

Land Use



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3.1 Land Use

Overview

Downtown West is a high density, mixed-use development, with office, residential, hotel, retail, open space, arts, educational and cultural uses. The primary land uses are intentionally distributed throughout the Project to relate to context, create an active public realm during different hours of the day, and avoid an office park or campus experience.

Downtown West includes places to live, work, learn, play and stay within a half-mile of Diridon Station. Residential uses are generally organized near existing residential neighborhoods, and office uses are located along existing infrastructure, industrial and rail edges. Active uses — including commercial retail, restaurants, arts, cultural, institutional, childcare and education, non-profit and small-format office space, and maker spaces — are distributed throughout the Project, with the greatest concentration located in the core area of Downtown West between West Santa Clara Street and West San Fernando Street.

Today, the area accommodates manufacturing, light industrial, and business service land uses intermixed with residential and minimal commercial uses. Unbuilt lots in the Project area today are generally used as surface parking lots. In all, approximately 40 percent of the development site area is currently used as surface parking lots.



OFFICE



RESIDENTIAL



RETAIL



COMMUNITY AND LEARNING



OPEN SPACE



CULTURAL AND ARTS



HOTEL



NON-PROFIT, COWORK AND SMALL BUSINESS

FIGURE 3.1: Example Project land uses

General Plan Land Use Designations

The General Plan land use designations in Downtown West are “Downtown” and “Commercial Downtown”, which enable high intensity, mixed-use development suitable for a core urban site in downtown San José, as shown in Figure 3.2, for reference. The predominant difference between each land use is whether residential uses are permitted. Commercial Downtown designation does not allow residential uses. As the most flexible designation in the General Plan, the Downtown designation denotes sites where residential is the primary use and where a variant or flexible land use alternative exists. The previously approved mixed-use project on lot E1 is currently and remains designated as Downtown.

Planned Development Zoning

A permitted land use table has also been included in the General Plan Development (GDP) to identify which uses are permitted or restricted, and which uses require special use permits. Primary land uses shown in Figure 3.3 are consistent with the GDP. Where a land use category or term is not specifically defined in this DWDSG or the GDP, the San José Municipal Code's definition of the term shall apply.

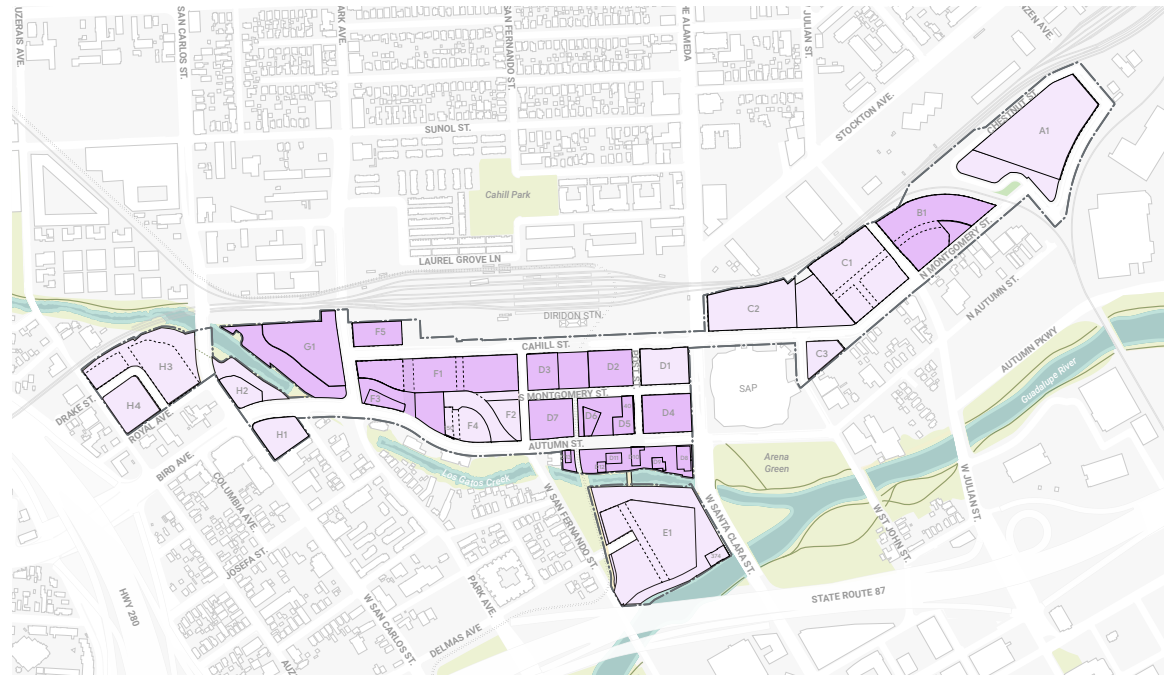


FIGURE 3.2: Downtown West General Plan land use designations

- Downtown
- Commercial Downtown

Primary Land Uses

The GDP and DWDSG provide for a mix of primarily office and residential land uses across the approximately 85-acre Project site. Other “active uses”, such as retail (including restaurants and bars), arts, cultural, educational, institutional, non-profit organizations, and small-format offices would generally occupy ground floor spaces within new mixed-use buildings and some standalone buildings. The Project would also include hotel use, limited-term corporate accommodations, and event/conference spaces.

Standards

S3.1.1 Primary land uses. Primary land uses shall be located as shown in Figure 3.3, or Figure 3.4 in the case of the Northern land use Variant – defined in Standard S3.1.2.

S3.1.2 Northern Variant. Figure 3.4 shall be permitted as an alternative land use arrangement for lots north of West Santa Clara Street. Figure 3.4 represents the land use swap between lot C1 (primary residential use) and lot A1 (primary office use), located north of the Union Pacific Railroad tracks. In all instances, the total development program remains within the ranges studied in the EIR.

S3.1.3 C2 permitted land uses. Lot C2 shall be permitted to be flexible or mixed-use, incorporating either or both land uses hatched in Figure 3.3. In the case of the Northern Variant, lot C2 shall be designated for Office use, as shown in Figure 3.4.

S3.1.4 C3 permitted land uses. Office, Limited Term Corporate Accommodation, and Active Use shall be permitted primary land uses on lot C3.

S3.1.5 F3 permitted land uses. Office and Active Use shall be permitted primary land uses on lot F3.

S3.1.6 F5 permitted land uses. Office and District Systems shall be permitted primary land uses on lot F5.

NOTE: Refer to controls S3.1.4 – S3.1.6 for permitted uses on lots C3, F3, and F5.

