



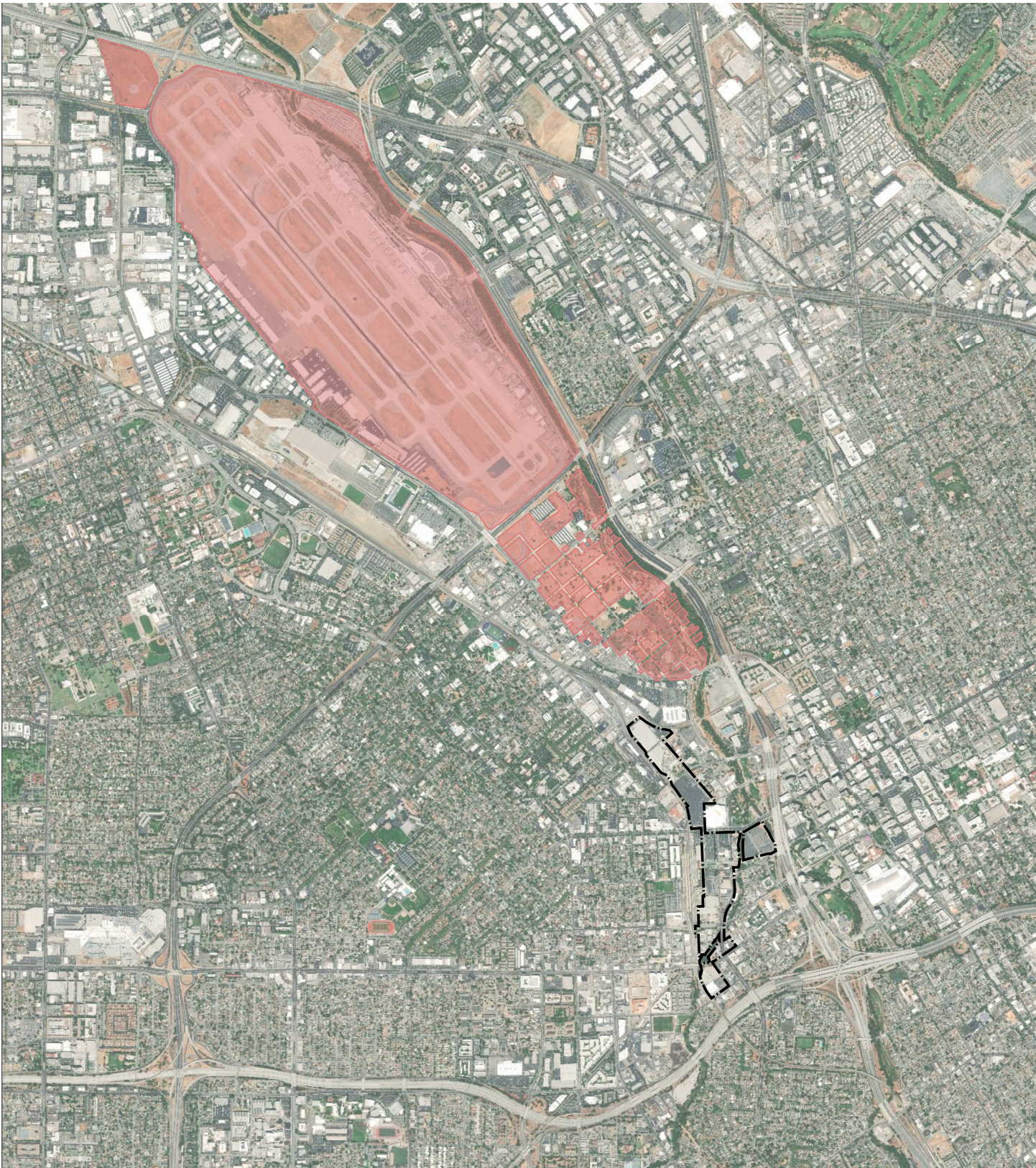
Downtown West



Airport Land Use Commission Referral for Downtown West General Plan Amendments and Rezoning

Interim Final Draft
September 8, 2020

CPRA Confidential Treatment Request, Not
for Public Release - CPRA Exempt,
Confidential and Proprietary Business /
Siting Information, Pre-Decisional Draft -
For Review Only



Legend

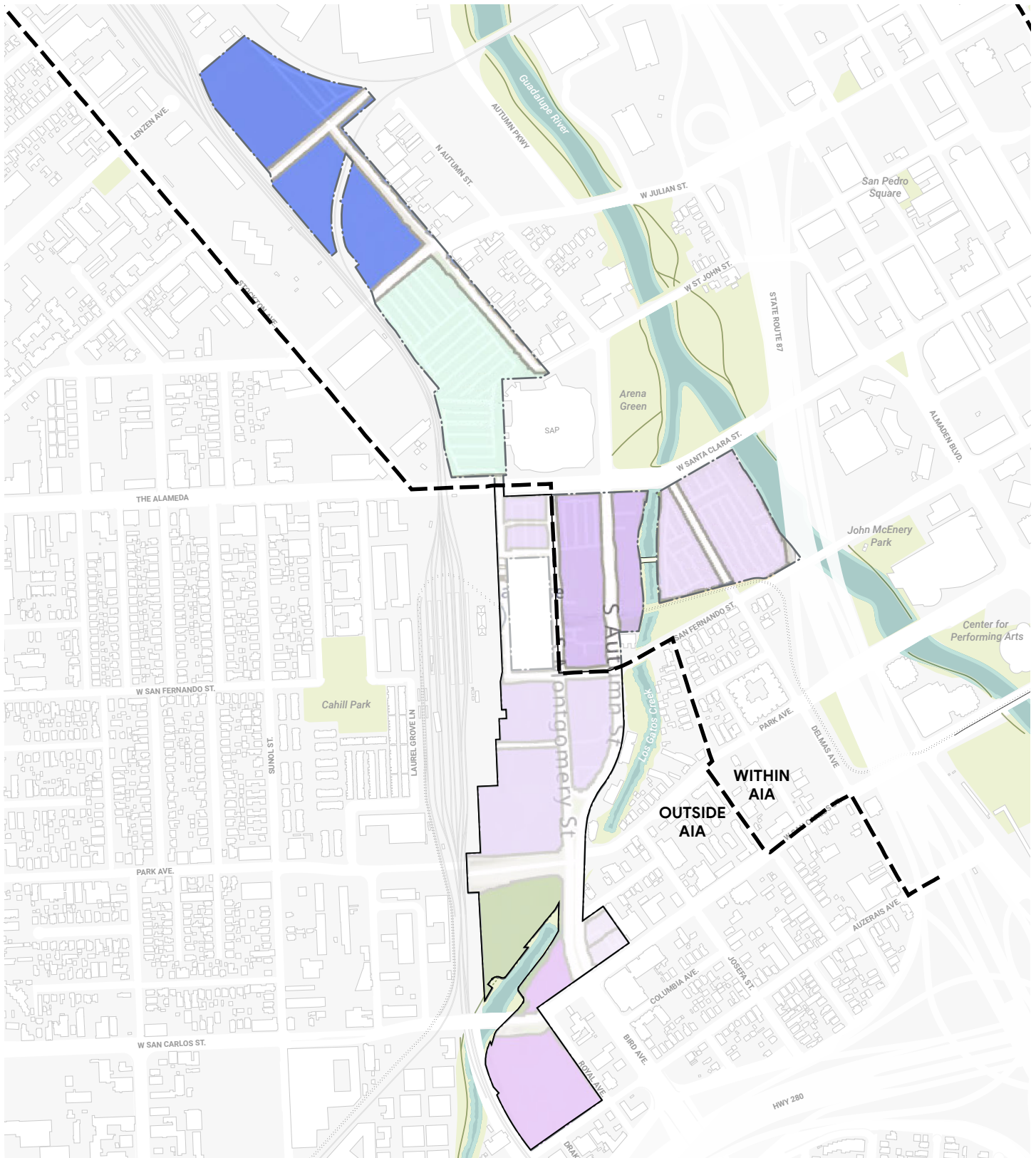
- Downtown West Mixed-Use Plan Boundary
- Airport Boundary

