



# Memorandum

**TO:** HISTORIC LANDMARKS  
COMMISSION

**FROM:** Rosalynn Hughey

**SUBJECT:** EARLY REFERRAL  
FOR THE DOWNTOWN WEST  
MIXED-USE PROJECT  
(GOOGLE PROJECT)

**DATE:** January 7, 2020

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**COUNCIL DISTRICT:** 3 & 6

## **RECOMMENDATION**

Staff request the Historic Landmarks Commission (HLC) review the plans for the Downtown West Mixed-Use Project (Google Project) under the “Early Referral” City Council Policy on the Preservation of Landmarks, 2006 (Attachment 1) to provide comments on the scope of the historic resources analysis to be included in the California Environmental Quality Act (CEQA) review, and the historic resources survey. Attachment 2 is the Notice of Preparation for the Environmental Impact Report (EIR) on the project.

## **BACKGROUND**

The Google Project was filed with the City on October 10, 2019 and is a proposed mixed-use development proposal on approximately 80 acres mostly within the boundaries of the Diridon Station Area Plan. Information about the project can be found at <https://www.sanjoseca.gov/googleproject>. Attachment 3 is the draft project plan set. The draft plan is focused on the project-wide areas such as land use, open space, and transportation. As the project evolves, additional details and exhibits will be incorporated.

The purpose of Early Referral is to give the HLC the opportunity to provide input and comments to staff and applicants on a proposed project’s relationship with historic resources, to better inform project planning, facilitate the environmental review process, and help make findings pursuant to the General Plan policies for historic preservation.

The Commission’s review covers historic resources and their treatment and includes designated City Landmarks and City Landmark Districts, resources listed on or eligible for the Historic Resources Inventory (HRI), and potential historic properties within and surrounding the project area.

A historic resources survey is underway covering all properties and features over 45 years old within the study area including the 80-acre project area and the surrounding properties within 200 feet. The survey work will help establish historic significance and eligibility. At this time, the survey is in the initial stages, but some information about the historic context and property types remaining is known. Attachment 4 is a summary memorandum on the initial survey phase conducted by the consulting firm Architectural Resources Group (ARG), documenting which

properties in the project area are over 45 years old and which have been surveyed in the past. The area was the industrial heart of the City with a good network of road and rail transportation for manufacturing and distribution. The historic mix of industrial, commercial, and residential uses remain in part for which some property types remain from those periods.

There are two designated City Landmarks within the Survey Area: 1) the San Jose Water Works (HL91-57) which is located within the project boundary, and 2) the Southern Pacific Depot/Diridon Station (HL94-100) which is within 200 feet of the project boundary and on the National Register of Historic Places.

There are no designated City Landmark Districts or Conservation Areas within the project area; however, a portion of the Lakehouse City Landmarks District (HD07-158) is within the 200 feet of the project boundary. There are also several properties listed on the HRI, added at various times under various surveys from the past. Updates for all HRI properties are currently being completed as well as surveys for properties not on the HRI, but over 45 years old.

### **EVALUATION AND FOLLOW-UP**

The completed historic resource assessment identifying and classifying the significance and eligibility of historic resources at the local, State, and National levels will be included in the Project CEQA document. The document will also discuss any impacts to resources identified. The HLC will have the opportunity to review the draft EIR document during the public review and comment period.

Any work to the exterior of the Water Works (HL91-57) and Southern Pacific Depot/Diridon Station (HL94-100) may require an HP permit, and depending on the scope of the work, may require a formal review and recommendation of the HLC before approval by the Planning Director.



ROSALYNN HUGHEY  
DIRECTOR  
DEPARTMENT OF PLANNING,  
BUILDING AND CODE ENFORCEMENT

For questions please contact Juliet Arroyo, Historic Preservation Officer, at (408) 535-7847.

### **Attachments:**

1. "Early Referral" Council Policy on the Preservation of Historic Landmarks, 2006
2. Notice of Preparation, October 16, 2019
3. Project Plan Set, October 10, 2019
4. Architectural Resources Group Memorandum, December 20, 2019

# City of San José, California

## CITY COUNCIL POLICY

TITLE	PAGE
PRESERVATION OF HISTORIC LANDMARKS	1 of 2
<b>APPROVED BY</b> Council Action - Adopted December 8, 1998, Amended May 23, 2006	

### PURPOSE/INTENT STATEMENT

Historically and architecturally significant structures, sites, and districts provide an irreplaceable link to the City's past, enrich the present and future with their rich tradition and diversity, and add inestimable character and interest to the City's image. Preservation of structures, sites, and districts is a part of the San Jose General Plan Urban Conservation/Preservation Major Strategy. At a strategic level, preservation activities contribute visual evidence to a sense of community identity that grows out of the historical roots of San Jose's past.

It is the policy of the City of San Jose that candidate or designated landmark structures, sites, or districts be preserved wherever possible. Proposals to alter such structures, sites, or districts must include a thorough and comprehensive evaluation of the historic and architectural significance of the structure, site, or district and the economic and structural feasibility of preservation and/or adaptive reuse. Every effort should be made to incorporate candidate or designated landmark structures into the future plans for their site and the surrounding area and to preserve the integrity of landmark districts.

### APPLICABILITY

This policy affects any designated City Landmark structure, Contributing Structure in a City Landmark Historic District, structure listed on the National Register of Historic Places and/or the California Register of Historical Resources, a Contributing Structure in a National Register Historic District, or a structure that qualifies for any of the above (candidate), based on the applicable City, State, or National qualification criteria. (hereafter "landmark structure"). This policy also affects new construction within designated City, State, and National Landmark districts for purposes of district integrity.

### REQUIREMENTS

- 1. Early Public Notification of Proposals to Alter or Demolish a Candidate or Designated Landmark Structure, or to Impact the Integrity of a Historic District.** In order to allow greater public input into decisions affecting historic landmarks, early public notification should be initiated in response to either of the following: 1) receipt by the City of a development application for a project proposing to alter the original character of a candidate or designated landmark structure or to potentially impact the integrity of a landmark district, or 2) prior to action by the City Council or Redevelopment Agency Board of Directors to commit public funding or other assistance to such a project or for acquisition of property containing a candidate or designated landmark structure or potentially impacting the integrity of a landmark district. Such notification shall be provided to the City Council, Historic Landmarks Commission and representatives of the historic preservation community.
- 2. Public Input and City Council Review.** As soon after the public notification as possible, public meetings on the proposed project shall be scheduled, as follows. In the case of a private development project with no City or Redevelopment Agency funding involved, the Historic Landmarks Commission shall hold a public meeting on the proposed project, to receive public comment and provide recommendations regarding information to be included in the analysis of the proposed project. In the case of a project incorporating City or Redevelopment Agency funding or other assistance, or acquisition of property containing a candidate or designated landmark structure or a structure or site located within a landmark district, the City Council shall agendaize

discussion of the project to receive public comment and provide early direction to the appropriate staff that either: 1) the project should continue forward through the appropriate review process, or 2) the Council does not support the proposed project and further staff work shall be discontinued.

3. **Preparation of Complete information regarding Opportunities for Preservation of the Landmark Structure, and/or the Integrity of the Landmark District.** The analysis of a proposed project which will alter the original character of a candidate or designated landmark structure or potentially impact the integrity of a landmark district shall include complete historic, architectural, and cultural documentation of the significance of the candidate or designated landmark structure, site, district, or compatibility of new construction within a landmark district, a comprehensive evaluation of the economic and structural feasibility of preservation and/or adaptive reuse of the structure, and an analysis of potential funding sources for preservation. This information shall be carefully reviewed and then be given strong consideration in the decision-making process for a project proposing to alter a candidate or designated landmark structure or the integrity of a district. Every effort should be made to preserve and incorporate existing

landmark structures into the future plans for a site and the surrounding area, and to preserve the integrity of landmark districts.

4. **Findings Justifying Alteration or Demolition of a Landmark Structure, or Impact to the Integrity of a Landmark District.** Final decisions to alter or demolish a candidate or designated landmark structure or to impact the integrity of a landmark district, must be accompanied by findings which either 1) document that it is not reasonably feasible for any interested party to retain the candidate or designated landmark structure or the integrity of the district, or 2) which record the overriding considerations which warrant the loss of the candidate or designated landmark structure or district integrity. The financial profile and/or preferences of a particular developer should not, by themselves, be considered a sufficient rationale for making irreversible decisions regarding the survival of the City's historic resources.
5. **Financial Resources for Preservation.** The City and Redevelopment Agency should identify City, State, and Federal funding resources to support and encourage the preservation and adaptive reuse of candidate or designated landmark structures, sites, or districts.



**NOTICE OF PREPARATION OF AN  
ENVIRONMENTAL IMPACT REPORT FOR THE  
DOWNTOWN WEST MIXED-USE PLAN (GOOGLE PROJECT)**

FILE NOS: GP19-009, PDC19-039, and PD19-029  
PROJECT APPLICANT: Google LLC  
APN: Multiple

**Project Description:** General Plan Amendment, Planned Development Rezoning, and Planned Development Permit for the development of up to 5,900 residential units; up to 7,300,000 gross square feet (GSF) of office space; up to 500,000 GSF of active uses such as retail, cultural, arts, etc.; up to 300 hotel rooms; up to 800 rooms of limited-term corporate accommodations; an approximately 100,000 GSF event center; up to two central utilities plants totaling approximately 115,000 GSF; and a logistics warehouse(s) of approximately 100,000 GSF; all on approximately 84 acres. The proposal also includes conceptual infrastructure, transportation, and public open space plans.

**Location:** Project site is generally bounded by Lenzen Avenue and the Union Pacific Railroad tracks to the north; North Montgomery Street, Los Gatos Creek, the Guadalupe River, South Almaden Street, and Royal Avenue to the east; Auzerais Avenue to the south; and Sunol Avenue, Diridon Station, and the Caltrain rail line to the west. The project also includes the area bounded by Los Gatos Creek to the west, San Fernando Street to the south, the Guadalupe River to the east, and Santa Clara Street to the north.

As the Lead Agency, the City of San José will prepare an Environmental Impact Report (EIR) for the project referenced above. The City welcomes your input regarding the scope and content of the environmental information that is relevant to your area of interest, or to your agency's statutory responsibilities in connection with the proposed project. If you are affiliated with a public agency, this EIR may be used by your agency when considering subsequent approvals related to the project.

**An Environmental Impact Report Scoping meeting** for this project will be held at the following date, time, and location:

**When:** Thursday November 7, 2019, 7:00 – 8:30 p.m.  
**Where:** San Jose City Hall, Wing Rooms 118 - 120  
200 E. Santa Clara Street, San Jose, CA 95113  
\*Parking will be validated\*

The project description, location, and probable environmental effects that will be analyzed in the EIR for the project can be found on the City's Active EIRs website at [www.sanjoseca.gov/activeeirs](http://www.sanjoseca.gov/activeeirs), including the EIR Scoping Meeting information. Additional information on the project can also be found at [www.sanjoseca.gov/GoogleProject](http://www.sanjoseca.gov/GoogleProject).

According to State law, the deadline for your response is 30 days after receipt of this notice. The City will accept comments on the scope of the EIR until **5 p.m. on Friday, November 22, 2019**. If you have comments on this Notice of Preparation, please identify a contact person from your organization, and send your response to:

City of San José, Department of Planning, Building and Code Enforcement  
Attn: Shannon Hill, Environmental Project Manager  
200 East Santa Clara Street, 3<sup>rd</sup> Floor Tower, San José CA 95113-1905  
Phone: (408) 535-7872, e-mail: [shannon.hill@sanjoseca.gov](mailto:shannon.hill@sanjoseca.gov)

Rosalynn Hughey, Director  
Planning, Building and Code Enforcement

  
Deputy

10/16/19  
Date

**Attachment:** Downtown West Mixed-Use Plan Notice of Preparation, dated October 2019.

# Notice of Preparation of an Environmental Impact Report Downtown West Mixed-Use Plan

## Introduction

The purpose of an Environmental Impact Report (EIR) is to inform decision-makers and the general public of the environmental effects of a proposed project that an agency may implement or approve. The EIR process is intended to provide information sufficient to evaluate a project and its potential for significant impacts on the environment; to examine methods of reducing adverse impacts; and to consider alternatives to the project.

The City of San José Planning, Building and Code Enforcement Department is the lead agency for the project described herein and has determined that an EIR is required. The EIR for the proposed project is being prepared and processed in accordance with the California Environmental Quality Act (CEQA) of 1970, as amended. Pursuant to the requirements of CEQA, the EIR will include the following:

- A summary of the project;
- A project description;
- A description of the existing environmental setting, environmental impacts, and mitigation measures for the project;
- Alternatives to the project as proposed; and
- Environmental consequences, including (a) any significant environmental effects which cannot be avoided if the project is implemented; (b) any significant irreversible and irretrievable commitments of resources; (c) the growth inducing impacts of the proposed project; and (d) cumulative impacts

## Project Site and Location

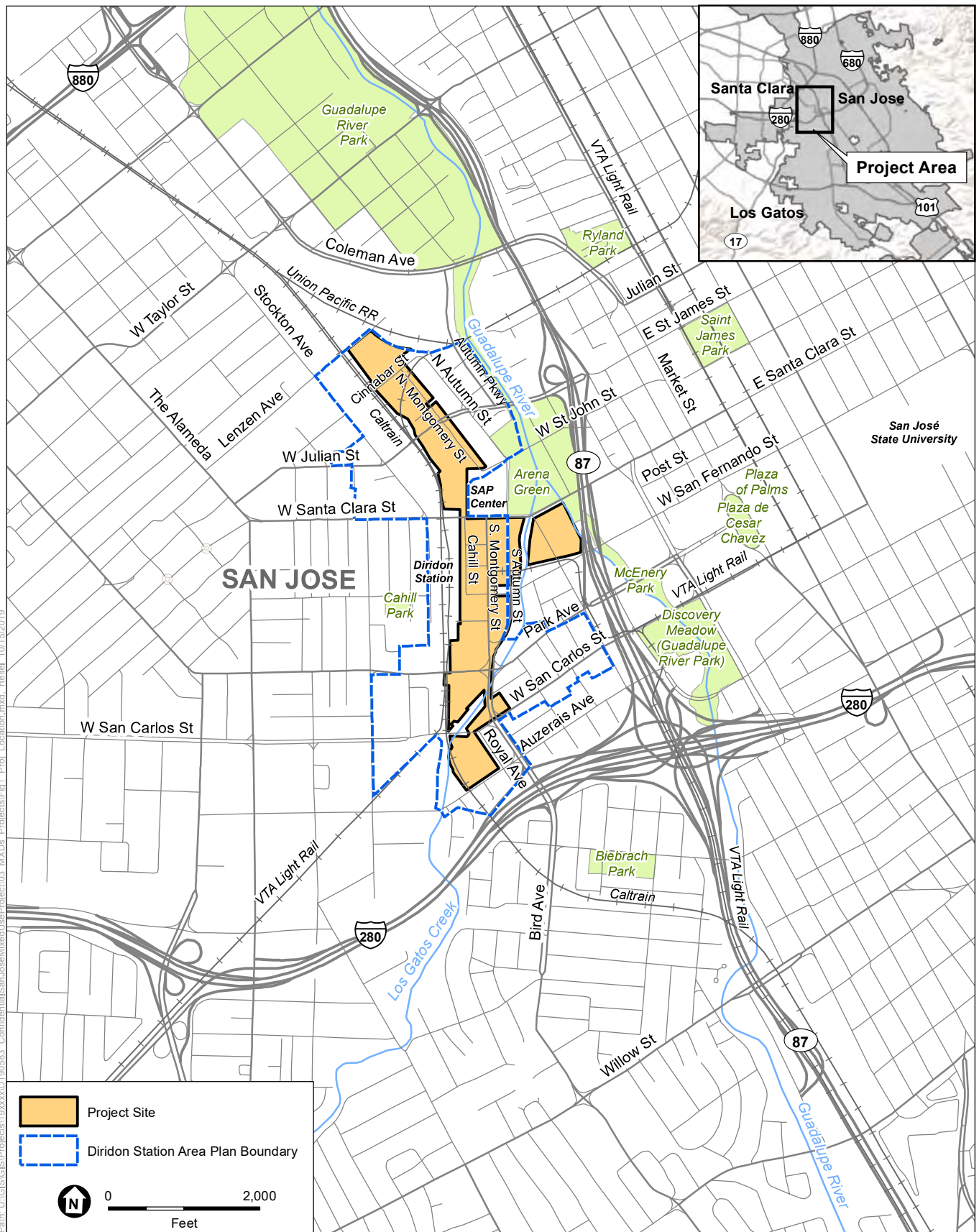
The project area is located within the western portion of Downtown San José, mostly within the area that the City designated in 2014 as the Diridon Station Area Plan (DSAP), which is incorporated into the City's General Plan. **Figure 1** shows the project site generally bounded by Lenzen Avenue and the Union Pacific railroad tracks to the north; North Montgomery Street, Los Gatos Creek, the Guadalupe River, South Autumn Street, and Royal Avenue to the east; Auzerais Avenue to the south; and Diridon Station and the Caltrain rail tracks to the west.<sup>1,2</sup> The site is approximately one mile in length from north to south and generally less than 800 feet in width from east to west, although at its widest, just south of West Santa Clara Street, the site reaches nearly 1,500 feet from east to west. **Figure 2** presents an aerial photo of the project site and vicinity.

The approximately 84-acre project site currently contains 102 individual parcels. The project site is within an area of Downtown that accommodates manufacturing, light industrial and business service land uses

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<sup>1</sup> Caltrain is operated by the Peninsula Corridor Joint Powers Board, consisting of representatives from San Francisco, San Mateo and Santa Clara counties. From just north of Santa Clara Station to Diridon Station, Altamont Commuter Express (ACE) and Capitol Corridor and Amtrak trains also operate on the Caltrain tracks.

<sup>2</sup> This wider portion of the site results from an easterly extension bounded by Santa Clara Street, the Guadalupe River, West San Fernando Street/MTA light rail tracks, and South Autumn Street.