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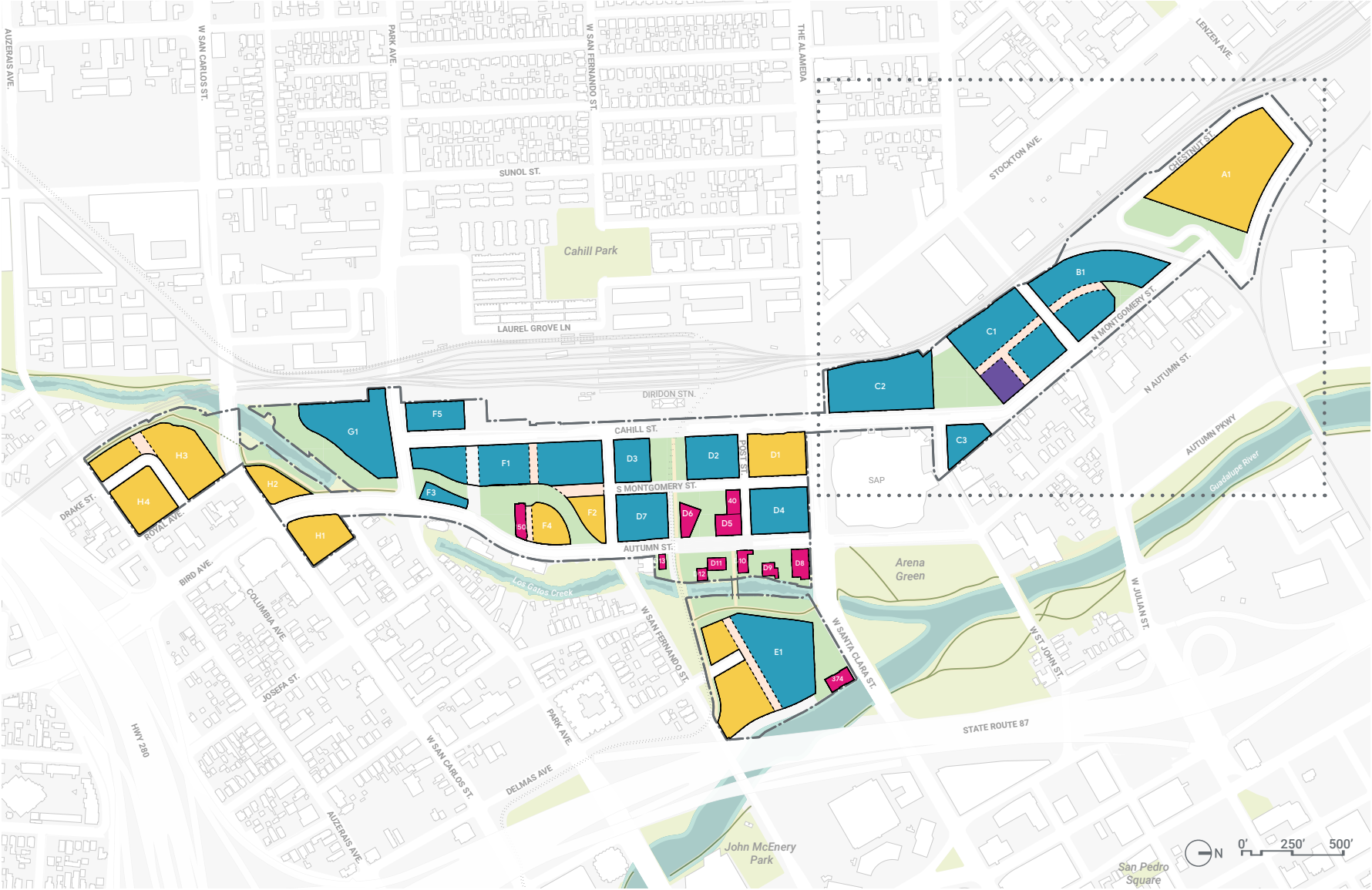


FIGURE 3.4: Northern Variant primary land uses

- Office
- Residential
- Hotel
- Active Use
- Open Space

Accessory and Interim Uses

Standards

S3.1.7 Accessory uses. Primary land uses shown in Figure 3.3 represent the predominant uses of the building, and accessory land uses shown in Figure 3.5 shall be incidental to those of the main building. Accessory use categories – including Active Uses, Event Center, Limited Term Corporate Accommodations, District Systems, and Logistics and Distribution Uses – shall not exceed half of the total building floor area.

S3.1.8 District systems/logistics. Centralized utility plants (CUPs) and logistics facilities shall be permitted only on lots designated for primary office use.

S3.1.9 Accessory uses in parks and open spaces. Accessory uses and structures shall be permitted in parks and open spaces, and may be attached to existing buildings, subject to the open space approval process outlined in the Downtown West PD Zoning. Accessory uses in open spaces are subordinate and complementary to the designated open space use.

Permitted uses may include, but are not limited to the following:

- Commercial dining use and leasing area;
- Markets;
- General food and beverage offerings;
- Arts, and arts activity spaces;
- Entertainment and temporary events;
- Retail kiosks;
- Canopy, shade, or pavilion structures;
- Mobility hub;
- Restroom facilities;
- Access and egress from parking;
- Operation and management service;
- Storage;
- Other activity area.

S3.1.10 Low impact interim uses. Interim uses with a low environmental impact, including commercial pop-ups, temporary food and beverage standalone structures, and temporary art installations, are permitted across the Project outside of the 50-foot riparian setback, with the exception of existing buildings on the east side of South Autumn Street between West Santa Clara Street and West San Fernando Street.

S3.1.11 Interim use duration. Interim use duration shall not interfere with the development progress and final buildout of the Project.

S3.1.12 Interim use location. Interim uses shall occur within vacant existing buildings, temporary occupiable structures, and temporary non-occupiable structures such as artworks or canopies.

S3.1.13 Interim CUP location. A temporary CUP shall be permitted on lot E1.