0' 1,500' 3,000'

Downtown West Mixed-Use Plan

Figure 1

Project Relationship to Airport Boundary



Legend

- Downtown West Mixed-Use Plan Boundary
- - - Airport Influence Area (AIA)
- Area Outside of the AIA

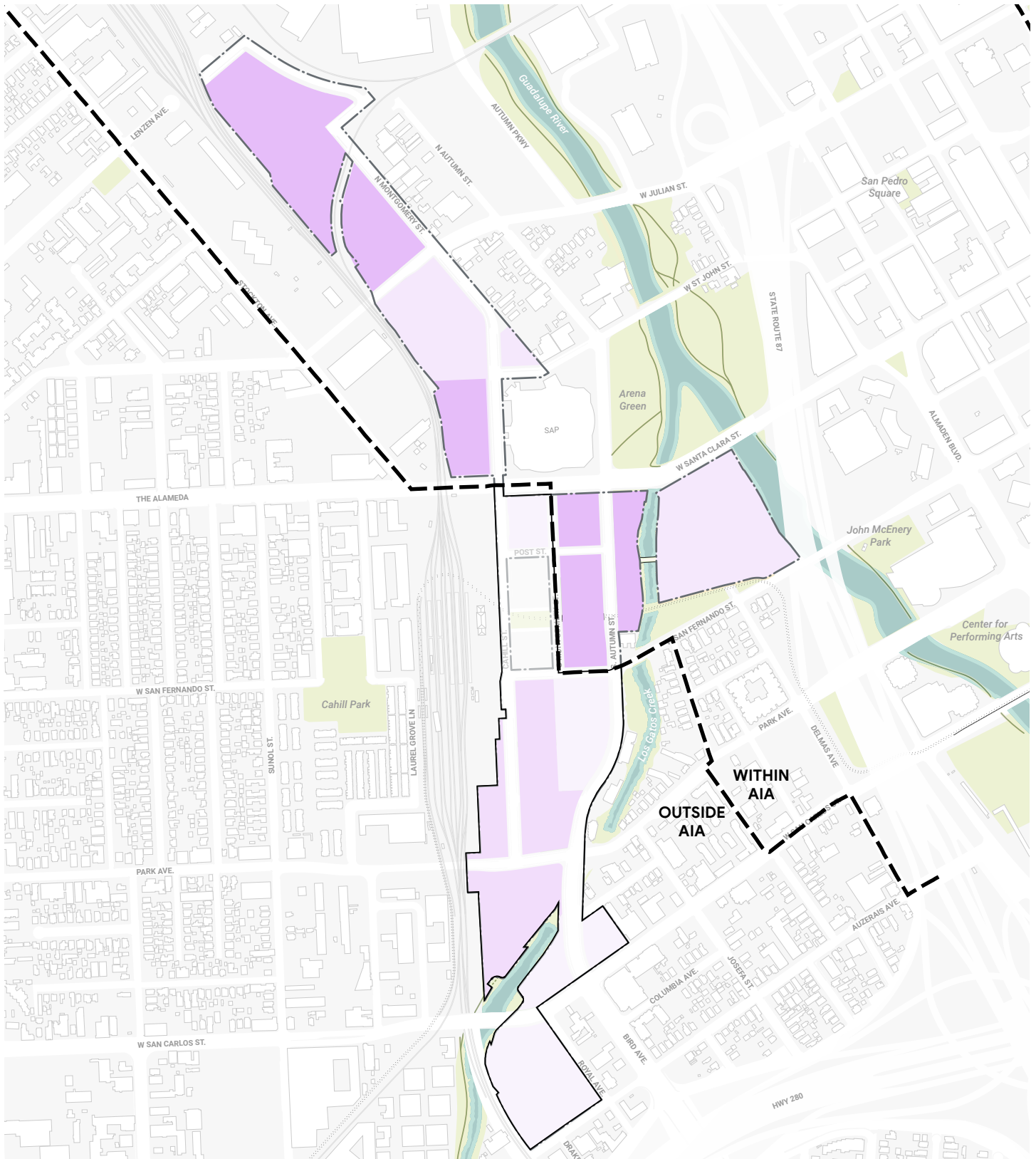
- Downtown
- Commercial Downtown
- Transit Employment Center

- Public / Quasi-Public
- Open Space, Parklands, and Habitat

0' 250' 500'

Downtown West Mixed-Use Plan

Figure 2
Existing GP Land Use Designations



Legend

- Downtown West Mixed-Use Plan Boundary
- Airport Influence Area (AIA)
- Area Outside of the AIA
- Downtown
- Commercial Downtown

