

Provide enticing transit and active mobility options. Cyclists entering Caltrain.

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Mobility

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Overview

6.1 Mobility Goals

The mobility goals that guide Downtown West optimize the Project's strategic location as anchor to Downtown. They include:

- Enable a people-centric place;
- Make transit and active mobility the easiest option;
- Connect to neighborhoods, Downtown, and the region;
- Unlock access to nature, housing, and opportunity;
- Adapt to emerging mobility and changing contexts.

Streets throughout Downtown West are designed to put people first, with generous sidewalks, off-street trails, protected bike lanes, and traffic calming measures, all of which support safe commuter and recreational movement.

Other improvements enhance transit access and ridership by leveraging the Project's proximity to Diridon Station, which is currently served by multiple transit agencies, and where existing and new transit providers are planning future service enhancements.



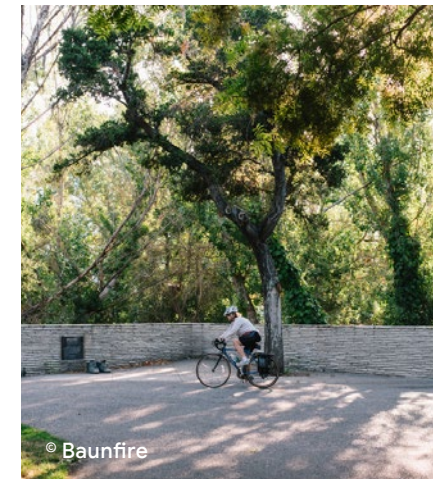
ACTIVE MOBILITY OPTIONS



CONNECT TO NEIGHBORHOODS AND DOWNTOWN



ENABLE A PEOPLE-CENTRIC PLACE



UNLOCK ACCESS TO NATURE

FIGURE 6.1: Mobility goals

6.2 Planning Context

The function and design of Downtown West streets are informed by various planning and policy documents. Transportation infrastructure improvements are aimed to mend mobility gaps and realize the City's connectivity goals. The documents that have informed this Project include both regulatory and guidance documents. Ranging from neighborhood to city-wide scale, they include both high-level visionary goals and phased infrastructure recommendations.



FIGURE 6.2: Planning document covers

Regulatory Planning Context

- **Envision San José 2040 General Plan.** The General Plan establishes a vision for San José's transportation network, creating a framework for all other transportation plans and guidelines. Eight typologies reflect primary street functions and adjacent land use context. Street types within Downtown West are marked with an asterisk.
 - Grand Boulevard;*
 - On-Street Primary Bicycle Facility;*
 - Main Street;*
 - City Connector Street;*
 - Local Connector Street;*
 - Residential Street;
 - Expressway;
 - Freeway.
- **Diridon Station Area Plan.** In anticipation of the planned extension of Bay Area Rapid Transit (BART) and the California High Speed Rail project (HSR) to San José, the Diridon Station Area Plan (DSAP) provides a concept plan for the transit area and a modified land use and transportation network for a 240-acre area surrounding Diridon Station.

- **Municipal Code — Title 13.** Street right-of-way (ROW) width requirements are listed in Title 13 of the San José Municipal Code. The Title confirms that all City street designs submitted on tentative maps and site plans shall comply with the design criteria within the CSDSG. ROW dimensions can be modified through City Council action.
- **San José Complete Streets Design Standards and Guidelines (CSDSG).** Adopted in 2018, the CSDSG is a comprehensive set of street design principles that ensure all roadways within the city are designed to be people-oriented, connected, and resilient. These guidelines are used for consistency of street dimensions across the City. The DWDSG aligns to the intent of the CSDSG, and modifications from city-wide standards for site-specificity have been identified in this chapter.
- **Downtown Design Guidelines and Standards (DDG).** The DDG includes references to service and loading entrances, vehicular access, and parking garage requirements.

Other Planning Guidance

- **San José Bike Plan 2020.** The San José Bike Plan 2020 proposes a range of policies, projects, and programs with the goals of enhancing the City's bicycle network and infrastructure, increasing bicycle trips as a mode share, and reducing the number of bike collisions.

- **City of San José Vision Zero Action Plan.** Downtown West is located along areas with increased collision incidents. This Action Plan is referenced in this chapter as a tool to implement safety countermeasures for streets and crossings within the development area.
- **Traffic Calming Toolkit.** The Traffic Calming Toolkit organizes traffic calming measures and approaches under the categories of the three E's: Education, Enforcement, and Engineering. The Toolkit describes traffic calming measures, including their intended application.
- **City of San José, Green Stormwater Infrastructure Plan.** The Green Stormwater Infrastructure (GSI) Plan provides a map of prioritized green street projects based on soil character, roadway slope, catchment area, and other criteria. It also provides guidance on stormwater treatment requirements within the public ROW.
- **San José Tree Policy Manual and Recommended Best Practices.** The purpose of the City of San José Tree Policy and Recommended Best Management Practices Manual is to define responsibilities for tree management within the City of San José and to provide guidelines and best management.

- **US Access Board Americans with Disabilities Act (ADA) Guidelines and Standards and Guidelines for Pedestrian Facilities in the Public ROW.** The US Access Board provides guidance related to building, Right-of-Way, shared-use path, and parking access. The DWDSG utilizes Universal Design principles to meet or exceed all related regulations and guidance.
- **San José Access and Mobility.** Phase I of the Access and Mobility Plan, “Transportation Directives”, was completed in January 2019. Phase I put together elements of the City’s General Plan and transportation policies with goals for the future of San José. The paramount goal and framing directive of the plan is to design a transit-focused urban area where walking and bicycling are prioritized through designs and policies.

Parallel Planning Efforts

- **Diridon Integrated Station Concept Plan (DISC).** The DISC Plan, currently underway, will develop a spatial configuration and layout for the Diridon multi-modal transit station: the alignment of the heavy and light rail tracks entering/exiting the station, the location of rail platforms, access considerations for bicycle and pedestrian traffic as well as for private vehicle access and flow, and the station’s integration with the urban fabric and city context.
- **Downtown San José Parking Plan.** A Downtown Parking Plan is currently under development by the City of San José to assess the future parking strategy for Downtown through a comprehensive approach that includes consideration of employment, transit, and event parking demands. The DWDSG anticipates this Plan by encouraging flexible distribution of on- and off-street parking across the Project as well as by anticipating reductions in future parking demand.

6.3 Street Network and Hierarchy

Street Network

The streets in Downtown West knit the Project to surrounding neighborhoods by filling gaps in the existing bicycle, pedestrian, and trail networks. The Project extends streets and adds mid-block passages to create a smaller-scale grid that optimizes walkability. Additionally, each street ROW is reallocated to minimize space for vehicles and maximize space for the public realm, including sidewalks, bike lanes, and planting areas.

Standards

- S6.3.1 Public ROW.** All public ROW shall be open to the sky with the exception of pedestrian bridges as permitted in DDG Section 4.4.8.
- S6.3.2 Grid extensions.** The Project shall expand the mobility network through street extensions as shown in Figure 6.3, including the following locations: Cahill Street north of West Santa Clara Street to North Montgomery Street, Cahill Street south of West San Fernando Street to Park Avenue, West St. John Street to the Cahill Street extension, West Post Street between Cahill Street and South Autumn Street, North Montgomery Street north of Cinnabar Street to Lenzen Avenue.

Where the streets in Downtown West are extended and completion of the improvements result in a separation of grade between the Downtown West street and other off-site private

improvements, the City in coordination with the affected adjacent owner shall coordinate to fund and make any necessary conforming improvements to the impacted offsite improvement.

- S6.3.3 Relationship to DISC.** Development of the street network and circulation pattern shall be authorized pursuant to the standards and guidelines in this DWDSG. If, prior to an application for Conformance Review, the DISC Partner Agencies approve an alignment and expansion of the existing rail right-of-way — including any elevation of rail — that impacts the street network or circulation pattern, including by changing connections across the rail corridor, this DWDSG authorizes an affected owner to reconfigure the street network, grading, and circulation pattern through deviations from standards and guidelines elsewhere in this DWDSG, as reasonably necessary to address the changed conditions. In addition, if 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 without amendment to DWDSG.

Deviations pursuant to this control shall be reviewed by the Planning Director as part of Conformance Review without requiring amendment to the DWDSG. Such deviations shall be approved if findings can reasonably be made that the resulting reconfigured street network, grading,

or circulation pattern are consistent with the General Plan and with all controls that are not affected by the DISC.

Guidelines

- G6.3.1 Vision Zero.** Street design and engineering should employ best practices according to the Vision Zero Action Plan to prioritize safety and reduce traffic collisions.

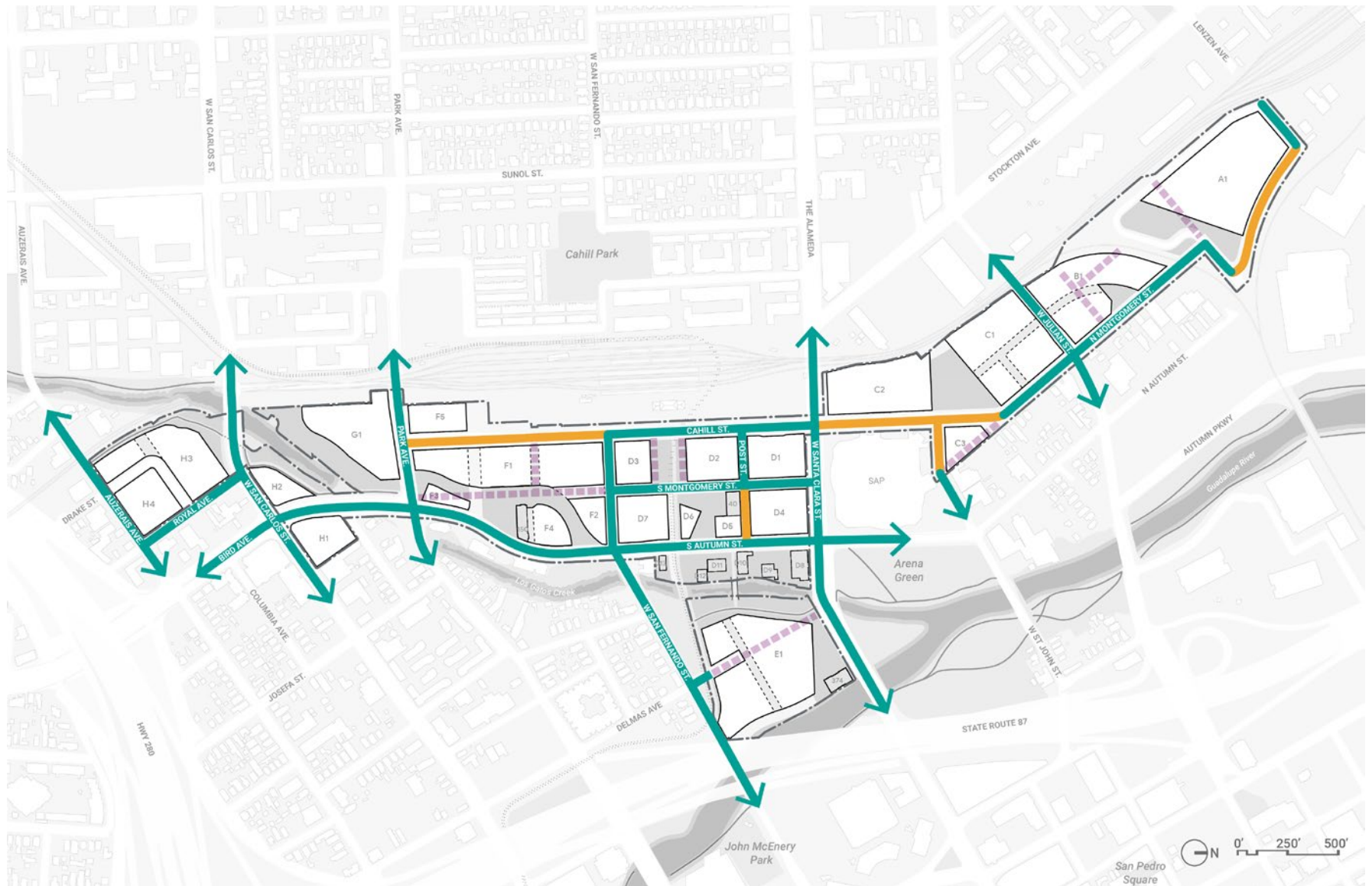


FIGURE 6.3: Public street network

- Existing street network
- Public street extensions
- Removed / relocated streets

Street Hierarchy

Streets range in character to support both their transportation function and adjacent land uses. The DWDSG organizes the streets as shown in Figure 6.3 using the applicable street typologies defined in the General Plan and included in the DSAP. These street types include:

- **Grand Boulevard.** A major transportation corridor that connects City neighborhoods and is typically a primary transit route. Transit is prioritized and there is a strong emphasis on pedestrian access.
- **City Connector Street.** Pedestrians and cyclists are prioritized, while simultaneously allowing transit access. Roadways typically have two to three lanes that accommodate moderate to high volumes of traffic.
- **Main Street.** Pedestrian access is prioritized to provide a safe and comfortable environment. Primarily serves commercial and social interests at the local neighborhood scale.
- **Local Connector Street.** Typically a two-lane street that prioritizes pedestrians and cyclists while accommodating vehicular access in each direction. They are low-volume streets designed to support slow vehicle speeds.

Downtown West will also include private streets to ensure internal block circulation as well as service and loading access. Closely integrated with open space landscape design, private streets extend the public realm while retaining flexibility through vehicle access controls such as bollards. Private streets are subject to the standards and guidelines of Section 6.8.

Standards

- S6.3.4 Street hierarchy.** The Downtown West street network shall include the applicable street typologies as defined in the General Plan and included in the DSAP – Grand Boulevard, City Connector Street, Main Street, Local Connector Street – as well as an additional typology, Private Street. Locations for each street typology within or immediately adjacent to the Project are shown in Figure 6.4.

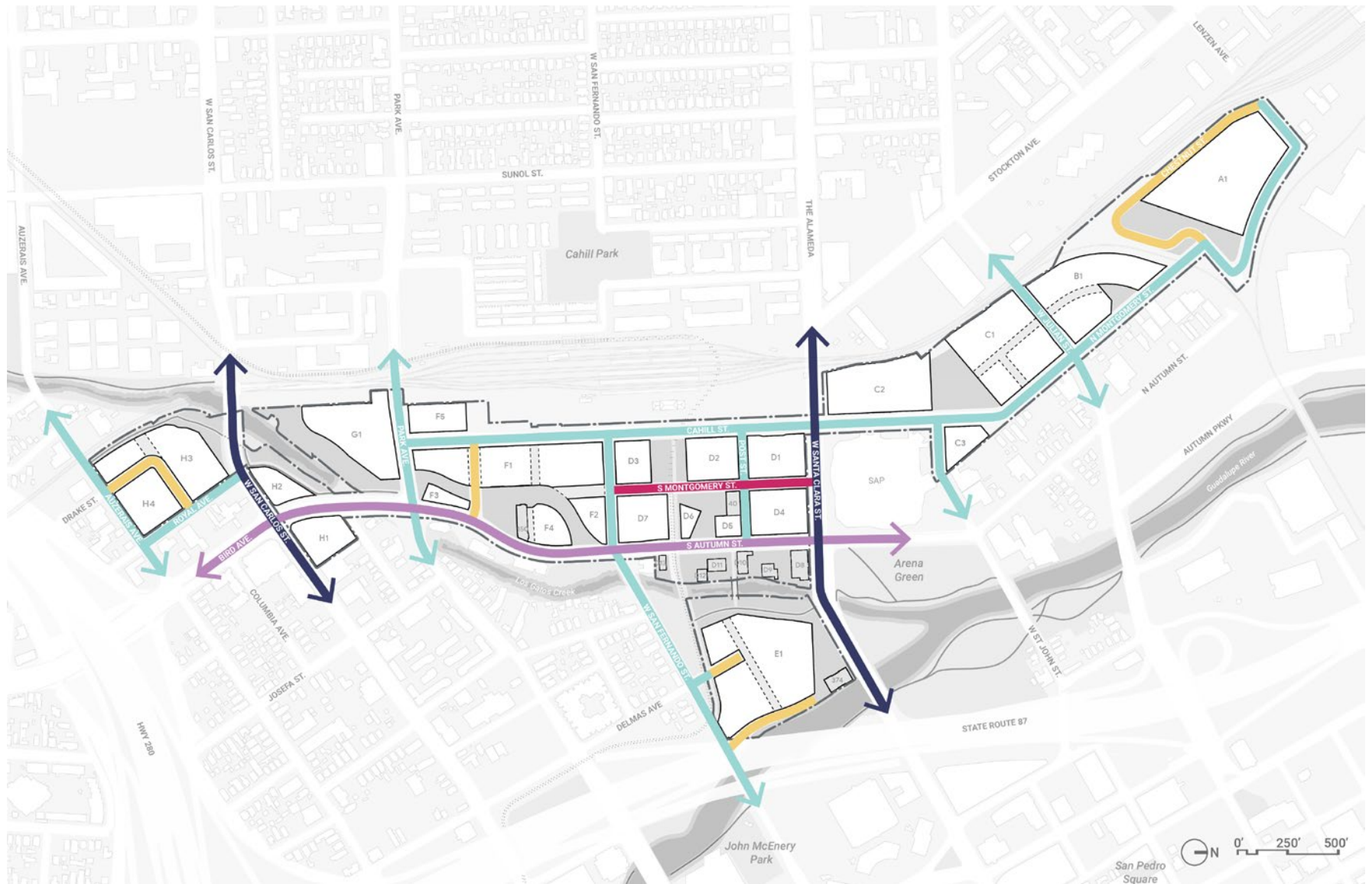


FIGURE 6.4: Street hierarchy by General Plan street typology

- Grand Boulevard
- City Connector
- Main Street
- Local Connector
- Private Street

Public Realm Expansion

Downtown West’s streetscape design prioritizes physical separation between people and vehicles. Through planted bikeway buffers and raised bikeways, the Project functionally expands the public realm — increasing separation between people and vehicles.

The public realm — including sidewalks, bikeways, and planting areas — serves as multi-purpose space for movement, respite, and function, as shown in Figure 6.6. In addition to its role as the primary pedestrian and bicycle circulation network, the public realm hosts spill-out space for active uses, public seating, trees and planting, stormwater management, and utility access points.

Dynamic Lanes can further expand the public realm through curb extensions and parklets, as shown in Figure 6.6. See Section 6.11 for more information.

Standards

S6.3.5 Improvement responsibility. The Project shall be responsible for streetscape improvements only on the Project’s side of the street. However, if the Project impacts existing street grading or curb on the opposite side of the street, the Project shall be responsible for improving all street facilities up to the back of the curb along non-Project frontage.

Guidelines

G6.3.1 Public realm prioritization. Excess ROW — any leftover street width after functional requirements within the curb-to-curb zone have been met — should be allocated to public realm expansion over vehicular space between curbs.