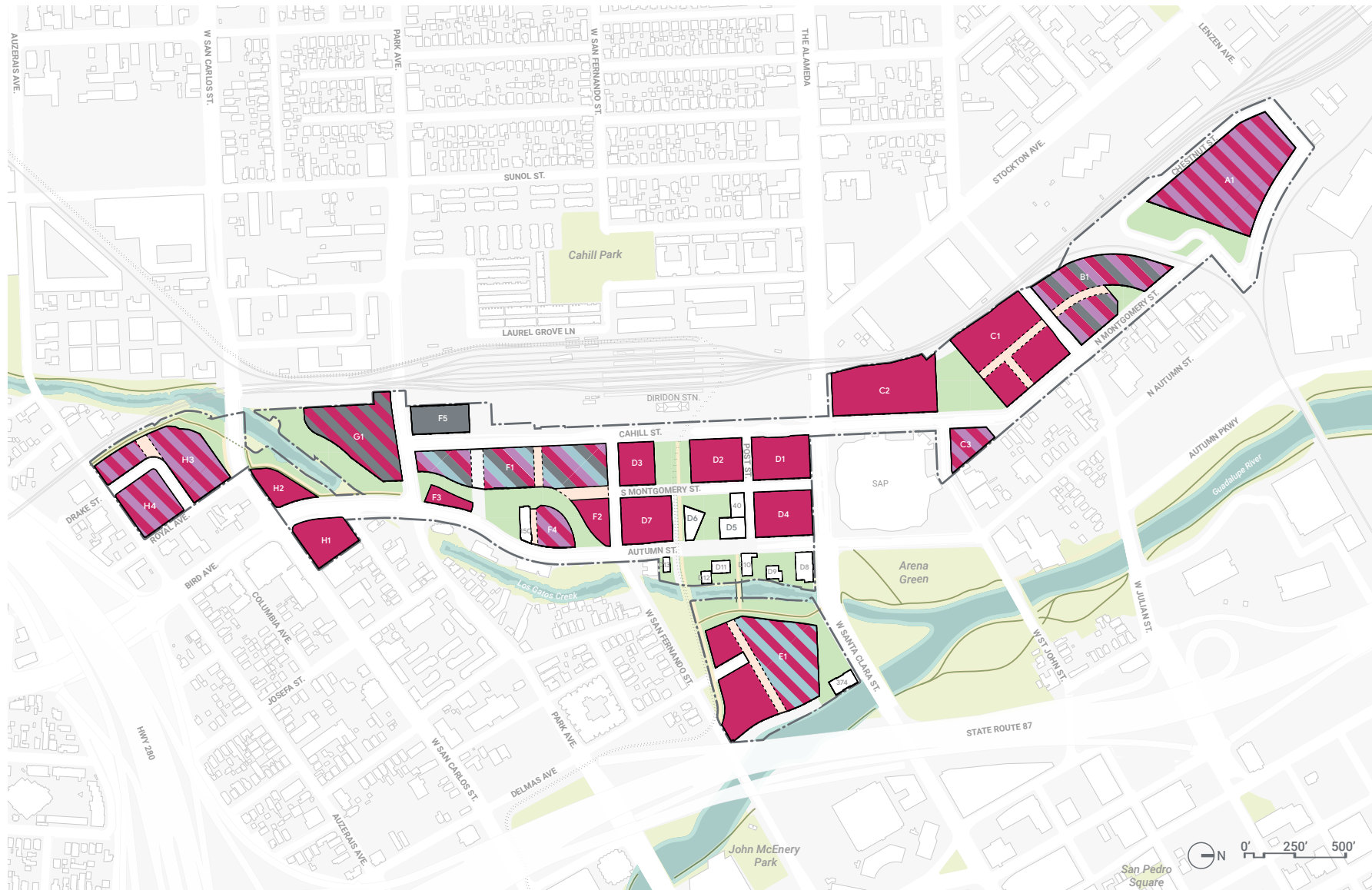


FIGURE 3.5: Permitted accessory land uses

- Active Use
- Limited Term Corporate Accommodations
- District Systems / Logistics
- Event



FOOD AND BEVERAGE OFFERINGS



RETAIL KIOSKS



ENTERTAINMENT EVENTS



TEMPORARY STRUCTURE



MARKETS



TEMPORARY ART

FIGURE 3.6: Example accessory uses in open spaces

FIGURE 3.7: Example interim uses on developable building sites

3.2 Ground Floor Uses

Establishing active frontage — frontage that connects to the public realm, as defined by the DDG — across the Project is integral to creating vibrant streetscapes and human-scale experiences in Downtown West. Active uses vary across the site, with a range that includes maker spaces, cultural spaces, commercial retail, interactive learning and incubation spaces, indoor/outdoor dining, to neighborhood-focused amenities, and creekside learning and play spaces.

Street Frontage Classification

Prioritization of active frontage varies depending on adjacent street function and location within the Project. Section 2.2 of the DDG established a street frontage hierarchy aligning to the classification of streets and open space. Depending on the adjacent street or open space classification, active frontage is required for a minimum percentage of the facade according to the tiered system outlined in Section 5.3.1.a of the DDG.

Standards

S3.2.1 Podium level and pedestrian level framework plan. Figure 3.8 shall establish street frontage classification for the Project and amends the Pedestrian level and podium level framework figure in Section 2.2 of the DDG. Updates to the figure include:

- South Montgomery Street between West Santa Clara Street and West San Fernando shall be classified as a “Secondary Addressing Street”;
- Cahill Street extensions to North Montgomery Street and Park Avenue are considered “other addressing streets” instead of “Paseos”.

[DDG Figure 2.2 — superseded]

S3.2.2 Active frontage classification. All active frontage requirements in Downtown West follow the definitions, requirements by street type, types of active frontage, and general requirements identified in Section 5.3.1.a of the DDG. Illustrative examples of types of active frontage as identified in the DDG are shown in Figure 3.10.

Active frontage requirements shall apply to all new development and shall be calculated as a percentage of the pedestrian level streetwall of each building. For more information on streetwall, see Section 5.8.

S3.2.3 Active frontage exemptions. Active frontage requirements shall not apply to the following locations:

- Frontage adjacent to or along streets adjacent to at-grade rail outside of the Project core area between West Santa Clara Street and West San Fernando Street;

- Frontage facing underpasses and overpasses, specifically near the rail or highway;
- Frontage within the 50-foot riparian setback to reduce the intensity of uses along this sensitive habitat area;
- Historic resources and existing structures, which will remain.

S3.2.4 New open space frontage. All frontage created along new parks and plazas created by the Project shall include 40 percent minimum active frontage as measured by Section 5.3.1.a of the DDG.

S3.2.5 Other addressing streets. Streets not classified as open space, secondary, or urban park / plaza categories shall be considered “other” streets, and shall not require a minimum amount of active frontage.

Guidelines

G3.2.1 Frontage facing rail. Frontage along at-grade rail should be designed flexibly to accommodate active frontage when rail tracks are elevated.