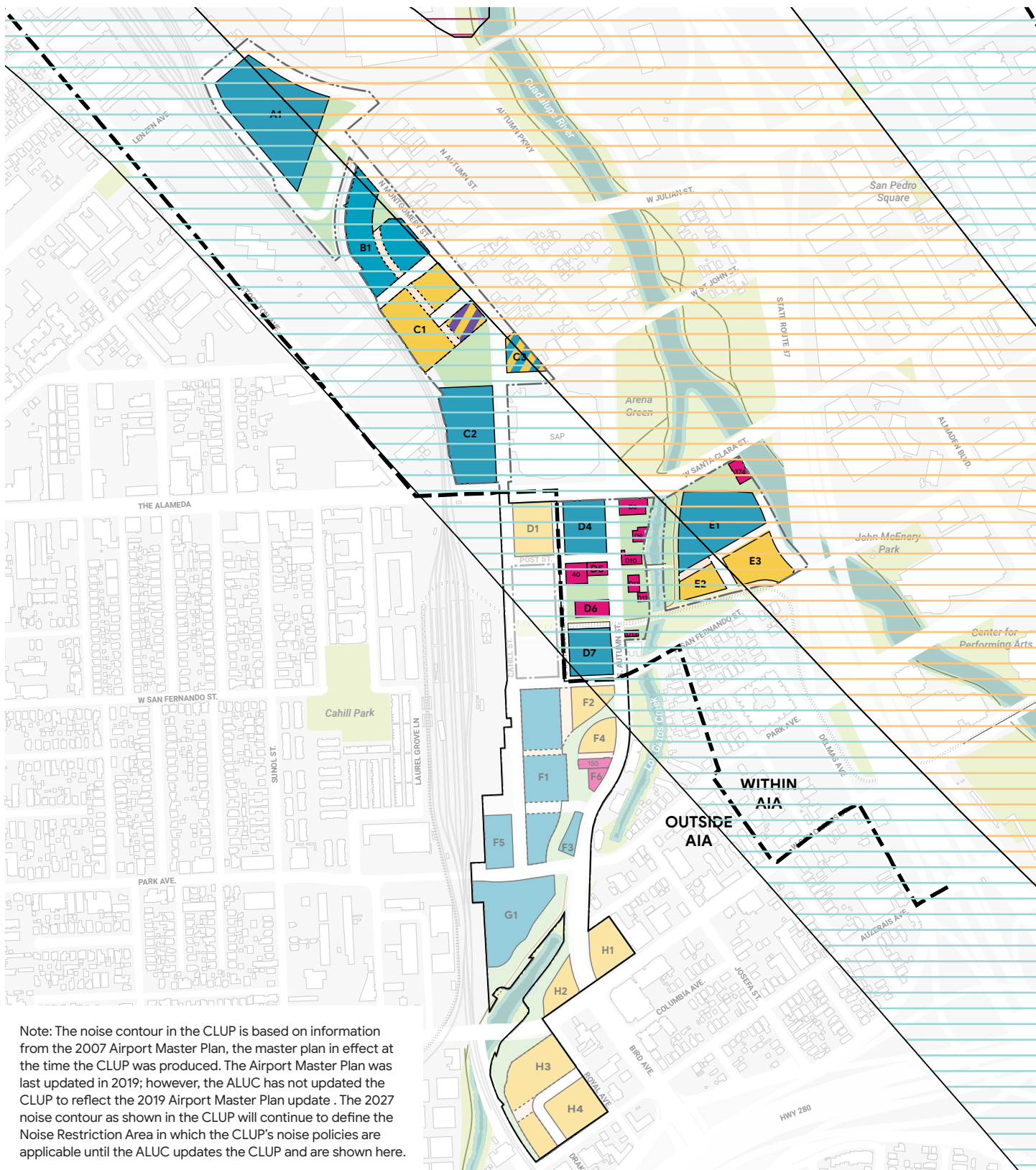
N 0' 250' 500'

Downtown West Mixed-Use Plan

Figure 3

Proposed Downtown West Land Use Designations

CPRA Confidential Treatment Request, Not for Public Release - CPRA Exempt, Confidential and Proprietary Business / Siting Information, Pre-Decisional Draft - For Review Only



Legend

- Downtown West Mixed-Use Plan Boundary
- Airport Influence Area (AIA)
- Area Outside of the AIA
- Office

- Residential
- Residential / office
- Residential / hotel
- Active use

- Open space
- Mid-block passage
- 60 dBs
- 65 dBs

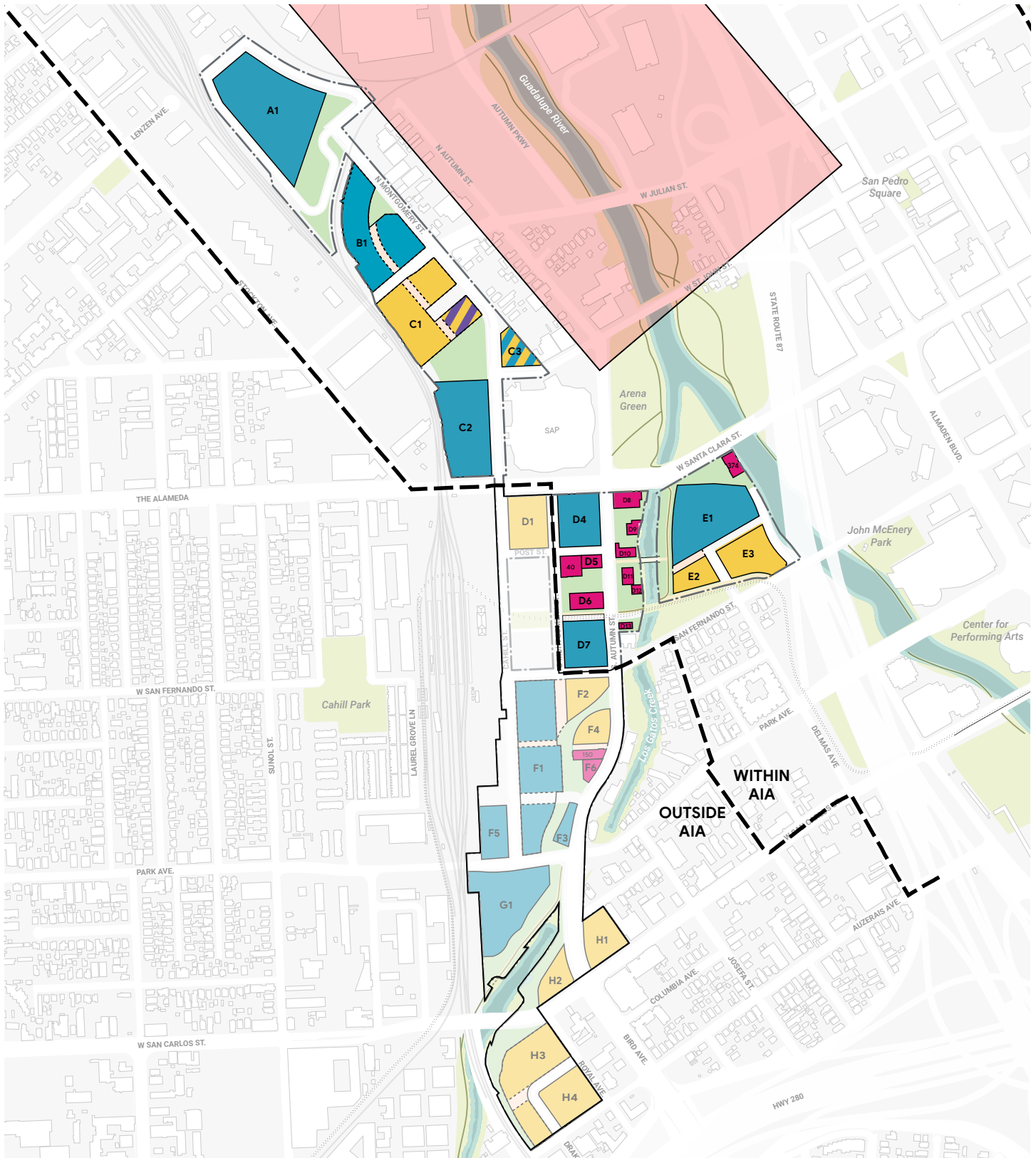
N 0' 250' 500'

70 dBs

Downtown West Mixed-Use Plan

Figure 4
Noise Contours 2027 Forecast (dB CNEL)

Note: Active uses and limited term corporate accommodations are permitted throughout the project area.



Legend

- Downtown West Mixed-Use Plan Boundary
- - - Airport Influence Area (AIA)
- Area Outside of the AIA
- Office

- Residential
- Residential / office
- Residential / hotel
- Active use

- Open space
- Mid-block passage
- Outer Safety Zone

N 0' 250' 500'

Note: Active uses and limited term corporate accommodations are permitted throughout the project area.