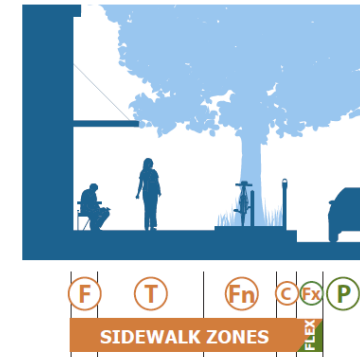


FIGURE 6.5: Sidewalk zones as described in the San José CSDSG

Source: San Jose Complete Streets Design Standards and Guidelines

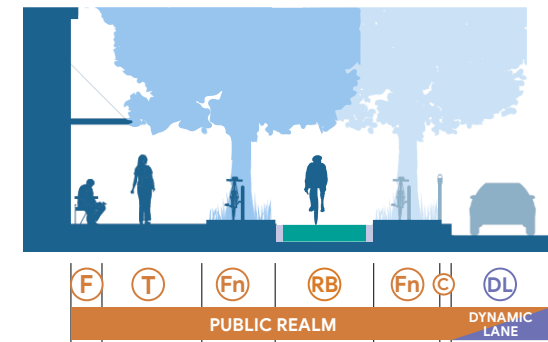


FIGURE 6.6: Sidewalk zones updated for an expanded public realm, including a raised bikeway (RB) and Dynamic Lane (DL)

Mobility Network

6.4 Pedestrian Network

Sidewalks

San José CSDSG divides the sidewalk into four zones, which serve different pedestrian activities as illustrated in Figure 6.5:

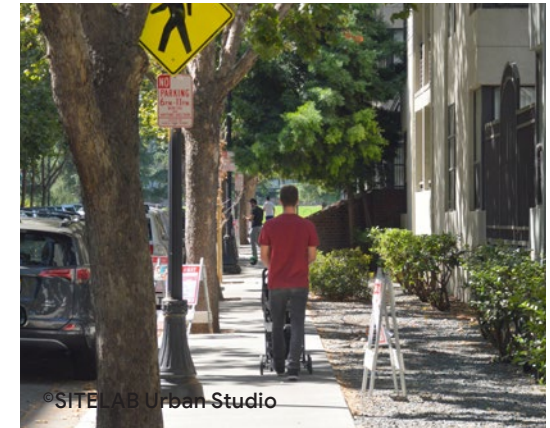
- **Frontage Zone (F).** The area adjacent to buildings or the property line that may accommodate pedestrian activities like café seating or outdoor retail displays.
- **Through Zone (T).** The primary area for pedestrians to move along the street.
- **Furnishing Zone (Fn).** The area that serves as a buffer between people walking in the Through Zone and people biking or driving. This area may be used for landscaping, street furniture, bus stops, bike parking, or other uses depending on need.
- **Curb Zone (C).** The space where people transition in and out of their vehicles, and where parking meters are typically located.
- **Flex Zone (Fx).** Defined as “an excess of roadway width” that is not used for vehicle lanes. The Project has accounted for and allocated flex zone space into other areas of the roadway such as Dynamic Lanes, the public realm, or green infrastructure use.

Standards

- S6.4.1 Sidewalk width.** Minimum overall sidewalk widths shall meet “Downtown” use requirements by street types identified in the CSDSG.
- S6.4.2 Frontage Zone.** Frontage Zones shall be required only in locations identified in Figure 6.10. Minimum dimensions of Frontage Zones shall correspond to the minimum dimensions identified in the CSDSG by street type.
- S6.4.3 Through Zone.** Through Zones shall be designed to be continuous in width and orientation between intersections.
- S6.4.4 Furnishing Zones.** When a raised bikeway is included in the public realm, the minimum Furnishing Zone width may be accommodated either between the Through Zone and a raised bikeway or between a raised bikeway and the curb. A minimum 1-foot separation between the sidewalk Through Zone and a raised bikeway shall be provided.

[CSDSG Standard 12 – exemption]

[CSDSG Standard 8 – exemption]



THROUGH ZONE (T)



FURNISHING ZONE (FN)

FIGURE 6.7: Example Through Zone and Furnishing Zone

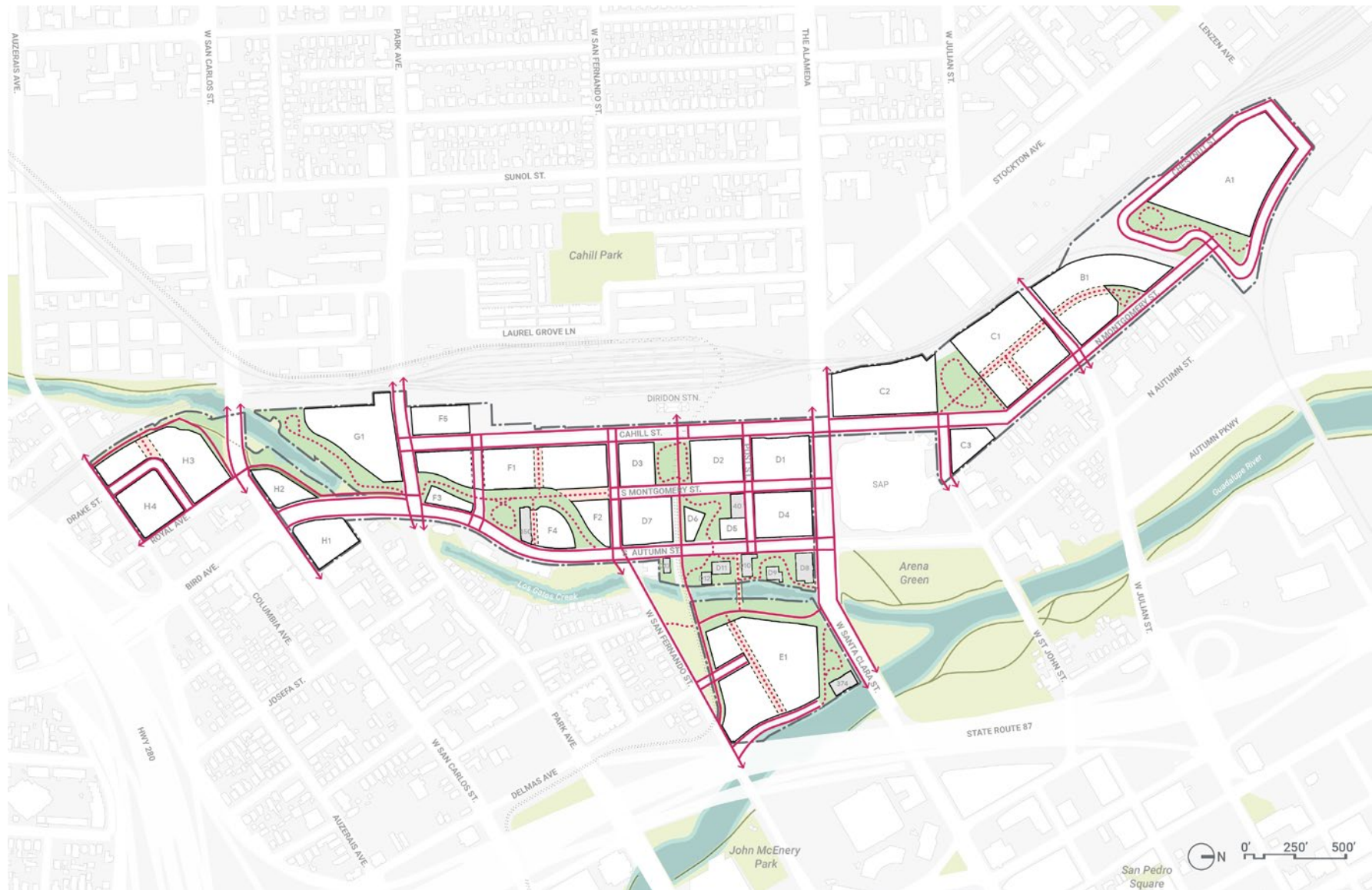


FIGURE 6.8: Illustrative pedestrian network

- Sidewalks, trails, and pedestrian accessible passages
- Illustrative pedestrian movement on Plazas and Open Space



FRONTAGE ZONE (FR)



FRONTAGE ZONE (FR)

FIGURE 6.9: Example Frontage Zone

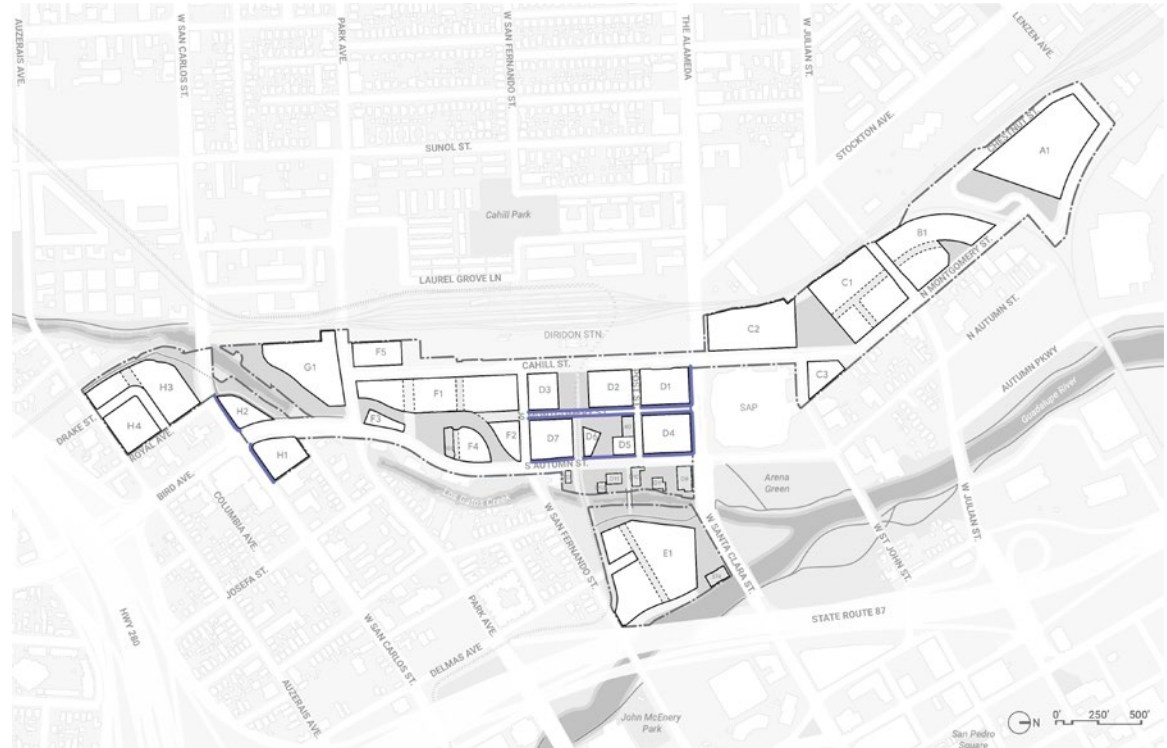


FIGURE 6.10: Required Frontage Zones

— Locations where the sidewalk Frontage Zone shall be required per S6.4.2

Mid-Block Passages

Unique to Downtown, mid-block passages reduce the scale of the pedestrian network optimize walkability. The Project extends the mid-block passage network to reduce pedestrian trip lengths and provide more direct access to transit, open space, and active uses.

The design, character and programming of mid-block passages are further defined in Section 4.5. Building relationships to mid-block passages are further defined in Section 5.20.

Standards

S6.4.5 Location of mid-block passages. At least one mid-block passage shall be required in each of the locations indicated in Figure 6.11. The exact location of each mid-block passage is flexible within the given block, but shall not increase any adjacent lot size to greater than 350 feet in length.

S6.4.6 Mid-block passage dimensions and access. All mid-block passages shall comply with the minimum clear width identified in Table 6.1. Minimum clear width shall accommodate Emergency Vehicle Access (EVA) routes and are subject to change pending discussion with the San José Fire Department.

S6.4.7 Covered mid-block passages. Covered mid-block passages shall be permitted in locations as identified in Table 6.1. Building connectors shall comply with Section 5.20, and otherwise are subject to the long-facade massing toolkit as identified in Section 5.22.

S6.4.8 Controlled mid-block passages. Mid-block passages shall be permitted to be closed as needed by the Project applicant for special events and security reasons as identified in Table 6.1. Controlled access thresholds are permitted to control access as identified in Figure 6.11. Terms and conditions related to public accessibility while ensuring public safety and security of adjacent property owners should be included in agreements establishing public access that shall be recorded against subject properties.

Guidelines

G6.4.1 Mid-block passage access. Mid-block passages should be publicly accessible during daytime hours and may be closed during evening hours. Terms and conditions related to public accessibility while ensuring public safety and security of adjacent property owners shall be included in agreements establishing public access that shall be recorded against subject properties.

TABLE 6.1: Mid-block passage requirements

LOCATION ORIENT.	MIN. CLEAR WIDTH*	CONTROLLED ACCESS	COVERED PASSAGE
B1 N/S	20'	Yes	Yes
C1 N/S	20'	No	No
C1 E/W	6'	No	No
E1 E/W	20'	Yes	No
F1/F2 N/S	20'	No	No
F1 E/W	6'	Yes	Yes
F4/150 E/W	20'	No	No
H3 E/W	6'	No	No

* **NOTE:** Minimum clear width of mid-block passages require coordination with Emergency Vehicle Access (EVA) routes and are subject to change pending discussion with the San José Fire Department.



FIGURE 6.11: Conceptual mid-block passage locations

NOTE: Location, dimensions and arrangement of pedestrian mid-block passages are approximate and may change with building design.

- Mid-block passages
- Mid-block passages (with controlled access)

Shared Streets

Shared streets prioritize the pedestrian experience by including design features that support safe pedestrian crossing along the entire shared. Through pedestrian-scaled design elements — including street furnishings, traffic calming measures, and unique paving materials — all travel modes are limited to walking speed. Shared streets are designed without curbs (curbless), allowing design details and vertical elements to provide definition between pedestrian-only space from shared space with vehicles.

Standards

- S6.4.9 South Montgomery Street.** South Montgomery Street shall be designed as a shared street.
- S6.4.10 Pedestrian path of travel.** All shared street sidewalks shall have a continuous path of travel with a minimum width of 5 feet. Fixed elements shall be prohibited within clear paths of travel.
- S6.4.11 Sidewalk zones.** A shared street sidewalk shall be a minimum of 10 feet wide.

Guidelines

- G6.4.1 Vertical elements.** Vertical elements should be sited to provide definition between the vehicle travelway and pedestrian-only areas on shared streets. Vertical elements may consist of but are not limited to street furniture, bollards, benches, planters, street lights, sculptures, trees, and bicycle parking.
- G6.4.2 Additional shared street locations.** Shared street design is encouraged on streets with limited vehicle traffic adjacent to open space or active frontage, including local connectors and private streets.
- G6.4.3 Design for slow vehicle speeds.** Shared streets should be designed to support the posting of low speed limits to promote safety for all road users. The recommended speed limits for different street types are shown in Table 6.2.
- G6.4.4 Shared street transitions.** Visual or tactile elements may be used to indicate the transition to and from a shared street to alert drivers and pedestrians to the new street conditions. Visual elements include gateways, signs, and street narrowing. Tactile elements include tactile warning strips, raised intersections, and changes in pavement color and texture.



FIGURE 6.12: Illustrative examples of shared streets

6.5 Bicycle and Micro-Mobility Network

Streets throughout Downtown West are designed with micro-mobility in mind — including all small and fully or partially human-powered vehicles of today and the future such as bicycles, e-bikes, and e-scooters. Bicycle facilities prioritize a combination of off-street trails and paths (Class I), protected bicycle lanes (Class IV) support safe and efficient commuter and recreational mobility alternatives to vehicular transportation. Additionally, shared lanes (Class III) are incorporated on narrow local and shared streets to fill in micro-mobility gaps and enable direct building access.

Shared-use paths and multi-use trails (Class I) are further defined in Section 4.9.

Standards






- S6.5.1 Bikeway requirements.** Bicycle facilities shall be located as identified in Figure 6.14.
- S6.5.2 Raised bikeway buffers.** Where the bikeway buffer also serves as the Furnishing Zone, it shall meet Furnishing Zone requirements per the CSDSG. See also Section 6.4.

Guidelines

- G6.5.1 Constrained locations.** In constrained locations, bike buffer width should be reduced to maintain bicycle lane minimum width.
- G6.5.2 Pavement markings.** Green pavement is encouraged to clearly distinguish bikeways from sidewalks, Dynamic Lanes, and travel lanes. Design of green pavement should follow CSDSG guidelines.
- G6.5.3 Intersection treatments.** Intersection treatments that reduce potential conflicts with other road users are encouraged. These include the continuation of bike lanes through intersections, protected intersections, bike boxes, combined bicycle/turn lanes, and traffic signal modifications. See Section 6.9 for further information.



FIGURE 6.13: Illustrative examples of Class IV bicycle paths

 Multi-use Trails and Shared Use Paths (Class I)
  Protected Bikeways (Class IV)
  Shared Lanes (Class III)
  Existing Trails
  Existing Bicycle Lanes (Class IV and II)
  Existing Shared Lanes
  Additional City Bicycle Initiatives outside Project Boundary

6.6 Transit Network

Public Transit

Diridon Station is a regional transit hub and continues to grow in importance with planned Caltrain service enhancements, a future BART station, and planned High Speed Rail, as described in DISC planning. VTA currently operates light rail and bus services that serve Downtown West and connect people to regional transit at Diridon Station. The Project can accommodate potential future City projects, including transit lane improvements along West Santa Clara Street, West San Carlos Street, and South Autumn Street.

Standards

S6.6.1 Transit access. Anticipated transit access streets, as identified in Figure 6.17, shall be a minimum of 11 feet and a maximum of 12 feet in width. Transit access lanes shall be outer lanes for streets greater than two lanes.

Guidelines

G6.6.1 Transit stops. Transit stops should be designed in accordance with VTA Bus Stop Standards and VTA Bus Stop Guidelines. Sidewalk transit stops should be located near curb extensions wherever feasible.

G6.6.2 Vision Zero design principles. Transit stops on streets with bikeways should be designed to eliminate conflicts between drivers of transit vehicles and people riding bicycles. Protected or raised bikeways should be placed between a transit stop boarding island and the sidewalk, separating the paths of travel for people riding bicycles and the transit vehicle. Access to the transit stop across the bikeway should be provided by accessible crossings such as raised crosswalks across the bikeway or curb ramps.