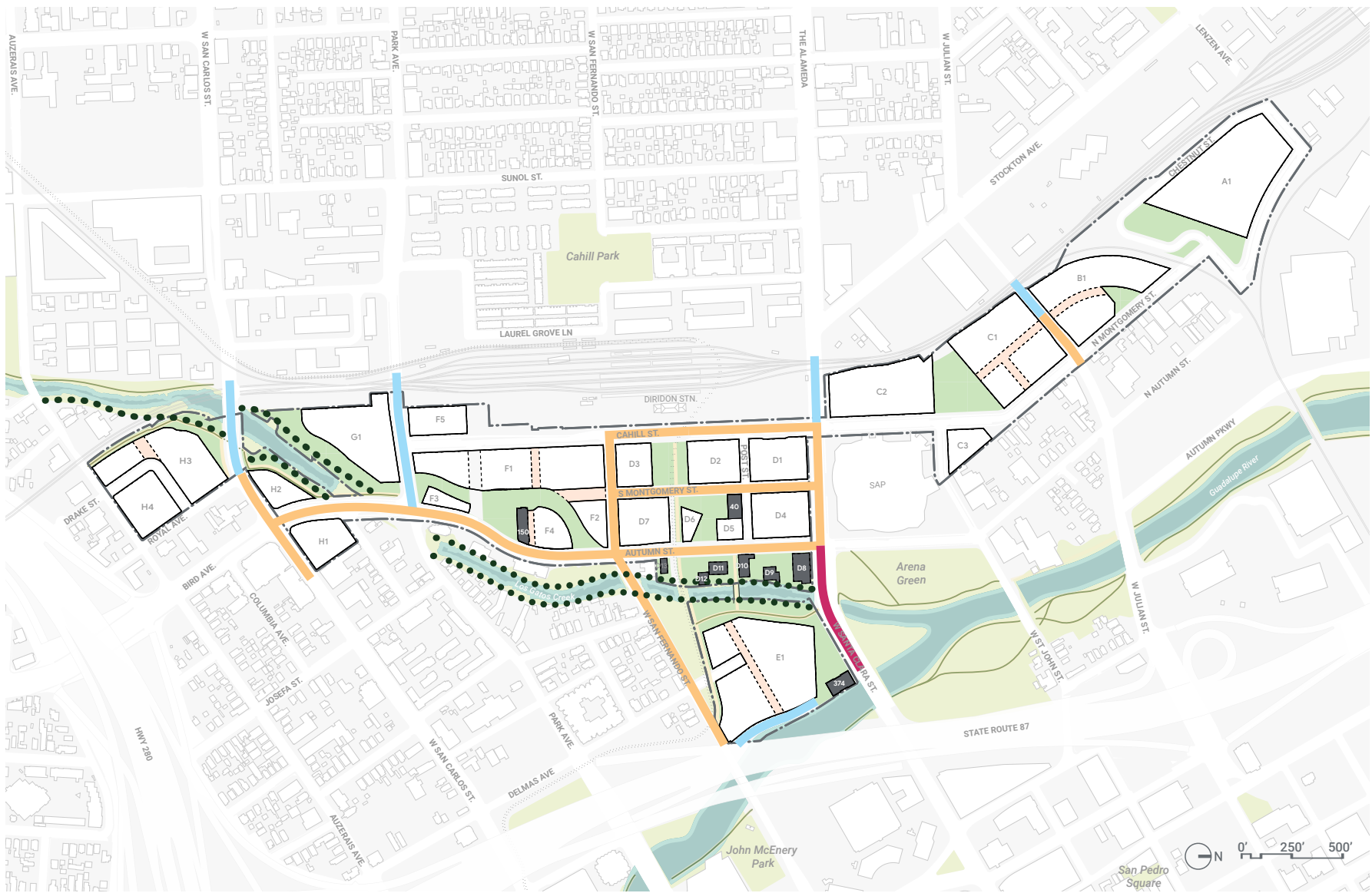


FIGURE 3.8: Amended DDG street frontage classification

- Urban Park / Plaza frontage
- Secondary Addressing Street frontage
- Significant grade change / Underpass / Overpass