Downtown West Mixed-Use Plan

Figure 5
Safety Zone



Note: This figure reflects West OEI Corridor Heights. In March 2019, the San Jose City Council directed Planning Department to set new maximum heights in accordance with TERPS departure surface, shown on Figure 7.

Legend

- Downtown West Mixed-Use Plan Boundary
- - - Airport Influence Area (AIA)
- Area Outside of the AIA
- Office

- Residential
- Residential / office
- Residential / hotel
- Active use

- Open space
- Mid-block passage
- X— West OEI Height Contours (AMSL)*

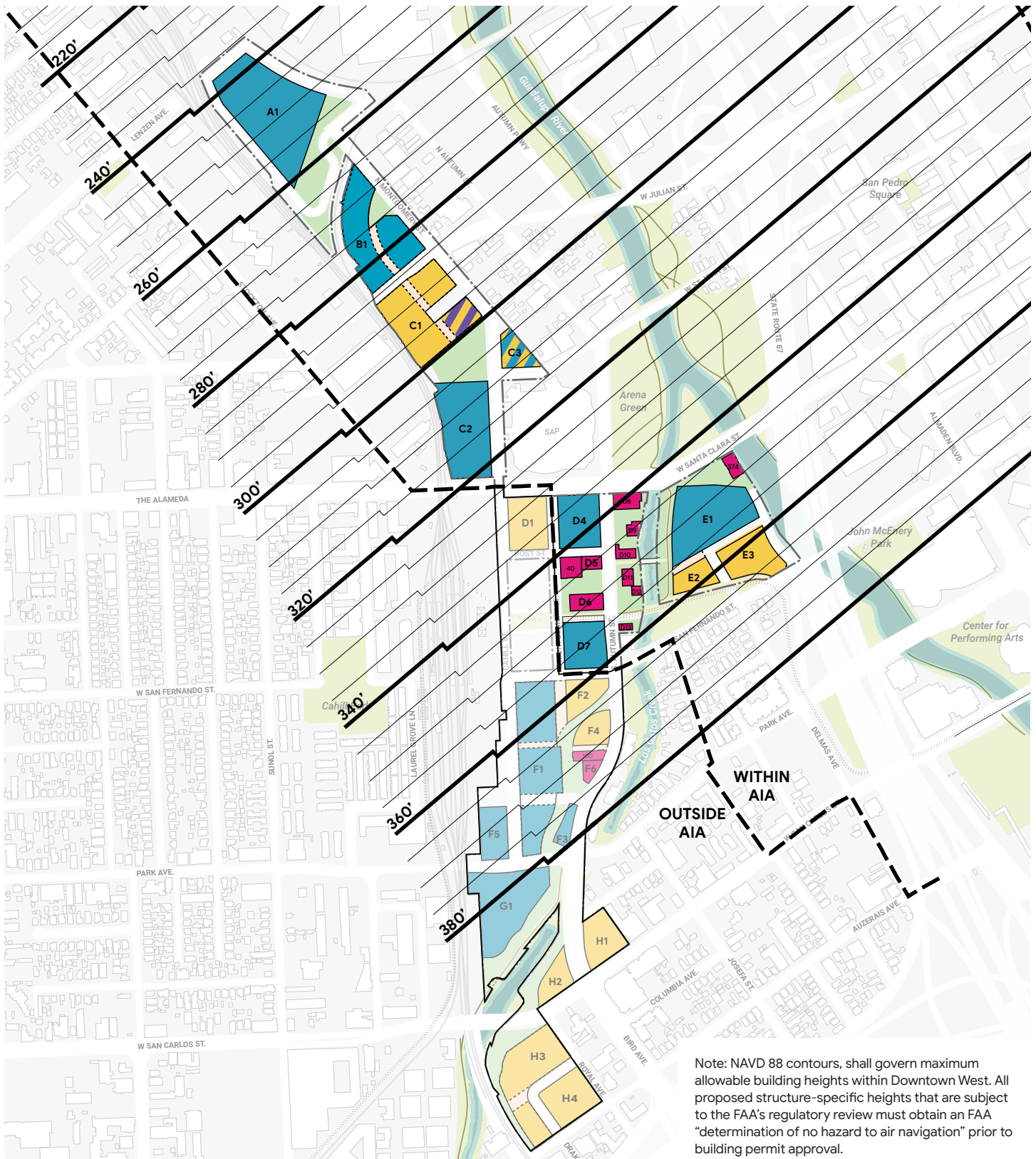
Note: Active uses and limited term corporate accommodations are permitted throughout the project area.

Source: Landrum & Brown, Consultant to City of San Jose Aviation Department, Project CAKE, 2019

Downtown West Mixed-Use Plan

Figure 6

Existing Heights: West OEI Corridor Heights



Note: NAVD 88 contours, shall govern maximum allowable building heights within Downtown West. All proposed structure-specific heights that are subject to the FAA's regulatory review must obtain an FAA "determination of no hazard to air navigation" prior to building permit approval.

Legend

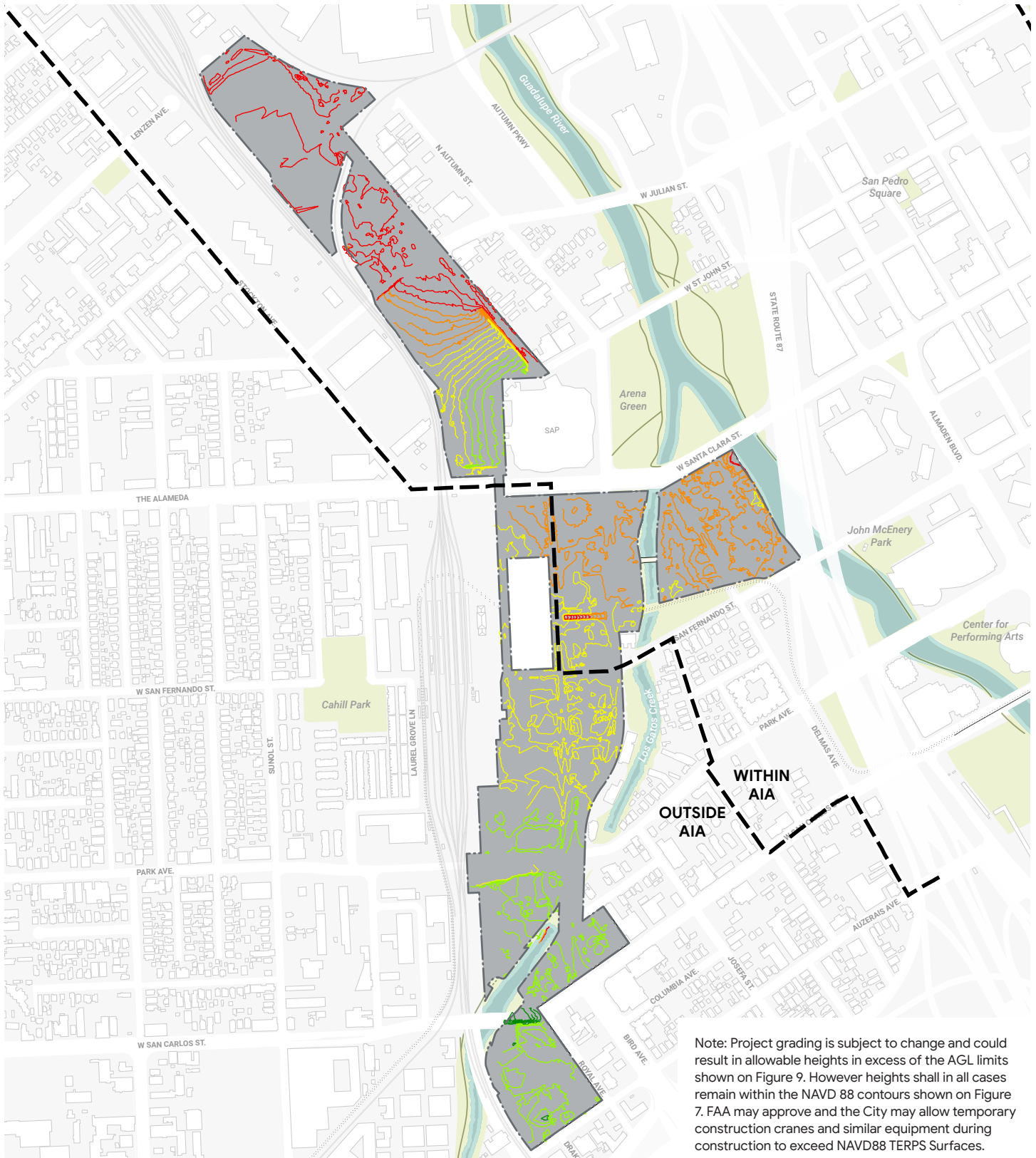
- | | | |
|-------------------------------------------|----------------------|-----------------------------|
| --- Downtown West Mixed-Use Plan Boundary | Residential | Open space |
| --- Airport Influence Area (AIA) | Residential / office | Mid-block passage |
| Area Outside of the AIA | Residential / hotel | 'X' NAVD 88 height contours |
| Office | Active use | |