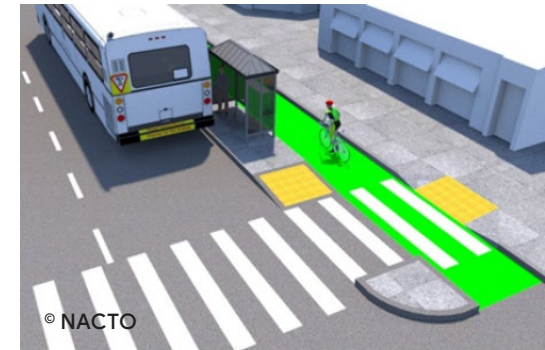
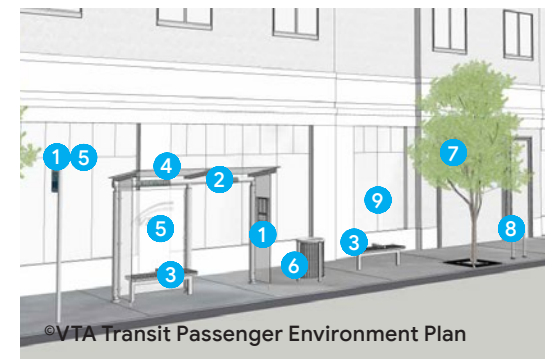


FIGURE 6.15: Illustrative example of a protected bikeway and bus stop

Source: NACTO



- | | |
|-----------------------|--------------------|
| 1 Transit Information | 6 Waste management |
| 2 Lighting | 7 Greening |
| 3 Seating | 8 Bicycle parking |
| 4 Shade and shelter | 9 Security |
| 5 Branding | |

FIGURE 6.16: Conceptual transit stop diagram

Source: VTA Transit Passenger Environment Plan

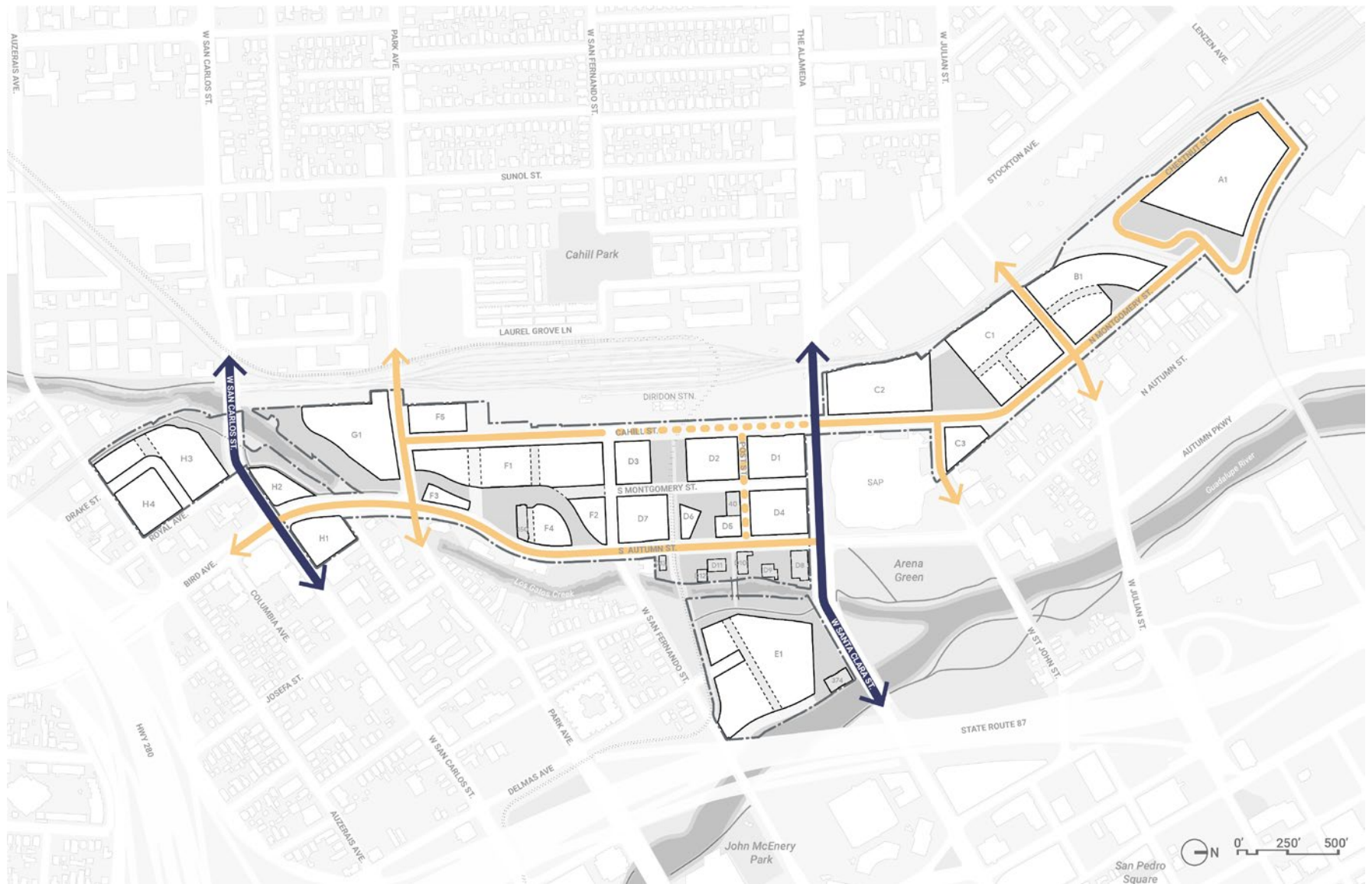


FIGURE 6.17: Conceptual transit network

- City-proposed transit priority streets
- Transit access streets (11' travel lanes permitted)
- ... Transit access permitted as interim condition pending coordination with City and VTA

Shuttle Routes

Shuttles provide complimentary service to VTA, BART, Caltrain, and other transit providers. Shuttles consist of local connector shuttles to and from Downtown and other destinations as well as commuter shuttles or public/private partnerships providing a direct ride to and from the Project from areas with limited or indirect transit service. A positive user experience at shuttle stops provides an attractive, functional and safe space for waiting and loading and encourages reduction in single-occupancy vehicle trips.

Standards

S6.6.2 Shuttle access. Shuttles accessing Downtown West shall use transit access streets shown in Figure 6.17.

Guidelines

G6.6.1 Shuttle stops. Shuttle stops should provide a covered waiting area with seating for passengers. Other design features may include signage or additional furnishings, lighting, seating, and waste receptacles.

G6.6.2 Shuttle stop location. Shuttle stops should be located centrally to provide short first/last mile connections to shuttle rider destinations.

G6.6.3 Separated drop-off. Shuttle stops should be clearly distinguished and separate from rideshare drop-off zones to avoid conflicts. Exceptions may include SAP and project area events that result in change in operations.



COVERED SEATING



SIGNAGE AND LIGHTING

FIGURE 6.18: Illustrative examples of shuttle stops

6.7 Vehicular Network

Downtown West takes a pedestrian-first approach to street design while still accommodating vehicle circulation particularly for goods delivery and transit needs. Pedestrian-first street design is accomplished through right-sizing roadways, flexibility in design, and controlling vehicle speeds.

Standards

- S6.7.1 Travel lane width.** Travel lanes shall be a minimum of 10 feet and a maximum of 11 feet in width. Travel lanes adjacent to the curb shall be a minimum 10 feet and a maximum of 12 feet in width.
- S6.7.2 Gutter.** All streets except shared streets shall have a minimum 2-foot wide gutter. The dimensions for travel lanes that are adjacent to the curb are exclusive of the curb and gutter. Dynamic Lanes are inclusive of the gutter.
- S6.7.3 Cahill Street pedestrianization.** Cahill Street shall be permitted at the direction of the city to be closed to vehicular traffic.
- S6.7.4 Freight and loading access.** Freight and loading vehicle circulation shall be permitted on 11-foot wide transit access streets as shown in Figure 6.17, except on Cahill Street and South Montgomery Street between West San Fernando Street and West Santa Clara Street.

Guidelines

- G6.7.1 Minimize curb-to-curb.** To foster a multi-modal street network, the number of overall vehicular travel lanes should be as few as feasible to create a safe environment for people walking and biking.
- G6.7.2 Traffic calming treatments.** Traffic calming treatments — such as raised crosswalks, curb extensions or bulb-outs, and street furnishings — should be implemented wherever feasible, specifically in the Core.
- G6.7.3 Reduced speed.** Street design should support the posting of low speed limits to promote safety for all road users. The recommended speed limits for different street types are shown in Table 6.2.
- [CSDSG Standard 3 – exemption]
- G6.7.4 Bollards.** Retractable bollards are encouraged on streets that close frequently to traffic for events.
- G6.7.5 Post-event egress.** During post-event egress from the nearby SAP Center, certain streets may be designed for flexibility either within existing travel lanes or via temporary use of Dynamic Lanes. Post-game egress routes may convert from two-way to one-way to accommodate exiting vehicular traffic. A post-event traffic management plan shall be developed by the SAP Center, the City, and other applicable partners.

TABLE 6.2: Recommended speed limits by street type

STREET TYPE	RECOMMENDED SPEED LIMIT (MPH)
Grand Boulevard	25
City Connector	25
Main Street	less than 25
Local Connector	less than 25
Private Street	less than 25



FIGURE 6.19: Illustrative example of traffic calming that includes a raised crosswalk and curb extensions

6.9 Intersections

Intersections are the points of confluence where travel modes and placemaking come together. Primary design strategies at intersections include increasing visibility and decreasing speed to prioritize safety. Landscaping and traffic calming measures can help slow vehicle speeds and contribute to sense of place.

Standards

S6.9.1 Pedestrian crossings. All intersections shall be striped with crosswalks designed in accordance the California Manual of Uniform Traffic Control Devices (MUTCD). At minimum, crosswalks shall consist of continental striping (for controlled intersections) or ladder striping (for uncontrolled locations).

S6.9.2 Bicycle design treatments. Bicycle lanes shall not be removed on the approach to an intersection to accommodate vehicle turn lanes or other uses.

Guidelines

G6.9.1 Raised intersections and crossings. Raised crossings are encouraged within the Project Core, particularly along Cahill Street, South Montgomery Street, and South Autumn Street. Downtown West should include raised crossings where high volumes of people walking or biking are expected.

G6.9.2 Enhanced pedestrian crossings. In addition to crosswalk striping, crossings should include additional treatments to enhance safety and visibility. Such treatments may include raised crosswalks, corner curb extensions, corner islands, pedestrian refuge islands, flashing beacons, and enhanced street lighting.

G6.9.3 Bicycle design treatments. Intersecting streets with protected bicycle lanes should be designed as protected intersections. Additional guidance on protected intersection design can be found in “Don’t Give Up at the Intersection: Designing All Ages and Abilities Bicycle Crossings” (NACTO, 2019). Implementation of protected intersections is subject to City of San José approval.

G6.9.4 Leading signals. Additional signal treatments such as Leading Pedestrian Intervals (LPIs), Leading Bike Intervals (LBIs), pedestrian/bicycle “scrambles”, or other signal timing strategies should be considered where appropriate.

G6.9.5 Adaptive Signals. Adaptive or transit signal priority may be considered where appropriate to improve safety and vehicular and transit traffic flow.

G6.9.6 Placemaking. Intersections should incorporate placemaking elements such as landscaping, wayfinding, art installations, street furniture, and decorative paving treatments.

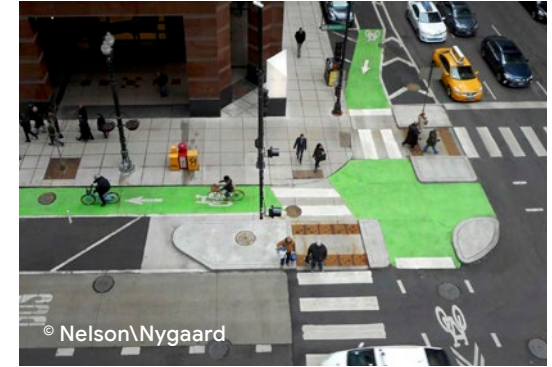


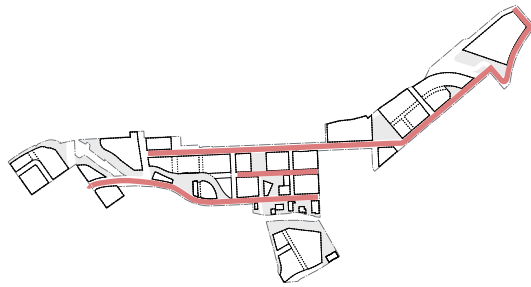
FIGURE 6.21: Illustrative example of intersection best practices

Streetscape Elements

6.10 Street Specific Design Intent

Street sections in this section represent the conceptual vision for streets within or adjacent to the Project. The sections demonstrate area within the street allocated to vehicular use (curb to curb) as well as the area used for pedestrian and bicyclist use (public realm). Dynamic Lanes (Section 6.11) are identified as flexible space that could be used for either purpose.

All dimensions listed are illustrative only. The actual curb to curb widths and components of the right of way for each street segment are governed by the standards herein and applicable standards in the Complete Streets Design Standards and Guidelines — see *the Compliance Checklist, Appendix __*. The curb to curb widths and right of way components for each street segment will be provided at the Downtown West Zoning / Design Conformance Review stage.



North-South Connectors

As a linear site extending for a mile from end to end, the north-south streets establish the primary public realm character of Downtown West. Cahill Street is the station's front door, with generous protected bikeways providing safe mobility from the Project's north end to its south end. South Montgomery Street is the intimate, curbless Main Street with spillout space fronting active uses. South Autumn Street is the urban-to-nature connector with a generous tree canopy and protected bikeways that bridge the gap in the Los Gatos Creek Trail.



FIGURE 6.22: Illustrative examples of North-South Connector street character

Cahill Street (Core)

Located at the doorstep to Diridon Station, Cahill Street serves as the Transit Hub and gateway to Downtown. Cahill Street is designed to prioritize pedestrian and bike access between transit modes. Design strategies include but are not limited to a raised intersection at the current station building. Cahill Street between West San Fernando Street and West Santa Clara Street has been identified as a potential pedestrian-only transit plaza as part of the DISC project.

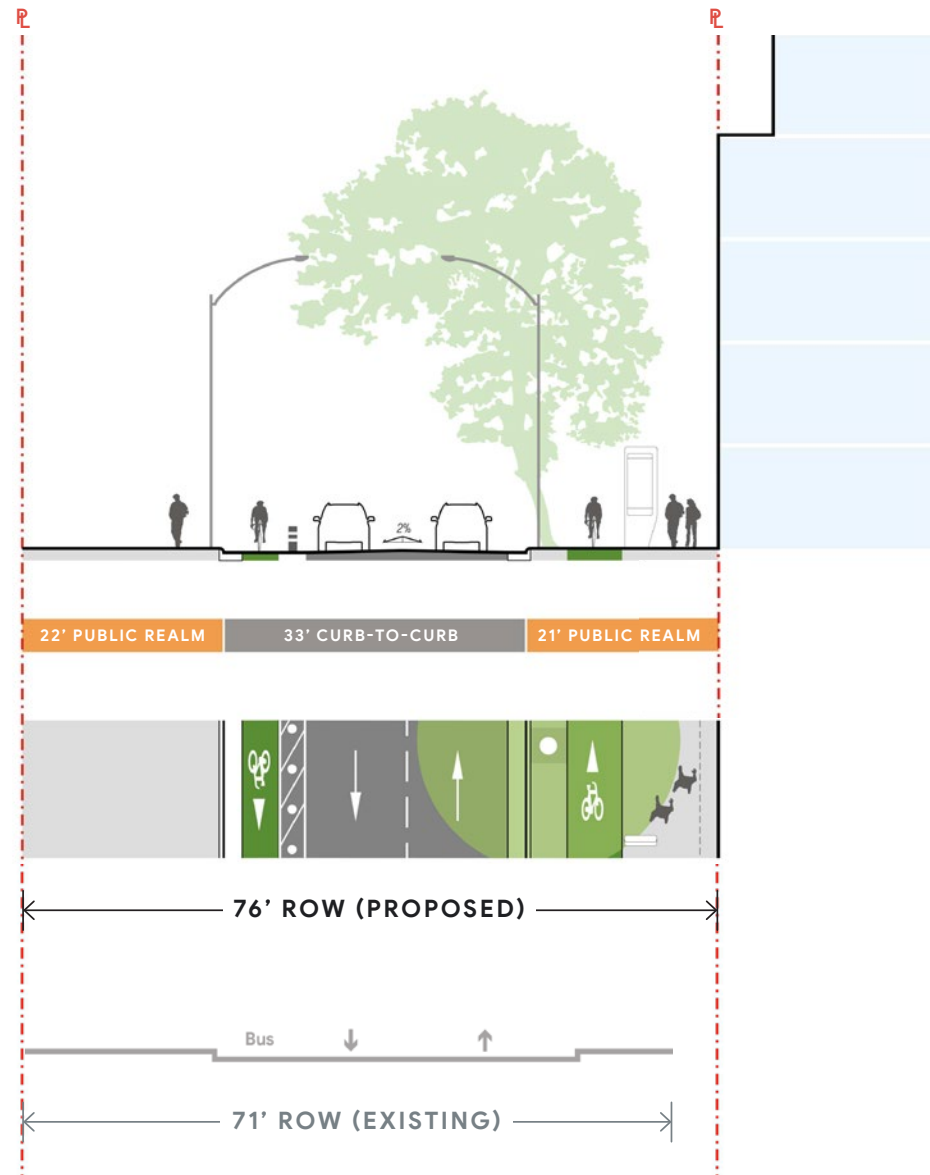
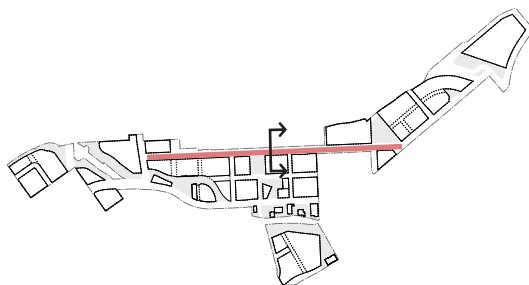


FIGURE 6.23: Illustrative section of Cahill Street (West San Fernando Street to West Santa Clara Street)

Cahill Street (Northend)

The northern Cahill Street extension and North Montgomery Street together establish a continuous walking and biking corridor in the Northend. The portion of Cahill Street nearest the SAP Center and St. John Triangle (Section 4.18) is designed to be closed for events and celebrations.

Cahill Street (Meander)

The southern segment of Cahill Street provides loading and service support to logistics hubs and district systems, while also providing parking egress for events and protected bicycle lanes that extend for to Park Avenue.

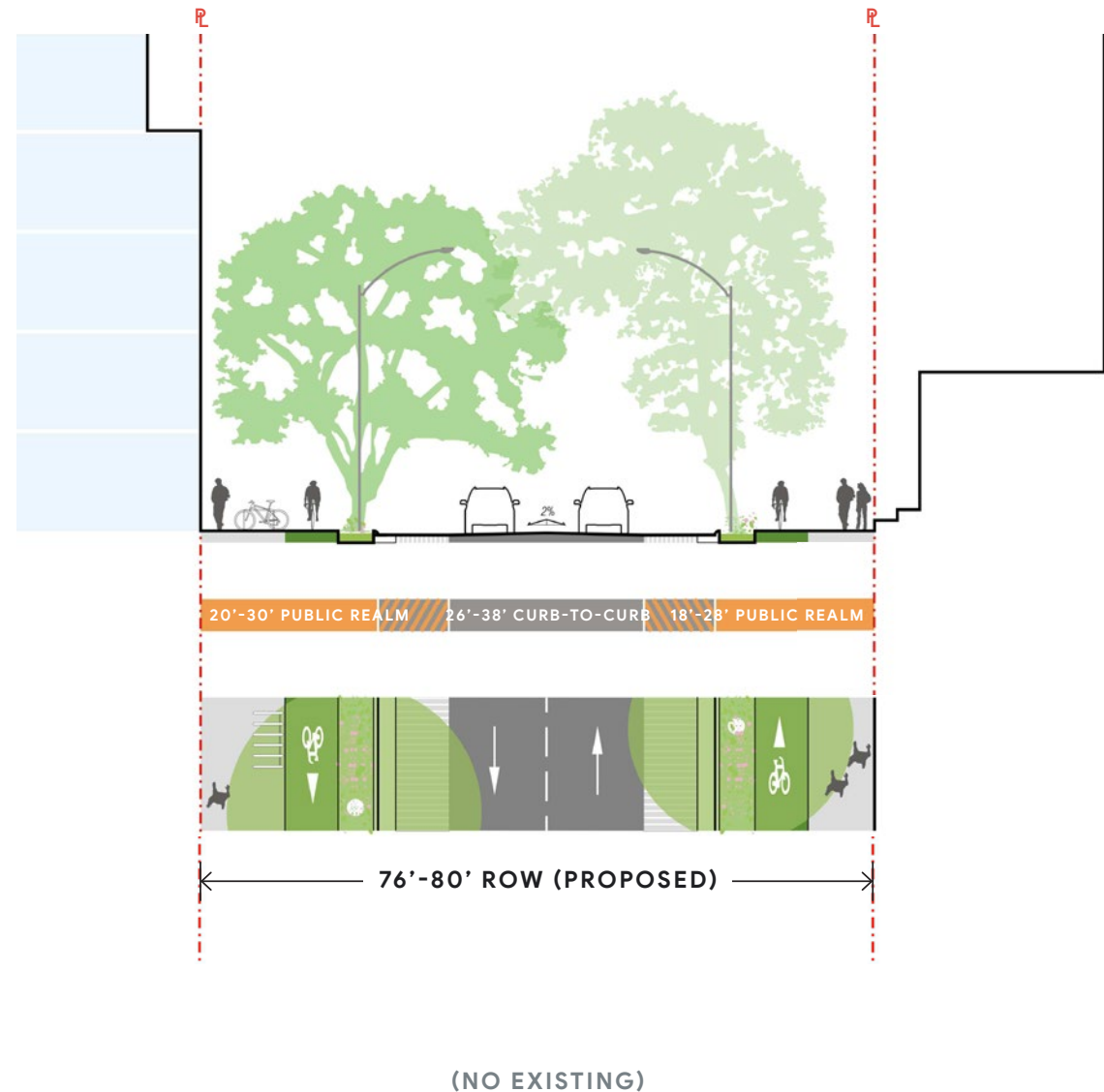
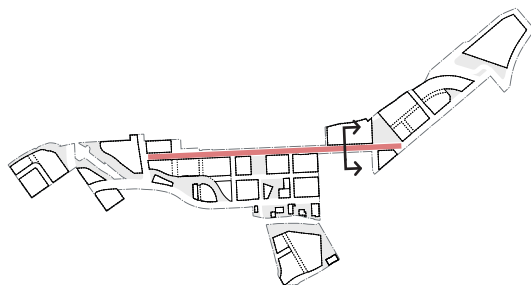


FIGURE 6.24: Illustrative section of Cahill Street (West Santa Clara Street to North Montgomery Street)

South Montgomery Street

South Montgomery Street is the intimate Main Street within the Core. Anchored in the north by the SAP Center and with a direct pedestrian connection to the Meander (Section 4.14) in the south, the street will be lined with active uses on both sides and generous Frontage Zones for spillout space. South Montgomery Street is designed as a shared street with a curbsless condition to slow traffic, prioritize pedestrian activity, and enable street closure for special events. Building loading and service is not permitted on this street.