- Open Space frontage
- Existing structure to remain

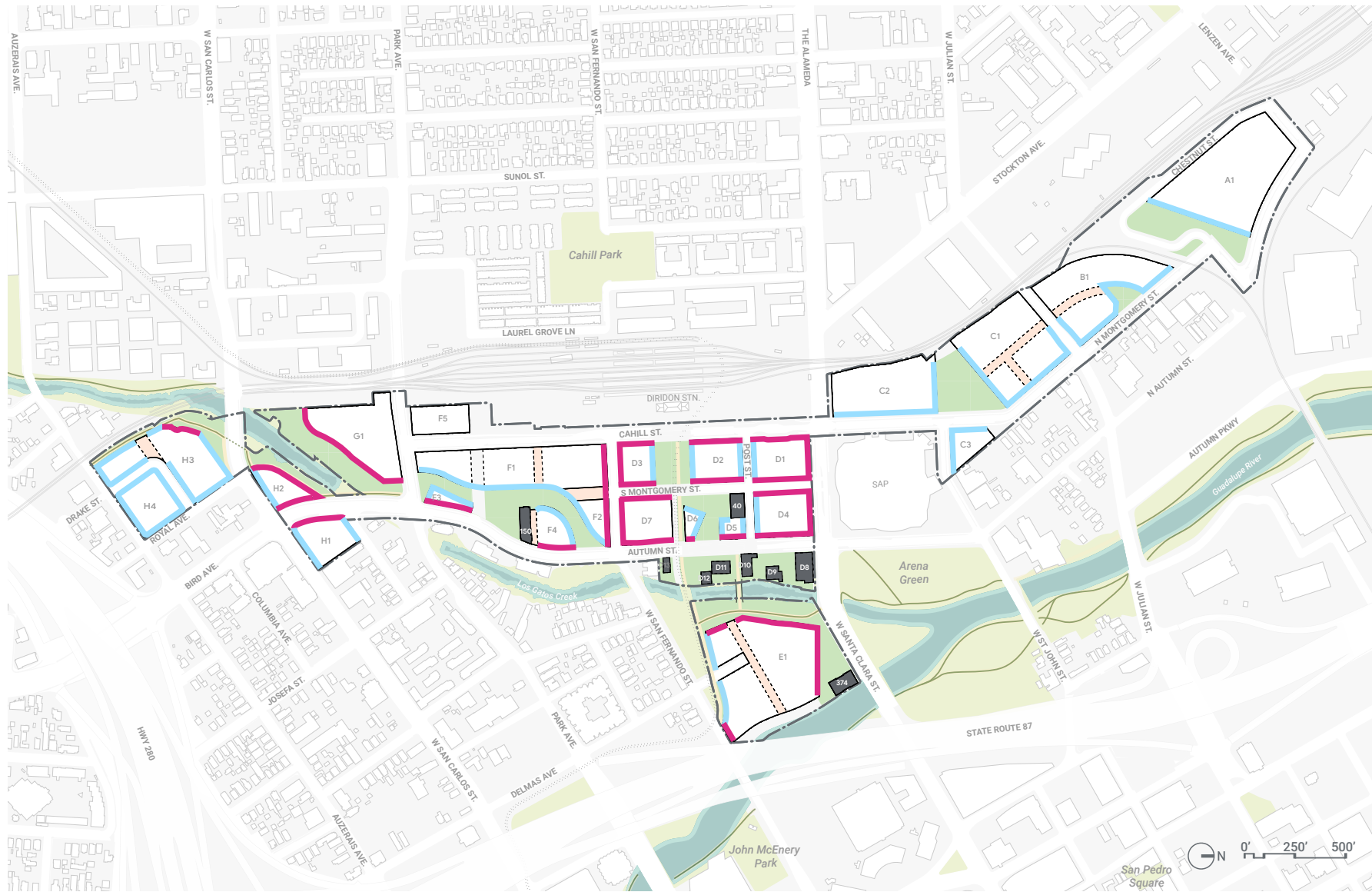


FIGURE 3.9: Percentage active frontage (as per DDG Section 5.3.1.a)

- Active Frontages along at least 80% of Pedestrian Level Streetwall (as per DDG Section 5.3.1.a)
- Active Frontages along at least 40% of Pedestrian Level Streetwall (as per DDG Section 5.3.1.a)

● Existing structure to remain

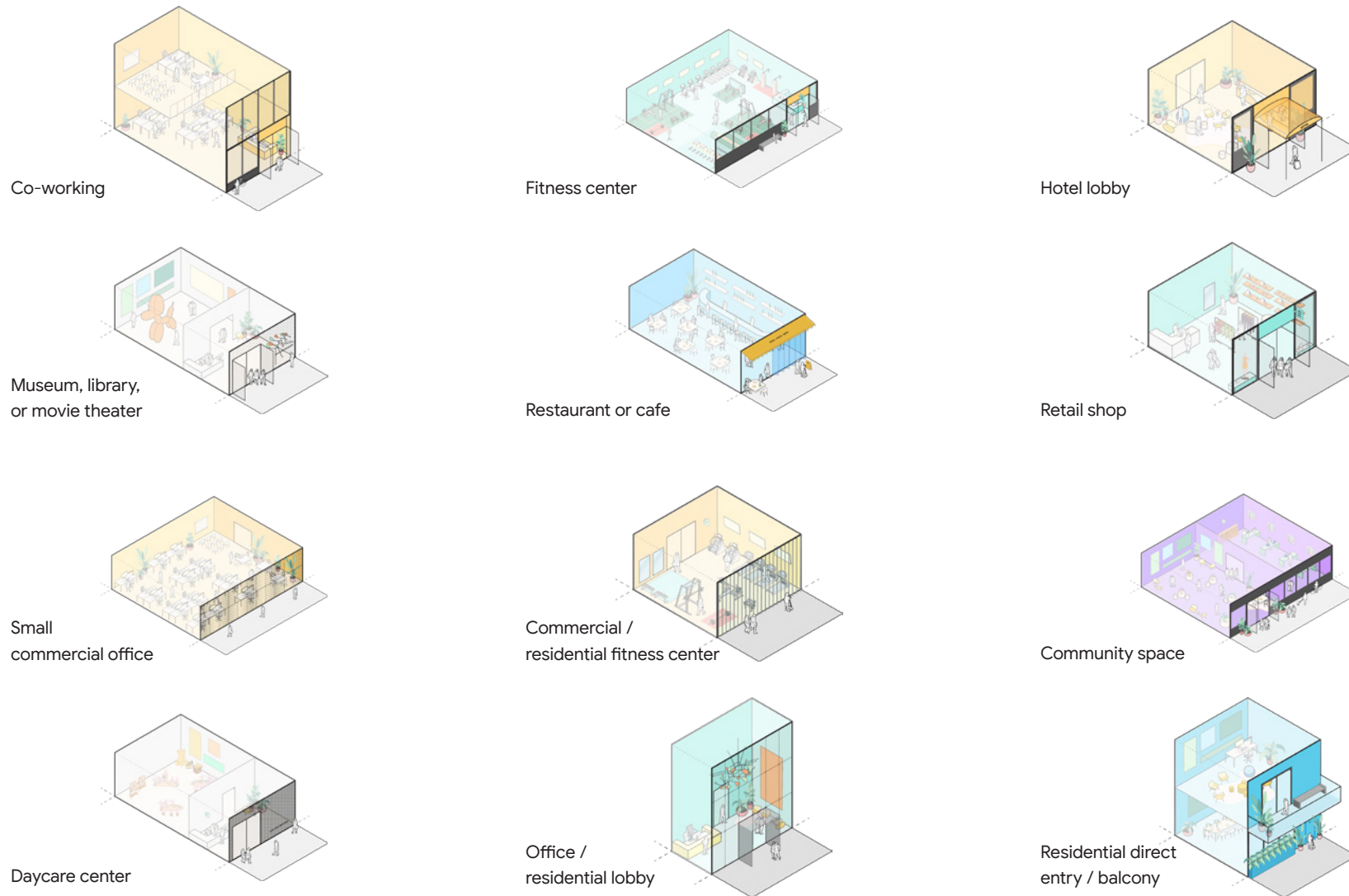


FIGURE 3.10: Illustrative representation of ground floor active frontage indicated in DDG Section 5.3.1.a

Priority Ground Floor Active Use Locations

Engaging retail and civic uses that promote an active pedestrian streetscape is instrumental in linking the core of Downtown West to Diridon Station and Downtown. As the urban transit hub, the Core naturally draws the greatest concentration of visitors and employees. Additional zones of active retail and cultural uses are distributed throughout the Project, ensuring pedestrian activity and circulation throughout the mile-long site.

Standards

S3.2.6 Required active use locations. Active uses as outlined in the GDP shall be required for lots H3 and E1.

S3.2.7 Specific active use frontage limits. Bars and professional services, per Municipal Code definitions, shall be limited to 50 percent of the cumulative frontage of a street in order to encourage activity at all times of day and as well as distribution of activity across multiple, walkable streets instead of singular experiences.

Guidelines

G3.2.1 Priority ground floor active use locations. Active uses as outlined in the PD Zoning should be prioritized along the ground floor of the Priority Active Use Overlay Zone as shown in Figure 3.11. Potential uses in this category may include commercial, educational, artistic, cultural, retail or institutional, and include but are not limited to food and beverage, libraries, museums, gymnasiums, daycare centers, movie theaters and entertainment venues, event spaces, maker spaces, non-profits, small-format offices, art studios and start-up incubators. Primary use lobbies are also acceptable ground floor uses.