Note: Active uses and limited term corporate accommodations are permitted throughout the project area.

Source: Landrum & Brown, Consultant to City of San Jose Aviation Department, Project CAKE, 2019

Downtown West Mixed-Use Plan

Figure 7
TERPs departure surface (NAVD 88)



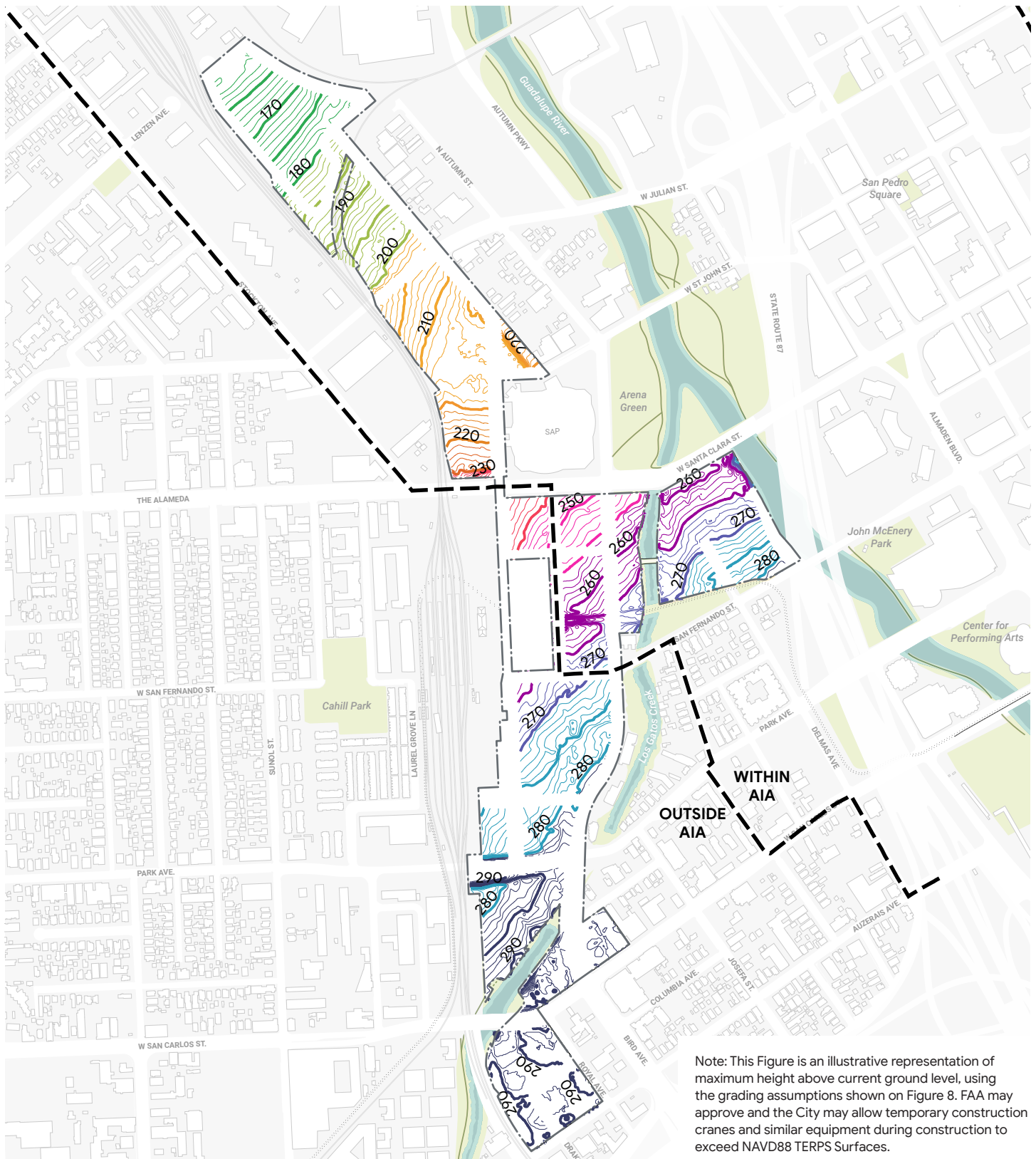
Legend

- | | |
|-------------------------------------------|------------|
| --- Downtown West Mixed-Use Plan Boundary | 90-95 ft |
| --- Airport Influence Area (AIA) | 96-102 ft |
| 77-84 ft | 103-112 ft |
| 85-89 ft | |

N 0' 250' 500'

Downtown West Mixed-Use Plan

Figure 8
Ground Elevation



Legend

- Downtown West Mixed-Use Plan Boundary
- Airport Influence Area (AIA)
- 160 - 180 feet
- 181 - 200 feet