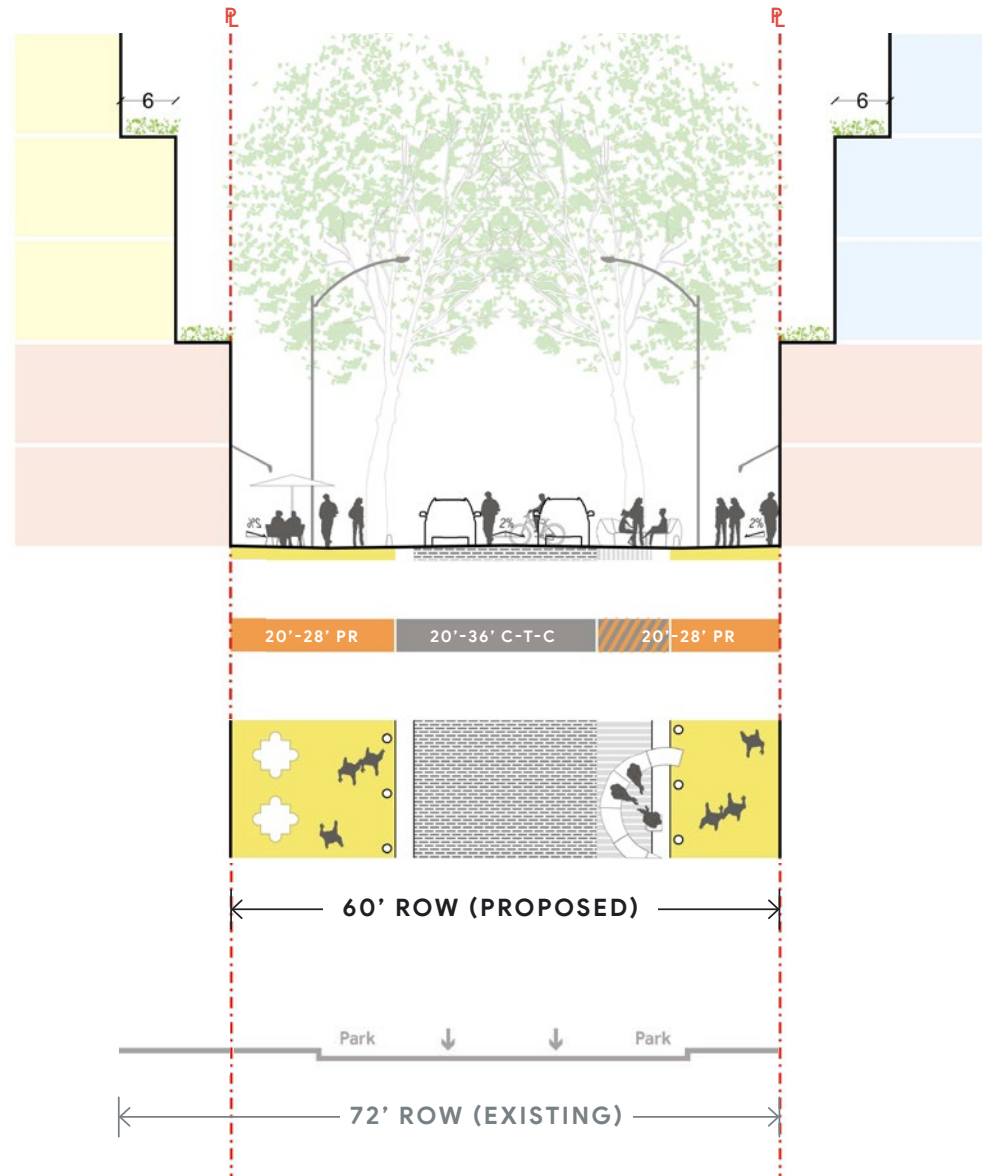
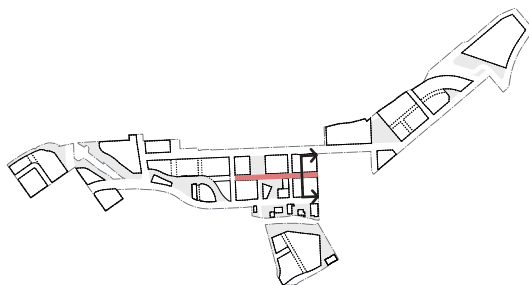


FIGURE 6.25: Illustrative section of South Montgomery Street

South Autumn Street

South Autumn Street is the urban-to-nature connection and functions as the interim connection for the Los Gatos Creek Trail between West San Fernando Street and Park Avenue. The street also performs an important vehicular function as the primary north-south street and an important bus route. Dynamic Lanes on the west side of the Core blocks enable parklets and public realm extensions as well as important drop-off space to adjacent uses.

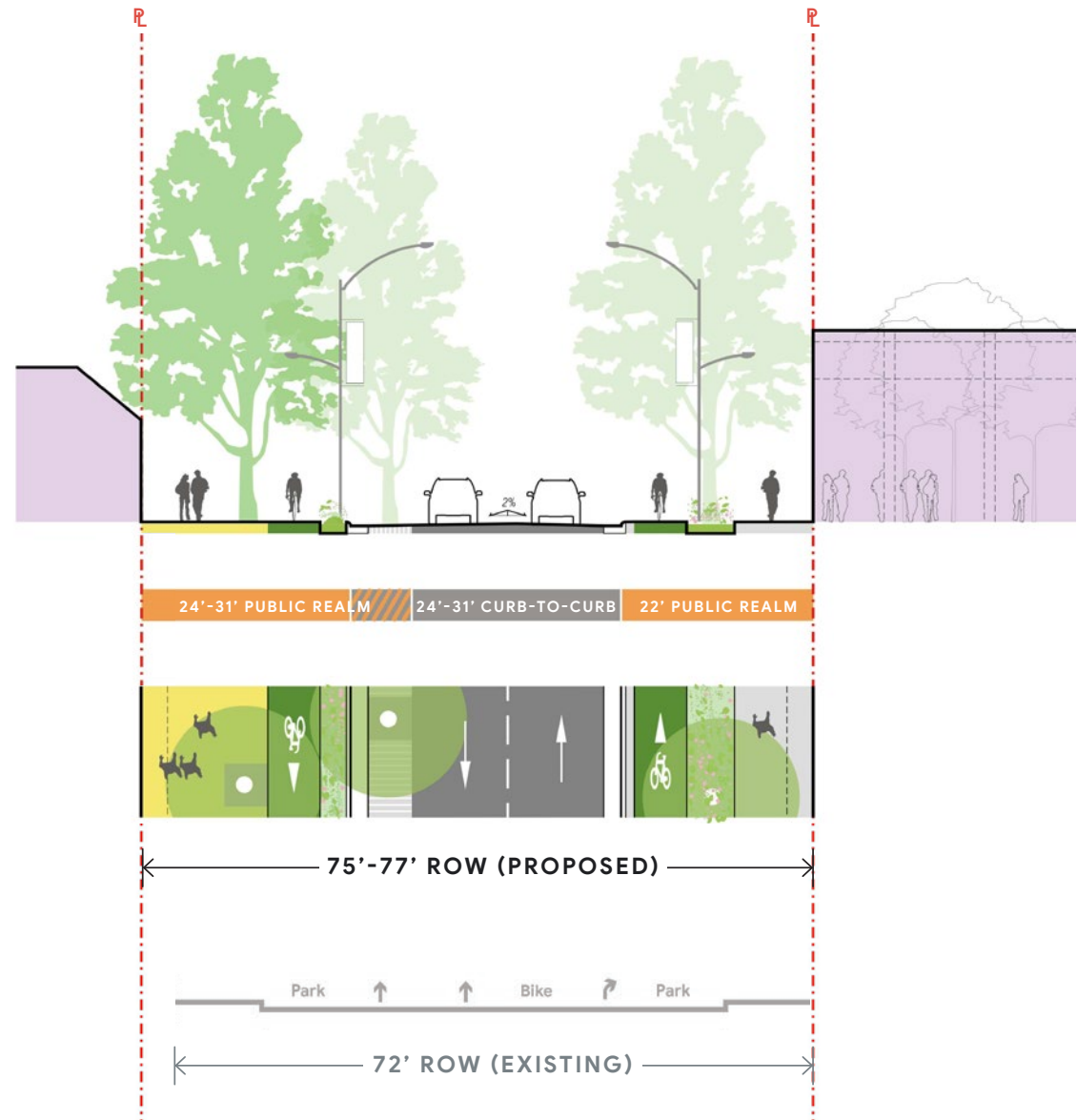
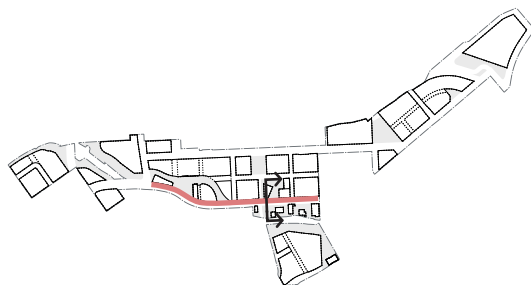


FIGURE 6.26: Illustrative section of South Autumn Street

Bird Avenue (formerly South Montgomery Street)

Bird Avenue, formerly called South Montgomery Street, serves an important bike and vehicular function connecting neighborhoods south of Interstate 280 to Downtown. A reduction in street width will considerably narrow the vehicular space between curbs, while improving protected bikeways on both sides of the street and increasing sidewalk widths.

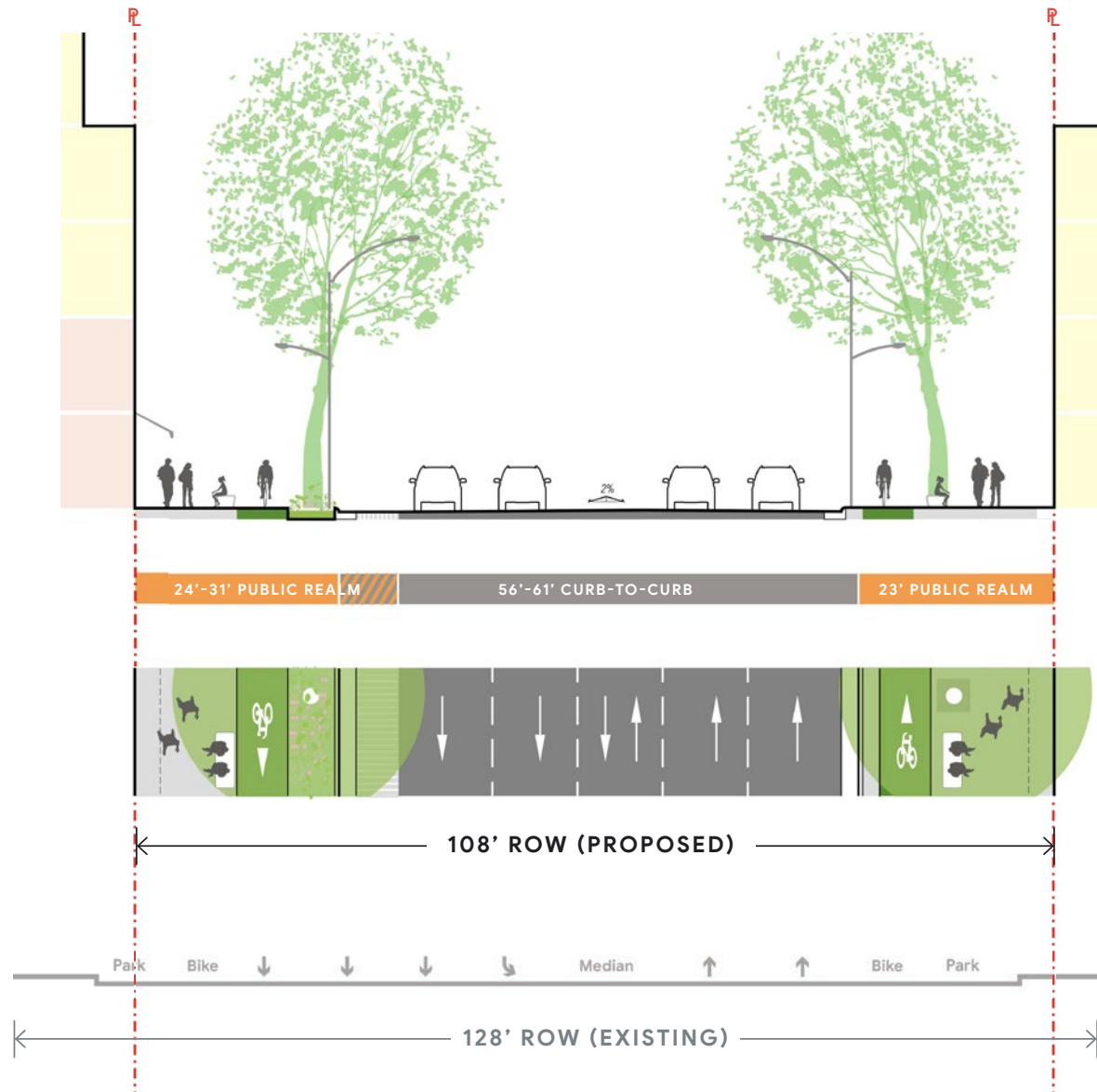
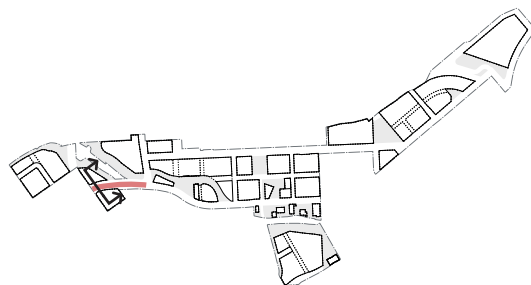


FIGURE 6.27: Illustrative section of Bird Avenue (formerly South Montgomery Street)

North Montgomery Street

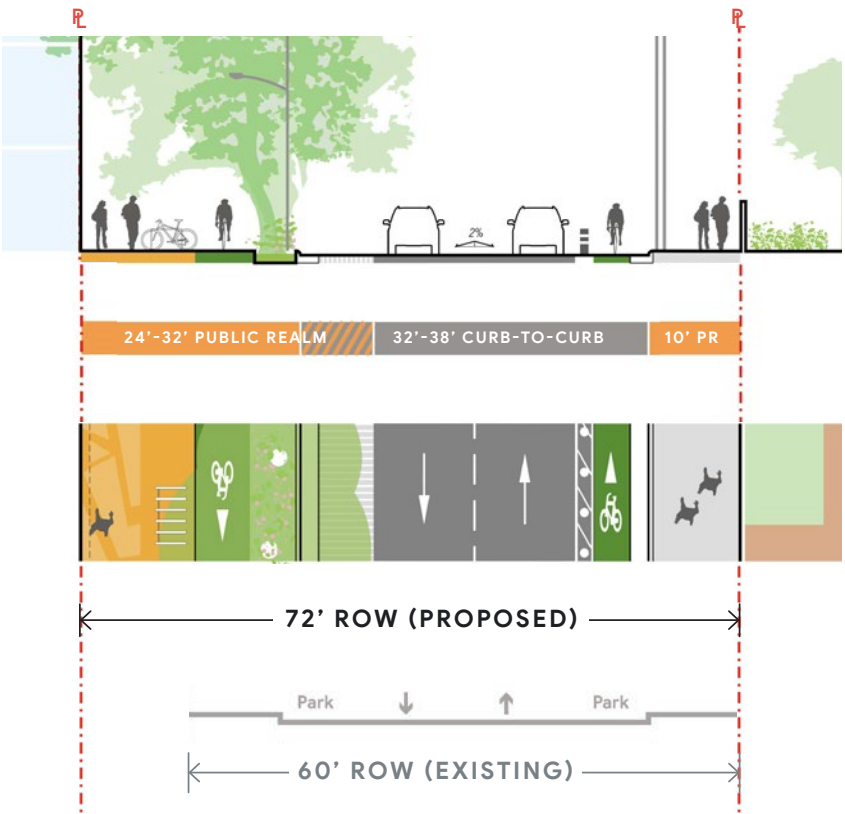
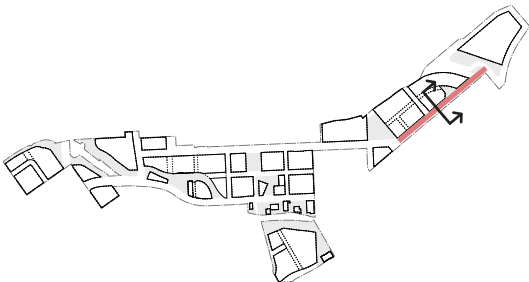


FIGURE 6.28: Illustrative section of North Montgomery Street



Lot A1 Ring Road East (Cinnabar to Lenzen)

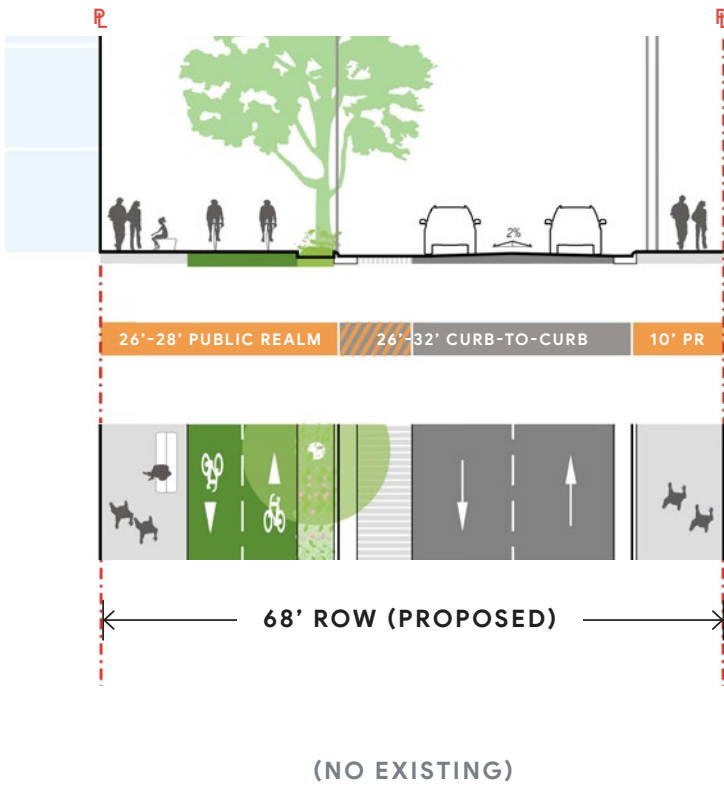
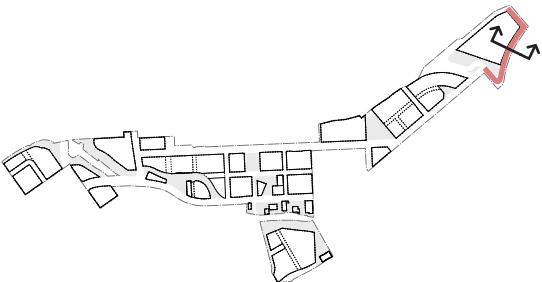
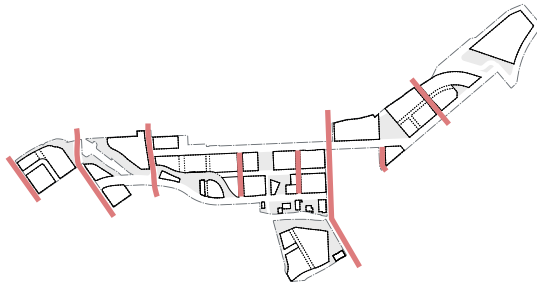


FIGURE 6.29: Illustrative section of Lot A Ring Road East (Cinnabar Street, Lenzen Avenue, and North Montgomery Street extension)





East-West Connectors

East-west connectors range from Local Connectors to Grand Boulevards. Similar to West Santa Clara Street, West San Carlos Street includes the ability to accommodate the City's transit priority lanes and buffered bicycle facilities connecting neighborhoods across San José. West Julian Street, West St. John Street, West San Fernando Street, and Park Avenue provide pedestrian and bicycle priority streets that link neighborhoods east and west of the rail corridor.