G3.2.2 Back of house. Back of house space, such as loading and service, should be minimized to the extent possible within the Priority Ground Floor Active Use Overlay Zone.

Preferred off-street loading and vehicular access locations as well as protected frontage are specified in Section 6.25.

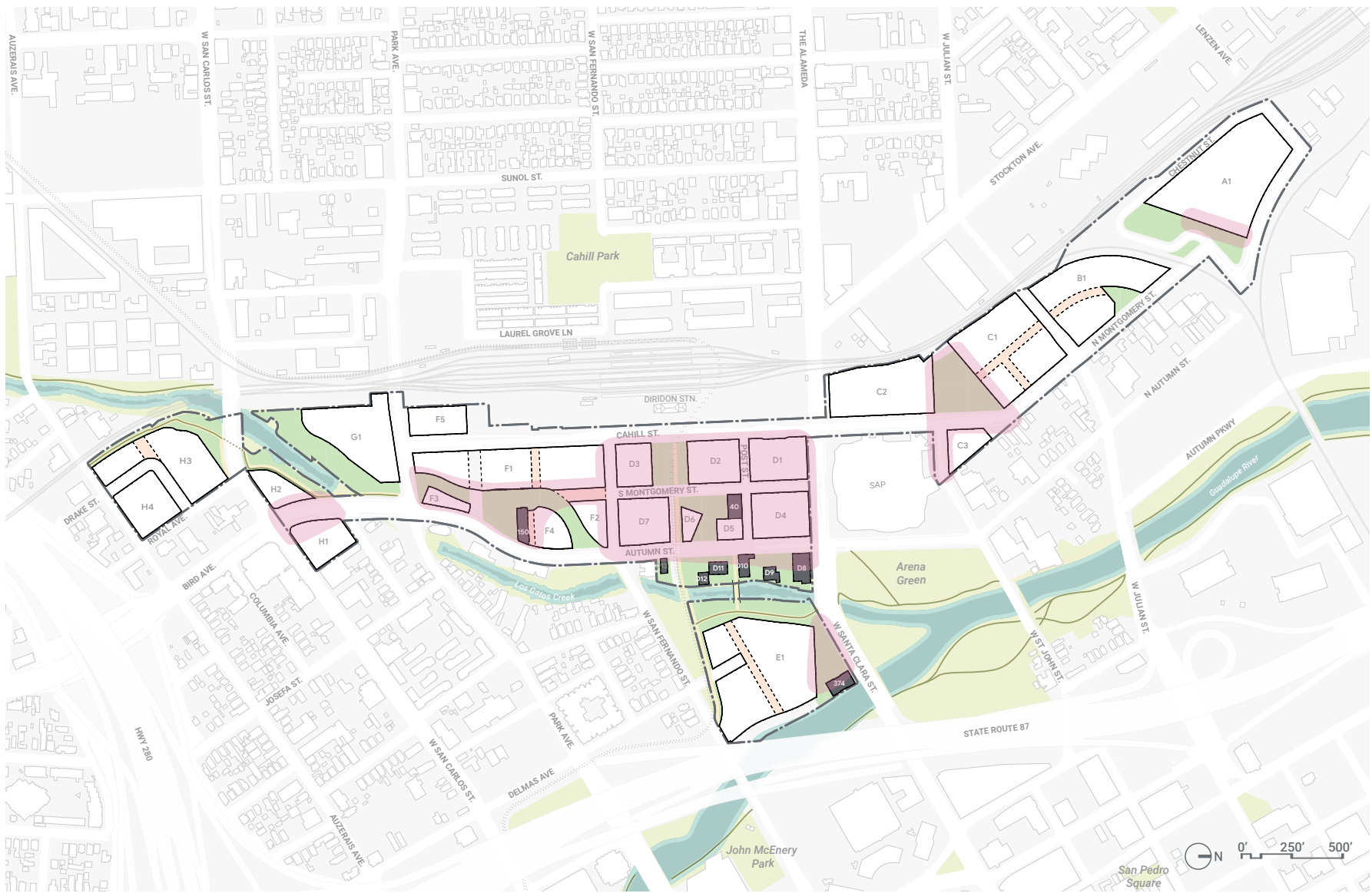


FIGURE 3.11: Priority ground floor active use overlay

● Priority ground floor active use overlay zone

100 Block Mural Project by local artists.

Image by Shae Rocco

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Glossary

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A

Downtown West Design Standards and Guideline Definitions

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The following glossary provides definitions for terms used within the DWDSG and may not be typically familiar. The glossary is intended to serve as a reference for readers of the DWDSG.

Accessory Use

A secondary or ancillary use within the same structure that is either supportive of, compatible with, or subordinate to the primary use.

Active Frontage

See San José Downtown Design Guidelines and Standards A.1 Glossary.

Active Mobility

Non-vehicular modes of transportation, including walking, cycling, scooters, and other personal transportation.

Active Use

Programming and land use that support the creation of an active frontage that generates pedestrian activity on the ground level of buildings (particularly those fronting streets), open spaces including parks and plazas, and mid-block passages. These uses may be commercial, educational, arts, cultural, retail or institutional in nature, and include but are not limited to food and beverage, libraries, museums, gymnasiums, daycare centers, movie theaters and entertainment venues,

event spaces, maker spaces, non-profit and small-format office, art studios, and start-up incubators.

Adaptive Reuse

Retention of existing small-scale structures, repurposing them with new uses as part of the proposed project pending structural analysis and feasibility studies. Buildings may be retained, rehabilitated, renovated, relocated, or rebuilt.

Addressing Street

See San José Downtown Design Guidelines and Standards A.1 Glossary.

Americans with Disabilities Act (ADA)

Legislation passed in 1990 to ensure that people with disabilities have the same rights and opportunities as everyone else. Under this Act, all buildings, streets, and open spaces must be designed to be accessible to people with disabilities.

Articulation

See San José Downtown Design Guidelines and Standards A.1 Glossary.

Blank Wall

See San José Downtown Design Guidelines and Standards A.1 Glossary.

Block

The area bounded by public or private right-of-ways, by open space, mid-block passages, or by utility or transportation lots (such as railroads).

Bicycle Parking, Short-Term

Short-term bike parking is intended for users requiring parking in publicly-accessible locations for less than two hours. Short-term bike parking typically consists of bike racks secured to the ground in well-lit central areas near commercial or retail areas.

Bicycle Parking, Long-Term

Long-term bike parking provides higher security by providing controlled access via key, smartcard, or code access and is typically protected from weather. These facilities can be bike racks located in cages or rooms as well as bike lockers, and sometimes provide showers and lockers. Long-term storage is intended for parking that is used for more than two hours.