- 201 - 215 feet
- 216 - 220 feet
- 221 - 230 feet
- 231 - 245 feet

- 246 - 255 feet
- 256 - 265 feet
- 266 - 270 feet
- 271 - 280 feet

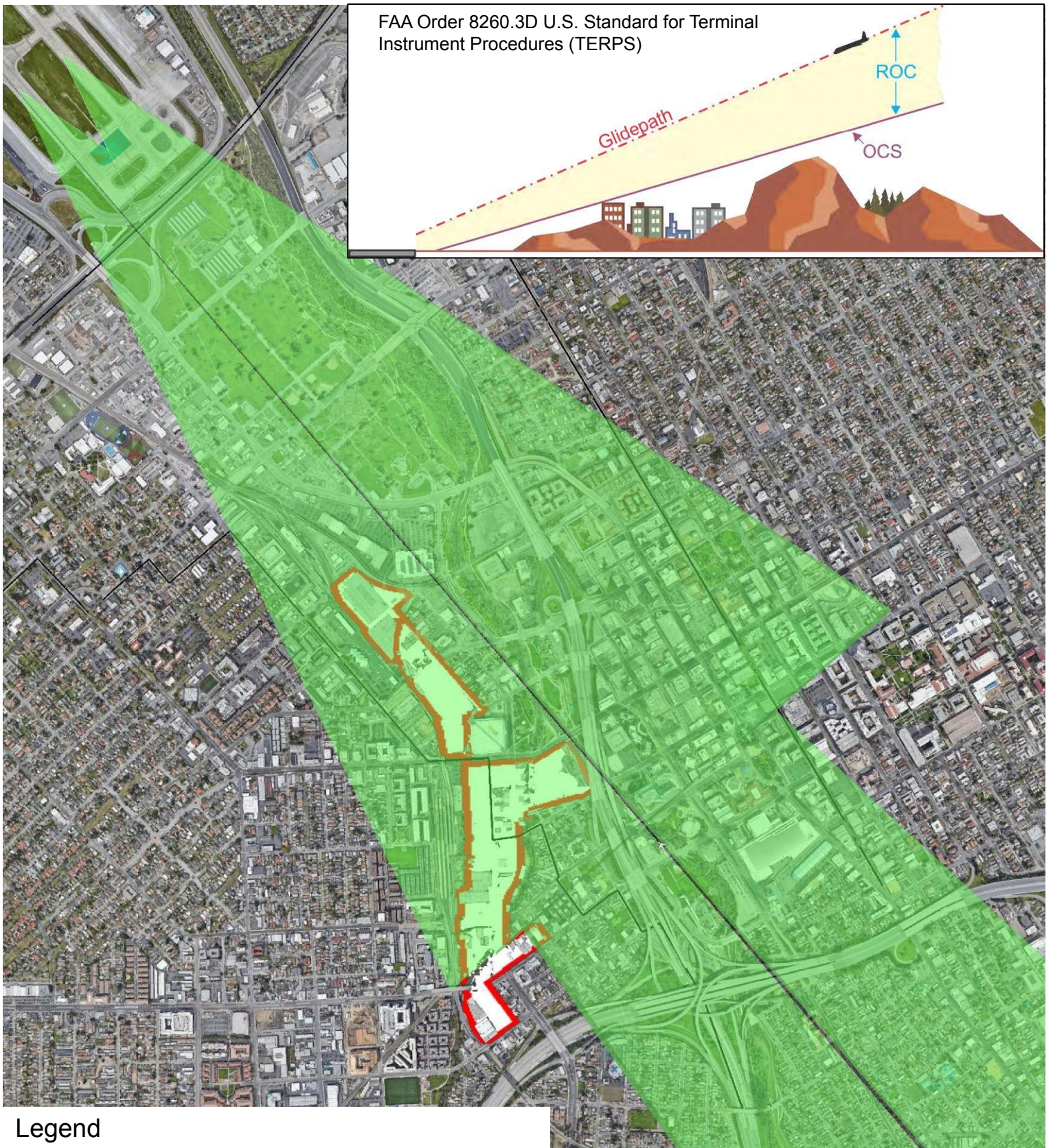
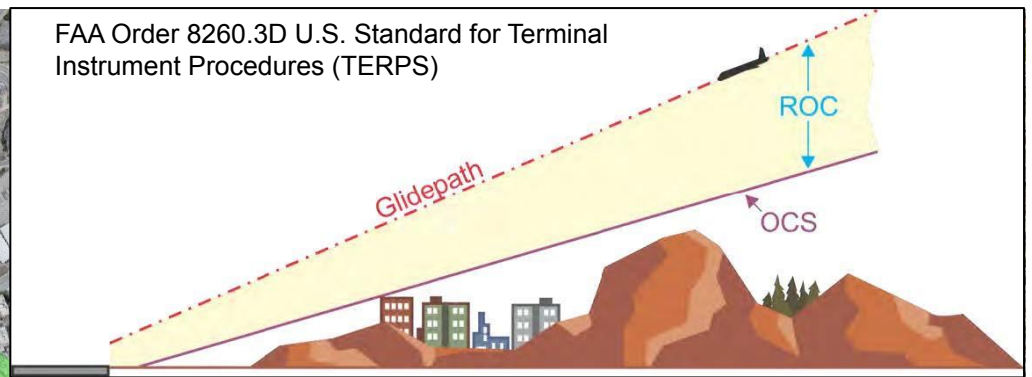


Downtown West Mixed-Use Plan

Figure 9

NAVD 88 Maximum Height Above Current Ground Level

FAA Order 8260.3D U.S. Standard for Terminal
Instrument Procedures (TERPS)