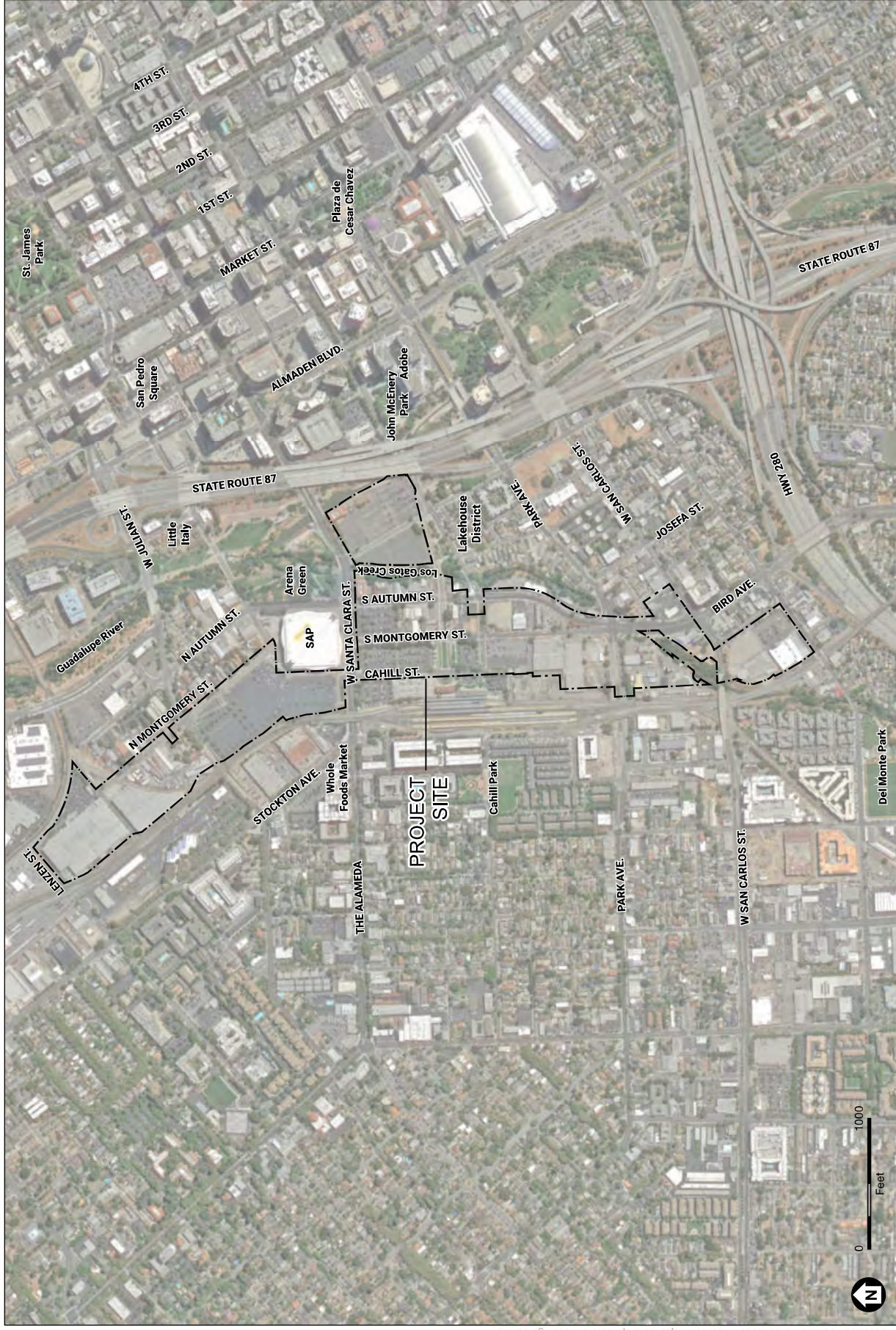


SOURCES: ESA, 2019; ESRI, 2019

Downtown West Mixed-Use Plan

**Figure 1**  
Project Location Map





Downtown West Mixed-Use Plan

**Figure 2**  
Aerial Photo of Project Area

SOURCES: Google LLC and SITELAB urban studio, 2019



inter-mixed with residential and limited commercial uses. The built environment within the site and its vicinity is characterized by a pattern of one- and two-story buildings that cover only portions of their lots, with the remainder of unbuilt lot space used as surface parking. The total floor area of buildings within the project site accounts for approximately 618,000 square feet, with many of the existing buildings vacant. Unbuilt parcels within the project site are generally used as surface parking lots. In all, approximately 40 percent of the site parcels' area is devoted to current or former vehicle parking.

The DSAP 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 service to San José. The City initiated amendments to the DSAP in 2019, in light of several changes in planning assumptions, including the City's participation, along with Caltrain, the California High-Speed Rail Authority, and the Santa Clara Valley Transportation Authority (VTA) in the Diridon Integrated Station Concept (DISC) Plan process; the City policy, adopted in March 2019, to allow greater building height limits in the station area; the City's focus on environmental sustainability through Climate Smart San José; the adopted Downtown Design Guidelines and proposed Downtown Transportation Plan; and the removal of a site previously identified for a proposed Major League Baseball ballpark. The DSAP amendments are anticipated to adapt the plan to adapt to updated circumstances; align with and complement other adopted and ongoing plans, including the DISC Plan; and support and facilitate DSAP implementation with respect to both private development and public investments. The City is not expecting to make major changes to the primary objectives of the DSAP. Anticipated changes include adding development capacity and updating the existing DSAP sections pertaining to land use, design, transportation, and public spaces. In addition, the City will prepare areawide implementation plans for shared parking, infrastructure financing, and affordable housing. The DSAP amendments will take into account the proposed project and are anticipated to be considered for approval by the City Council generally concurrently with consideration of the proposed project. If the proposed project proceeds in advance of the DSAP amendments, the City Council will be asked to consider a number of site-specific general plan amendments to the DSAP components of the General Plan.

The project site is surrounded by a network of regional transportation facilities, within portions of two Priority Development Areas (PDAs) identified by the City and so designated in Plan Bay Area 2040, the Bay Area's Sustainable Communities Strategy prepared pursuant to SB 375.<sup>3</sup> PDAs are areas within existing communities that city or county governments have identified as locations for future growth. These areas typically have transit access and are often located near established job centers, shopping districts and other services.<sup>4</sup> The project site is also within a Transit Priority Area as defined in CEQA Section 21099, meaning the site is within one-half mile of a major transit stop.<sup>5</sup>

The San José Diridon Station, a central passenger rail hub just outside and to the west of the project boundary, is served by Caltrain, Altamont Corridor Express (ACE), VTA light rail, Amtrak Capitol Corridor, and Amtrak Coast Starlight. BART service to Diridon Station is anticipated to begin in 2030,

<sup>3</sup> Northern and southern portions of the project site are within the Downtown Frame PDA, while the more central area between West Julian Street on the north and Park Avenue/West San Carlos Street on the south is within the Greater Downtown PDA. SB 375, enacted in 2008, requires the California Air Resources Board to establish regional greenhouse gas (GHG) reduction targets, links these targets to regional land use and transportation planning through preparation of sustainable communities strategies, and provides for CEQA streamlining for project consistent with the sustainable communities strategies.

<sup>4</sup> Metropolitan Transportation Commission, "Priority Development Areas." Available at: <https://mtc.ca.gov/our-work/plans-projects/focused-growth-livable-communities/priority-development-areas>. PDA map available at: [http://opendata.mtc.ca.gov/datasets/56ee3b41d6a242e5a5871b043ae84dc1\\_0](http://opendata.mtc.ca.gov/datasets/56ee3b41d6a242e5a5871b043ae84dc1_0).

<sup>5</sup> Metropolitan Transportation Commission, "Transit Priority Areas." Available at: [http://opendata.mtc.ca.gov/datasets/d97b4f72543a40b2b85d59ac085e01a0\\_0](http://opendata.mtc.ca.gov/datasets/d97b4f72543a40b2b85d59ac085e01a0_0).

pending acquisition of full funding for this subsurface extension of the currently under-construction BART line to Berryessa Station in East San José. The Diridon BART station would be located within the project site, underground along the south side of Santa Clara Street across from the SAP Center.<sup>6</sup> The California High Speed Rail Authority plans to serve Diridon Station as well.

In addition to Caltrain, ACE, VTA, and Amtrak service, Diridon Station is currently served by bus lines including local and express VTA bus lines, DASH Downtown Area Shuttle, Monterey-Salinas Transit, Santa Cruz Metro, Amtrak Thruway Bus, Greyhound Lines, Megabus, and employer shuttles. State Route (SR) 87 is adjacent to the easternmost portion of the project site, Interstate 280 (I-280) is one block south of the southern project site boundary, and I-880 is less than one mile northwest of the site's northern boundary. The Norman Y. Mineta San José International Airport is also located slightly less than one mile north-northwest of the northern site boundary. The SAP Center sports and entertainment venue is located on West Santa Clara Street immediately east of the project site.

Within the vicinity of the project site are established residential neighborhoods including Autumn-Montgomery to the northeast; Delmas Park (including Lakehouse, Park/Lorraine, and Auzerai/Josefa), Gardner, and North Willow Glen to the southeast, Garden Alameda, St. Leo's, Midtown, and Shasta-Hanchett Park to the west; and the Horace Mann, Hensley, and Market Almaden neighborhoods to the east of SR 87.

## Project Description

### Overview

The proposed project consists of a General Plan Amendment, Planned Development Rezoning and Planned Development Permit to allow the demolition of existing buildings and phased development of up to 7.3 million gross square feet (gsf) of commercial office space; up to 5,900 dwelling units; up to 500,000 gsf of "active uses" (commercial retail/restaurant, arts, cultural, institutional, education, non-profit, small-format office space); up to 300 hotel rooms; up to 800 rooms of limited-term corporate accommodations (akin to a suites hotel not open to the public); an event and conference space; district-wide open space totaling about 16 acres; off-street public/commercial and residential parking; and various improvements to the public realm. The project also proposes a district-systems approach to deliver resource efficiency across water, energy and waste flows, which is described in further detail in the Utilities discussion below.

### Development Program

The Downtown West Mixed-Use Plan (proposed project) would include a mix of primarily office and residential land uses across the approximately 84-acre project site. Other "active" uses, such as retail (including restaurant) and arts, cultural, educational, and institutional facilities and small-format offices, would occupy ground-floor spaces and some stand-alone buildings. The project would also include one or more hotel uses, as well as event/meeting space, new parks and open spaces, and changes to the local street network that are intended to improve circulation and access for all modes within the project site. Additionally, the project would include on-site utility and logistics facilities, including up to two on-site utility plants and one or more on-site logistics center(s).

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<sup>6</sup> Santa Clara Valley Transportation Authority, "Diridon Station" website. <https://www.vta.org/projects/bart-sv/phase-ii/diridon-station>.



The total development programs for the proposed project and the variant are shown in **Table 1**. As indicated in the table, the proposed project would provide up to 7.3 million gsf of office space; up to 5,900 residential units; up to 500,000 gsf of active uses; up to 300 hotel rooms; up to 800 rooms of limited-term corporate accommodations;<sup>7</sup> and an event and conference center that would occupy approximately 100,000 gsf.<sup>8</sup> Two on-site utility plants, one in the southwest portion of the site and one in the northern portion of the site, would occupy a total of about 115,000 gsf. The project would also include on-site logistics center(s) that would occupy a total of about 100,000 gsf. The project proposes to provide up to 2,800 publicly accessible and/or commercial spaces that would accommodate site-specific and/or public parking demands and up to about 2,360 spaces for the proposed project's residential uses. The project would also create approximately 16 acres of parks and open space, including parks, plazas, green spaces, mid-block passages, and riparian setbacks. The project would provide various public realm improvements such as sidewalk widening, plazas, and new street trees that would improve the pedestrian

**TABLE 1: PROJECT SUMMARY**

<b>Development Program</b>	<b>Proposed Project</b>
<b><i>Land Uses</i></b>	
Residential <sup>a</sup>	3,000 - 5,900 dwelling units
Active Uses (Retail, Restaurant, Arts, Cultural, Institutional, Education, Non-profit, Small-Format Office)	300,000 – 500,000 gsf
Hotel	100,000 – 200,000 gsf (Up to 300 rooms)
Limited-term Corporate Accommodation	Up to 800 rooms
Office	6.5 million- 7.3 million gsf
Event/Conference Center	100,000 gsf
Utilities Plants (District Systems)	115,000 gsf
Logistics/Warehouse	100,000 gsf
<b><i>Parking and Loading</i></b>	
Public/Commercial Parking	600 to 2,800 spaces
Residential Parking <sup>b</sup>	Up to 2,360 spaces
Total Parking Spaces	Up to 5,160 spaces
<b><i>Open Space</i></b>	
Open space and setbacks <sup>c</sup>	16.8 acres

NOTES:

<sup>a</sup> The project sponsor intends to meet the project's affordable housing obligations as set forth in the Memorandum of Understanding and through compliance with the city's Inclusionary Housing ordinance.

<sup>b</sup> Residential parking reflects assumed ratio of 0.4 stalls/unit

<sup>c</sup> Open space and setbacks includes all parks, plazas, green spaces, mid-block passages, and riparian setbacks.

SOURCE: Google LLC, 2019

<sup>7</sup> Limited-term corporate accommodations would operate akin to a suites hotel that would accommodate Google employees typically visiting the site for 1 to 4 days. It would not be open to the public.

<sup>8</sup> The development program includes approximately 1.04 million gsf of office space and 325 residential units previously approved as part of the Delmas Mixed-Use Development Project on the former San Jose Water Company site south of West Santa Clara Street, east and west of Delmas Street.

realm and enhance connectivity to regional transit that would be available in the immediate vicinity (Caltrain, ACE trains, planned BART service, and proposed high-speed rail), enhance local pedestrian circulation, and improve bicycling linkages to Downtown, adjacent neighborhoods, and regional trails for residents and visitors. Development would occur in phases through a horizon year of approximately 2040.

Many of the existing buildings on the project site would be demolished. However, the project sponsor may retain some existing small-scale industrial structures on South Autumn Street and potentially repurpose them with new uses as part of the proposed project. Pending further historic and structural analysis, buildings that may be retained include those at 20 South Autumn Street, 52 South Autumn Street, 56 South Autumn Street, 74 South Autumn Street, 450 West Santa Clara Street, 40 South Montgomery Street, 150 South Montgomery Street, and 374 West Santa Clara Street.

Under the proposed project, commercial office would be the primary land use in the northern third of the site, from its boundary along Lenzen Avenue to West Julian Street to the south (see **Figure 3**). Housing and hotel uses would be constructed on the block south of West Julian Street, which along the block's interior, southern edge would front on an open space that would be situated between the large parcel across from the SAP Center (to the west of a newly extended Cahill Street, north of West Santa Clara Street.) South of this open space and north of West Santa Clara Street would be a block designated with a "flex" land use (meaning either residential or commercial office would be permitted to develop at that location), and east of this open space, across Cahill Street, a small triangular office building would front on West St. John Street and an expanded portion of Cahill Street. An event center is also proposed in the vicinity of the SAP Center. The proposed facility would accommodate a variety of functions such as product launches/announcements, corporate meetings, conferences, seminars, small conventions, and screenings year-round. The venue would include flexible spaces to accommodate varying configurations for different event types.

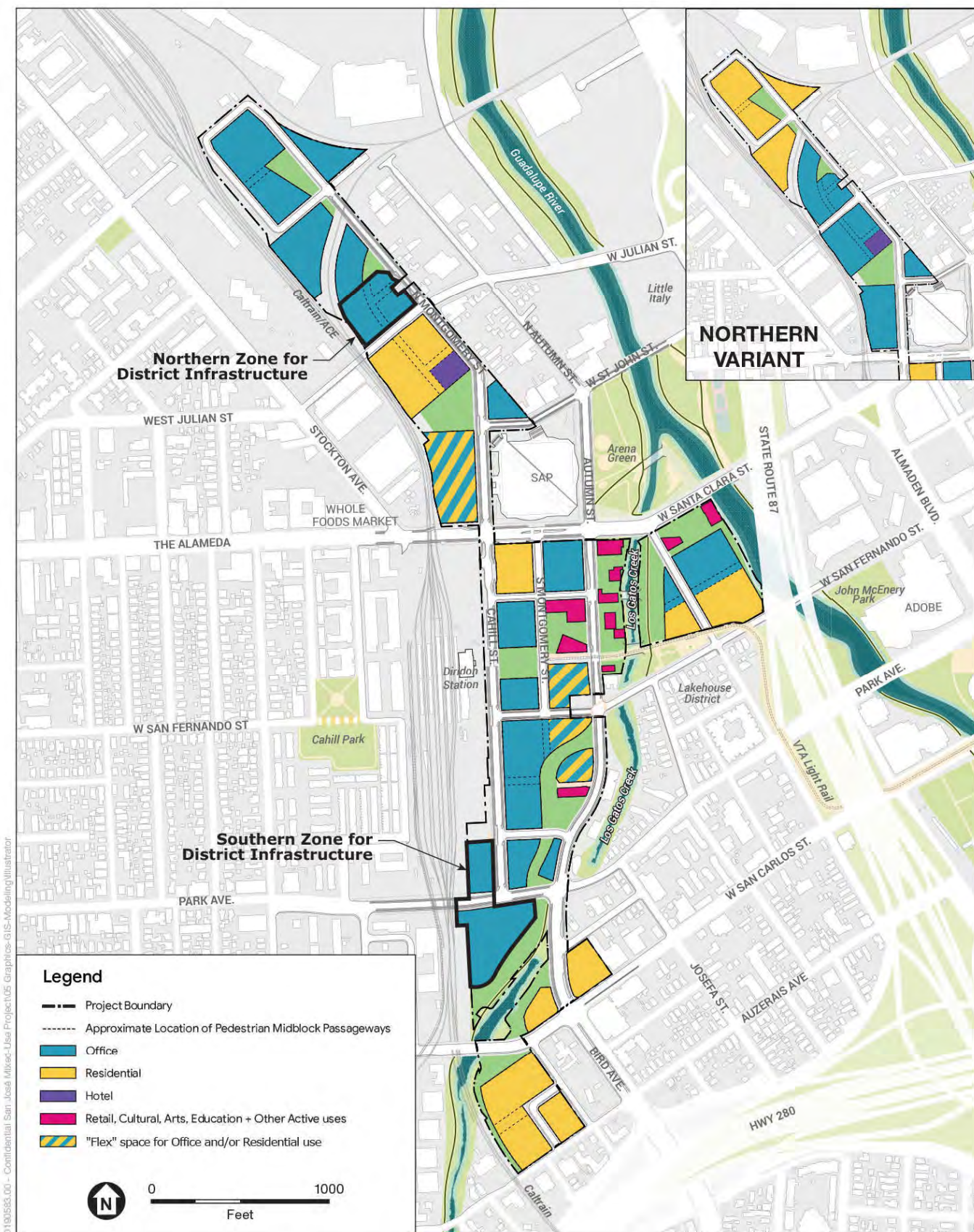
The central portion of the project site proximate to Diridon Station, between West Santa Clara Street to the north and Park Avenue to the south would contain a mix of all the project's program uses, intended to function as a destination and vibrant focal point for the project area. The area's development would be pedestrian-focused and anchored by Montgomery and Autumn Streets, which would contain a variety of active civic-oriented uses, some housed in buildings that would be retained and repurposed to accommodate arts and cultural uses, educational and institutional uses, and retail and restaurant establishments amongst residential buildings. In this central zone, the project proposes enhanced landscaping and improved open space amenities and access along Los Gatos Creek to the east of Autumn Street. Residential uses in this area would be limited to a site at West Santa Clara and Cahill Streets and a portion of the project site's eastern most area, adjacent to the Guadalupe River.<sup>9</sup>

Three parcels along the east side of Autumn Street within the central portion of the site would be designated as "flex" land use sites that, as with the block described above, could be developed with either housing or offices in the future.