Biophilia

Biophilic design integrates nature with design to create habitats where people thrive. Biophilia is one's inherent affinity for nature and contributes to the physical and psychological wellbeing.

Brownfield

A property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant.

Buildable Zones

Buildable zones are defined by the edge of a lot, or the maximum horizontal perimeter of a building.

Building Entries

Any access point to a building or portion of a building or facility used for the purpose of entering at ground level.

Building Envelope

The maximum buildable volume within which a building can be designed and built. The building envelope is defined by edge of lot, allowable projections, and the maximum building height.

Caltrain

Caltrain is a commuter rail line serving the San Francisco Peninsula and Santa Clara Valley. Caltrain is governed by the Peninsula Corridor Joint Powers Board (PCJPB).

California Department of Transportation (Caltrans)

Caltrans is a state agency that manages the state highway system, including Interstate 280 and State Route 87 on the south and east sides of the Project, respectively.

Candidate City Landmark

An individual site or structure found to be eligible for City Landmark status by meeting the criteria under Municipal Code Section 13.48 based on an evaluation or survey work.

Canopy

A light roof-like structure, supported by the exterior of a building or a standalone structure, consisting of a fixed or frame covered with approved materials with the purpose of providing protection from the weather and embellishment of the building façade or open space.

Car Share

A car share service is where members rent cars for short periods of time, often by the hour. They provide an alternative to private vehicle ownership, and are attractive to occasional access drivers. A car share service maintains its vehicle fleet and provides automobile insurance for its members when using a car-share vehicle.

Complete Streets

A comprehensive approach to the practice of mobility planning that recognizes that transportation corridors have multiple users with different abilities and travel mode preferences (such as walking, biking, taking transit, and driving). The Complete Streets Design Standards and Guidelines provide controls for street function and mode priority.

Context

See San José Downtown Design Guidelines and Standards A.1 Glossary.

Corner

Frontage within 50 feet of an intersection of streets and mid-block passages.

Central Utility Plan (CUP)

Consolidated on-site utility services to manage project-wide energy and infrastructure systems. CUP facilities yield operational and spatial efficiencies over typical building level services by centrally addressing resource demands, reducing the burden on existing municipal systems, and increasing the Project's resilience.

Curb-Cut

A break in the street curb to provide vehicular access from the street surface to private or public property across a continuous sidewalk.

Dark Sky

Denoting or located in a place where the darkness of the night sky is relatively free of interference from artificial light.

Diridon Station Area Plan

A planning policy document adopted by City Council in 2014, that establishes a vision for Diridon Station and the surrounding area in response to the planned extension of Bay Area Rapid Transit (BART) and high-speed rail (HSR) services to San José.

District Utility Systems

A “district” utility system refers to on-site utility network separate from, though sometimes linked to, the citywide or regional networks. District systems are most commonly used for building space heating and cooling, but may also be employed for electricity generation, wastewater and stormwater collection and treatment, and the like.

Downtown

Planning area identified in DDG Section 1.1.

Downtown Design Guideline

The Downtown Design Guidelines (DDG) outlines standards and guidelines that govern the planning and design of Downtown's public realm, building massing and architecture, ground floor, transit access, parking, view corridors, pedestrian and bicycle connectivity, material and color, lighting, signage, façade treatment, bird safety design, and transitions to existing lower intensity and historic buildings.

Event Center

Event and conference facilities accommodate a variety of functions hosted or sponsored by the “office” uses described here, such as product launches/announcements, corporate meetings, conferences, seminars, small conventions, and screenings. The venues would include flexible spaces to accommodate varying configurations for different event types.

Facade

See San José Downtown Design Guidelines and Standards A.1 Glossary.

Floor Area Ratio (FAR)

The ratio of a building's gross floor area to the net square footage of the lot on which the building stands. For example, a 4-story building that occupies 100 percent of its lot would have a FAR of 4.0, while a 21-story building that occupies two-thirds of its lot would have a FAR of 14.0. The calculation of FAR includes above-ground structured parking. However, for residential blocks, the FAR does not include the square footage of accessory structures, garages, attics, and basements.

Fenestration

See San José Downtown Design Guidelines and Standards A.1 Glossary.

Final Map

See San José Municipal Code Section 19.08.160.

Floorplate or Footprint

The area of a given floor, as bounded by the exterior walls of the floor.

Frontage

The frontage of a building is defined as its vertical exterior face or wall and the linear extent that is adjacent to or fronts on a street, right-of way, or open space.

Gateway

See San José Downtown Design Guidelines and Standards A.1 Glossary.

Greenhouse Gas (GHG)

Gases that trap heat in the atmosphere, including carbon dioxide, methane, nitrous oxide, fluorinated gases.

Gross Floor Area (GFA)

See San José Municipal Code Section 17.84.108.

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 entries, facade transparency, and active frontage. Aligns to the DDG definition of “Pedestrian Level” from the San José Downtown Design Guidelines and Standards 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 language “should” or “may”.

Heat Refuge Area

Accessible common spaces that provide relief from heat through active and/or passive cooling strategies.

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 southern and northern California.

Historic Resources

Historical resources is defined as resources listed in or eligible to be listed in the California Register of Historical Resources (CRHR), any object or site that has yielded, or may be likely to yield, important information on prehistory, or resources that are included in a local register.

Human Scale

See San José Downtown Design Guidelines and Standards A.1 Glossary. Pedestrian-oriented building components include ground floor transparency, canopies, clear entries, distinct storefronts, and an overall human scale and rhythm.

Illustrative Plans and Sections, and Diagrams

Illustrative plans, sections, and diagrams are provided for conceptual purposes only to show potential design solutions based on required standards and guidelines. Illustrative content is not final or required. These figures are identified as “Illustrative” in the figure name.

Image-Defining Frontage

See San José Downtown Design Guidelines and Standards A.1 Glossary.

Infill Development

Infill development is a strategy that is used to repurpose sites within an existing neighborhood. This may include new construction on vacant lots, rezoning underdeveloped areas for new purposes, or modifying existing structures so they can serve a new purpose.

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 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

Limited-term corporate accommodations would operate akin to a suites hotel that would accommodate Google employees visiting the site or newly relocated to the area for stays of up to sixty days. These accommodations would not be open to the public. These accommodations could occur as standalone uses or as part of mixed-use buildings.

Logistics Hub

Logistics hubs act as receiving, warehouse, and distribution operations to serve the commercial onsite uses and office uses.

Lot

See San José Municipal Code Section 20.200.660.

Massing and Architecture

Controls that guide the general shape and form, height, width, and depth of a building.

Massing Strategy

Large setbacks, projections, and other design strategies that are 10 feet or more in depth.