FIGURE 6.30: Illustrative examples of East-West Connector street character

West Santa Clara Street

As the Grand Boulevard extending throughout San José and the region, West Santa Clara Street prioritizes efficient transit lanes and continuous bikeways. Sidewalks along West Santa Clara Street are larger than other streets to support SAP Center event activity as well as active uses that face the street.

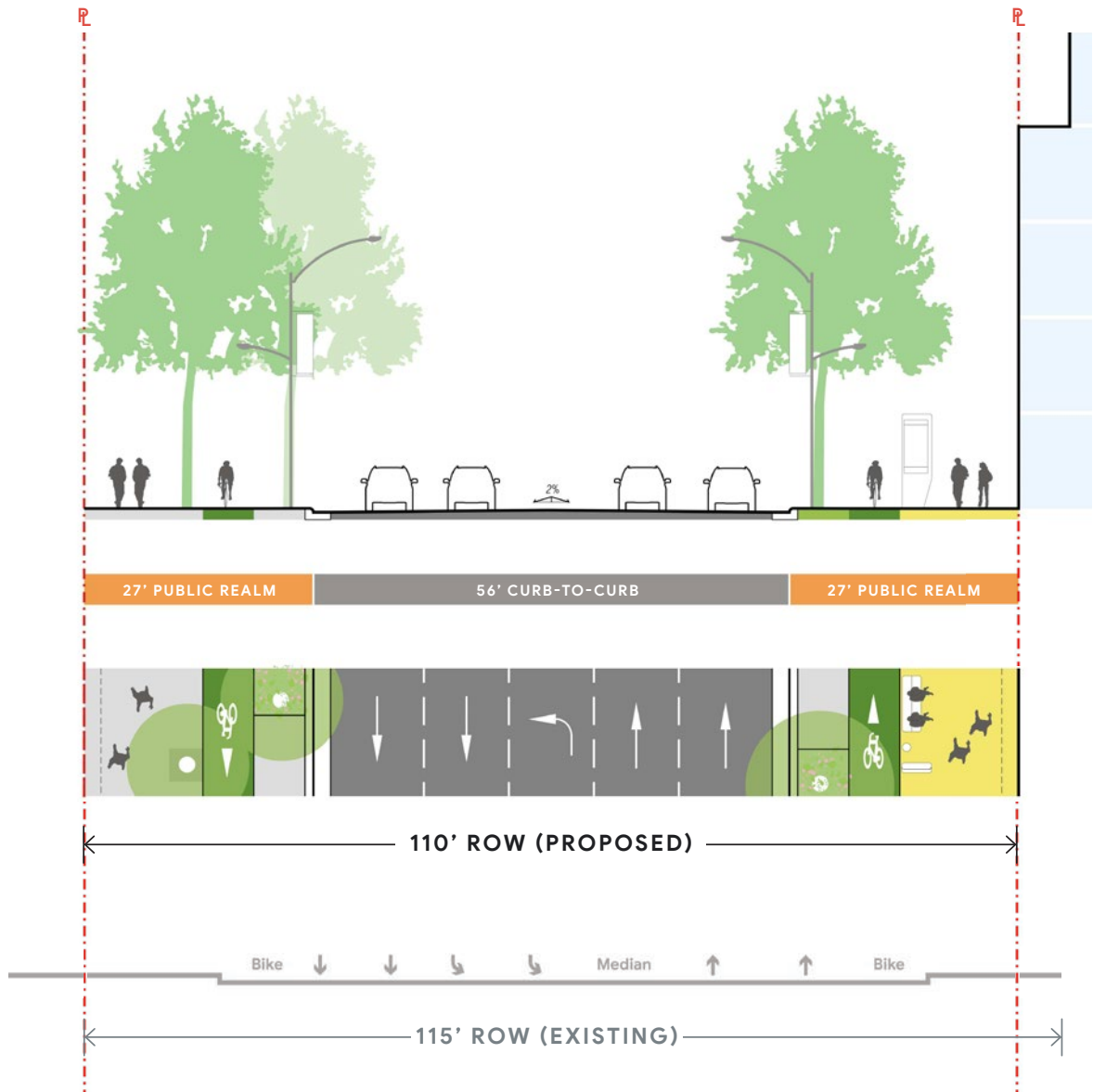
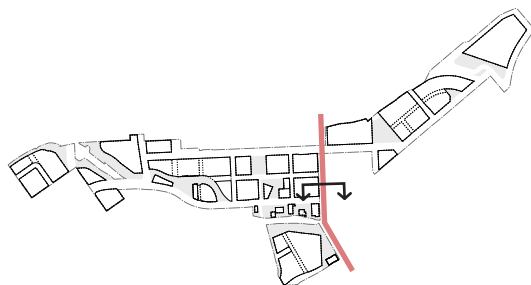


FIGURE 6.31: Illustrative section of West Santa Clara Street

West San Fernando Street

West San Fernando Street is a key cyclist connection from Diridon Station to Downtown, providing continuous protected bicycle lanes. Additionally, the street supports building loading and service access within the Core while reducing curb cuts and vehicular conflict points to the extent possible.

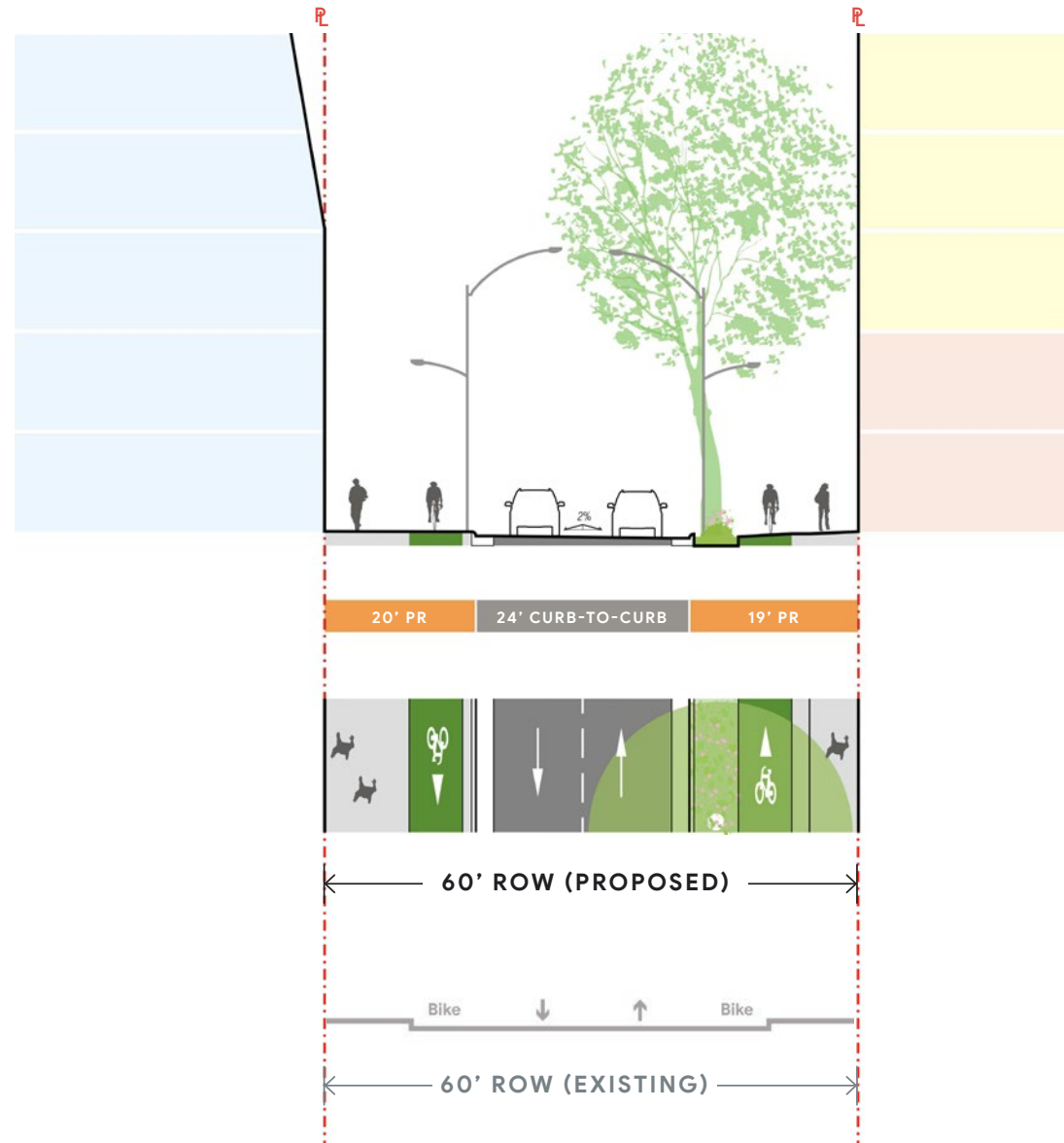
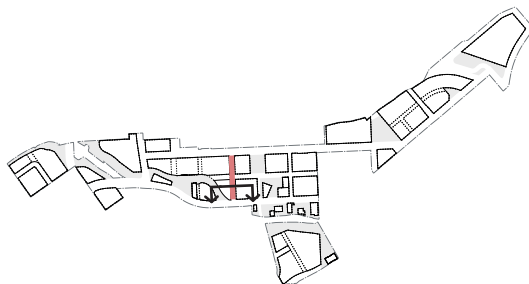


FIGURE 6.32: Illustrative section of West San Fernando Street

Park Avenue

Park Avenue serves as an important east-west connection, balancing walking, biking, vehicular and freight needs. Park Avenue is designed to significantly reduce the overall ROW and curb-to-curb width by reducing from five to three traffic lanes. Protected bike lanes and wider sidewalks provide safer movement across the rail corridor.

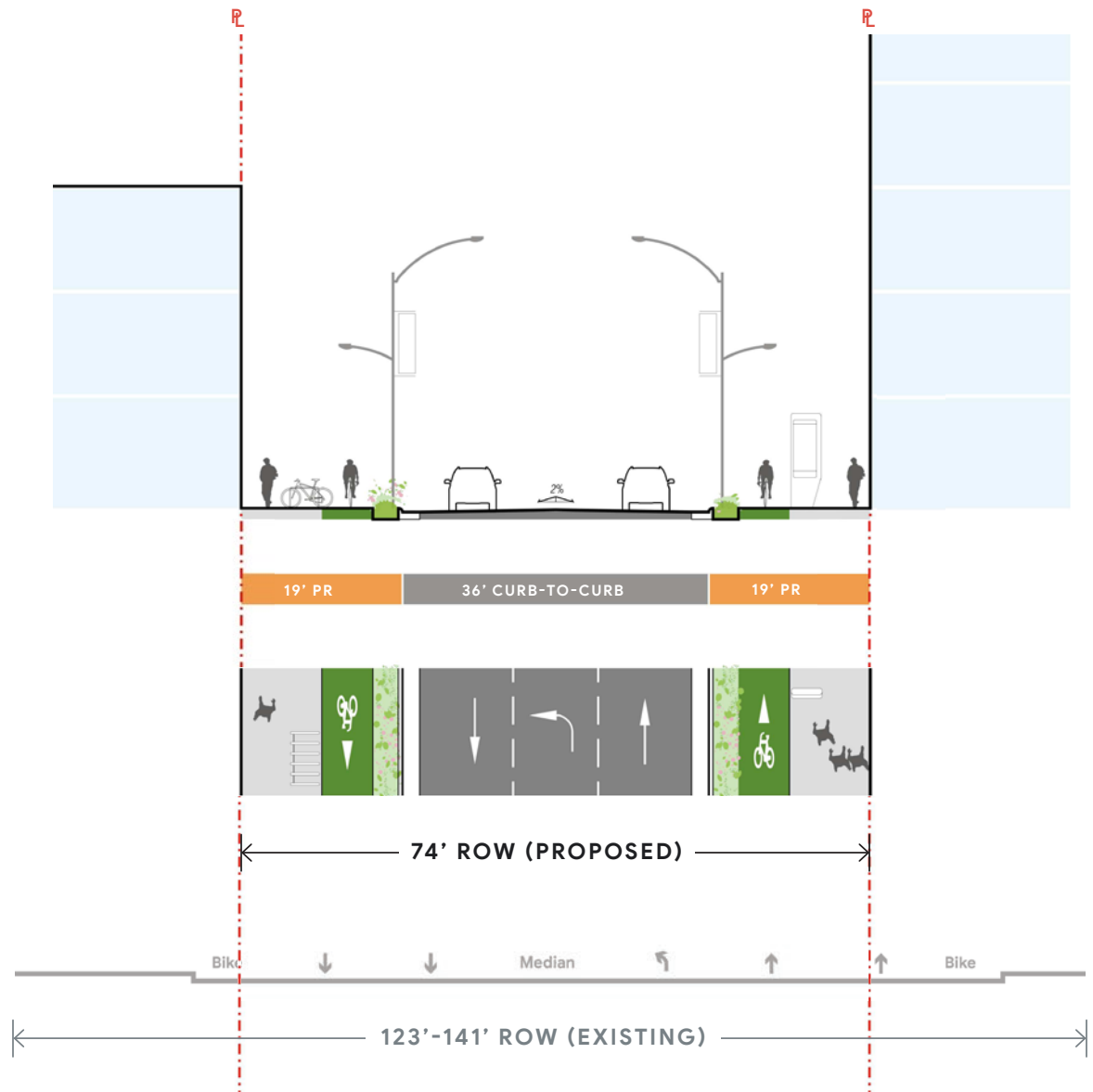
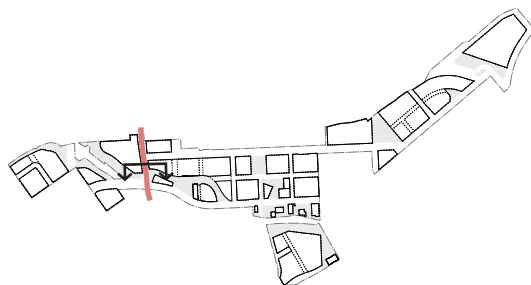


FIGURE 6.33: Illustrative section of Park Avenue

West San Carlos Street

West San Carlos is a Grand Boulevard that serves an important regional corridor for transit and vehicles. Protected bike lanes help improve micro-mobility alternatives across the rail corridor.

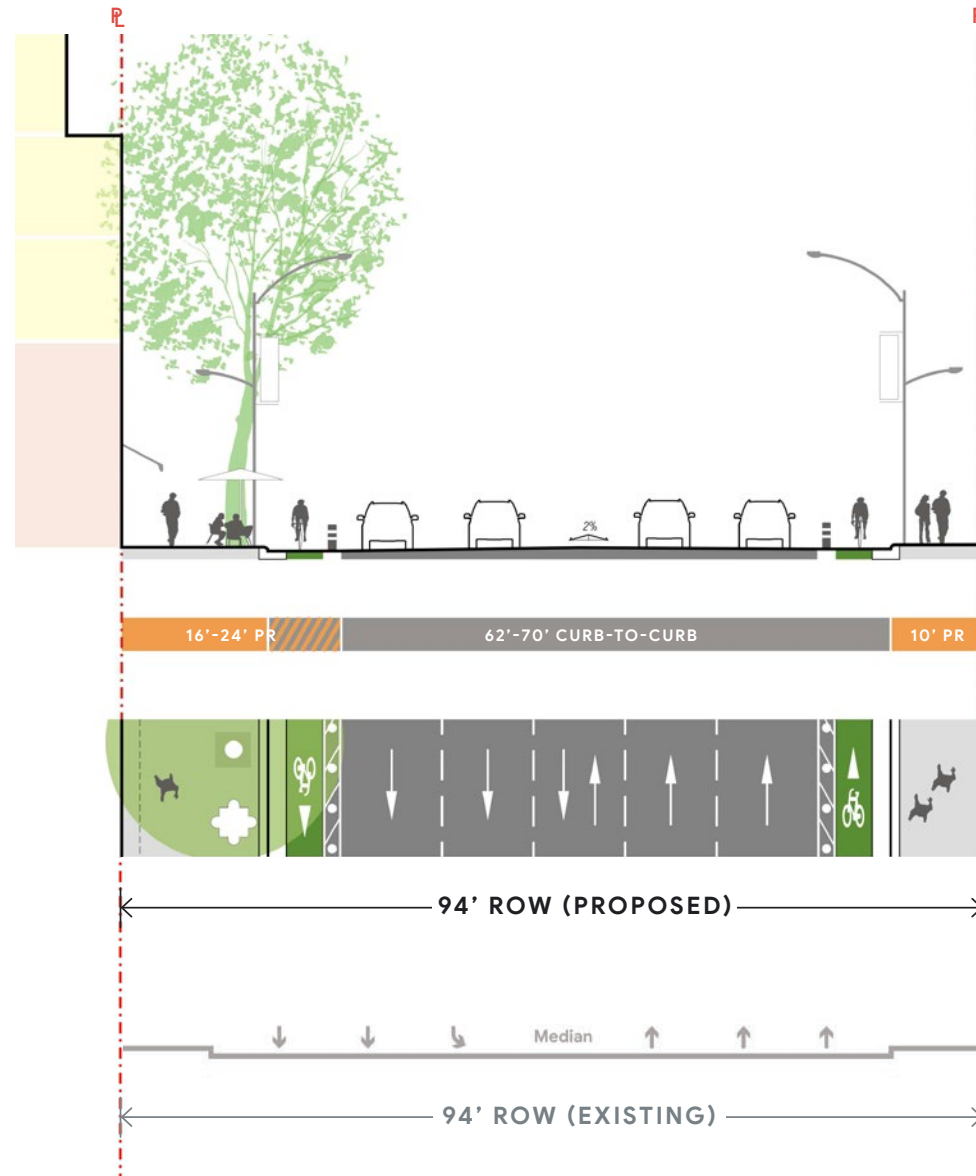
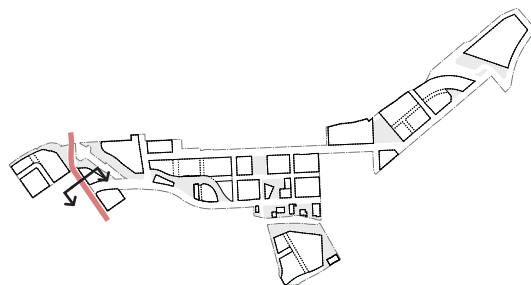