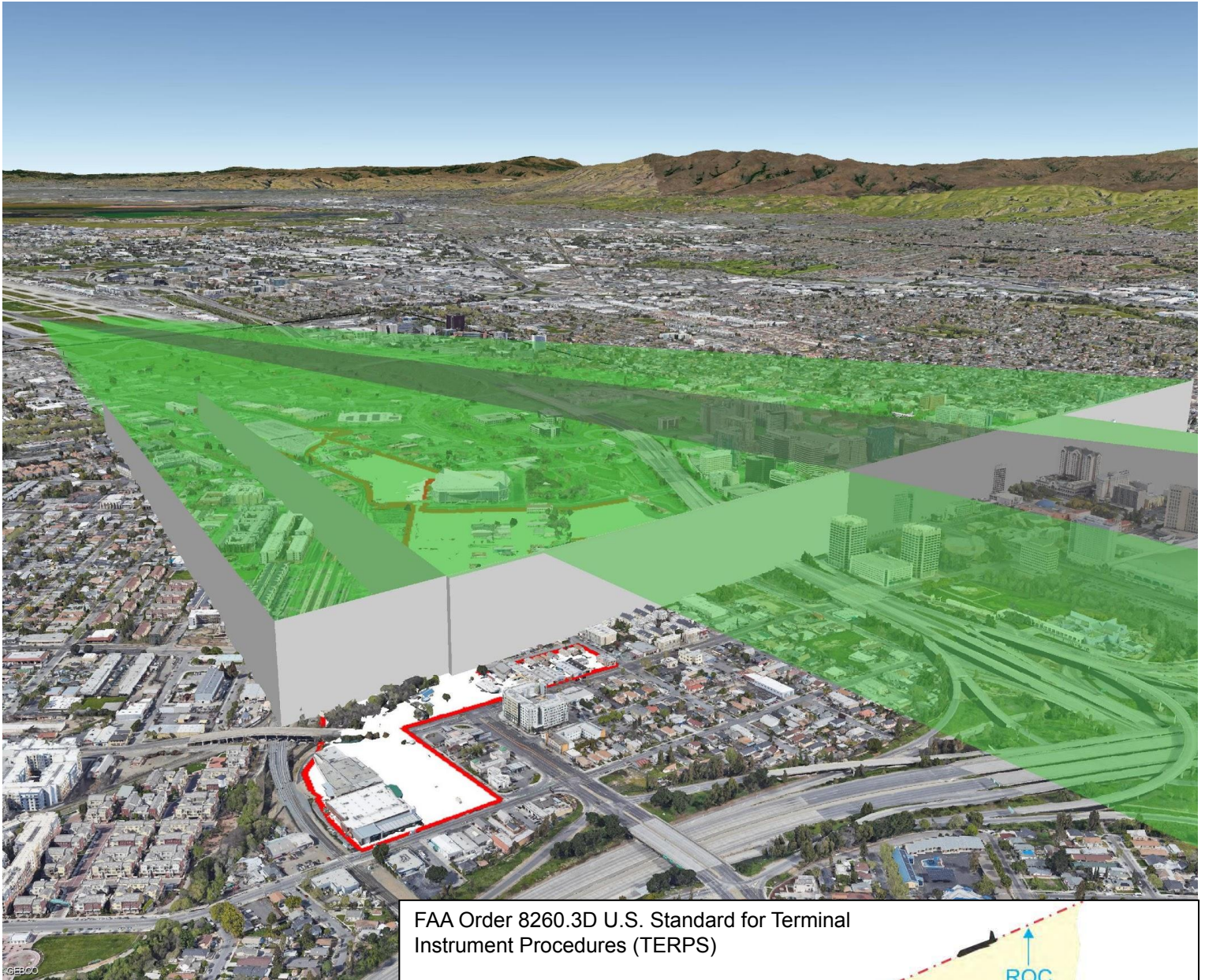
Legend

- NAVD88 Lowest TERPS Obstacle Clearance Surface (OCS) Surface: Prepared by Landrum & Brown, Consultant to City of San Jose Aviation Department, January 17, 2020
- Downtown West Mixed-Use Plan Boundary

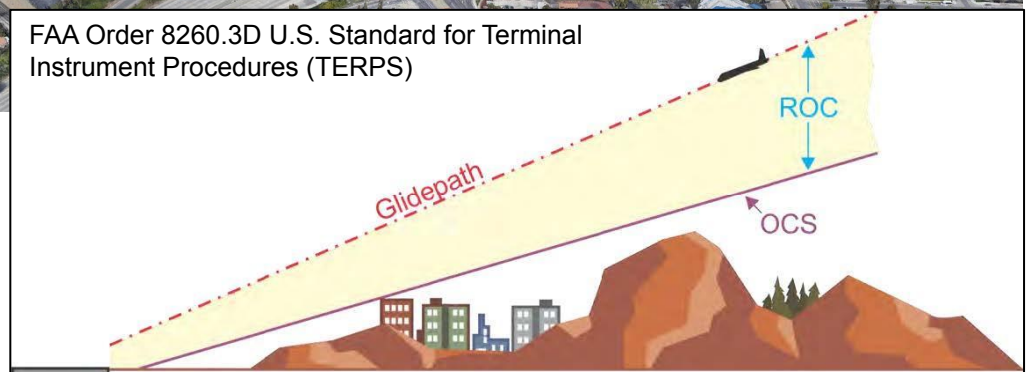
Downtown West Mixed-Use Plan

Figure 10

NAVD88 Lowest TERPS OCS Surface – Overview



FAA Order 8260.3D U.S. Standard for Terminal Instrument Procedures (TERPS)



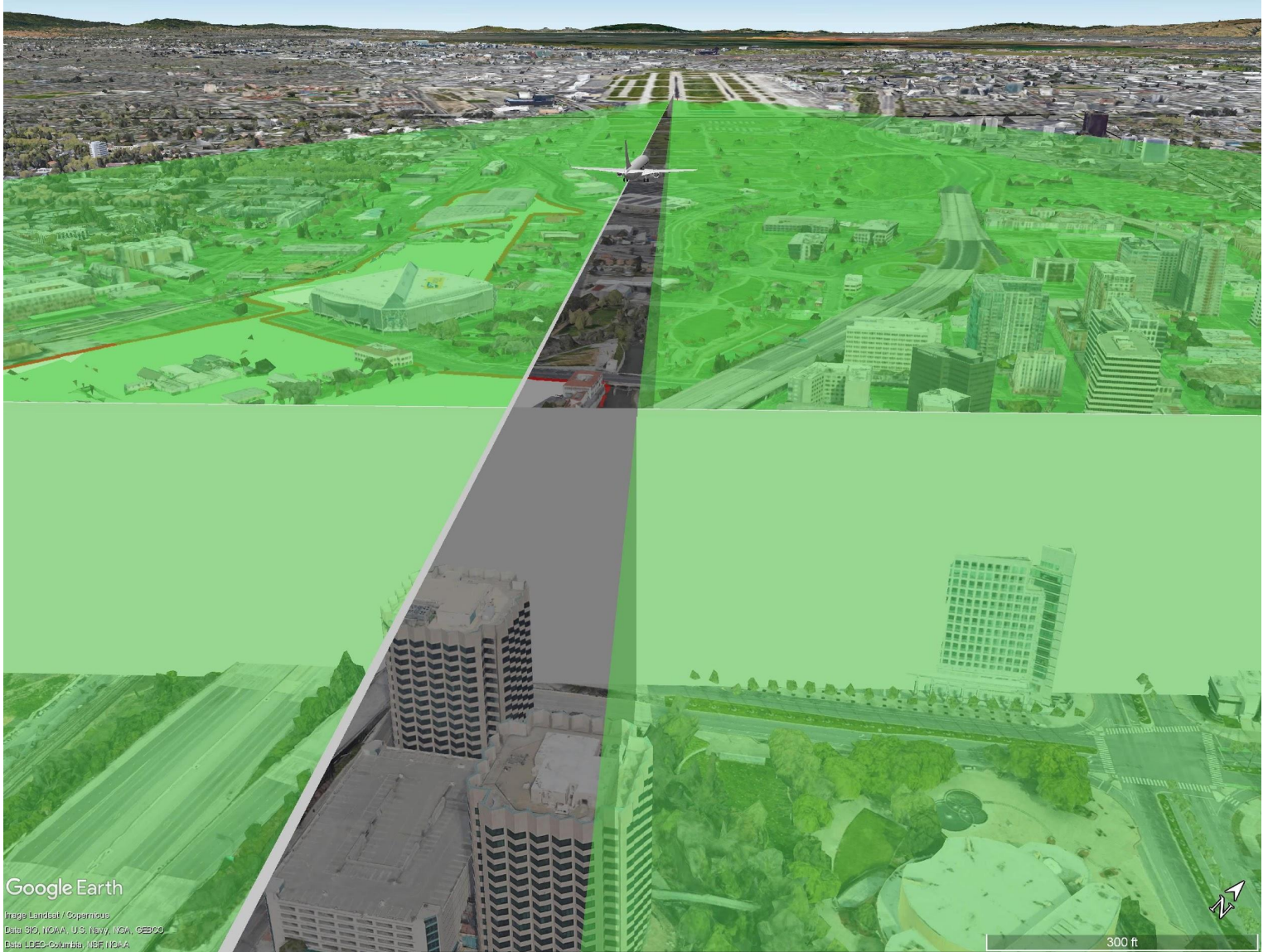
Legend

- NAVD88 Lowest TERPS Obstacle Clearance Surface (OCS) Surface: Prepared by Landrum & Brown, Consultant to City of San Jose Aviation Department, January 17, 2020
- Downtown West Mixed-Use Plan Boundary

