and include resources listed in or eligible for the National and California Registers, resources that are candidates to be or are listed as City Landmarks, as well as resources that are eligible for or listed in the San José Historic Resource Inventory (HRI).

Infrastructure

The fundamental facilities and systems serving the City of San José or the Project through district infrastructure. Facilities and systems include but are not limited to transportation networks, communication systems, and utilities. As referred to in the DWDSG, infrastructure includes both facilities that produce a needed resource or capacity and the distribution network that supplies those resources.

LEED®

Leadership in Energy and Environmental Design (LEED®) is the most widely used green building rating system in the world. It provides a framework for healthy, highly efficient, and cost-saving green buildings.

Light Rail Transit (LRT)

Light Rail Transit (LRT) is an electric railway with the capacity to carry a lighter volume of passengers than heavy rail. LRT in San José is operated by VTA.

Limited-Term Corporate Accommodations

A land use defined in the GDP. Limited-term corporate accommodations are facilities owned, leased, or made available by a business entity for occupancy by the entity’s officers, employees, consultants, vendors, contractors, or sponsored guests who do not intend to use it as their domicile and who have not entered into a written rental or lease agreement or provided payment of a fixed amount of money to occupy the unit. Occupancy of a limited-term corporate accommodation shall not be made available to the general public. Occupancy of a limited-term corporate accommodation by any person shall not exceed 60 consecutive days. Kitchen areas, food services, and other related services pertaining to use of the facilities, including but not limited to cleaning and maintenance, are permitted.

any payment in a provided that employee compensation and benefits received from the business entity shall not be considered payment.
A limited-term corporate accommodation may include multiple bedrooms.

GP19-009, PDC19-039, PD19-029, PT20-027, HL20-004, HL20-005, &
HP20-002

(Downtown West Mixed-Use Plan)

Updated Project Plan Sets, Documents, and Exhibits

ATTACHMENTS: (See Resolution posted in City Council Agenda)	
Attachment A:	Downtown West Mixed-Use Plan Environmental Impact Report <ol style="list-style-type: none">1. Mitigation Monitoring Reporting Program (MMRP) (See Resolution posted in City Council Agenda)2. Draft Environmental Impact Report and First Amendment (Revisions & Response to Comments)
Attachment B:	ALUC Override <ol style="list-style-type: none">1. ALUC Referral and County Staff Report Dec 16, 20202. ALUC Determination Letter3. City Override Referral Letter to ALUC4. City Override Referral Letter to Department of Transportation of Aeronautics5. ALUC Staff Report for March 24, 20216. Department of Transportation of Aeronautics Comments on Override Referral7. ALUC Comments on Override Referral
Attachment C:	Amendments to Envision San José 2040 General Plan (GPA) <ol style="list-style-type: none">1. Exhibit A: Amendments2. Exhibit B: General Plan Consistency Findings (Updated May 5, 2021)
Attachment D:	Amendments to Diridon Station Area Plan (DSAP) <ol style="list-style-type: none">1. Exhibit A: Project Specific DSAP Amendment (See Resolution posted in City Council Agenda)2. Project Specific DSAP Amendment (Redlined)
Attachment F:	Planned Development Rezoning (PD Zoning) <ol style="list-style-type: none">1. Exhibit A: PD Zoning Legal Description (Updated May 7, 2021) (See Ordinance posted in City Council Agenda)2. General Development Plan (Updated May 7, 2021)
Attachment G:	Planned Development Permit (PD Permit) <ol style="list-style-type: none">1. Exhibit A: PD Permit Legal Description (Updated May 7, 2021) (See Resolution posted in City Council Agenda)2. Downtown West Design Standards and Guidelines (March 1, 2021)3. Downtown West Design Standards and Guidelines Errata (Updated May 7, 2021)

	<ol style="list-style-type: none"> 4. Downtown West Improvement Standards 5. Infrastructure Plan Sheets 6. Conformance Review Implementation Guide (Updated May 12, 2021)
Attachment H:	<p style="text-align: center;">Vesting Tentative Map (VTM)</p> <ol style="list-style-type: none"> 1. Exhibit A: Vesting Tentative Map Legal Description (Updated May 7, 2021) (See Resolution posted in City Council Agenda) 2. Vesting Tentative Map and Cross Sections (Updated May 7, 2021)
Attachment I:	<p style="text-align: center;">Development Agreement (DA)</p> <ol style="list-style-type: none"> 1. Draft Development Agreement (See Ordinance posted in City Council Agenda)
Attachment J:	<p style="text-align: center;">Major Encroachment Permits for District Systems</p> <ol style="list-style-type: none"> 1. Exhibit A: Encroachment Agreement 2. Exhibit B: Conceptual Encroachment Plan Sheets 3. Exhibit C: Encroachment Permit Criteria
Attachment K:	<p style="text-align: center;">Major Encroachment Permits for Streetscape Improvements</p> <ol style="list-style-type: none"> 1. (See Resolution posted in City Council Agenda)
Attachment L:	<p style="text-align: center;">Construction Impact Mitigation Plan (CIMP)</p> <ol style="list-style-type: none"> 1. Exhibit A: Construction Impact Mitigation Plan (See Resolution posted in City Council Agenda)
Attachment M:	<p style="text-align: center;">Historic Preservation Permit Amendment (HPA)</p> <ol style="list-style-type: none"> 1. Historic Landmarks Commission Staff Report San José Water Works March 17, 2021 2. HPA Submittal
Attachment N:	<p style="text-align: center;">Landmark Designation Boundary Amendments</p> <ol style="list-style-type: none"> 1. Historic Landmarks Commission Staff Report San José Water Works March 17, 2021 2. HLC Staff Report Southern Pacific Depot City Landmark Amendment Boundary March 17, 2021 3. San José Water Work Boundary Amendment Submittal 4. Southern Pacific Depot Boundary Amendment Submittal
Attachment O:	<ol style="list-style-type: none"> 1. Planning Public Correspondence as of April 20, 2021 2. Public Correspondence as of May 13, 2021
Attachment P:	<p style="text-align: center;">Partial Street Vacation</p> <ol style="list-style-type: none"> 1. Cinnabar (See Resolution posted in City Council Agenda) 2. Otterson Gill (See Resolution posted in City Council Agenda) 3. Otterson Schwall (See Resolution posted in City Council Agenda)

4. Otterson UPRR (See Resolution posted in City Council Agenda)
5. South Montgomery Naglee (See Resolution posted in City Council Agenda)

Attachment Q: [Memorandum of Understanding December 4, 2018 \(See Council Agenda\)](#)