FIGURE 6.34: Illustrative section of West San Carlos Street

West Julian Street

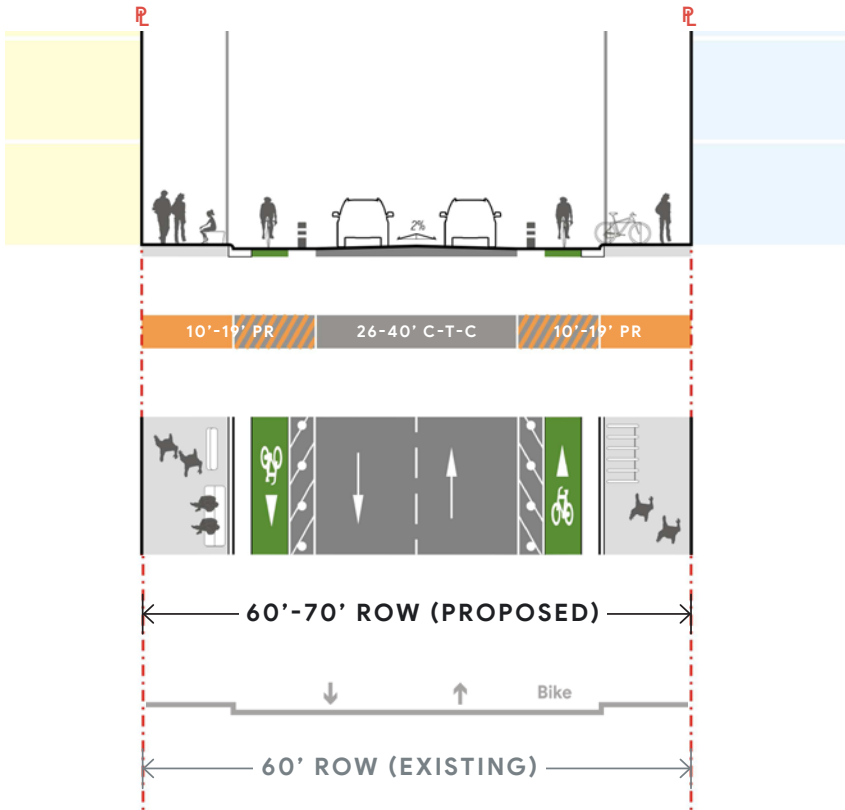


FIGURE 6.35: Illustrative section of West Julian Street

St. John Street

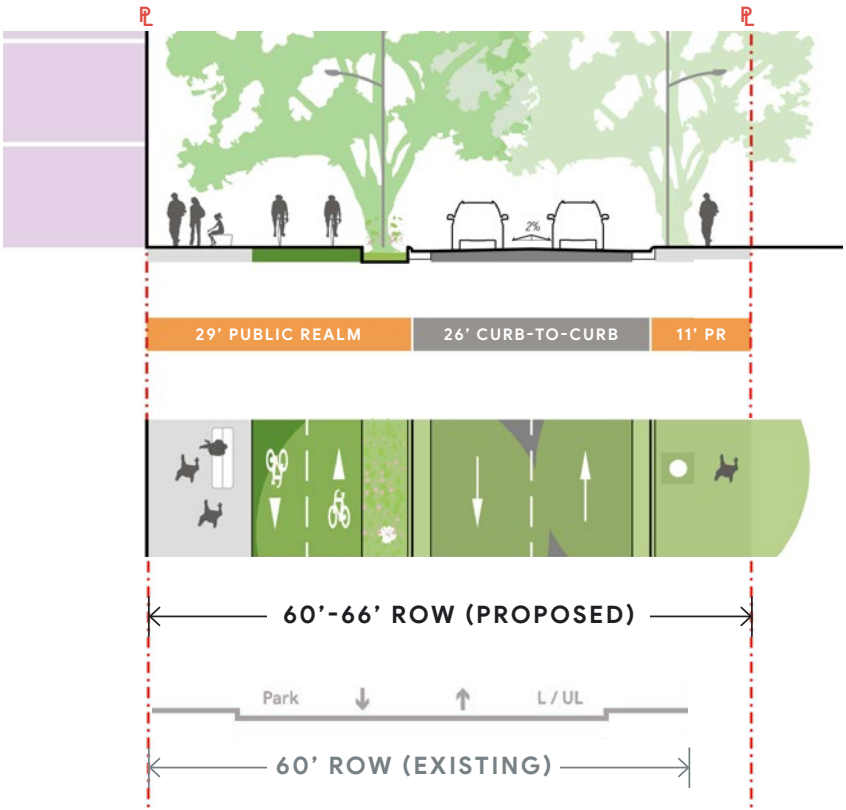
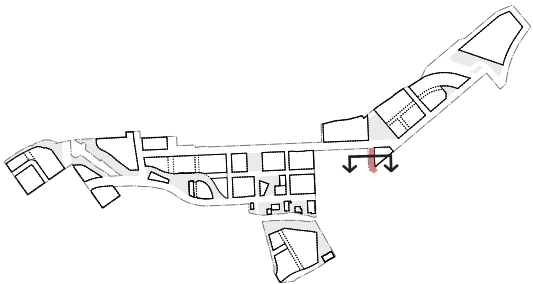
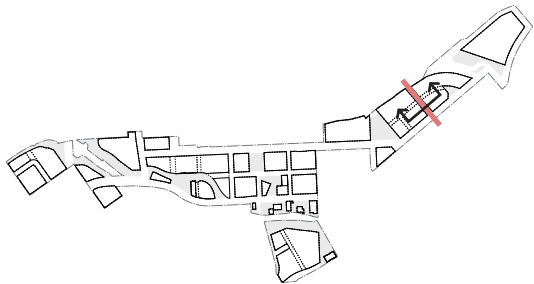


FIGURE 6.36: Illustrative section of St John Street



West Post Street

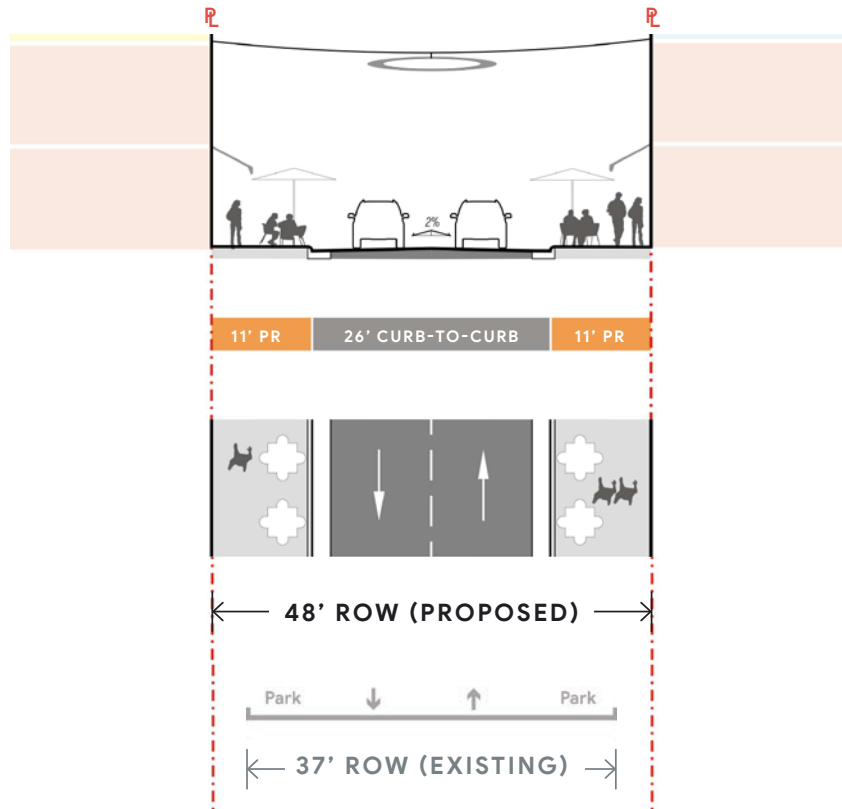


FIGURE 6.37: Illustrative section of West Post Street

Royal Avenue and Auzerais Street

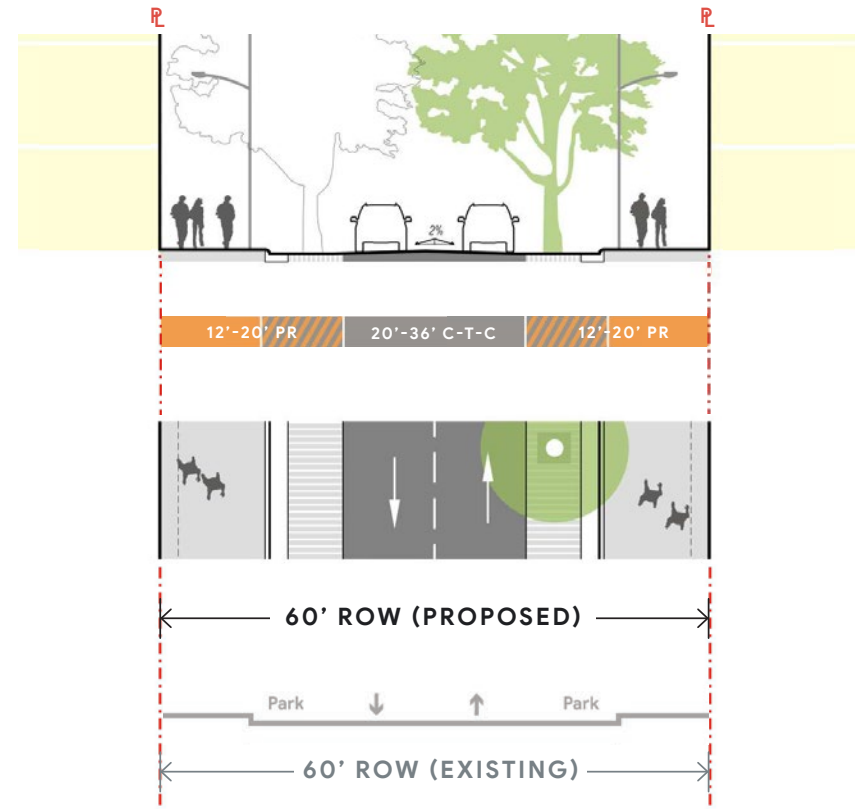
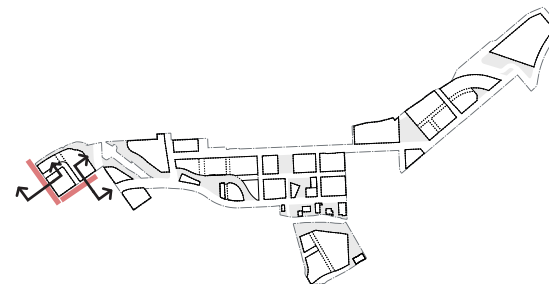
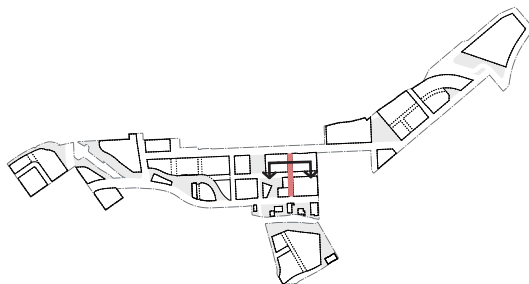


FIGURE 6.38: Illustrative section of Royal Avenue and Auzerais Street



6.11 Dynamic Lanes

Downtown West intends to optimize the linear space along curbs to best serve the function of the street and the land uses it serves. These “Dynamic Lanes” are flexible and adaptable by design to allow their function to change along a block, throughout the day, and over time as transportation system needs change. For example, some Dynamic Lanes may be used to support transit and event traffic during certain times of day, and used for loading during other times. While historically used for on-street parking and deliveries, curb lanes are increasingly devoting space for other uses such as bicycle and micro-mobility parking, passenger pickup and drop-off, transit stops, landscaping, and for amenities that effectively extend the zones of the sidewalk such as parklets or “curb cafés”.

Standards

- S6.11.1 Width.** Dynamic Lanes shall align to CSDSG Guideline 49 for the curb lane widths when designated for vehicular use. Dynamic Lanes used for parking, loading, or pick-up and drop-off shall be a minimum of 7 feet wide, and a maximum of 8 feet wide, inclusive of the gutter.
- S6.11.2 Passenger loading.** Passenger loading zones shall provide a designated area for vehicles, including ride hail vehicles, to pick up and drop off their passengers without interfering with the flow of traffic and other modes. In constrained locations, sidewalk zones may be reduced where ADA accessible pickup and drop-off is expected.

- S6.11.3 Amenities.** Permanent uses shall not be located in Dynamic Lanes that may be used to support transit and event traffic throughput, as shown in Figure 6.39.

Guidelines

- G6.11.1 Curb extension.** Dynamic Lanes may be designed as curb extensions that expand the sidewalk zone, potentially including stormwater infrastructure, planting, street furniture, and transit stops.
- G6.11.2 Parklets.** Parklets, or miniature parks located adjacent to the curb and replacing two to three on-street parking spaces, are an encouraged use of Dynamic Lanes. They typically include street furniture such as benches and tables. In San José, parklets are installed through partnerships between the City and local businesses or community groups. Any parklets in Downtown West shall apply to the City of San José’s Curb Café program for approval.
- G6.11.3 Shared streets.** For shared street segments, the Dynamic Lane may be reallocated to sidewalk zones to increase landscape areas or support retail spill-out.
- G6.11.4 Freight loading.** Designated on-street freight loading zones should be included in front of commercial uses where doing so does not adversely interfere with pedestrian and bike accommodation. Time restrictions may be implemented to limit heavy truck travel during peak periods, particularly on streets in within the Core zone.
- G6.11.5 On-street parking.** On-street parking is encouraged to support adjacent land uses such as retail, office, or residential.
- G6.11.6 Truck turning.** To accommodate truck turning movements in accessing off-street loading areas, removal of street parking should be considered before widening the street or changing the intersection.
- G6.11.7 Combined gutter design.** Dynamic Lanes designed to support on-street parking, loading, and other vehicular uses may be designed as extended gutter pans.

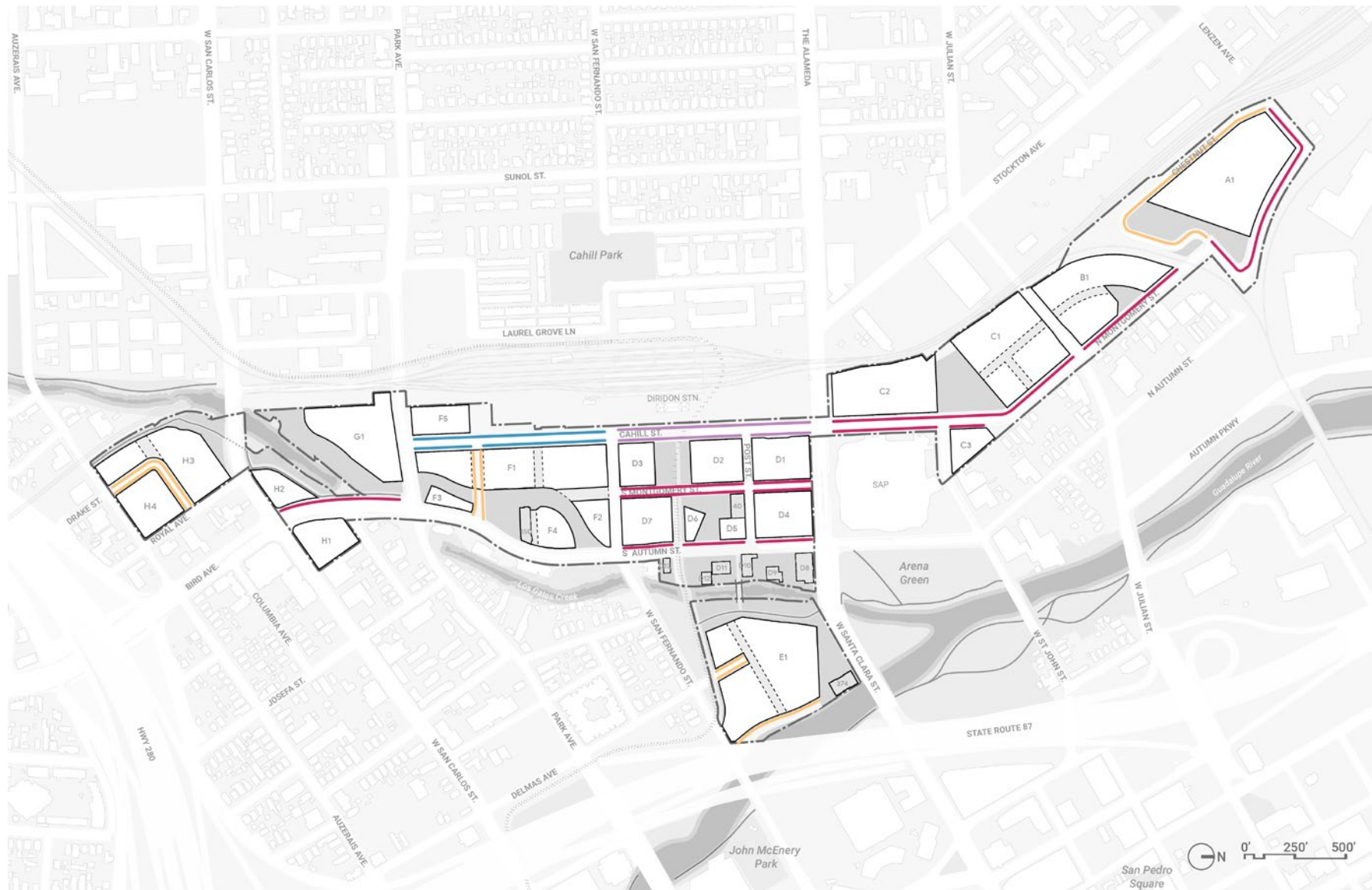


FIGURE 6.39: Conceptual Dynamic Lane locations

- Dynamic Lanes
- Dynamic Lanes on private streets
- Dynamic Lanes that may be used to support transit and event traffic throughput
- Dynamic Lanes potential location



RIDESHARE PICK UP/DROP OFF



ACCESSIBLE PARKING + LOADING



SHUTTLE STOP



SHUTTLE DROP OFF



LOADING/UNLOADING ZONE



ON-STREET PARKING



FOOD-TRUCK



WAYFINDING + UTILITY ZONE



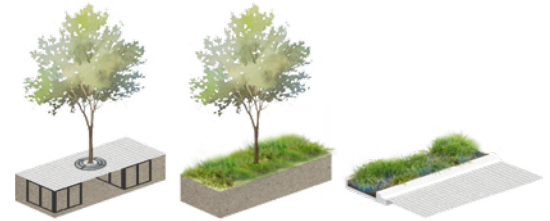
BULBOUT PLANTING



PARKLET + SEATING



EXTENDED FURNITURE ZONE



PLANTING ZONES

FIGURE 6.40: Illustrative examples of Dynamic Lane use

6.12 Street Planting

The street tree palette samples from San José's historical habitats to reinforce a unique sense of place, complement the Project's riparian enhancements, respond to site conditions, and support biodiversity. The plant selection transitions from riparian species near the creek and the river to oak woodland savannah. This is consistent with the nature-to-urban gradient framework of the open space vision to provide varied experiences and connection to context.

The following standards and guidelines relate to street trees and plantings within the public ROW. For Project planting types and requirements for vegetation in open spaces see Section 4.21 within *Chapter 4: Open Space*.

Standards

S6.12.1 Street trees and planting locations.