The project proposes a mix of office and residential buildings in the area south of Park Avenue. Residential buildings developed south of Los Gatos Creek are envisioned as extensions of existing adjacent residential neighborhoods. Access along Los Gatos Creek would be enhanced within the

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<sup>9</sup> This residential development would represent a reconfiguration and modification of a portion of a previously approved mixed-use project on the former San Jose Water Company site, which permitted up to 1.04 million gsf of office, commercial space, and 325 multi-family attached residences.



SOURCES: Google LLC and SITELAB urban studio, 2019

Downtown West Mixed-Use Plan

southern zone. New buildings adjacent to the riparian zone would be set back from the edge of the creek embankment in compliance with the City Council Riparian Corridor Protection and Bird Safe Design Policy (Policy 6-34).<sup>10</sup> A new multi-use pathway would follow the creek edge.

### **Northern Variant (Alternative Primary Land Uses Option)**

The project sponsor proposes incorporating into the scope of this study a limited amount of variability relating to the type and location of land uses as reflected in the proposed project's site plan. A variation in of land uses in the northern portion of the site is included for study and hereafter referred to as the Alternative Primary Land Uses Option (or "Northern Variant"). Whereas the blocks from Lenzen Avenue to West Julian Street would be designated as office use under the proposed project, the Northern Variant (see inset, Figure 3) land use plan depicts residential use as far south as the block on the south side of Cinnabar Street. The lot on the east side of Cahill Street, north of West Santa Clara Street would be designated as a "flex" land use meaning office or residential use could eventually be developed at that location. As with the land use plan described above, some buildings could accommodate active uses on the ground-floor. In all instances, the total development program would remain within the ranges set forth in Table 1.

The project sponsor has included the Northern Variant and limited flex use parcels to maintain flexibility and ensure optionality would exist in the event that external factors in some way limit full implementation of the project's program. Factors undergirding the project sponsor's request to study the Northern Variant and sites with flex use designations as part of the project include

- the possibility that the project sponsor may be unable to exercise an option to purchase property within the northern portion of the site (e.g., the parcel immediately east of the SAP Center, commonly referred to as Lots A, B, C) which could reduce the total amount of office space that could be developed as part of the project because alternate sites within the project boundary would not be available. A shortfall in achieving the program's land use yields shown in Table 1 would reduce the viability of the project to meet the sponsor's spatial planning goals and related business objectives.
- any substantial delays in the construction period associated with Phase II of the BART extension to San Jose and construction of the proposed Diridon Station in the core of the project site would render a large area south of Santa Clara Street from Diridon Station to Autumn Street inaccessible and undevelopable, potentially for several years, due to construction staging areas that VTA requires to construct the BART project. Anticipated street closures (e.g., Cahill Street) and limited construction traffic routes (e.g., Autumn Street) combined with ongoing use of the SAP Center's surface parking lots during events could pose a challenge to construction of the project's blocks along both sides of West Santa Clara Street.
- unknown outcomes of the DISC planning process may affect the viability of the project sponsor's properties adjacent to the rail tracks, particularly if the final station footprint and track alignment encroach upon portions of the sponsor's properties, reducing the amount of developable land. "Flex" land use parcels could be used to offset office space that would otherwise be lost to rail.

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<sup>10</sup> In general, the Riparian Corridor Policy requires a 100-foot setback from the outside dripline of the Riparian Corridor vegetation or top-of-bank, whichever is greater. However, the policy expressly permits exceptions, provided that certain findings can be made, under a number of circumstances. One of these circumstances is if the project were located in the General Plan-defined Downtown area, as is the case with the proposed project.

## **Parking**

As illustrated in Table 1, the project proposes up to 2,800 below grade spaces for public and/or commercial use, and up to 0.4/unit spaces (approximately 2,360 spaces) for residential in either below grade or podium structures.

## **Building Heights**

Existing height limits on the project range from 65 feet to 130 feet above grade in the southern portion of the site; 130 feet in the site's central area; and 80 feet to 100 feet at the site's northern parcels. In March 2019, the San José City Council directed Planning Department staff to develop new height limits for portions of Downtown based on Federal Aviation Administration (FAA) regulations for aircraft operations at Norman Y. Mineta San José International Airport. Information presented to the City Council indicated that height limits in the area west of SR 87, including the project site, could increase from the current range of 65 to 130 feet to range of between 160 and 290 feet above grade. Heights for new buildings constructed as part of the proposed project would range between approximately 25 to 290 feet (to the highest point of the structure). The City is expected to implement the height limit increases on the project site, as well as within the remainder of the DSAP area as part of the ongoing DSAP amendment process. However, as stated above, if the proposed project is considered in advance of the DSAP amendments, the City Council will be asked to consider site-specific height limit adjustments as part of a proposed project-specific General Plan Amendment. FAA regulations would continue to govern maximum building heights, and the existing pattern of lower height limits closest to the airport in the north gradually increasing to the south would continue.

## **Parks and Open Space**

The proposed project would include enhanced landscaping and new plantings within approximately 16 acres of new parks and open space on the project site intended for the use and enjoyment of area residents, employees, and visitors. These open spaces would include plazas, green spaces, mid-block passages and riparian setbacks. These facilities would be located so as to provide for open space connections both within the project area and between the project site and the rest of the city. Open space character and programming would vary in relation to local context and adjacent uses. In the main, the proposed project includes open spaces and park facilities that could accommodate an array of potential active and passive recreational uses.<sup>11</sup>

The project includes a new public access trail extending for a mile along the project area's north-south axis, including portions where it would meander along Los Gatos Creek and portions where it may follow street rights of way. Within the project site's central area, open space areas east of Autumn Street would lead to Los Gatos Creek, would be improved with new landscaping, and would feature a publicly accessible walkway along Los Gatos Creek. Open spaces in the southern portion of the site would have both passive and active character and would include access to the publicly-accessible trail that would follow along Los Gatos Creek.

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<sup>11</sup> Active recreational uses are those where specialized features, such as running paths or hiking trails and functional spaces such as sports courts are provided to facilitate recreational activities. Passive recreational uses include low-intensity activities that do not require specialized spaces, equipment or engagement in teams to pursue. Passive recreational activities may include walking, sitting and relaxing.



Beyond the typical parks and open spaces mentioned above, a network of mid-block open spaces would be designed throughout the project area and enhanced with new landscaping, native plant material, structures and art installations, and park-like green environments, connecting the conventional parks throughout the project site. Appropriate grading techniques would be used for building on parcels adjacent to the creek, in order to account for existing hydrological conditions and to protect water quality in Los Gatos Creek. As noted above, the project would develop new multi-use pathway along the creek. As noted above, the project would develop a new multi-use pathways along the creek. The project also proposes an expansion and widening of the northern side of the existing pedestrian-bicycle bridge north of West Santa Clara Street, as well as a new pedestrian and bicycle bridge over Los Gatos Creek south of West Santa Clara Street. **Figure 4** depicts the proposed open space plan.

Within the project boundary, approximately 140 existing trees would remain and 170 existing trees (none of which are Heritage Trees as identified by the City) would be removed. The project would add 450 street trees and 300 trees in open spaces. The project includes a new public access trail extending for a mile along the project area's north-south axis, including portions where it would meander along the creek edge and portions where it may follow street rights of way (such as in sections of the site where the sponsor does not own land along the creek).

## Transportation/Circulation

The project sponsor proposes to extend portions of certain streets across the project site and would also remove sections of other streets (see **Figure 5**). Notably, Cahill Street would be extended from its current terminus at West Santa Clara Street to Julian Street in the north (and to Park Avenue in the south) to enhance north-south connectivity throughout the length of the project site. The project would extend North Autumn Street to the site's northern edge. Future access at the northern edge of the project boundary is being evaluated and may include an extension of Lenzen Avenue that would connect Lenzen Avenue to Cinnabar Street. North of the SAP Center, West St. John Street would be extended to connect with the lengthened Cahill Street. The project would add a block-long east-west extension of Post Street, a block-long east-west connection between the lengthened Cahill Street and South Montgomery Street, and a new L-shaped street linking Royal Avenue and Auzerais Street through the project site. The project would remove North Montgomery Street between West St. John and Cahill Streets, South Montgomery Street between West San Fernando Street and Park Avenue, and Otterson Street west of South Montgomery Street. The project also proposes to remove Crandall and Stover Streets in front of the Diridon Station and expand the existing open space at that location.

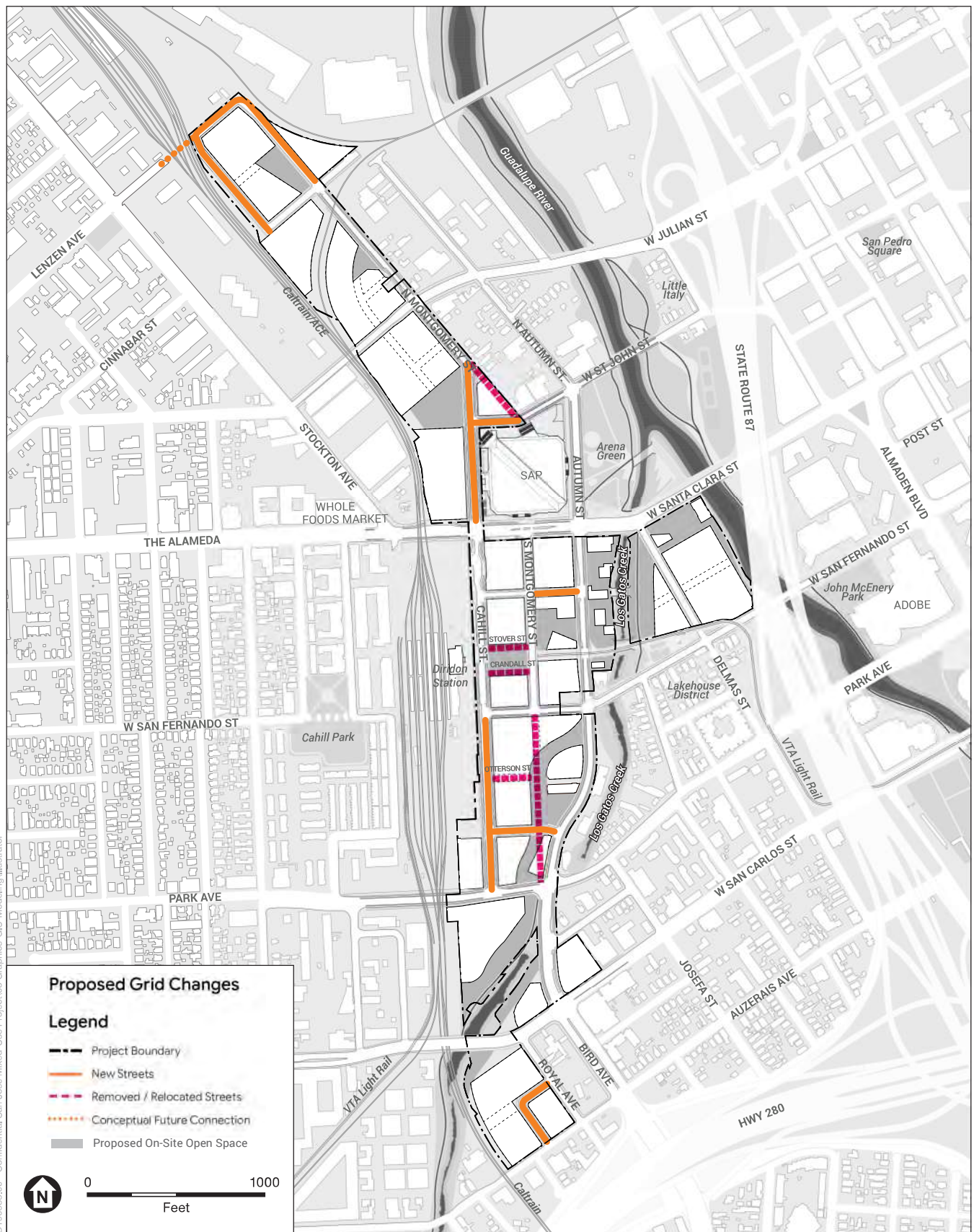
The project also proposes to construct mid-block passages at several locations to facilitate pedestrian and bicycle access through the project site and break up the scale of larger blocks. The project would widen sidewalks and implement "road diets" (lane removal and reconfiguration) along Autumn Street, Montgomery Street, and Delmas Street, which also entails changing Autumn and Montgomery Streets from one-way to two-way operation and removing vehicular access on Montgomery Street south of San Fernando Street.

The project would also enhance streetscape and intersection design and implement new and improved bike facilities throughout the project area that prioritize pedestrian and cyclist safety and improve linkages to Downtown as well as other improvements aimed at enhancing transit access and ridership by leveraging the site's proximity to Diridon Station, currently served by multiple transit agencies, and where existing and new transit providers are planning new or enhanced services in the future. Finally, the





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SOURCES: Google LLC and SITELAB urban studio, 2019

Downtown West Mixed-Use Plan

**Figure 5**  
Proposed Street Grid Changes

project would include a Transportation Demand Management (TDM) Plan describing strategies the project sponsor would adopt to reduce single-occupancy vehicle use to and from the project site, promote car-sharing, and promote use of nearby transit, bicycle, and pedestrian facilities that would provide access to the project site. Compliance with the project's TDM plan would be included as a condition of approval for the proposed project.

Vehicular and pedestrian/bicycle access points to and from project buildings has not been determined. Details regarding driveway locations and pedestrian and bicycle access will be reviewed by the City as specific building plans are developed.

## Utilities

The project site is currently served by several public and private utilities including water (San José Water Company) and sewer and storm drain (City of San José). Implementation of the proposed project's building program would result in increased demand for resources, including water and energy to service building operations. The project proposes a district-systems approach to deliver resource efficiency across water, energy and waste flows. Up to two central utility plants, with approximately 115,000 gsf combined, would house mechanical equipment, power equipment and would provide thermal heating and cooling energy via a district-wide system that would extend across the site. The utility plants would each be located within a zone set aside for district infrastructure; one such zone would be located in the southwest portion of the site and another in the northern portion of the site (see Figure 3). The project would also include an option for approximately 1 million gallons per day in wastewater treatment facilities within the central utility plants that would treat, for beneficial reuse, wastewater streams; options for an electrical distribution system with embedded renewable energy generation and storage, including a grid tied microgrid; a centralized area for solid waste collection, sorting and off-hauling, options for automatic waste collection; and logistics hub(s) totaling 100,000 gsf where inbound materials and supply deliveries directed to the site's commercial office buildings could be inventoried and stored before being efficiently distributed in small-scale natural-gas or electric-powered trucks, to service on-site offices.<sup>12</sup> To the extent such centralized utility facilities are included in the proposed project, they would be expected to be located within the Southern Zone for Utility Infrastructure, along with an electrical switching station. Stormwater would be managed at a parcel level and within rights of way where required, with sustainable approaches adopted in accordance with the Santa Clara Valley Urban Runoff Pollution Prevention Program and best management practices. The project would also likely include the construction of a private underground utility corridor to serve and connect the project site.

## Development Design Standards and Guidelines

As part of the proposed project, the project sponsor, in coordination with the City, would develop detailed development design standards and guidelines to govern development on the project site. These standards and guidelines would be separate from, and would expand upon, similar standards and guidelines developed for Downtown and for the DSAP area and would be used to evaluate specific buildings that would be developed on the site for conformity with these standards. The development standards and

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<sup>12</sup> The project sponsor anticipates that the supply chain for the on-site logistics center(s) would run through an off-site facility that the sponsor would operate in either owned or leased property. No location is yet identified. Should such a location be identified during the project's environmental review, appropriate analysis would be included in the EIR.

guidelines would apply to building design, land coverage, density, setbacks, open space character, and the public realm, along with other design controls for development. Specific controls could include:

- building siting and orientation; ground-floor uses and access
- building bulk and mass; minimum tower separation; solar access and shading
- design of publicly accessible spaces; ecological principles
- open space programming and landscaping design intent and,
- circulation, streetscape and access

Standards would be mandatory, with measurable prescriptive or performative design performance criteria. Guidelines set forth design intent, design expectations, and encouraged or discouraged features which are more qualitative and subjective in nature. Together, the standards and guidelines would balance flexibility to allow for innovation and evolution with confidence in the delivery of high quality buildings and public realm. Subsequent plans would be evaluated by the City for consistency with the standards and guidelines.

## Project Schedule

Construction is anticipated to occur in three phases within the project's horizon year of 2040. Additional details of project phasing will be included in the EIR, which will take a conservative approach to analyze project phasing.

## Required Project Approvals:

The City of San José is the lead agency under CEQA for preparation of the project's environmental analysis. The CEQA process and EIR are intended to provide the City of San José, other public agencies, and the general public with the relevant environmental information needed in considering the proposed project. The City of San José anticipates that discretionary and ministerial approvals would be required by the City, including but not limited to the following:

- Certification of Environmental Impact Report
- Development Agreement (including Community Benefits Package)
- General Plan Amendment and General Plan Text Amendments, including changes to the Diridon Station Area Plan
- Planned Development Rezoning
- Planned Development Permits
- Vesting Tentative Maps/Tentative Maps
- Demolition Permits
- Historic Preservation Permits
- Tree Removal Permits
- Building Permits
- Grading Permits

- Vacation and dedication of public right-of-way
- Encroachment Permits and other Department of Public Works Clearances (including haul route permits and Site Utilization Plans)

The proposed General Plan Amendment would include changes to some General Plan land use designations on the project site as well as amendments to the DSAP proposed by the City that would affect the broader DSAP area, such as reclassifying building height limits.

Other public agencies, which may act as responsible agencies under CEQA, and are those whose review and approval could be required for certain aspects of the proposed project. These agencies may include, but are not necessarily limited to:

- Bay Area Air Quality Management District (permit to construct and authority to operate backup diesel generators and any other stationary sources of emissions proposed as part of the project)
- Santa Clara County Airport Land Use Commission (consistency determination with respect to the Comprehensive Land Use Plan for Norman Y. Mineta San José International Airport, notably with respect to proposed structures 200 feet or greater in height)
- Federal Aviation Administration (review and approval of aeronautical study for projects that may obstruct the Norman Y. Mineta San José International Airport airspace)
- Santa Clara Valley Water District (review and approval of construction of work in Los Gatos Creek, including new or improved bridges; potential stormwater-related approvals)
- Peninsula Corridor Joint Powers Board (Caltrain)
- Santa Clara Valley Transportation Authority
- Permits from Public Agencies (such as the County of Santa Clara Department of Environmental Health or the California Department of Toxic Substance Control) for on-site remediation
- Clearances from the Santa Clara Valley Habitat Agency
- Regional Water Quality Control Board (Clean Water Act certification for work in Los Gatos Creek, including new or improved bridges)
- California Department of Fish and Wildlife (review and approval of construction of work in Los Gatos Creek, including new or improved bridges; potentially other consultation and/or permitting relating to biological resources)
- National Marine Fisheries Service
- U.S. Fish and Wildlife Service
- U.S. Army Corps of Engineers (potentially, for work in or affecting Los Gatos Creek)

San Jose Water Company, a private utility, would also have to approve the project's Water Supply Assessment and provide a will-serve authorization to provide potable water to the proposed project.