Mid-Block Passage

Generally located in the middle of designated blocks, mid-block passages divide large block sizes to accommodate pedestrian flow, sightlines, and urban scale. Mid-block passages are accessible only to pedestrians and bicyclists, with identified exceptions for EVA and shuttle pick-up drop off.

Mixed Use

Mixed use refers to programming and use of built structures that allow for a combination of residential, office, active use, or other land uses.

Modulation Strategy

Occupiable facade strategies that are generally less than 10 feet and more than nine inches in depth that contribute to the human scale and rhythm of a building.

Multi-Modal

Design solutions that allow for multiple modes of transportation including but not limited to bicycling, walking, driving, and public and private transit.

Non-Occupiable Projection

Extension beyond the property line that is purely architectural and does not increase the gross floor area of the building, such as cornices, fins, and louvers.

Occupiable Projection

Extension above the ground floor beyond the property line that is enclosed and designed for human occupancy, including balconies and bay windows. Projections may extend into the building setback or the public right-of-way.

Also see “Encroachment” in DDG section 4.3.3 and San José Municipal Code Section 13.37.

Office Use

Large format, single-tenant office space to be used by the Project Applicant, roughly aligning to “General Business Offices” and “Research & Development Offices” identified in the Municipal Code. However, unlike municipal code definitions, ground-floor office space for small businesses, non-profits, or uses that generally activate the public realm are not counted in this category, but rather active uses.

Parcel

Synonymous with “Lot” per San José Municipal Code 20.200.850.

Parking Garage, Private

Temporary parking accommodations for automobiles and bicycles in a garage not open to the general public. Parking within or below residential buildings is for private use.

Parking Garage, Public

Temporary parking accommodations for automobiles and bicycles in a garage open to the general public. Parking within office buildings is for public use.

Permitted Use

Permitted uses are listed uses in the Planned Development Zoning (PDC) that are allowed as a right and do not require discretionary action for establishment of the land use.

Porte Cochère

See San José Downtown Design Guidelines and Standards A.1 Glossary.

Podium

See San José Downtown Design Guidelines and Standards A.1 Glossary.

Primary Land Use

The predominate land use for a given structure such as office, residential, active use or hotel.

Privately Owned, Publicly Accessible Open Space (POPOS)

See San José Downtown Design Guidelines and Standards A.1 Glossary.

Program Rooms

Through landscape features and design, various spaces, or Program Rooms, are created to accommodate diverse programs and experiences.

Public Art

See San José Municipal Code Section 22.04.045.

Public Realm

See San José Downtown Design Guidelines and Standards A.1 Glossary.

Redevelopment

Redevelopment refers to new construction on sites that were previously developed.

Representative Concentration Pathway (RCP)

Greenhouse gas concentration trajectories used by the Intergovernmental Panel on Climate Change for climate modeling and research. The fifth assessment report (AR5) released in 2014 uses the RCPs to illustrate various climate futures.

Residential Use

Building space and amenities designed for dwelling units.

Retail

A commercial use that includes uses that involve sale of goods, typically in small quantities, or services directly to the ultimate consumer or

end user. Retail is contained within the broader category of “active use”.

Rhythm, Facade

Facade rhythm refers to the frequency of uses, entries and architectural variation. Variety along the ground floor of buildings supports pedestrian activity and a vibrant streetscape.

Right-of-Way (ROW)

See San José Municipal Code Section 11.92.070.

Riparian Corridor

See San José Municipal Code Section 20.200.1054 and the Riparian Corridor Policy

Riparian Setback

The Project defines a riparian setback as the protection of the riparian corridor from new development located adjacent to the riparian corridor as measured from the top of bank (TOB) or edge of existing riparian canopy of Los Gatos Creek, whichever is a greater distance from the creek.

Roof

The roof component is composed of the roofline and mechanical equipment at the top of the building.

Setback (Or Setback Zone)

See San José Downtown Design Guidelines and Standards A.1 Glossary.

Skyline

The skyline is the uppermost occupiable component of the building, above podium level. It establishes the vertical appearance and urban form of the Project, frames views of the sky and creates iconic architectural moments.

Sightlines

Setbacks that protect view corridors to a specific site asset (example: historic buildings).

Soffit

A visible underside of projecting architectural elements including but not limited to building connector, roof, balcony, staircase, overhang, canopy, ceiling, bay window, and arch.

Standards

Development standards are requirements. Compliance is mandatory with measurable prescriptive and performative design criteria. Modification or deviation from standards is strictly regulated by the procedures laid out in the Planning Department Zoning and Conformance Review process. Standards are identified using the language “shall” or “must”.

Stepback

See San José Downtown Design Guidelines and Standards A.1 Glossary.

Stoop

An outdoor entryway into residential units raised above the sidewalk level. Stoops may include steps leading to a small porch or landing at the level of the first floor of the unit.

Storefront

The facade of a retail space between the street grade and the ceiling of the first floor.

Street

See San José Downtown Design Guidelines and Standards A.1 Glossary.

Streetscape

See San José Downtown Design Guidelines and Standards A.1 Glossary.

Streetwall

A continuous facade of a building or buildings along a street frontage.

Surface Parking

Large paved areas used for vehicle parking—beyond the incidental parking provided for individuals, official government parking, and short-term drop off—located adjacent to a building.

Transparency

See San José Downtown Design Guidelines and Standards A.1 Glossary.

Transportation Demand Management (TDM)

A program of actions designed to maximize efficiency of the transportation system by promoting alternatives to single occupancy vehicle commuting, including carpools, transit ridership, bicycling, and walking.

Urban Heat Island

An urban heat island occurs when a city experiences much warmer temperatures than nearby rural areas. The difference in temperature between urban and less-developed rural areas has to do with how well the surfaces in each environment absorb and hold heat.

Use

A specified purpose for a lot or portion of a structure that is occupied or leased.

Utilidor

A utility corridor, a passage built underground or above ground to carry utility lines such as electricity, steam, water supply pipes, and sewer pipes.

Valley Transportation Authority (VTA)

The VTA is an independent special district that is responsible for bus, light rail, and paratransit operations; congestion management; specific highway improvement projects; and countywide transportation planning throughout Santa Clara County.

Vegetation

The Project defines vegetation as planting material, inclusive of trees, shrubs, perennials, vines, and ground cover. The application of vegetation in the DWDSG includes building facades, open spaces, streetscapes, and other sustainable systems.

Vesting Tentative Map

The Project requires approval of a vesting tentative map that will provide for horizontal construction phases and phased Final Maps. Within each grading and horizontal infrastructure phase, multiple vertical construction sub-phases would occur.