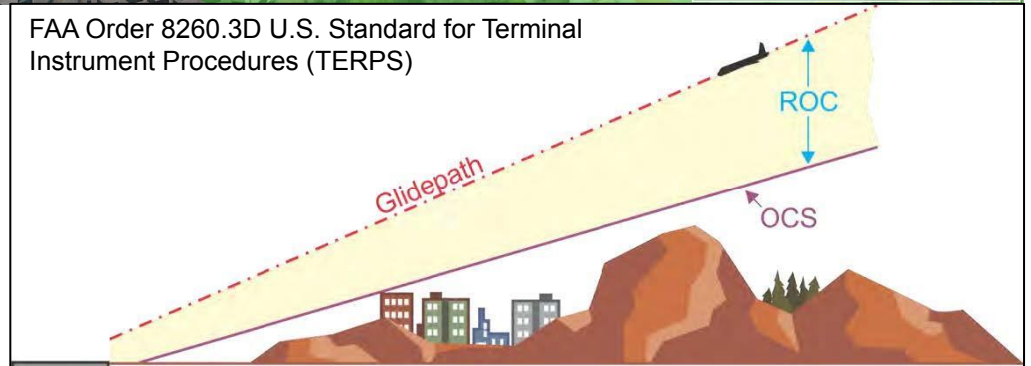
Downtown West Mixed-Use Plan

Figure 11

NAVD88 Lowest TERPS OCS Surface – North Perspective



FAA Order 8260.3D U.S. Standard for Terminal Instrument Procedures (TERPS)



Legend

- NAVD88 Lowest TERPS Obstacle Clearance Surface (OCS) Surface: Prepared by Landrum & Brown, Consultant to City of San Jose Aviation Department, January 17, 2020
- Downtown West Mixed-Use Plan Boundary

Downtown West Mixed-Use Plan

Figure 12

NAVD88 Lowest TERPS OCS Surface – Landing Perspective

Excerpt from:

Planned Development Zoning (PDC19-039)

Building Heights

Maximum allowable heights shall be those established by FAA regulations as shown in Table 3.02.2, and for Sub-Area 1, shown in Figure 5.12 of the DWDSG, which are translated into above ground level (AGL) limits in Section 5.6 of the DWDSG. Project grading could result in allowable heights in excess of the AGL limits referenced in the DWDSG, but heights for Sub-Areas 1 and 2 shall in all cases remain within FAA limits and subject to final FAA Notice of Determination established through completion of 7460 Part 1.

Maximum building heights for individual buildings in the Downtown West PD Zoning District may be increased without amendment to this General Development Plan provided that: (a) such increase correlates to an increase in maximum allowable height authorized by the FAA and approved by City Council following Santa Clara County Airport Land Use Commission review, if applicable; and (b) the Planning Director conducts environmental review of the building’s proposed height increase to determine compliance under CEQA. Documentation of any height increase pursuant to this section shall be through the Zoning / Design Conformance Review process described on Sheet 8.01.

Table 3.02.2 Permissible Building Heights by Sub-Area

Sub-Area Maximum Building Height	Maximum Building Height (Above Ground Level)
Sub-Area 1	See Section 5.6 of the DWDSG
Sub-Area 2	Up to 245 feet (Above Ground Level)

Extract from the Downtown West Design
Guidelines and Standards (DWDSG).

The DWDSG is part of the Downtown
West Planned Development Permit

5.6 Building Heights

The Project building heights range from 160 to 290 feet above ground level (AGL). Several blocks have been set to a height lower than the maximum height allowable, in order to build in variation that better responds to contextual adjacencies and the experience of Downtown West.

Existing buildings along the Creekside Walk at Autumn Street — including blocks D8, D9, D10, D11, D12 and D13 — may be replaced if structural assessment reveals existing structures cannot reasonably be retained. Limits to the height of replacement structures and additions to existing structures are listed in this section, and footprint limits of these buildings is further limited in Section 5.5.

Additional massing reduction requirements adjacent to historic resources are identified in Section 5.15.

Standards

S5.6.1 Maximum building height. FAA height restrictions, shown in Figure 5.11 as NAVD 88, shall govern maximum allowable building heights pursuant to this DWDSG. For context, Figure 5.12 and Figure 5.13 identify the maximum AGL height at the time of DWDSG approval. Figure 5.12 is an illustrative representation of maximum height by block, while Figure 5.13 illustrates maximum height by contours.

Building heights in Figure 5.11 are current at the time of DWDSG approval. All proposed structure-specific heights that are subject to the FAA's regulatory review must obtain an FAA "determination of no hazard to air navigation" prior to building permit approval. The FAA has the discretion to restrict proposed structure elevations below those shown in accompanying Figure 5.11, Figure 5.12, and Figure 5.13 through the FAA Obstruction Evaluation process under 14 CFR Part 77.

Although Project grading could result in allowable heights in excess of the AGL limits shown on Figure 5.12 and Figure 5.13, heights shall in all cases remain within the NAVD 88 contours shown on Figure 5.11. Conformance Reviews under this DWDSG shall be against Figure 5.11 with the exception of blocks identified in S5.6.2.

S5.6.2 Heights at Creekside Walk at Autumn Street. Replacement structures and built area additions in the Creekside Walk at Autumn Street (Section 4.15) — including blocks D8, D9, D10, D11, D12, and D13 — shall not exceed heights (measured to top of roof) as listed below:

- If structural assessment reveals existing structures at Creekside Walk at Autumn Street cannot reasonably be retained, replacement structures within the 50-foot Los Gatos Creek Riparian Setback shall be limited to one level and shall not exceed the top of roof of the existing structure.
- Replacement structures and additions to existing structures located on blocks D9, D10, D11, D12, and D13 between the 50-foot Los Gatos Creek Riparian Setback and South Autumn Street shall not exceed 40 feet.
- Vertical additions within the existing block D8 footprint shall be permitted up to 60 feet in height outside of the 50-foot Los Gatos Creek Riparian Setback. Horizontal additions to block D8 shall be permitted up to 40 feet in height outside of the 50-foot Los Gatos Creek Riparian Setback.

Replacement structures and additions are subject to applicable standards in Sections 5.5, 5.7, 5.8, and 5.13.



FIGURE 5.11: FAA NAVD 88 maximum height contours

— 5 foot NAVD 88 height contours

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

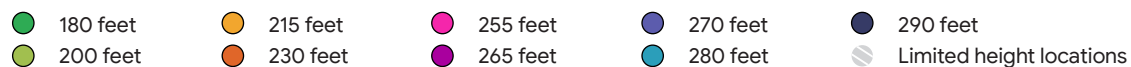
- Blocks D5 and F6: 40 feet maximum height
- Block D6: 80 feet maximum height
- Block H1: 150 feet maximum height

- Additional perimeter height and massing requirements apply to blocks E1/G1 (S5.17.3), E2/E3 (S5.15.10 and S5.15.11), H1 (S5.16.2), H2 (S5.17.1), and H3/H4 (S5.16.3).

For more information on heights adjacent to historic resources refer to standards in 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



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