## Potential Environmental Impacts of the Project

The EIR will identify the significant environmental effects anticipated to result from development of the project as proposed. Mitigation measures will be identified for significant impacts, as warranted. The EIR will include analysis of the following specific environmental categories as related to the proposed project:

## 1. Aesthetics

Pursuant to CEQA section 21099(d), added by SB 743, aesthetic impacts of the project, as a mixed-use residential, infill development within a Transit Priority Area, do not require analysis. The EIR will explain the basis of this exception and will not include further discussion or analysis.

## 2. Air Quality

The EIR will address the regional air quality conditions in the Bay Area and discuss the proposed project's construction and operational emissions impacts to local and regional air quality in accordance with the 2017 Bay Area Air Quality Management District (BAAQMD) CEQA guidelines and thresholds. Construction activities at the project site along with long-term project operation would result in emissions of criteria air pollutants (such as particulate matter) and ozone precursors. In addition, emissions of toxic air contaminants (TACs) from sources including diesel construction equipment and trucks, as well as operational sources such as backup diesel generators and project-generated traffic, could result in adverse health risks to nearby sensitive receptors (generally, residential uses). A health risk assessment (HRA) will be prepared for the proposed project to quantitatively evaluate construction- and operational-period TAC impacts to air quality-sensitive receptors in the vicinity of the project. The results of the HRA will be summarized in the EIR.

## 3. Biological Resources

Most of the project site is currently developed with office buildings, commercial buildings, industrial buildings, single and multifamily residential buildings, parking structures and surface lots. Los Gatos Creek, which passes through the project site, and the adjacent Guadalupe River each contain riparian corridors that provide aquatic habitat potentially suitable for a range of native and special-status fish species, and terrestrial habitat potentially suitable for nesting birds and roosting bats. Central California Coast steelhead (federally threatened), Central Valley Fall-run Chinook salmon, and western pond turtle (both California species of special concern) are known from the Guadalupe River. In addition, Downtown San José is located within the Pacific Flyway, a major north-south migratory pathway for many species of birds. The EIR will address impacts to species in the riparian corridors. Generally, habitats in the majority of the project area are low in species diversity and primarily include urban adapted birds and animals. A Habitat Assessment will be prepared for the proposed project to describe vegetation communities and associated special-status plant and wildlife species. The EIR will also address the loss of trees on-site, within and adjacent to the construction zones and project implementation will be evaluated for consistency with City of San José's Tree Removal Ordinance and the Santa Clara Valley Habitat Plan. In addition, the EIR will identify and discuss potential biological impacts resulting from construction of the project.

## 4. Cultural Resources and Tribal Cultural Resources

**Cultural Resources.** This area of San José is considered a sensitive area for prehistoric and historic resources. An historical resource on the project site includes the former San José Water Works (San José Water Company) building at 375 West Santa Clara Street. the San José Water Company building is individually eligible for the California Register of Historical Resources, is a City Landmark, and is also eligible for the National Register of Historic Places.

**Historical resources** adjacent to the project site include Diridon Station (the former Southern Pacific Depot) and its supporting structures, which comprise a historic district listed on the National Register and

is also a City Landmark; and the Lakehouse City Landmark District and its contributing structures, particularly those on West San Fernando Street, which is across the street from the project site. The residences near the project site at 396 and 454 West San Fernando Street are eligible for both the state and national registers. The EIR will identify these and other cultural resources (historic buildings and structures) and evaluate potential impacts to these resources.

The project area has a high potential for both prehistoric (Native American) and historical (Post-European) **archaeological resources**. Previous studies completed for the Delmas Avenue Mixed-Use EIR, the Diridon Station Area Plan EIR, and the San José Ballpark EIR indicate that there is a high potential to uncover archaeological resources during ground disturbing activities. Previously adopted mitigation measures have included pre-construction investigations and monitoring during ground disturbing activities. The EIR will address impacts to known and unknown buried archaeological resources on the project site.

An Archaeological Resources and Tribal Cultural Resources analysis and an Historic Architectural Resources technical analysis will be prepared for the proposed project and the results will be incorporated in the EIR.

**Tribal Cultural Resources.** Tribal Cultural Resources impacts will be assessed in conjunction with the culturally-affiliated Native American tribes and the City during consultation according to the requirements of CEQA Section 21080.3.1 and the CEQA Guidelines.

## **5. Energy**

Implementation of the proposed project would result in an increased demand for energy on-site. The EIR will address the increase in energy usage on-site and proposed design measures to reduce energy consumption, including from the various utility components that comprise the proposed project's on-site district systems.

## **6. Geology and Soils**

The project site is located in the most seismically active region in the United States. The EIR will discuss the possible geological impacts associated with seismic activity and the existing soil conditions on the project site.

## **7. Greenhouse Gas Emissions**

The EIR will address the project's contribution to regional and global greenhouse gas (GHG) emissions. Proposed design measures to reduce energy consumption and vehicle trips, which in turn would reduce GHG emissions, will be discussed. In addition, the GHG section will discuss how the proposed project will achieve a net zero increase in GHG emissions through implementation of a transportation demand management program to reduce vehicle trips and other offset measures. A GHG technical analysis will be prepared for the proposed project and the analysis will be included in the EIR.

## **8. Hazards, Hazardous Materials, and Wildfire**

**Hazards and Hazardous Materials.** The project area is surrounded by commercial businesses, offices, and residences. In addition, the project site has a long history of development, including industrial uses that may have resulted in subsurface contamination of soil and/or groundwater. The parking lots adjacent to the SAP Center that would be developed as part of the proposed project are subject to a land use

covenant that restricts use of that portion of the site. Changes to the covenant, along with alteration of the physical cap on the site and disturbance or removal of the underlying contaminated soil would require approval from the state Department of Toxic Substances Control. There may also be other existing uses on or near the site that are potential or actual sources of on-site contamination. The project site includes multiple hazardous materials sites on the “Cortese List” compiled pursuant to Government Code section 65962.5 and referenced in Public Resources Code 21092.6. The EIR will summarize known hazardous materials conditions on and adjacent to the project site and will address the potential for hazardous materials impacts to result from implementation of the proposed project.

**Wildfire.** The proposed project is located within a developed area of San José. The EIR will briefly discuss project impacts on wildfire.

## **9. Hydrology and Water Quality**

Based on the Federal Emergency Management Agency (FEMA) flood insurance rate maps, portions of the project site are subject to storm-caused flooding. The EIR will address the possible flooding issues of the site as well, potential project improvements to avoid or minimize flood risk, the effectiveness of the storm drainage system, and the project’s effect on storm water quality consistent with the requirements of the Regional Water Quality Control Board.

## **10. Land Use and Planning and Agriculture and Forestry Resources**

**Land Use and Planning.** The project site is located within a developed urbanized area of San José surrounded by residential, office, and commercial land uses. The EIR will describe the existing land uses adjacent to and on the project site. The EIR will also include a discussion of any shade and shadow impacts associated with implementation of the project that may occur on certain City-designated parks. Land use impacts that would occur as a result of the proposed project will be analyzed, including the consistency of the project with the City’s General Plan, zoning code, and Urban Village Plan, Plan Bay Area 2040, Sustainable Communities Strategy, and compatibility of the proposed and existing land uses in the project area. The EIR will evaluate proposed amendments to the General Plan and Planned Development Zoning. Should the project proceed in advance of the DSAP amendments, this EIR will analyze the environmental effects of all DSAP changes that are necessary to allow the proposed project to proceed, regardless of whether these changes are ultimately considered as part of a broader DSAP amendment.

**Agriculture and Forestry Resources.** The project site is located in an area of Downtown that is designated Urban and Built-Up Land and this area does not contain any farmland or area zoned forest land. The proposed project would remove trees and landscaping on-site. This issue will be discussed briefly in the EIR.

## **11. Mineral Resources**

The project site is located in an area of Downtown that is designated Urban and Built-Up Land and this area is not located within a designated containing mineral deposits of regional or local significance. This issue will be discussed briefly in the EIR.

## **12. Noise**

The EIR will include a discussion of the increase in traffic noise that would result from implementation of the proposed project and the impact of any noise increase on nearby sensitive receptors. The EIR will also



discuss noise that would result from operation of the proposed project buildings, as well as temporary construction noise. The EIR will evaluate the noise level exposure of proposed residential and other noise-sensitive land uses from existing sources such as the adjacent Caltrain operations and from aircraft operations and Norman Y. Mineta San José International Airport; these noise levels will be evaluated for consistency with applicable standards and guidelines in the City of San José and land use compatibility guidelines of the Envision San José 2040 General Plan. Potential vibration effects on the immediate surrounding land uses may occur during project construction from the use of heavy-duty construction equipment and will be evaluated in the EIR. A noise technical analysis will be prepared for the proposed project and the analysis will be included in the EIR.

### **13. Population and Housing**

The EIR will analyze whether the proposed project would induce substantial population growth in the area, either directly or indirectly, and whether the project would displace substantial numbers of existing housing units or people, necessitating the construction of replacement housing elsewhere.

### **14. Public Services and Recreation**

The EIR will study whether the project would result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities for any public services, such as fire and police protection, schools, and parks. The EIR will also study whether the project would increase the use of existing parks or recreational facilities that may result in adverse physical effects on the environment, or whether the project's proposed parks and recreational facilities will result in such effects.

### **15. Transportation**

The EIR will examine the existing traffic conditions in the immediate vicinity of the project site. A transportation analysis (TA) will be prepared for the proposed project in order to identify the transportation impacts of the proposed project on the existing local and regional transportation system and the planned long-range transportation network. The TA will comply with the requirements of the City's Transportation Analysis Handbook (April 2018) and will include a Local Transportation Analysis (LTA) to address circulation. The LTA will include an evaluation of project access, circulation, parking, Congestion Management Plan conformance, and multi-modal (bicycle and pedestrian) facilities. The EIR will summarize the results of the TA, including mitigation measures for significant impacts, as necessary. Consistent with City policy, the transportation analysis will evaluate project impacts on vehicle miles traveled (VMT). The analysis will also comply with Santa Clara County Congestion Management Agency requirements.

### **16. Utilities and Services Systems**

Implementation of the proposed project would result in an increased demand on utilities and public facilities compared to existing conditions. The EIR will examine the impacts of the project on public and private utilities such as sanitary sewer and storm drains, water supply/demand, and solid waste management, including district-wide utility systems that may be developed as part of the proposed project. The EIR will also identify demand for any additional utilities such as electrical infrastructure and telecommunications facilities and describe the manner in which these utilities would be implemented across the site.

## **17. Alternatives**

The EIR will examine alternatives to the proposed project including a “No Project” alternative and one or more alternative development scenarios depending on the impacts identified. Other alternatives that may be discussed could include reduced development alternatives (e.g., smaller project), alternative land uses, and/or alternative locations. Alternatives discussed will be chosen based on their ability to reduce or avoid identified significant impacts of the proposed project while achieving most of the identified basic objectives of the project.

## **18. Significant Unavoidable Impacts**

The EIR will identify those significant impacts that cannot be avoided, if the project is implemented as proposed.

## **19. Cumulative Impacts**

The EIR will address the potentially significant cumulative impacts of the project when considered with other past, present, and reasonably foreseeable future projects in the development area. Among other things, the cumulative analysis will consider anticipated growth in areas of the DSAP and Downtown outside of the site boundaries, growth anticipated in Urban Villages and other growth areas in the Envision San José 2040 General Plan.

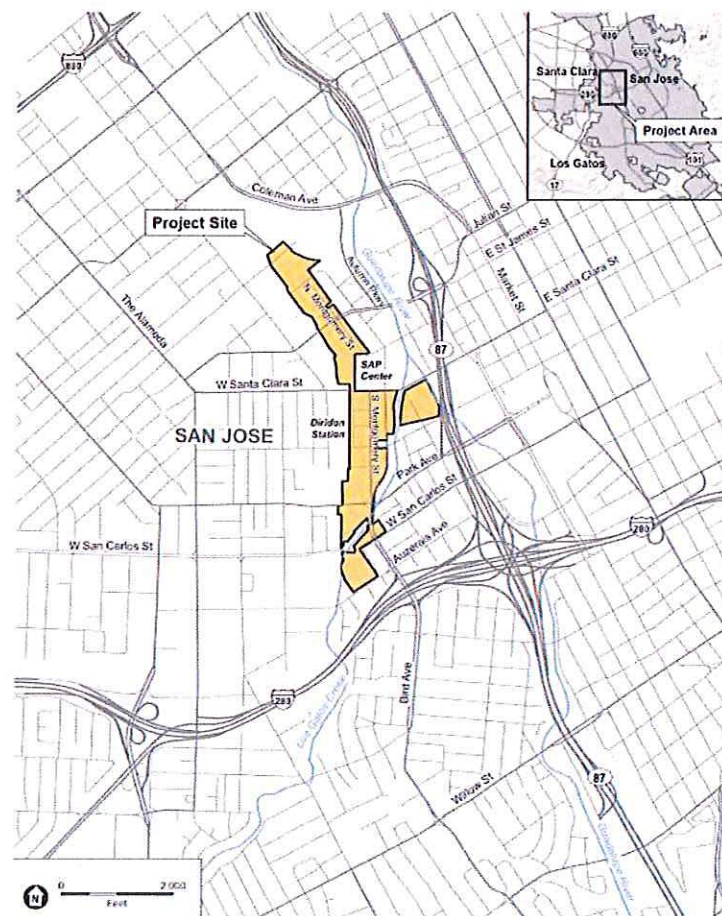
## **20. Other CEQA Topics**

In conformance with the CEQA Guidelines, the EIR will also include discuss 1) consistency with local and regional plans and policies, 2) growth inducing impacts, 3) significant irreversible environmental changes, 4) references and organizations/persons consulted, and 5) EIR authors.



# Downtown West

## Mixed-Use Rezoning and Development Plan



1.01.1 Project Location Map

### Legend

Project Site

### Project Team

Project Applicant

Google LLC

Development Manager

Lendlease

Design + Consultant Team

SITELAB Urban Studio: Urban Design

Heatherwick Studio: Office Architecture

Prior + Partners: Urban Design + Rail

West8: Landscape Design

Sherwood: Civil + Infrastructure

Nelson Nygaard: Transportation Planner

ARUP: Transportation + District Systems

H.T. Harvey & Associates: Ecology

San Francisco Estuary Institute (SFEI): Ecology

Schaaf & Wheeler: Hydrology

Kier + Wright: Surveyors

Environmental Science Associates and DJ Powers Associates: Environmental Consultants

Fehr & Peers: Transportation Consultants

### Site Area

	Proposed <sup>1</sup>
Buildable Area	42.9 ac
Open Space and Setbacks <sup>2</sup>	16.8 ac
Other <sup>3</sup>	24.7 ac
Total	84.4 ac

#### NOTES:

<sup>1</sup> All site areas are approximate, and rounded to the nearest 0.1 acre.

<sup>2</sup> Open space includes all proposed parks, plazas, green spaces, mid-block passages, and riparian setbacks

<sup>3</sup> Other category includes new and existing streets, existing rail, and non-developable buffers to infrastructure

### Project Description

The Diridon Station Area Plan (DSAP) adopted by the City of San José in 2014 establishes a long term goal of creating a vibrant mixed-use urban destination adjacent to a new intermodal transit station to support the City's employment growth policy. While acknowledging the fundamental importance of transit infrastructure, the DSAP emphasizes the importance of experiential qualities that would enhance both the local area as well as broader San José by creating:

- A local and regional destination.
- A lively public realm fostering walking, biking and transit integrated with a variety of public spaces.
- Distinctive architecture and civic spaces that reflect Silicon Valley's spirit of innovation and San José's rich history.
- A strong sense of place as an identifier for San José as the center of Silicon Valley, the capital of the technology world.

This application for the redevelopment of approximately 80 acres of the DSAP area's 240 acres seeks to build upon and implement the DSAP's vision, while recognizing evolving realities and aspirations since its original adoption.

The Downtown West Mixed-Use Project (Downtown West) proposes the construction of approximately 6,500,000 gross square feet (GSF) of office space (with a maximum of 7,300,000 GSF), including approximately 1,000,000 GSF on the previously entitled San José Water Company Building site east of Los Gatos Creek; approximately 3,000 to 5,000 units of housing (with a maximum of 5,900 units); approximately 300,000 to 500,000 GSF of active uses, which may include retail, cultural, arts etc.; approximately 100,000 GSF event space; hotel use and limited-term corporate accommodations; on-site utilities and approximately 15 acres of publicly-accessible open space. This application describes the location and distribution of these proposed land uses, the components and arrangement of the conceptual framework that organizes them, and the utility and mobility infrastructure that enables and serves them.

### Development Program

Uses	Existing <sup>1</sup>	Proposed <sup>1</sup>
Residential Units	11	3,000 - 5,000 (max. 5,900)
Office GSF <sup>2</sup>	151,000	6,500,000 (max. 7,300,000)
Light Industrial GSF	418,000	-
Commercial/Active Uses GSF <sup>3</sup>	11,000	300,000 - 500,000
Hotel Rooms	-	up to 300
Limited-Term Corporate Accommodations (Rooms)	-	up to 800
Event Center GSF	-	100,000
Central Utilities Plant (District Systems) GSF	-	115,000
Logistics/Warehouse GSF	-	100,000
Parking		
Public and/or Commercial Parking <sup>4</sup>	N/A	600 - 2,800
Residential Parking (up to 0.4 stalls / unit)	N/A	up to 2,360
Total Parking (stalls)	N/A	up to 5,160

#### NOTES:

<sup>1</sup> All proposed gross square feet (GSF) is rounded to the nearest 100,000. All existing GSF is approximate.

<sup>2</sup> Approximately 150,000 - 200,000 of Office GSF could become standalone ancillary office amenity space

<sup>3</sup> Active uses include a variety of uses, including but not limited to retail, restaurant, arts, cultural, institutional, educational, nonprofit, and small-format office uses.

<sup>4</sup> Limited-term corporate accommodations would operate akin to a suites hotel that would accommodate Google employees typically visiting the site for 1 to 4 days. It would not be open to the public.

<sup>5</sup> A small amount of employer parking is anticipated for uses such as expectant mother parking, accessible parking, and similar uses.