Street trees and plantings within the ROW shall be allowed or required in the locations indicated in Figure 6.41. Additionally, tree plantings shall be permitted in the Dynamic Lane where vehicle through-traffic is not anticipated, as shown in Figure 6.39. Planting in open space and mid-block passages is controlled in Chapter 4: Open Space.

S6.12.2 Planting strips with street trees.

Tree basins shall be a minimum width of 4 feet. Street trees shall have spacing in line with the canopy space requirements identified in the Tree Policy Manual.

S6.12.3 Planting strips with low plantings.

Low planting shall be allowed on all streets. Planting strips with low plantings shall be a minimum width of 3 feet.

S6.12.4 Invasive species. Invasive species shall not be permitted.

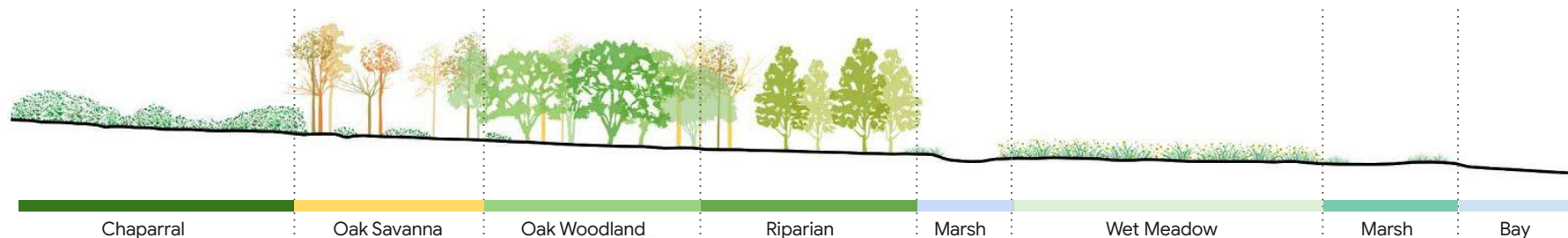


FIGURE 6.42: Regional planting profile

Guidelines

G6.12.1 Planting location. Plantings should be located in a sidewalk Furnishing Zone, a raised bikeway buffer, or where a Furnishing Zone is combined with a raised bikeway buffer to provide additional space for plantings (see Section 6.4 for additional guidance). In some instances, plantings may be located in a Dynamic Lane when it is not needed for egress (see Section 6.11 for additional guidance).

G6.12.2 Compatible tree species. Street trees should be selected from the list of compatible species identified in Figure 6.44. Additional species may be considered in consultation with a biologist if deemed to provide ecological benefit such as value to wildlife and/or other demonstrable environmental benefits such as substantial canopy for shade.

G6.12.3 Native plant species. Native plant species that are appropriate for the current and projected microclimates and site conditions are encouraged. Native species can improve local and regional native biodiversity, facilitate wildlife movement, enhance placemaking, and reduce/eliminate irrigation after plant establishment period (three to five years).

G6.12.4 Non-native species. The project should avoid the use of non-native species, plants of low ecological value, cultivars, and species incompatible with existing and projected site conditions.

G6.12.5 Street tree selection. Street trees within the site should be selected for their quality of form (shape, size, and branching habits) and foliage (color, density, ecological value, and climate regulating capacity). Extra consideration of durability and maintenance should be given to size of planting area and selection of plantings in public ROWs.

G6.12.6 Preferred planting size. Planter size should be a minimum of 6 feet by 6 feet for preferred tree species. To maximize canopy growth, 8-foot planting width is preferred.

G6.12.7 Structural soil. Use of structural soils is encouraged to increase tree root zones in constrained planting conditions to allow for large canopy development.

G6.12.8 Preferred tree planting location. Tree planting zones should be located as far as feasible from the building face. In locations where there is both a Furnishing Zone and a bike buffer generous enough for tree planting, the bike buffer is the preferred location for planting to increase scale of mature canopy size.

G6.12.9 Contiguous planting strips. Tree wells should be contiguous (connected) along the length of the block/curb and/or contiguous under bike lanes.

G6.12.10 Continuous tree canopy. Continuous tree canopy cover should be prioritized to create shaded active mobility corridors and improve ecological connectivity.

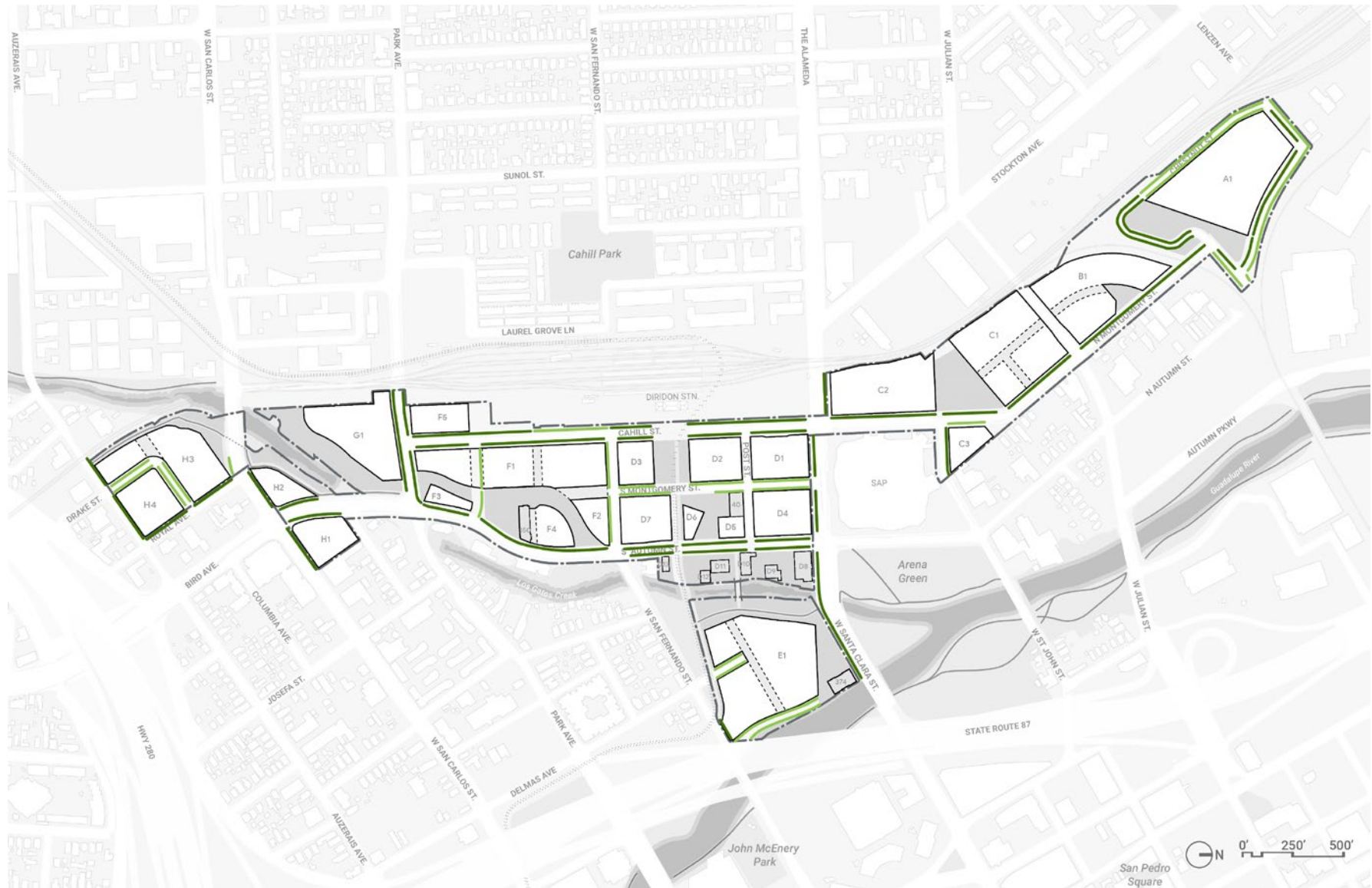


FIGURE 6.41: Street trees and planting locations

- Trees & plantings required
- Trees & plantings allowed

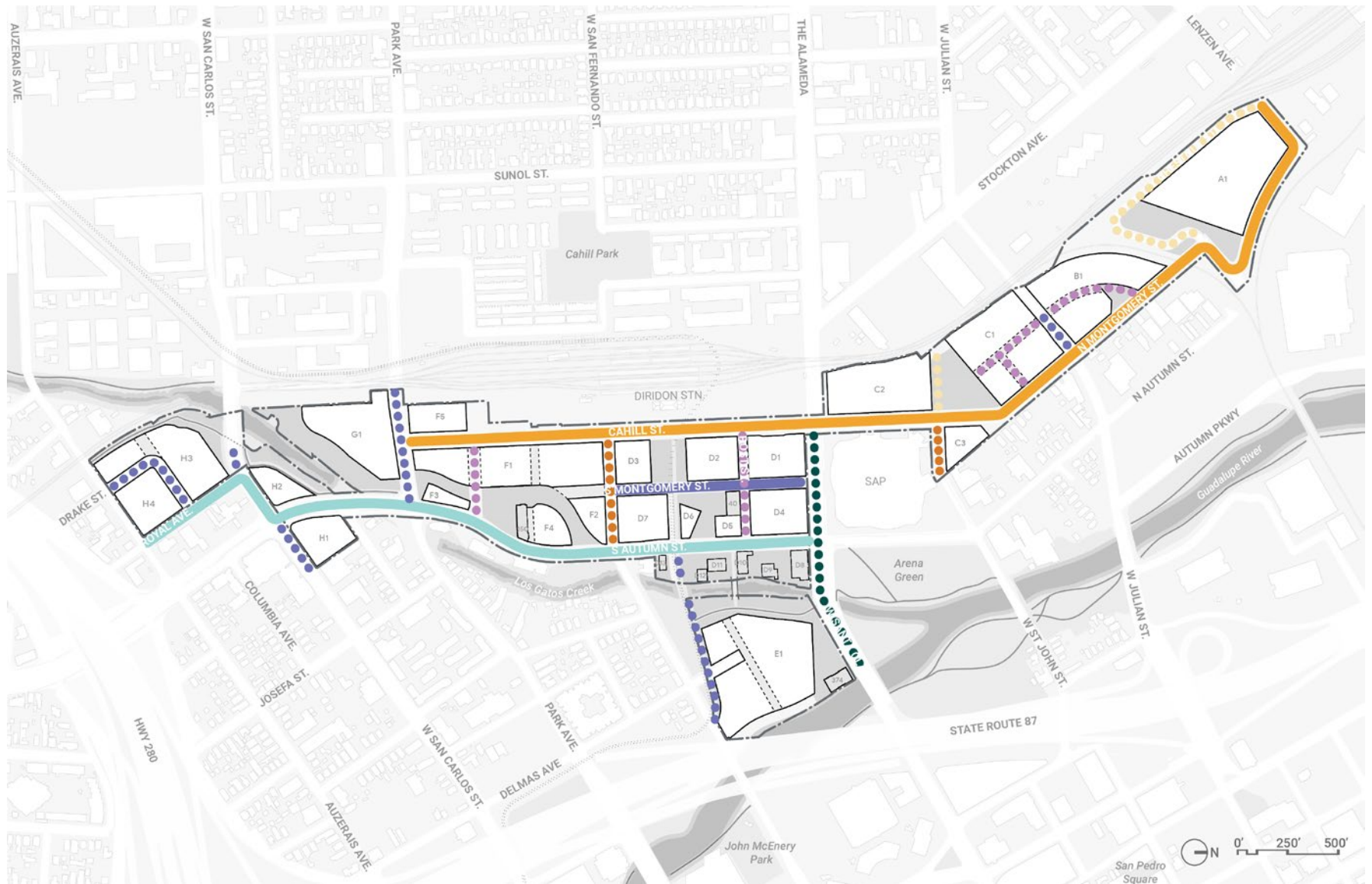


FIGURE 6.43: Illustrative street tree species distribution concept

- List A: Oak Mix
- List B: White Alder Mix
- List C: Cottonwood Mix
- Valley Oak
- Coast Live Oak
- California Sycamore
- Cottonwood
- California Buckeye or Western Redbud

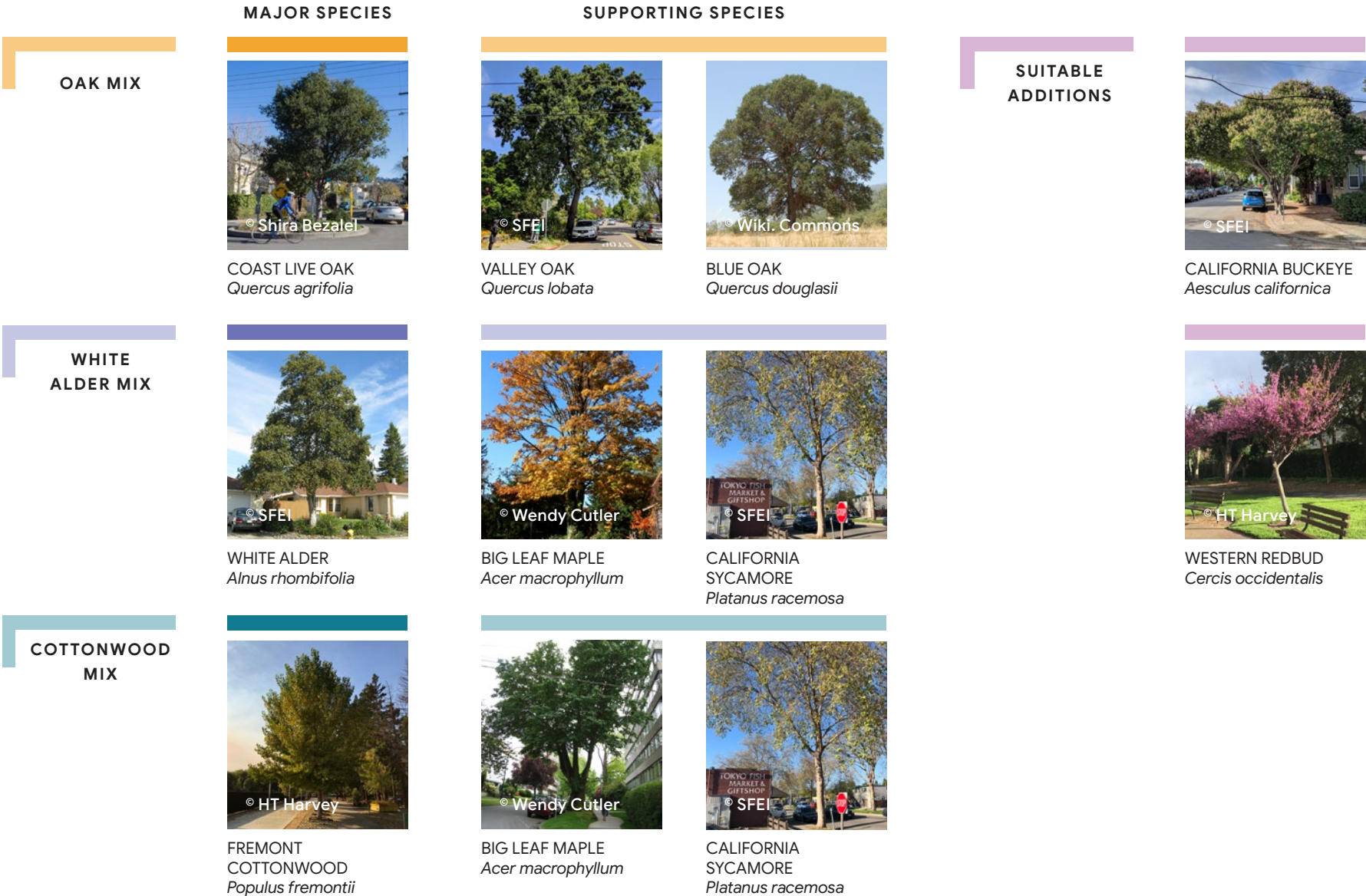


FIGURE 6.44: Representative images of compatible street tree species

6.13 Stormwater

As part of the integrated approach to stormwater management, the Project complies with all stormwater management requirements for both quantity and quality as provided by the City of San José Green Stormwater Infrastructure Plan (GSI) and the Santa Clara Valley Urban Runoff Pollution Prevention Program (SCVURPPP). The Project meets these requirements by implementing green infrastructure strategies such as bioretention, flow-through planters, pervious paving, green roofs, and, possibly, rainwater harvesting or infiltration facilities. Refer to Chapter 4: Open Space and the Diridon Infrastructure Plan for additional detail on sizing and design requirements of GSI facilities.

Refer to S7.4.8 for stormwater management controls. Stormwater management is further outlined in the Downtown West Infrastructure Plan included within the Planned Development Project Application.

Guidelines

G6.13.1 Stormwater planters. Planters should be incorporated as appropriate for managing rainwater and providing additional buffer between the sidewalk Through Zone or raised bikeway and a travel or Dynamic Lane. Stormwater planters should include climate adaptive plants that can thrive in low levels of water and grow in a filtration medium. Trees are encouraged to increase evapotranspiration in the wet season and shading in the summer.

G6.13.2 Pervious paving. Certain streets may require pervious paving for stormwater management within the ROW. These streets include but are not limited to South Montgomery Street and Post Street.



STORMWATER PLANTERS SEPARATE THROUGH ZONE FROM TRAVEL LANE



STORMWATER PLANTERS IN SIDEWALK BULB-OUTS



STORMWATER DRAIN

FIGURE 6.45: Illustrative examples of stormwater management strategies

6.14 Utilities

Standards

- S6.14.1 Above-grade utilities location.** All above-grade utilities within the ROW shall be located within the Furnishing Zone and shall not interfere with the Through Zone.
- S6.14.2 Parking meters and other street parking elements.** All parking meters and other street elements, including pay and display machines and multi-space meters, shall be located in the Furnishing Zone. Street elements shall be organized and consolidated where possible.

Guidelines

- G6.14.1 Location and access.** All utilities should be placed below grade wherever feasible or clustered around driveway curb cuts. Where feasible, utilities should be grouped and allow clear access to the Through Zone adjacent to any street furnishing elements.



FIGURE 6.46: Illustrative above-grade utilities placement examples

6.15 Paving Materials

Standards

S6.15.1 Streets. The materials used for streets shall be able to withstand extensive use, wear-and-tear, and load-bearing requirements for all vehicles. Permitted paving materials shall include asphalt, concrete (aggregate or polished and textured or smooth), concrete pavers, and granite pavers (cobblestone). Refer to Figure 6.47.

S6.15.2 Dynamic Lanes. The materials used in Dynamic Lanes shall be able to withstand wear-and-tear and load-bearing requirements for vehicle parking and pickup/drop-off situations in areas where those uses are expressly permitted. As flexible space functionally, a wider variety of materials shall be considered including concrete (aggregate or polished and textured or smooth), concrete pavers and bricks, granite pavers (cobblestone), and decomposed granite (bonded or loose). Refer to Figure 6.48.

S6.15.3 Sidewalks. Sidewalk materials shall provide level surfaces onto which furnishing and elements can be placed.

Permitted sidewalk materials shall include concrete (aggregate or polished and textured or smooth), concrete pavers and bricks, granite pavers (cobblestone), and wood deck. Sidewalk material colors shall be integrated with the color palette of the Project as demonstrated in Section 4.25. Refer to Figure 6.49.

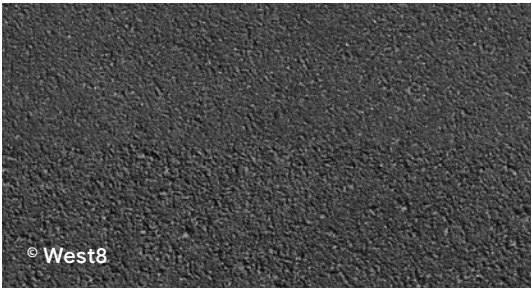
Guidelines

G6.15.1 Public realm continuity. Where the sidewalk abuts open spaces, the sidewalk material should be coordinated to create contiguous public space while not hindering clear directionality and continuation of the designated sidewalk zone.