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# 1.01

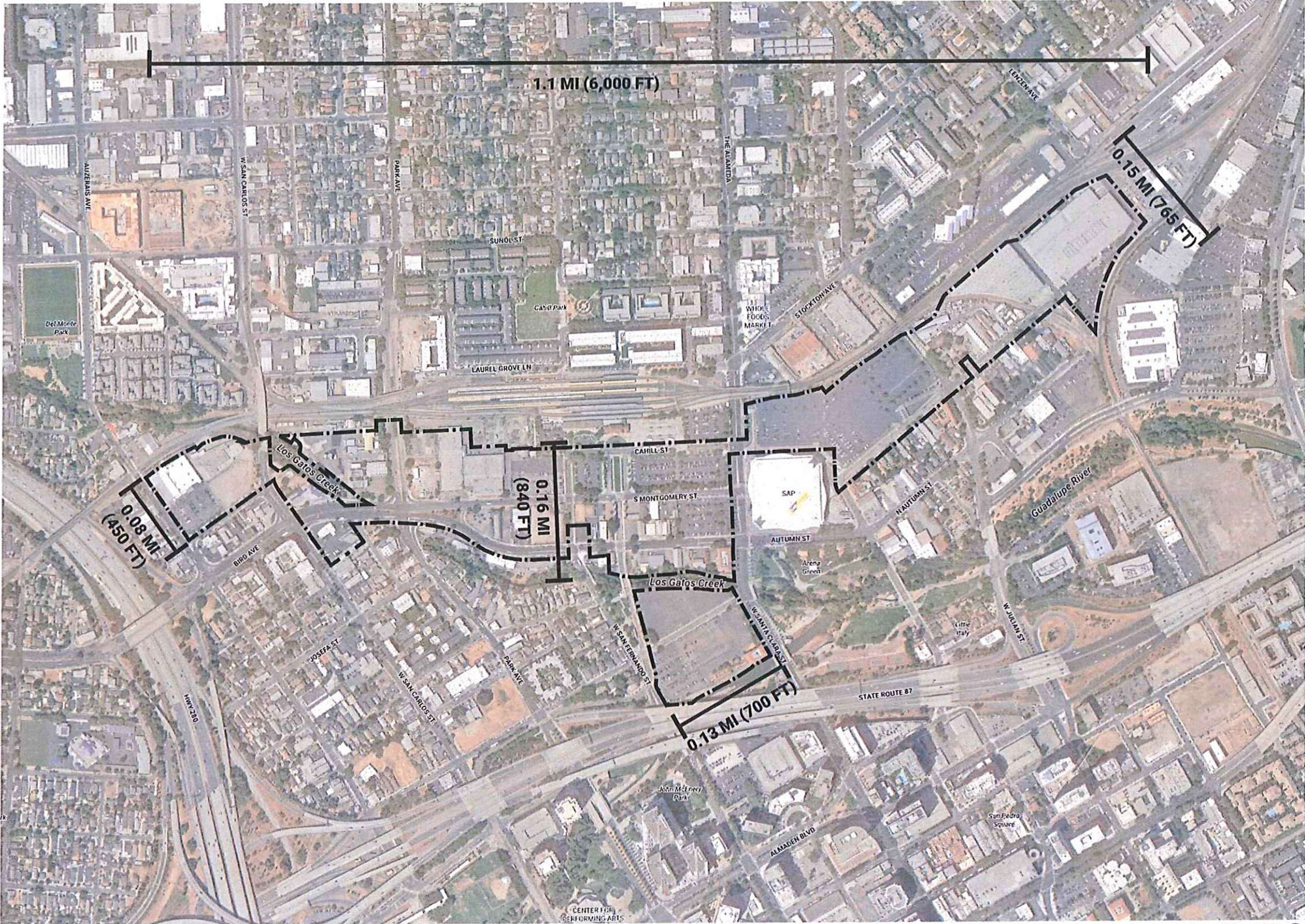
Project Description  
Downtown West Mixed-Use Plan

10/10/2019



Project Boundary

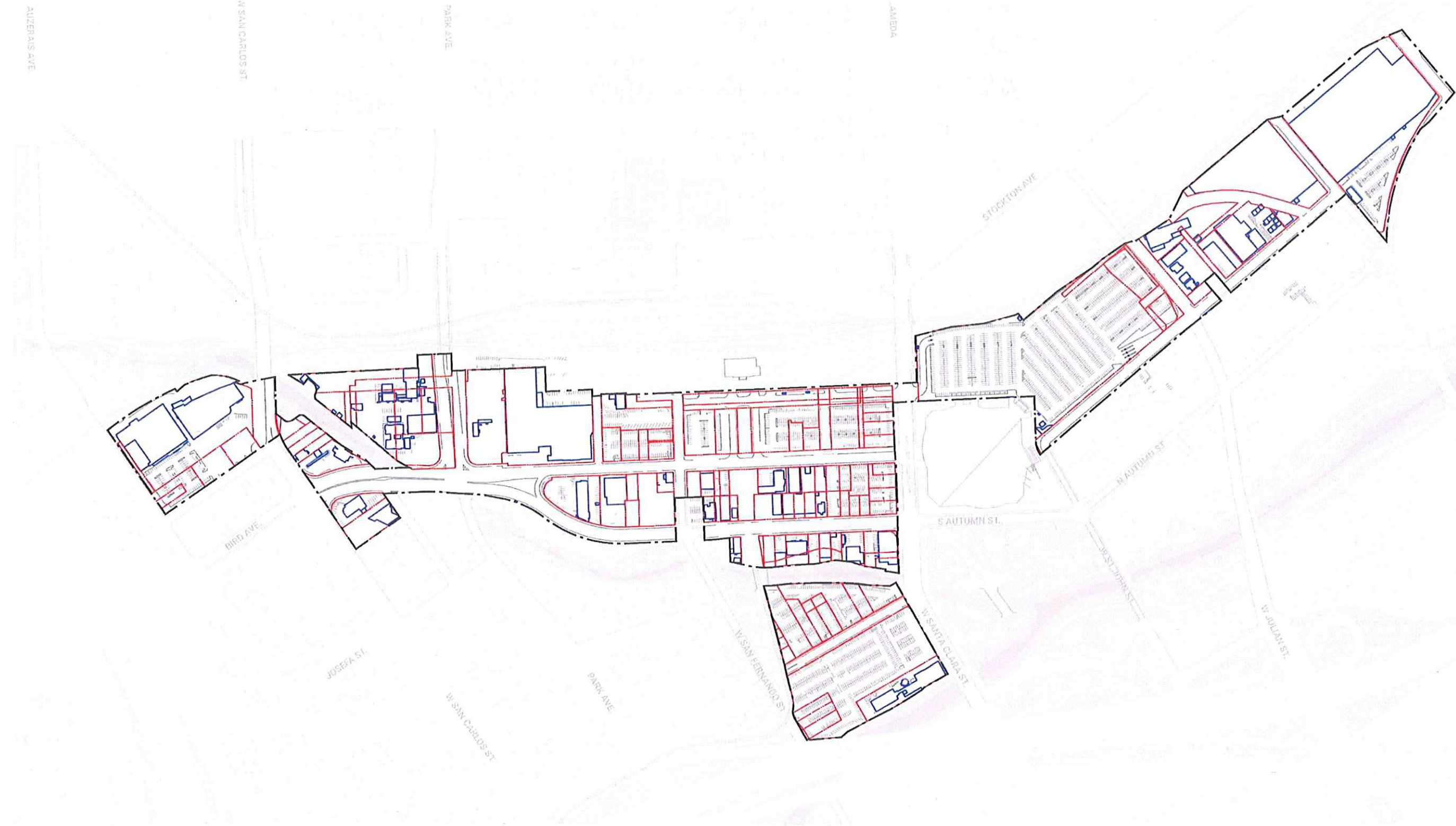
The project site consists of approximately 80 gross acres and is generally bounded by Lenzen Avenue and the Union Pacific railroad tracks to the north; North Montgomery Street, Los Gatos Creek, the Guadalupe River, South Autumn Street, and Royal Avenue to the east; Auzerai's Avenue to the south; and Sunol Avenue and Diridon Station and the Caltrain rail tracks to the west. The project also includes the area generally bounded by Los Gatos Creek to the west, San Fernando Street to the south, the Guadalupe River to the east, and Santa Clara Street to the north. The site is approximately one mile in length from north to south and generally less than 800 feet in width from east to west — although at its widest, just south of West Santa Clara Street, the site extends nearly 1,500 feet from east to west.



2.01.1 Project Boundary

Legend  
--- Project Boundary

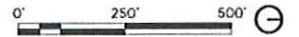




2.02.1 Existing Building Footprints and Parcels

Legend

- Development Boundary
- Existing Buildings
- Existing Parcels

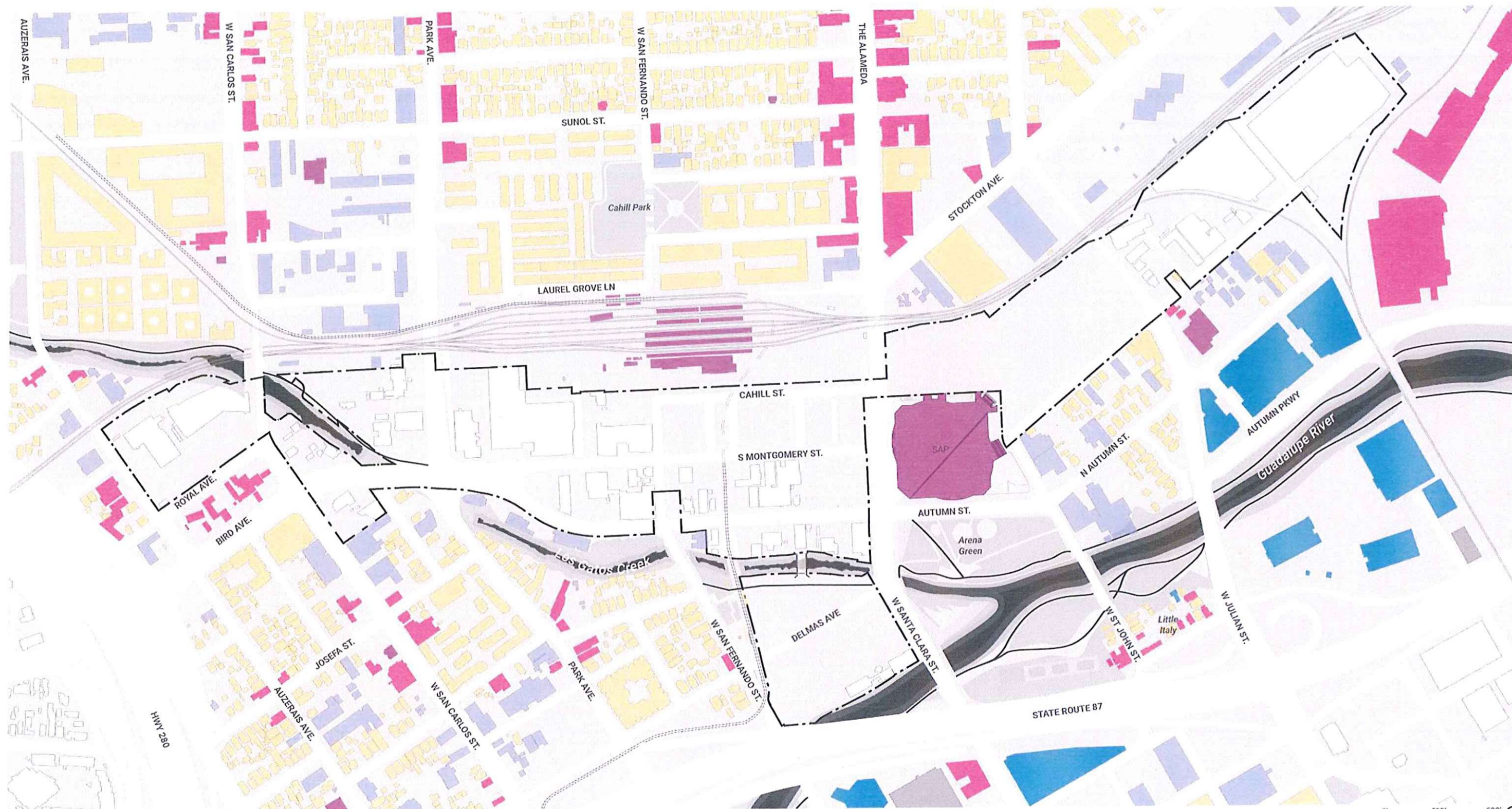


**2.02**

Existing Building Footprints and Parcels  
Downtown West Mixed-Use Plan

10/10/2019





### 2.03.1 Existing Context Land Use

#### Legend

	Project Boundary		Institutional/Public/Quasi Public
	Office		Industrial
	Residential		Parking Structures
	Retail/Commercial		

#### Note:

<sup>1</sup> Source: ESRI, 2019, City of San Jose, 2019, ESA, 2019. Base GIS data was supplemented with review of Google Maps to cross-check and update to reflect actual land uses.

# 2.03

Existing Surrounding Context Land Use  
Downtown West Mixed-Use Plan

10/10/2019



# Project Foundation

Years of public outreach and City efforts to develop the Diridon Station Area culminated in the approved DSAP in 2014 and the subsequent Memorandum of Understanding between the City and Google (MOU) in 2018. Building on this foundation, the project — a subarea predominantly within the DSAP — seeks to implement the vision of a new integrated part of Downtown San José at Downtown West. The MOU between the City of San José and Google identifies several key planning objectives:

- Optimize density and its mix of uses
- Increase housing
- Be designed for human scale
- Enhance and connect the public realm
- Achieve excellence in design
- Maximize use of public transit and minimize parking
- Pursue excellence in transit access and operations
- Provide high levels of sustainability

Building on a decade of City-led engagement starting in 2009, the Downtown West Mixed-Use Project sought additional input in 2018-2019. The feedback reinforces the MOU goals and formed a better understanding of the community's design priorities, most notably:

- Create jobs near transit
- Provide housing alongside jobs
- Connect people to nature and transit
- Build a place that is of San José


01

Create jobs near transit

Make the Diridon Station Area a job center

Add economic vitality to San José's downtown

Enhance the property tax and economic base



02

We need housing alongside jobs

3,000-5,000 housing units vs. 2,588 housing units across DSAP

Optimize affordable housing through the project and public benefits

+ Affordable housing fund: Google's \$250M investment for Bay Area + \$50M homelessness and anti-displacement grants




03

Create opportunity pathways

A job training and business opportunity center pre-construction

A learning and career opportunity ladder from retail, to food, to tech jobs

An ecosystem model for retail and small, women + minority owned businesses



# Design Standards and Guidelines

As part of the proposed project, the project applicant, in coordination with the City, will develop detailed design standards and guidelines to govern development on the project site. The standards and guidelines would apply to building design, land coverage, density, setbacks, open space character, and the public realm, along with other design controls for development. Specific controls could include:

- Maximum lot dimensions, building siting and orientation; ground-floor uses and access;
- Building bulk and mass; minimum tower separation; solar access and shading;
- Design and activation of publicly accessible spaces; ecological principles;
- Open space programming and landscaping design intent; and
- Circulation, streetscape and access.


Standards would set forth measurable prescriptive or performative design performance criteria. Guidelines set forth design intent, design expectations, and encouraged or discouraged features which are more qualitative and subjective in nature. Together, the standards and guidelines would balance flexibility to allow for innovation and evolution with confidence in the delivery of high quality buildings and public realm. Subsequent plans would be evaluated by the City for consistency with this Project Application and the standards and guidelines within the Design Guidelines document.

04

Build a place that is of San José

50/50 site area of office to other uses

An extension of the City, not an office park. A place for all San Joséans



05

Create a place that connects people to nature + transit

Create a cohesive place that is people centric, not car centric

Connect people to nature along the creek and river

Connect surrounding neighborhoods

Climate positive



06

Better together

Partnership models for learning, local retail and the arts

Develop economically replicable solutions

Co-create a vibrant public realm



2.04.1 Objectives for the Project



Design Drivers

Local and Regional Connections — to Transit, and Nature

Located at the transit gateway to San José as well as the natural confluence of Los Gatos Creek and the Guadalupe River, Downtown West serves as the portal to San José’s rich cultural and ecological roots. This extension of Downtown San José seeks to bring jobs near transit combining the density and variety of an urban core with an incredibly rich natural environment, offering a work environment accessible to the region and nature. The project centers around enhanced connectivity — locally, along priority east-west streets linking neighborhoods west of Diridon to the Downtown Core — and regionally, completing a north-south ecological spine along the riparian edge that will connect neighborhoods south of I-280 to the Downtown Core along Los Gatos Creek.

Built on Context and Character

The foundation of Downtown West builds upon San José’s rich cultural history, vibrant character, and innovative spirit. The mile-long site will utilize context to cultivate three distinct characters of place — ranging from industrial and active entertainment in the north; civic, transit-oriented, and authentic district character in the core; and neighborhood-serving and trail connections in the south.

The land use distribution of the project seeks to align with existing residential neighborhoods, particularly east of Los Gatos Creek, while office uses are focused along the predominantly industrial rail edge and adjacent to the Downtown Core. Active uses including retail, cultural, educational and small businesses are located in greatest concentration at the core of the project to strengthen the existing cultural links from the Diridon Station to the Downtown Core.

People First — Pedestrians and Cyclists

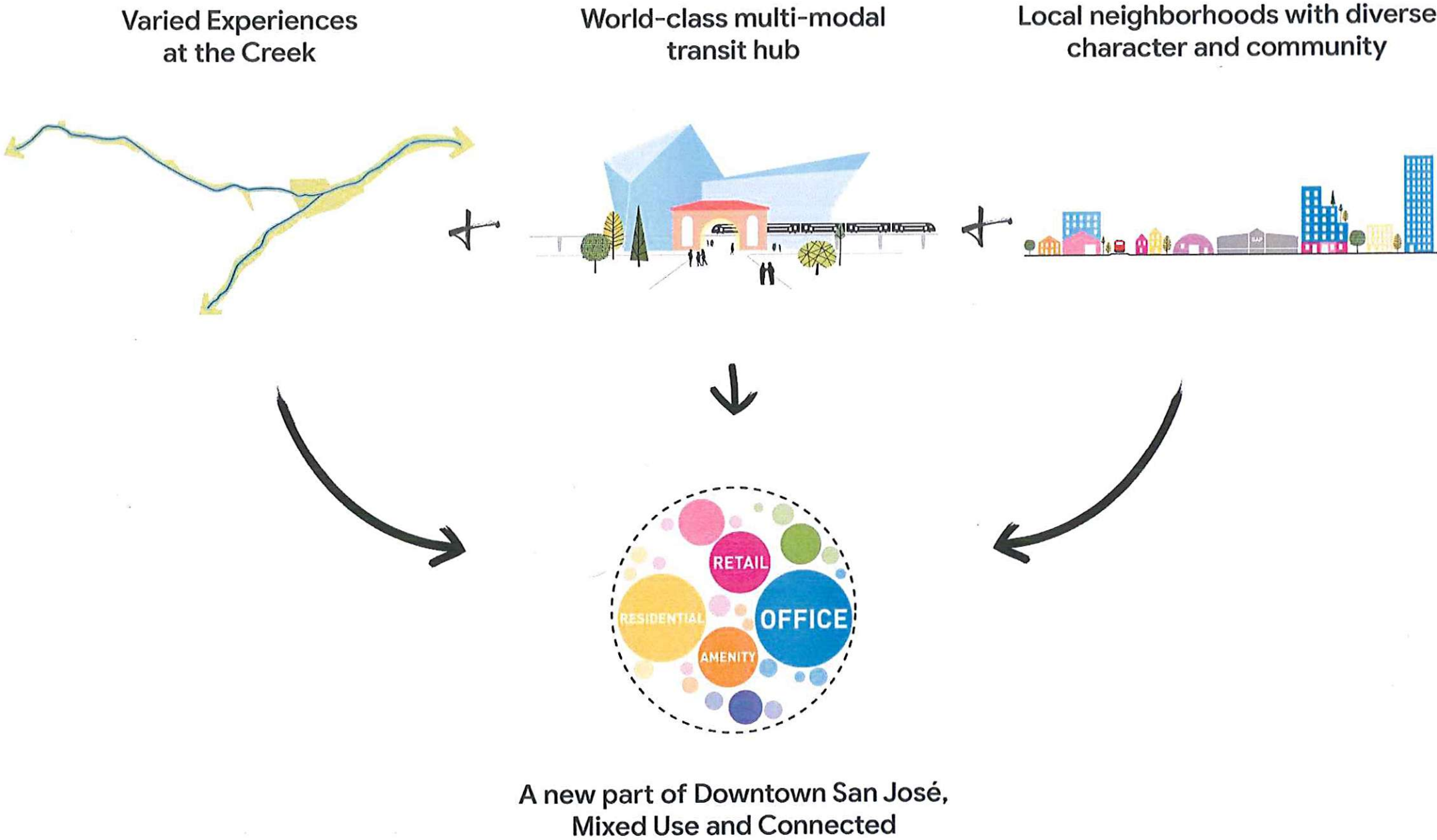
Downtown West will be people-centric, not car-centric. In a world of evolving personal transportation modes — or “micro-mobility” — streets throughout Downtown West are designed with generous sidewalks, meandering off-street paths, protected bike lanes, and traffic calming which support both safe commuter and recreational movement. Priority improvements are aimed to mend the mobility gaps and realize the City’s connectivity goals envisioned in the DSAP and Better Bikeways Plan.

The robust public realm network throughout Downtown West links together a variety of open spaces located typically within a block from any location within the project. Parks and plazas are strategically positioned at key connections and near existing adjacent neighborhoods.

Diverse and Open

Over half the site area will be devoted to housing, open space, arts, retail, and community uses to broaden the uses, users, and activities throughout the day. Co-created programs and partnerships with local organizations, institutions and small businesses will bring the project to life and ensure that Downtown West is not just for San José, but of San José.

The mixed-use core of Downtown West will become a civic heart at San José’s doorstep — including a sequence of varied experiences from station to creek and through Downtown along new public plazas, creekside ecology, and a mix of new and old low-scale buildings carved through the high-density urban core.



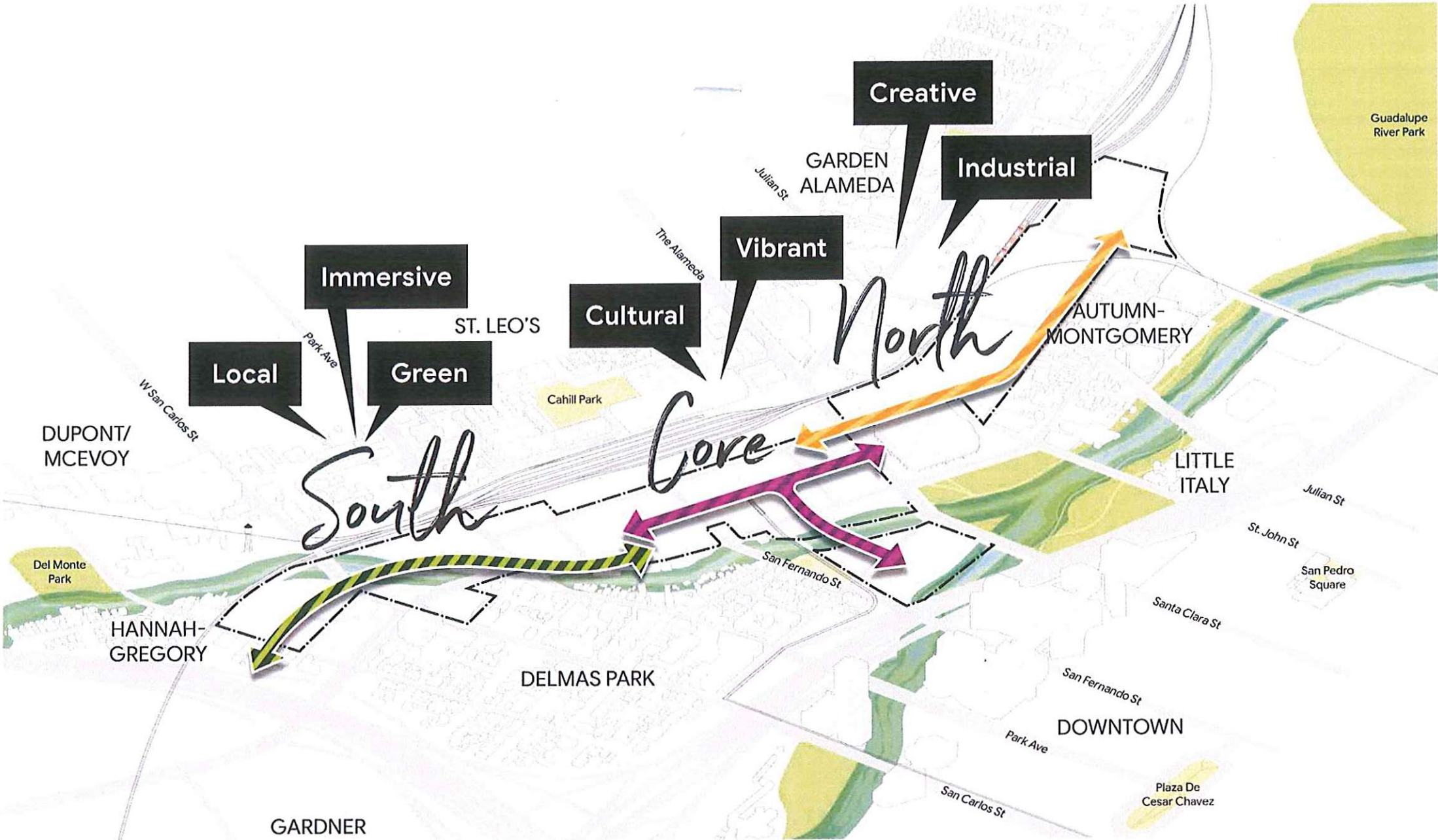
2.05.1 Experience Drivers



Three Character Zones

The foundation of this framework builds upon San José's rich cultural history, vibrant character, and innovative spirit. The mile-long site will utilize context to cultivate three distinct characters of place — ranging from industrial and active entertainment in the north; civic, transit-oriented, and authentic district character in the core; and neighborhood anchored in ecology in the south.

The land use distribution of the project seeks to align with existing residential neighborhoods, particularly east of Los Gatos Creek, while office uses are focused along the predominantly-industrial rail edge and adjacent to the Downtown Core. Active uses — including retail, cultural, educational and small businesses — are located in greatest concentration at the core of the project to strengthen the existing cultural links from the Diridon Station to the Downtown Core.



2.06.1 Conceptual Character Zones



2.06

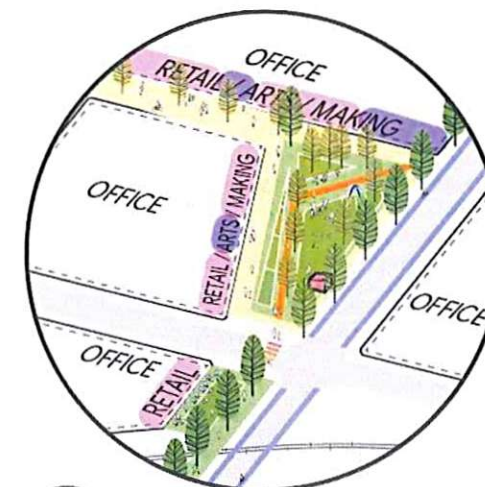
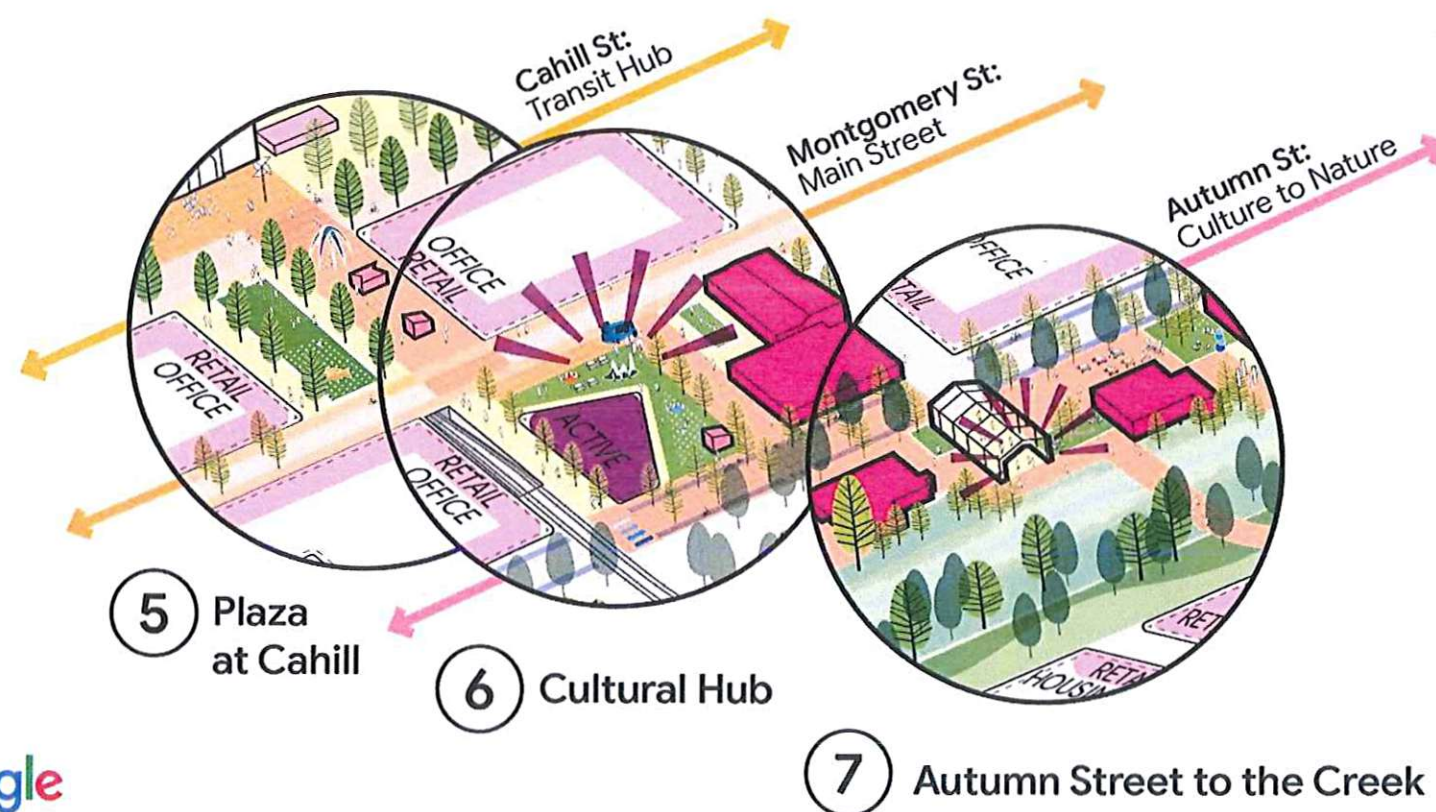
Framework Character Zones  
Downtown West Mixed-Use Plan

10/10/2019

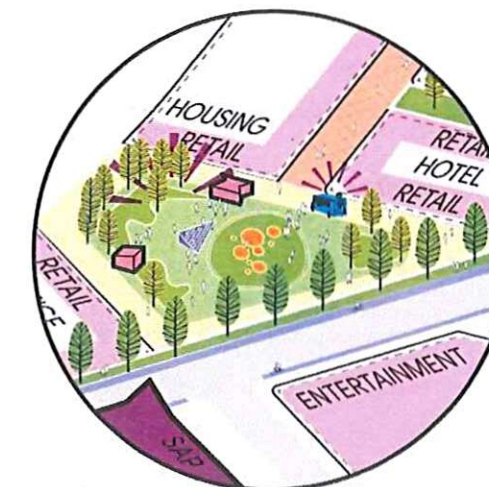




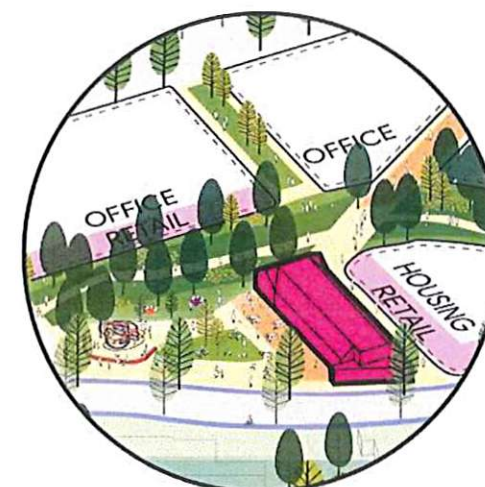
2.07.1 Conceptual Framework Experiences



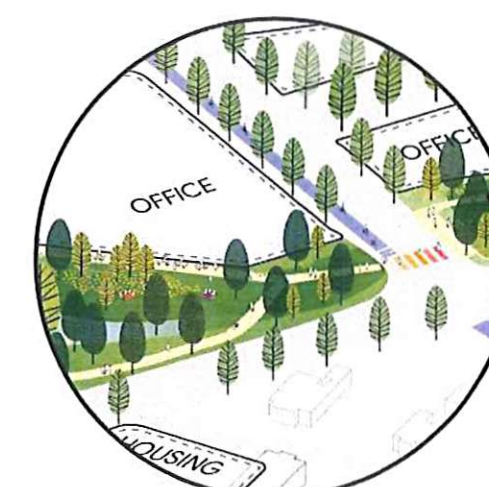
1 Arts + Making Square



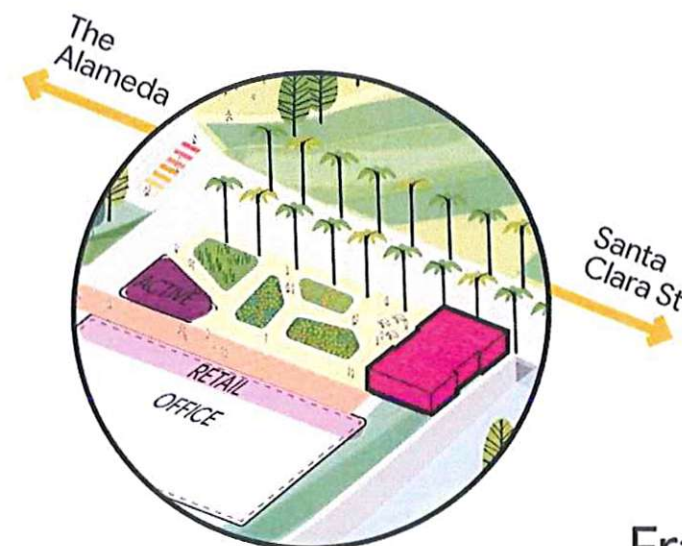
2 The Triangle



3 Green Meander + Neighborhood Plazas



4 Southern Creek Green



8 Gateway to Santa Clara

**2.07**

Framework Experiences  
Downtown West Mixed-Use Plan

10/10/2019



# Cahill Park

## Illustrative Core Character

Dividon Station

SANTA CLARA  
MONTGOMERY

SHARKS

Arena Green

Los Gatos Creek

Delmas Park

SAN FERNANDO

Guadalupe River

2.08.1 Illustrative Framework Core

Legend

- Retail, Cultural, Arts, Education • Other Active uses
- Significant Activity Node

Note:

- Retail, cultural, and other active uses as well as event center, limited-term corporate accommodations, district systems and other ancillary office uses are permitted as an accessory use within primary land use designations and underlying General Plan land use designation.
- This represents an illustrative depiction of the proposed ground plane and open spaces.