G6.15.2 Key crosswalks. The paving materials for streets should use high contrast materials at key crosswalks to prioritize and enrich the pedestrian experience. Where key crosswalks provide access to public open space, materials of crosswalks should be complementary to those of the adjoining open spaces. Materials should be stable and slip-resistant.

G6.15.3 Crosswalk art. Art is encouraged on crosswalk surfaces at pedestrian priority passages. Refer to Figure 6.51 for illustrative examples of crosswalk art.

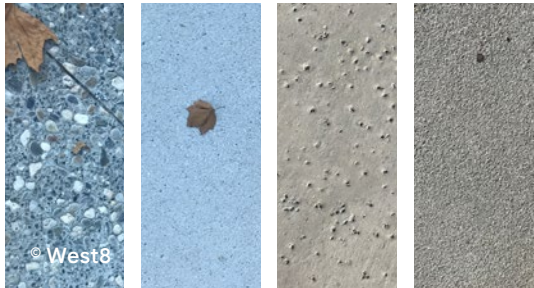
G6.15.4 Raised bikeways. Raised bikeway materials in the Project should be able to withstand the extensive use, wear-and-tear, maintenance, and load-bearing demands of daily cycle activity. These materials should be pervious at some instances to accommodate stormwater management. These materials should allow for clear demarcation through appropriate signage for safety and wayfinding.



ASPHALT



GROOVED CONCRETE



CONCRETE



GROOVED CONCRETE



GRANITE PAVERS (COBBLESTONE)



CONCRETE PAVERS



GRANITE PAVERS (COBBLESTONE)



DECOMPOSED GRANITE (BONDED)

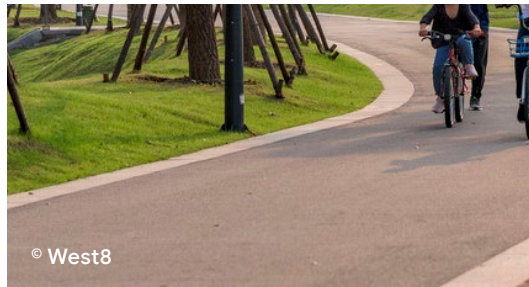


WOOD DECK

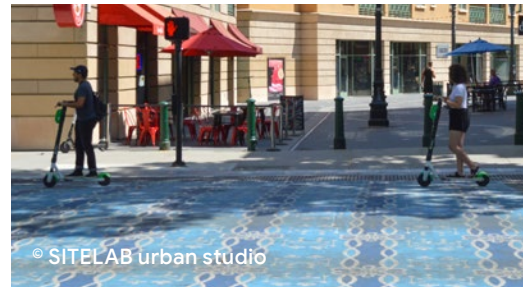
FIGURE 6.47: Illustrative examples of street paving materials

FIGURE 6.48: Illustrative examples of Dynamic Lane paving materials

FIGURE 6.49: Illustrative examples of sidewalk paving materials



ASPHALT



PATTERNED ROAD



FLUSH CURB



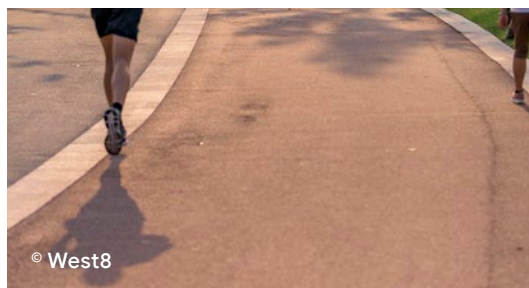
DECOMPOSED GRANITE (BONDED)



PAINTED CROSSWALK



SUBTLE MARKERS IN PAVING



COLOR ASPHALT



PEDESTRIAN DEMARCATION



GRAPHIC CROSSING PATTERNS

FIGURE 6.50: Illustrative examples of raised bikeway materials

FIGURE 6.51: Illustrative examples crosswalk art

FIGURE 6.52: Illustrative examples of flexible elements

6.16 Furnishings

Site furnishings within the Project invite people to sit and linger. Site furnishings may include both fixed and movable dining seating, lounge seating, benches, weather protection elements, bicycle racks, and receptacles. Furnishings should be oversized so as to evoke the industrial heritage of the site and to encourage gathering and sociability. Additionally, café and outdoor seating may serve retail and restaurants, or be publicly accessible. Site furnishing design is consistent throughout the public realm, illustrative examples of which are illustrated in Section 4.26.

Guidelines

- G6.16.1 Furnishing Design.** Seating should be designed to be generous to allow people to sit, stand, lounge, huddle, and gather, all oriented to the activity or views. Seating should include different types of custom and non-custom site furnishings, such as chairs, benches, and chaise lounges in order to accommodate all ages.
- G6.16.2 Benches.** Benches should be a mix of social and/or individual types. Oversized benches that accommodate groups of people and a variety of seating arrangements are encouraged.

Parking and Loading

6.17 Micro-Mobility Parking and Sharing

Micro-Mobility parking and sharing includes bike parking, bike share, scooter share, and mobility hub design. It is also intended to accommodate future innovations in micro-mobility.

Mobility Hubs

Mobility hubs are places where multiple travel options come together, along with supportive amenities, services, and technology. They are typically located around transit stops and stations with the goal of providing seamless “last-mile” solutions — to deliver commuters from transit stop to destination. Mobility hubs can vary in size and available services and can be thought of more as an organizing principle to provide supportive amenities, services, and technology for the transportation system than as a specific type of infrastructure.

Supportive amenities and elements include but are not limited to bus stop and layover zones, transit shelters with real-time arrival information, short and long-term bike parking, pickup/drop-off areas, micro-mobility access, electric vehicle charging stations, strategically managed parking, bike and pedestrian improvements, wayfinding, public realm and urban design enhancements, retail, and transit-oriented development.

Guidelines

- G6.17.1 Supportive amenities and elements.** Supportive amenities and elements are encouraged to be included at mobility hubs where feasible.
- G6.17.2 Mobility hub adaptability.** In order to succeed, mobility hubs should be flexible, expandable, and able to adapt to and incorporate new modes and technologies.



FIGURE 6.53: Illustrative examples of mobility hub components

Bicycle Parking

The Project provides safe, convenient, and strategically located bicycle parking and amenities for residents, workers, and visitors. San José Municipal Code Section 20.90.050 defines long-term bicycle parking as secure bicycle storage facilities for tenants or occupants of a building or development that fully enclose and protect bicycles. Short-term bicycle parking is defined as bicycle facilities that are accessible and usable by visitors, guests, or business patrons.

Standards

S6.17.1 Bicycle Parking Location. The Project shall follow City standards on bicycle parking locations. See San José Municipal Code Chapter 20.90 Section 195 for the location of short-term and long-term bicycle parking as related to pedestrian and building access. Additional bike parking beyond the minimums may be provided as outlined in the Transportation Demand Management (TDM) plan.

Guidelines

G6.17.1 Bicycle parking access. Access to bicycle parking areas should be direct and clearly indicated with signage. Access ramps to bicycle parking areas are encouraged in cases where the primary entrance of the building is below or above adjacent sidewalk grade.



BICYCLE PARKING IN PARKLET



**BICYCLE PARKING IN THE
SIDEWALK FURNISHING ZONE**

FIGURE 6.54: Illustrative examples of bicycle parking facilities

Bicycle Share

The Bay Area has a bicycle share system with stations and dockless bicycles in San José. Additional shared e-bike companies are not eligible for a permit in San José at this time; however, the guidance herein for bicycle share facilities also would apply to future permitted bicycle share programs.

Guidelines

G6.17.2 Station design. Bike share station materials, design elements, and integration into the streetscape should follow best practice guidance in the NACTO Bike Share Station Siting Guide.

Scooter Share

Shared scooters in San José are categorized as “Shared Micro-Mobility Devices”, defined in San José Municipal Code Chapter 11.92.080 as “any transportation device by which a person can be propelled, moved or drawn, that is displayed, offered or placed for rent in any Public Area or Public Right-of-Way”. Multiple companies operate shared e-scooter services in San José today. As a popular, quick, and inexpensive mode for last-mile trips, it is anticipated that scooters or new micro-mobility technologies will continue to be used in Downtown West for the foreseeable future and included in the design of mobility hubs.

Guidelines

G6.17.3 Scooter corrals. The creation of designated shared scooter parking areas through pavement markings is encouraged. Unlike bicycles, shared scooters do not require a rack to support them and keep them upright, therefore racks are not recommended unless to provide recharging on site.

6.18 Car Share

Car share refers to a privately operated automobile-sharing program that allows residents, workers, and visitors to have on-demand access to a shared fleet of vehicles with user costs determined through mileage or hourly rates (San José Code of Ordinances Chapter 20.200 Section 176 (Ord. 29217)). Parking reserved for car share vehicles will be located strategically through Downtown West to reduce reliance on car ownership, vehicle travel, and parking demand.

Standards

S6.18.1 Car share. Car share parking shall be permitted to implement a district strategy to meet minimum requirements. Individual buildings shall be exempt from minimum standards so long as the total number of spaces Project-wide is met. Historic and retained existing buildings shall be exempt from car share requirements.

Guidelines

G6.18.1 Car share access. Off-street car share parking should be located in the same areas as private car parking, with shared access, in order to minimize curb cuts and points of vehicle access into buildings.

G6.18.2 Storage facilities. Residential buildings should include storage facilities in convenient common areas for car seats, strollers, shopping trolleys, and other items that encourage residents to walk and use car share.

G6.18.3 On-street locations. Car share spaces within Dynamic Lanes may be incorporated in certain locations to facilitate convenient access.

G6.18.4 Electric vehicle readiness. To accommodate future electric car share fleets, the Project should design parking spaces to accommodate future infrastructure for electric vehicle charging spaces.

6.19 Off-Street Vehicular Parking and Loading

Off-street parking supports a compact and walkable environment. Downtown West includes public, district-serving garages near entries to the site that serve office, active use, transit, and SAP Center event parking. Additional parking is located within individual residential buildings or clustered buildings. The internal layout of off-street parking and loading spaces, driveways, aisles, and maneuvering areas will be designed based on the San José Municipal Code.

Refer to Figure 6.55 for the conceptual off-street parking strategy.

Standards

- S6.19.1 Parking location.** District parking — or parking strategies that combine parking from multiple lots in one location — shall be permitted. Parking supply shall be counted at the district level and not for the lot in which it is located.
- S6.19.2 Parking supply.** Off-street public parking shall not exceed the full build-out count identified in PD Zoning by use. Residential parking shall be limited to 2,360 total spaces and office parking shall be limited to 2,800 total spaces.
- S6.19.3 District parking.** Shared district parking garages shall be allowed for the use of residents, visitors, and workers.

- S6.19.4 Residential parking.** Residential parking shall be unbundled — rented/sold separately from the units.
- S6.19.5 Electric vehicle charging.** At a minimum, new construction shall comply with City requirements for electrical vehicle (EV) parking requirements at the time of approval: 15 percent of total parking spaces shall be equipped with EV supply equipment (EVSE) and an additional percentage shall be EV Ready and EV capable (Technical Code 24.10.200 Ord. 30311).
- S6.19.6 Garage access.** Public garages shall include an access directly to a building lobby or, via public portals, directly to the public realm.
- S6.19.7 Logistics Hub.** Centralized logistics and distribution facilities serving the Project shall be exempt from minimum off-street loading spaces requirements Municipal Code, Chapter 20.70, Part 5. A subsequent logistics strategy shall be submitted demonstrating total number of loading spaces and distribution strategy prior to approval of a logistics hub.

Guidelines

- G6.19.1 Managed parking.** Parking in Downtown West should be managed. Managed parking refers to a variety of policies and programs that efficiently use parking resources.
- G6.19.2 Design for future change of use.** Anticipated changes in transportation technology and travel behavior may result in changes in parking demand. Designing parking garages to facilitate conversion to other uses in the future may avoid the need for expensive and disruptive demolition.

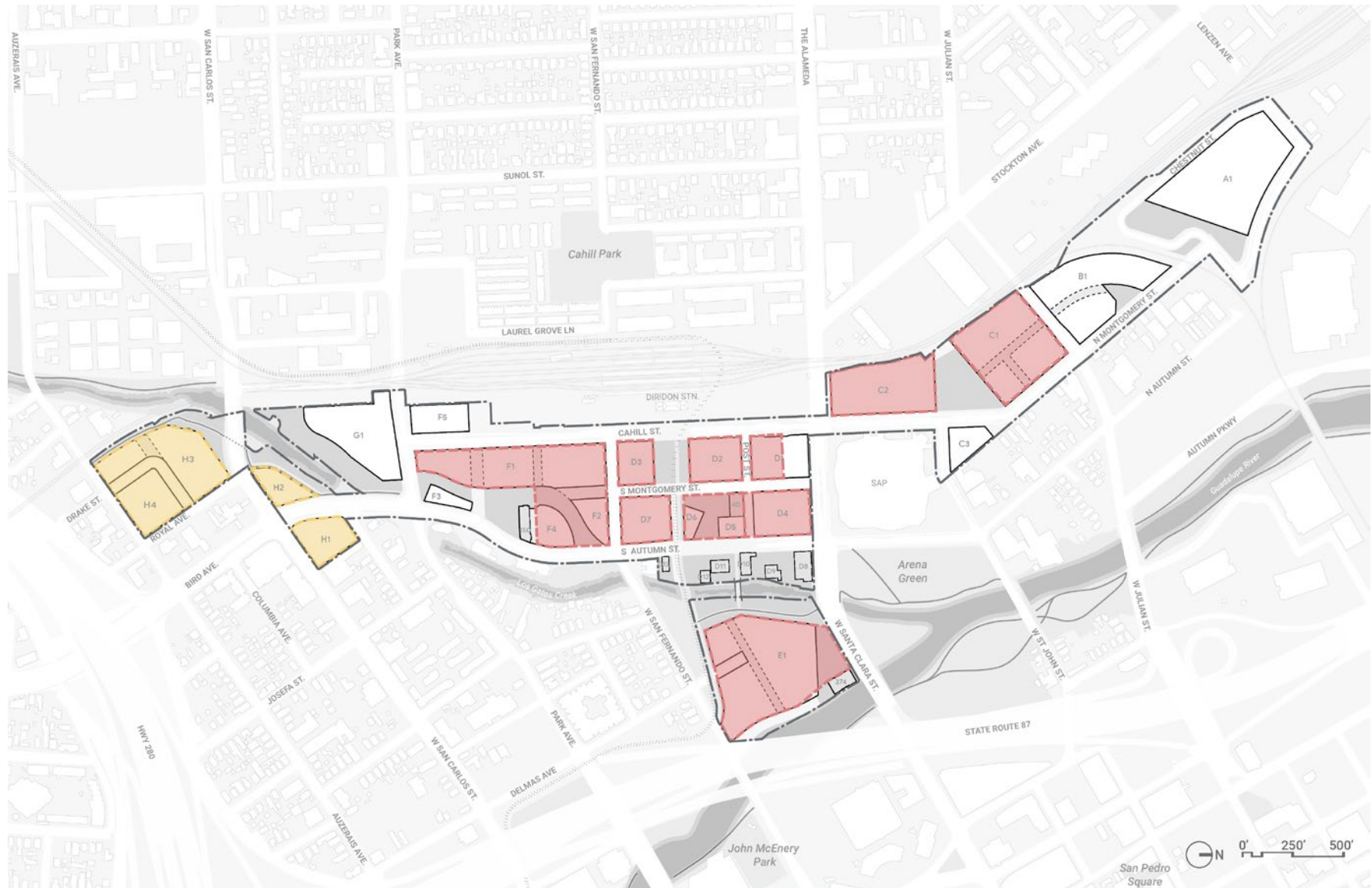


FIGURE 6.55: Conceptual off-street parking garages

- Public / District Garage
- Residential Garage

6.20 Parking and Loading Access

Driveways provide vehicular access to off-street parking and loading areas and can create large gaps in the streetwall, putting pedestrians and people riding bicycles at risk. Moving vehicle access off of primary active frontage improves safety and supports a vibrant public realm. Vehicular building access locations and design shall be guided by the DDG unless otherwise noted.

Standards

- S6.20.1** **Prohibited curb cut locations.** Curb cuts shall be prohibited in the locations identified in Figure 6.56. Additionally, on-street loading and curb cuts for vehicular access to buildings shall be prohibited in front of public open spaces. Temporary loading and service access for events shall be exempt from this standard.
- S6.20.2** **Signalized intersection adjacency.** Access driveways to buildings incorporating district systems/logistics uses as identified in Figure 3.5 shall be exempt from the required minimum distance of 150 feet from signaled intersections, subject to City of San José approval.
- [CSDSG Guideline 27 – exemption]
- S6.20.3** **Porte cocheres.** Porte cocheres shall be permitted within buildings of any use, which is not otherwise served by a Dynamic Lane on an adjacent street.

[CSDSG Guideline 27 – exemption]

[DDG Standard 5.5.2.f – exemption]

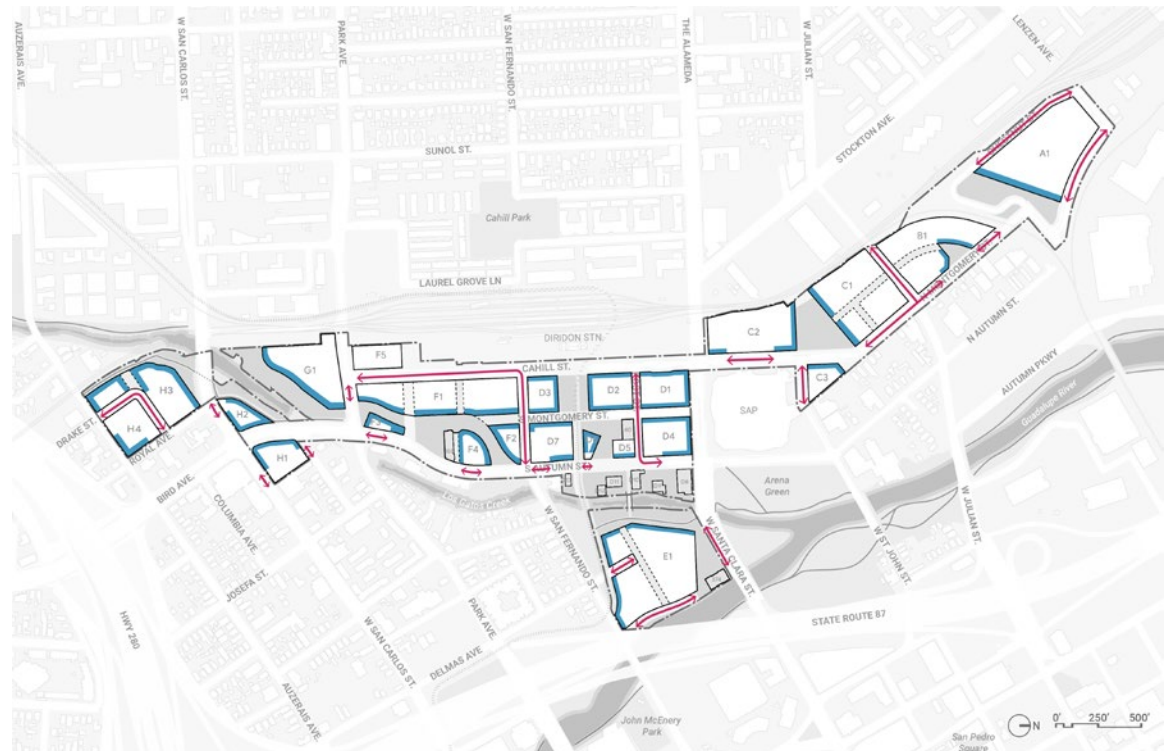


FIGURE 6.56: Prohibited curb cut locations

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