Google

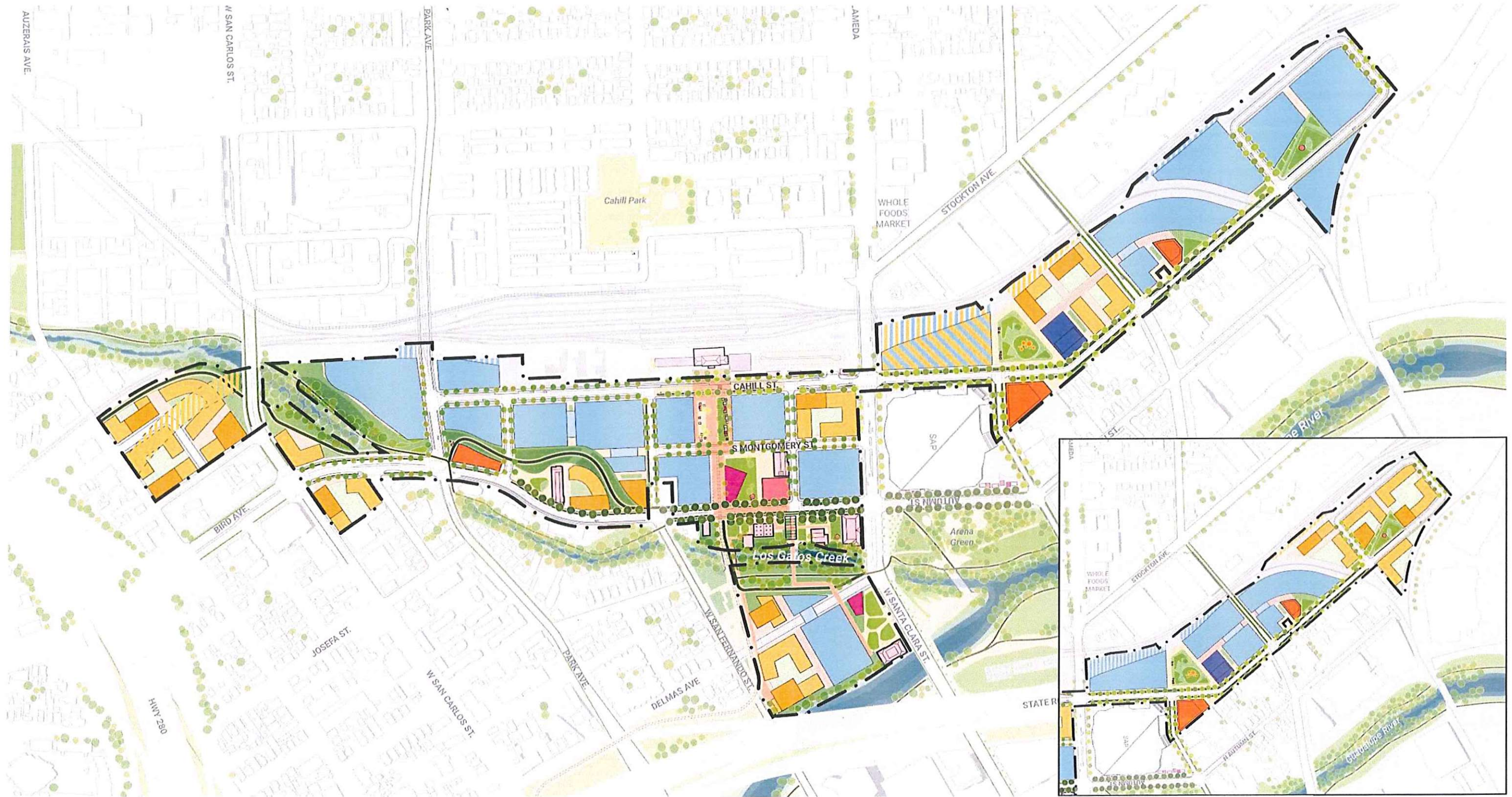
**2.08**

Illustrative Core Character

Downtown West Mixed-Use Plan

10/10/2019





2.09.1 Illustrative Framework Plan

#### Legend

- Site Boundary
- Office
- Amenity
- Housing
- Hotel
- Retail, Cultural, Arts, Education + Other Active uses<sup>2</sup>

#### Notes:

- <sup>1</sup> Location, dimensions and arrangement of open space, streets and pedestrian mid-block passageways are approximate and may change as vertical buildings are developed. Minimum standards will be defined in the Design Standards and Guidelines.
- <sup>2</sup> Retail, cultural, and other active uses as well as event center, limited-term corporate accommodations, district systems and other ancillary office uses are permitted as accessory uses within primary land use designations and underlying General Plan land use designation.
- <sup>3</sup> Project boundary and illustrative building footprints are subject to change as part of separate rail alignment process.
- <sup>4</sup> This represents an illustrative depiction of potential building footprints; however footprints and massing will be defined by design guidelines and standards document and actual design may differ. See Land Use Sheet 3.05 for land use options allowed.

2.09.2 Alternative Illustrative Framework Plan

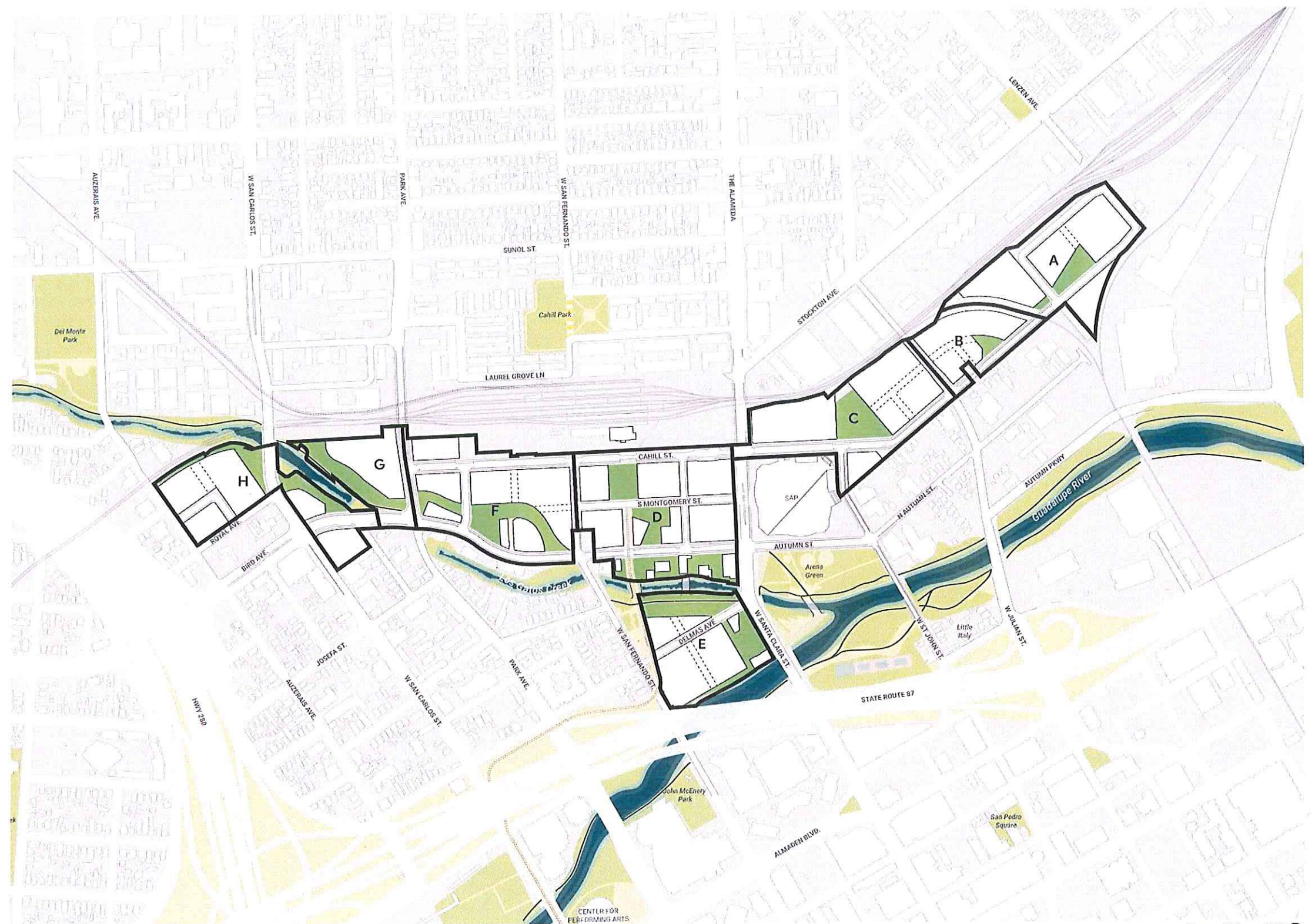
0' 250' 500' G



APN	Address
<b>Block A</b>	
259-27-17	521 W Julian St
259-26-17	587 Cinnabar St
<b>Block B</b>	
259-27-003	357 N Montgomery St
259-27-015	347 N Montgomery St
259-27-014	345 N Montgomery St
259-27-016	333 N Montgomery St
259-27-011	No Address Available
259-27-010	573 W Julian St
259-27-009 01	559 W Julian St
259-27-008	551 W Julian St
259-27-007	311 N Montgomery St
<b>Block C</b>	
259-28-041	525 W Santa Clara St
259-28-044	525 W Santa Clara St
259-28-043	525 W Santa Clara St
<b>Block D</b>	
259-38-130	8 S Montgomery St
259-38-009	35 S Autumn St
259-38-010	55 S Autumn St
259-38-011	57 S Autumn St
259-38-141	59 S Autumn St
259-38-085	56 S Montgomery St
259-38-027	50 S Montgomery St
259-38-028	40 S Montgomery St
259-38-029	40 S Montgomery St
261-34-014	63 S Montgomery St
261-34-013	51 S Montgomery St
261-34-012	33 S Montgomery St
261-34-011	Undefined
261-34-023	Undefined
261-34-002	W Santa Clara St
261-34-003	W Santa Clara St
261-34-004	576 E Santa Clara St
261-34-005	564 W Santa Clara St
261-34-006	564 W Santa Clara St
259-38-132	450 W Santa Clara St
259-38-121	20 S Autumn St
259-38-124	Land Only
259-38-123	24 S Autumn St
259-38-122	34 S Autumn St
259-38-119	52 S Autumn St
259-38-117	56 S Autumn St
259-38-116	58 S Autumn St
259-38-135	Undefined
259-38-134	Undefined
259-38-114	70 S Autumn St
259-38-113	74 S Autumn St
259-38-101	80 S Autumn St
259-38-100	S Autumn St
<b>Block E</b>	
259-38-036	Delmas Ave
259-38-109	35 Delmas Ave
259-38-110	35 Delmas Ave
259-38-039	45 Delmas Ave
259-38-040	55 Delmas Ave
259-38-041	63 Delmas Ave
259-38-042	73 Delmas Ave
259-38-146	419 W San Fernando St
259-38-147	Land Only
259-38-145	415 W San Fernando St
259-38-148	415 W San Fernando St

2.10.1 List of Existing Properties

APN	Address
<b>Block F</b>	
259-48-012	102 S Montgomery St
259-48-011	510 W San Fernando St
259-48-013	510 W San Fernando St
259-48-052	140 S Montgomery St
259-48-053	150 S Montgomery St
261-35-003	105 S Montgomery St
261-35-010	105 S Montgomery St
261-35-006	105 S Montgomery St
261-35-007	W Fernando St
261-35-002	630 W San Fernando St
261-35-027	145 S Montgomery St
261-35-014	645 Park Ave
261-35-002	630 W San Fernando St
261-35-014	645 Park Ave
261-35-027	145 S Montgomery St
<b>Block G</b>	
261-37-025	255 South Montgomery
261-37-009	Undefined
261-37-026	Undefined
<b>Block H</b>	
261-37-027	W San Carlos St
261-37-016	S Montgomery St
261-37-028	Undefined
261-37-029	655 W San Carlos St
261-37-020	691 W San Carlos St
261-37-021	W San Carlos St
261-37-023	695 W San Carlos St
261-37-030	W San Carlos St
259-47-079	Undefined
259-47-040	580 Lorraine Ave
259-47-038	597 W San Carlos St
259-47-080	282 S Montgomery St
259-47-077	Undefined
264-15-065	720 W San Carlos St
264-15-015	365 Royal Ave
264-15-016	379 Royal Ave
264-15-017	655 Auzerals Ave
264-15-018	661 Auzerals Ave
264-15-019	667 Auzerals Ave
264-15-022	Undefined
264-15-063	Undefined
264-15-064	Auzerals Ave
264-15-034	Undefined



2.10.2 Block Plan

#### Legend

Zone Boundary

#### Note:

- 1 Location, dimensions and arrangement of open space, streets and pedestrian mid-block passageways are approximate and may change as vertical buildings are developed. Minimum standards will be defined in the Design Standards and Guidelines.
- 2 Block boundaries are subject to change.

# 2.10

Block Plan  
Downtown West Mixed-Use Plan

10/10/2019



# Existing Plan Land Use Designation

The General Plan 2040 (General Plan) land use designations within the project boundary include predominantly commercially-oriented land uses such as Commercial Downtown, Combined Industrial/Commercial and Transit Employment Center, prohibiting residential uses. Additionally, Public/Quasi-Public and Open Space land use designations prohibit development altogether. A ballpark was envisioned in the DSAP between San Fernando Street and Park Avenue, but is not identified in the General Plan Land Use designations.

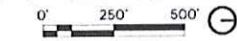


3.01.1 Existing General Plan Land Use Designations

- Legend**
- Project Boundary
  - Downtown
  - Commercial Downtown
  - Combined Industrial / Commercial
  - Transit Employment Center
  - Open Space, Parklands and Habitat
  - Public / Quasi-Public
  - DSAP Ballpark Location

**Note:**

1 Source: Envision San José 2040 General Plan Land Use Map, City of San José  
<<https://www.sanjoseca.gov/index.aspx?NID=2086>>



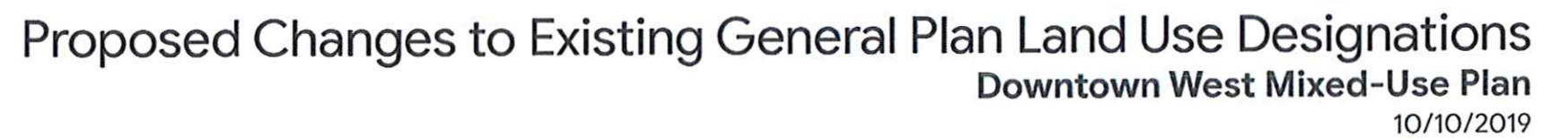
## 3.01

### Existing General Plan Land Use Designation Downtown West Mixed-Use Plan

10/10/2019



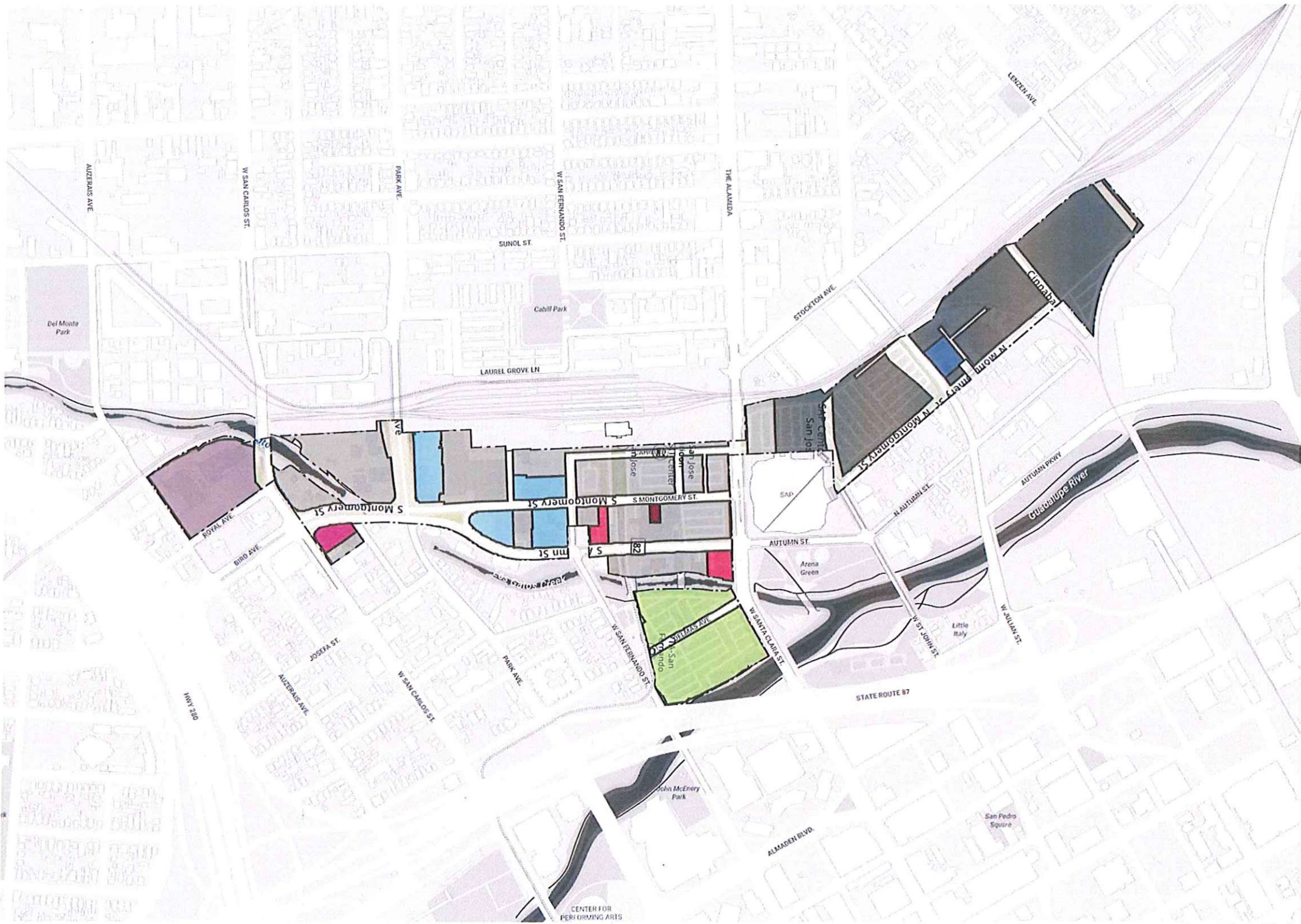
Figure 3.02.1 identifies areas throughout the plan that require amendments to the General Plan and DSAP land use designations to accommodate the mixed-use plan land uses pursued in the Downtown West Mixed-Use Project. The appropriate General Plan land use designations will be determined during the planning and General Plan Amendment process.





# Existing Zoning Districts

Existing zoning within the project boundary includes predominantly industrial zoning with some commercial and public uses.



3.03.1 Existing Zoning Districts

- Legend**

  - Project Boundary
  - Light Industrial
  - Heavy Industrial
  - Industrial Park
  - Commercial Neighborhood
  - Commercial General
  - Downtown Primary Commercial
  - Public
  - Combined Industrial/Commercial
  - Planned Development

**Note:**  
Source: Envision San José Zoning Ordinance Map, City of San José  
<<https://www.sanjoseca.gov/index.aspx?nid=1751>>



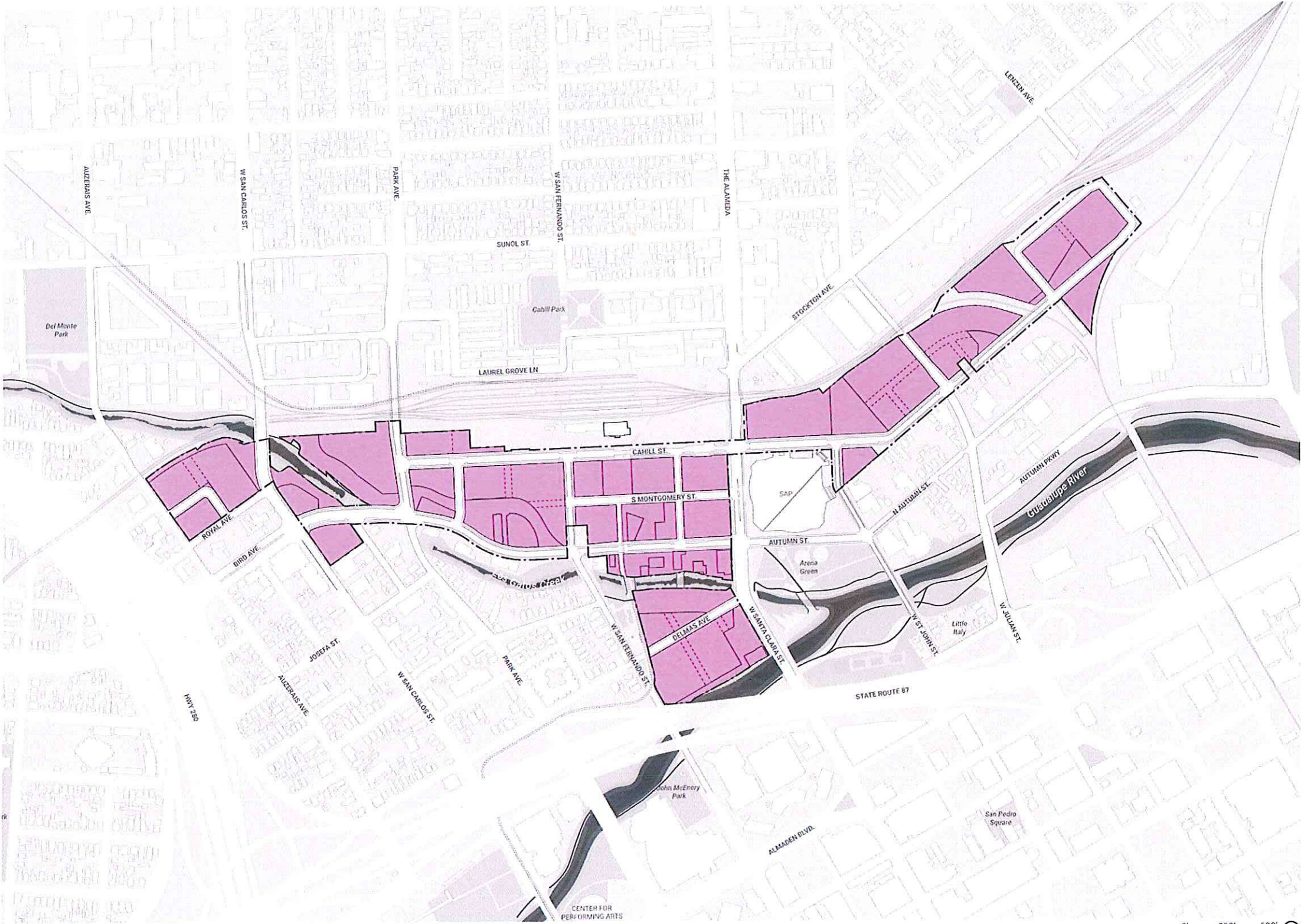
## 3.03

Existing Zoning Districts  
Downtown West Mixed-Use Plan  
10/10/2019



Proposed Zoning District

Approval of this application, including design standards and guidelines will rezone the site to a comprehensive planned development zoning district.



3.04.1 Proposed Zoning District

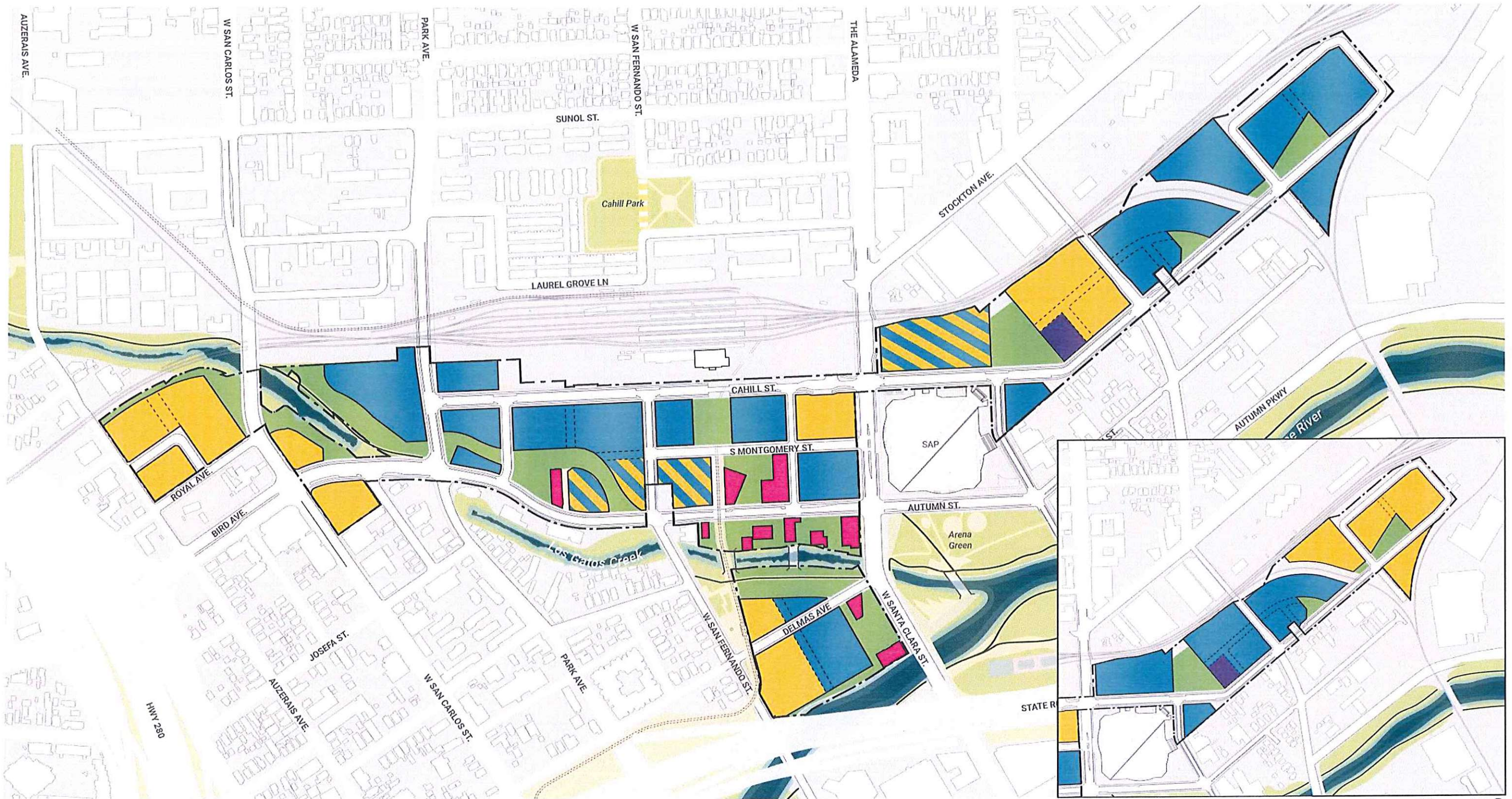
- Legend
- Project Boundary
  - Downtown West Mixed-Use Plan Planned Development Zone

Note:

1. Location, dimensions and arrangement of open space, streets and pedestrian mid-block passageways are approximate and may change as vertical buildings are developed. Minimum standards will be defined in the Design Standards and Guidelines.

3.04





3.05.1 Proposed Primary Land Uses

Legend

- Project Boundary
- ..... Approximate Location of Pedestrian Mid-block Passageways
- Blue Office<sup>2,3,4,5</sup>
- Yellow Residential<sup>2,4</sup>
- Purple Hotel<sup>4</sup>
- Pink Retail, Cultural, Arts, Education + Other Active uses<sup>2,4</sup>

Notes:

- <sup>1</sup> Location, dimensions and arrangement of open space, streets and pedestrian mid-block passageways are approximate and may change as vertical buildings are developed. Minimum standards will be defined in the Design Standards and Guidelines.
- <sup>2</sup> Hatched parcels indicate sites where primary land use can either be office or residential.
- <sup>3</sup> Ancillary office uses, such as an event center, limited-term corporate accommodations, and others ancillary office uses are permitted as accessory uses within office primary land uses and underlying General Plan land use designations.
- <sup>4</sup> Retail, cultural, and other active uses, as well as district systems are permitted as accessory uses within primary land uses and underlying General Plan land use designations. Active uses will occur at the ground plane in new or existing buildings.
- <sup>5</sup> An event center is also proposed in the vicinity of the SAP Center, likely as part of one of the proposed office buildings, north of West Santa Clara Street

3.05.2 Alternative Primary Land Uses Option

0' 250' 500'

**3.05**

**Proposed Primary Land Uses  
Downtown West Mixed-Use Plan**

10/10/2019



Maximum Heights

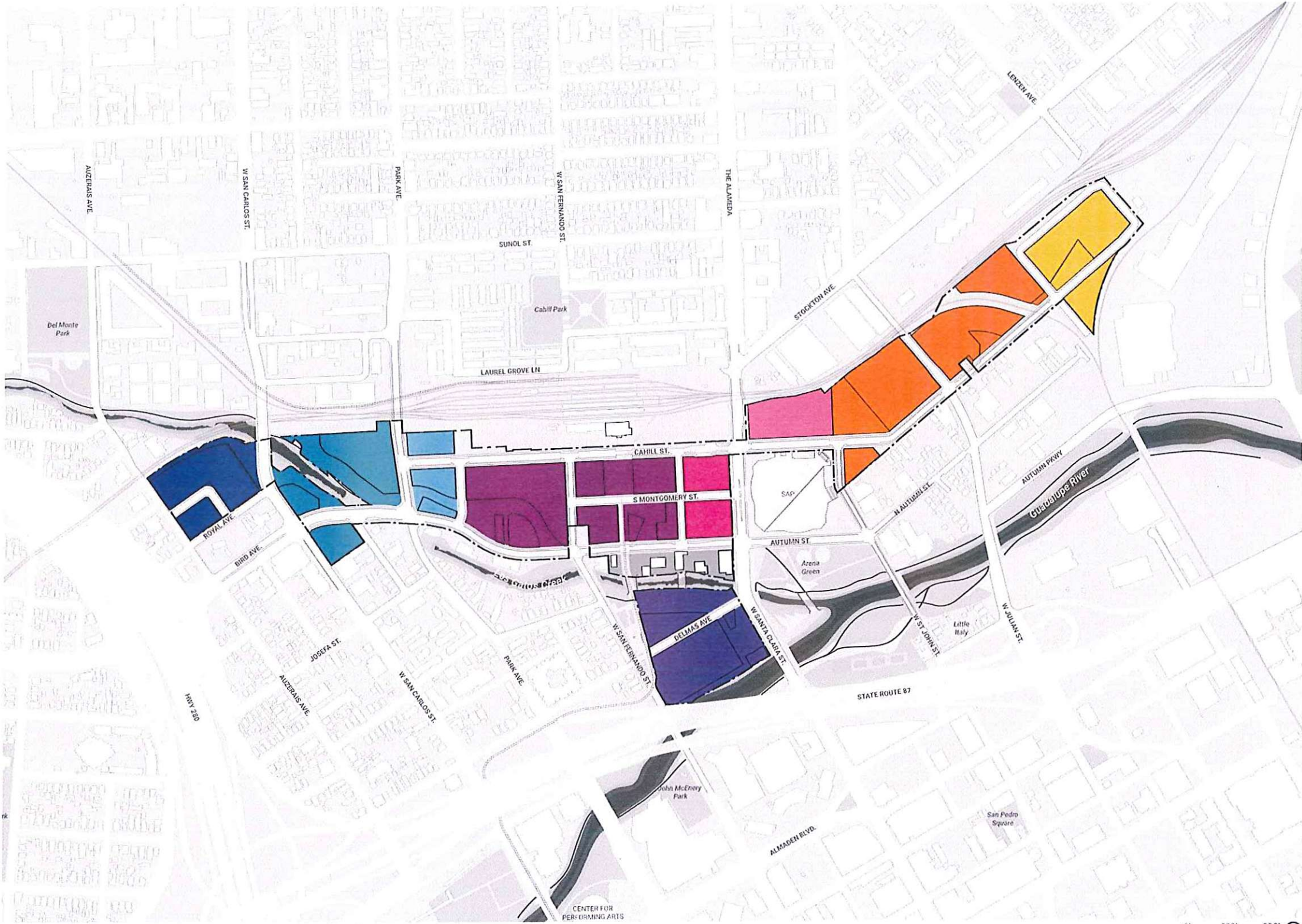
Existing height limits on the project range from 65 feet to 135 feet in the southern portion of the site; 130 feet in the site's central area; and 80 feet to 100 feet above ground level at the site's northern parcels. In March 2019, the San José City Council directed Planning Department staff to develop new height limits for portions of Downtown based on Federal Aviation Administration (FAA) regulations for aircraft operations at Mineta San José International Airport. Information presented to the Council indicated that height limits in the area west of SR 87, including the project site, could increase from the current range of 65 to 135 feet to 160 to 290 feet. The City of San José would implement height limit increases on the project site, as well as within the remainder of the DSAP area and elsewhere in Downtown through an amendment to the DSAP that Planning staff would facilitate independent of this project as part of the amendments to the current DSAP that Planning staff may request Council consider adopting in Fall 2020. The airport and the resulting FAA regulations would continue to govern maximum building heights. The existing pattern of lower height limits closest to the airport in the north gradually increasing in distance to the south would continue.



3.06.1 DSAP Building Heights

Legend

- 65' Maximum
- 80' Maximum
- 90' Maximum
- 100' Maximum
- 110' Maximum
- 130' Maximum



3.06.2 Proposed Maximum Heights Above Ground Level (AGL)<sup>1</sup>

Legend

- Project Boundary
- 290' Max
- 280' Max
- 270' Max
- 260' Max
- 250' Max
- 240' Max
- 200' Max
- 190' Max
- 160' Max
- Existing Buildings

Note:

- <sup>1</sup> Calculated in accordance with Standard FAA evaluation methodology.
- <sup>2</sup> Location, dimensions and arrangement of open space, streets and pedestrian mid-block passageways are approximate and may change as vertical buildings are developed. Minimum standards will be defined in the Design Standards and Guidelines.
- <sup>3</sup> Maximum heights, planning context and urban design elements will inform massing and height as considered in the design guidelines and standards.



3.06





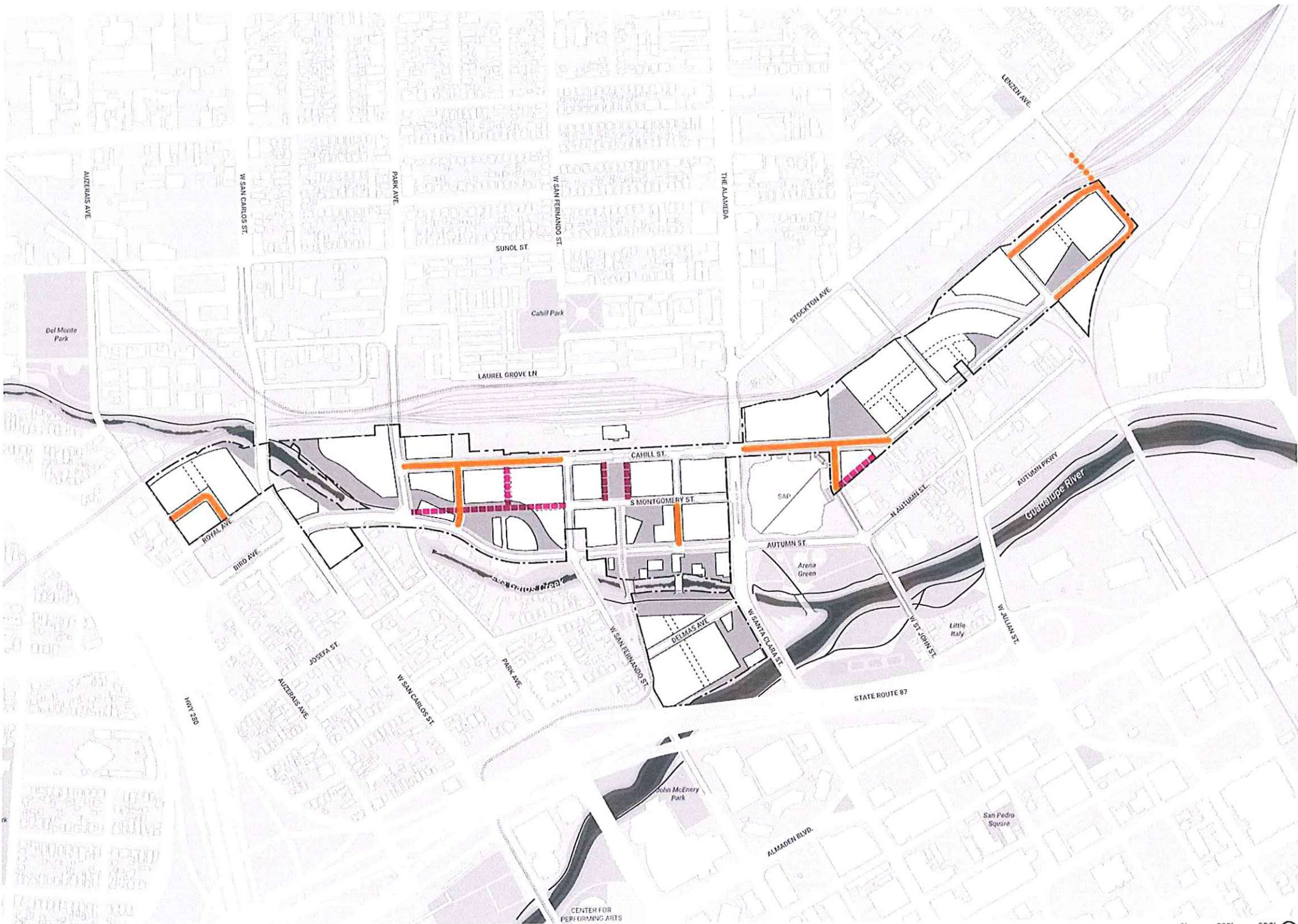
# Proposed Street Grid Changes

The project proposes to extend portions of certain streets and remove parts of other streets across the project area to establish a more complete grid in Downtown West (see Figure 2.09.1). Street additions may include:

- Extension of Cahill Street to North Montgomery Street in the north and to Park Street in the south to enhance north-south connectivity throughout the length of the project.
- Extension of West St. John Street to connect with the lengthened Cahill Street.
- Creation of two new east-west extensions between Cahill Street and South Autumn Street south - one south of West Santa Clara Street and one north of Park Avenue.
- Creation of a new "L-shaped" connection from Auzerais Street to Royal Avenue along existing alignments of Drake Street and Columbia Avenue.
- Potential expansion of emergency vehicle access into the project area north of the Union Pacific railroad tracks.
- Creation of many mid-block passages throughout project to facilitate pedestrian and bicycle access through the site and modulate the massing of larger blocks.

Street removals/relocations may include:

- Removal of North Montgomery Street between West St. John and Cahill Streets.
- Removal of South Montgomery Street between West San Fernando Street and Park Avenue, and Otterson Street west of South Montgomery Street.
- Removal of Crandall and Stover Streets east of the Diridon Station and increase of the existing open space at that location.



3.07.1 Proposed Street Grid Changes

- Legend
- Project Boundary
  - New Streets
  - - - Removed / Relocated Streets
  - ..... Conceptual Future Connection<sup>2</sup>

- Notes:
- <sup>1</sup> Location, dimensions and arrangement of open space, streets and pedestrian mid-block passageways are approximate and may change as vertical buildings are developed. Minimum standards will be defined in the Design Standards and Guidelines
  - <sup>2</sup> The connection at Lenzen Ave. is conceptual, and envisioned following the construction of elevated rail. Additional emergency vehicle access for parcels north of the Union Pacific railway are currently under study.

3.07



## Proposed Street Types

The street network is made up of four "Complete Streets" typologies, including:

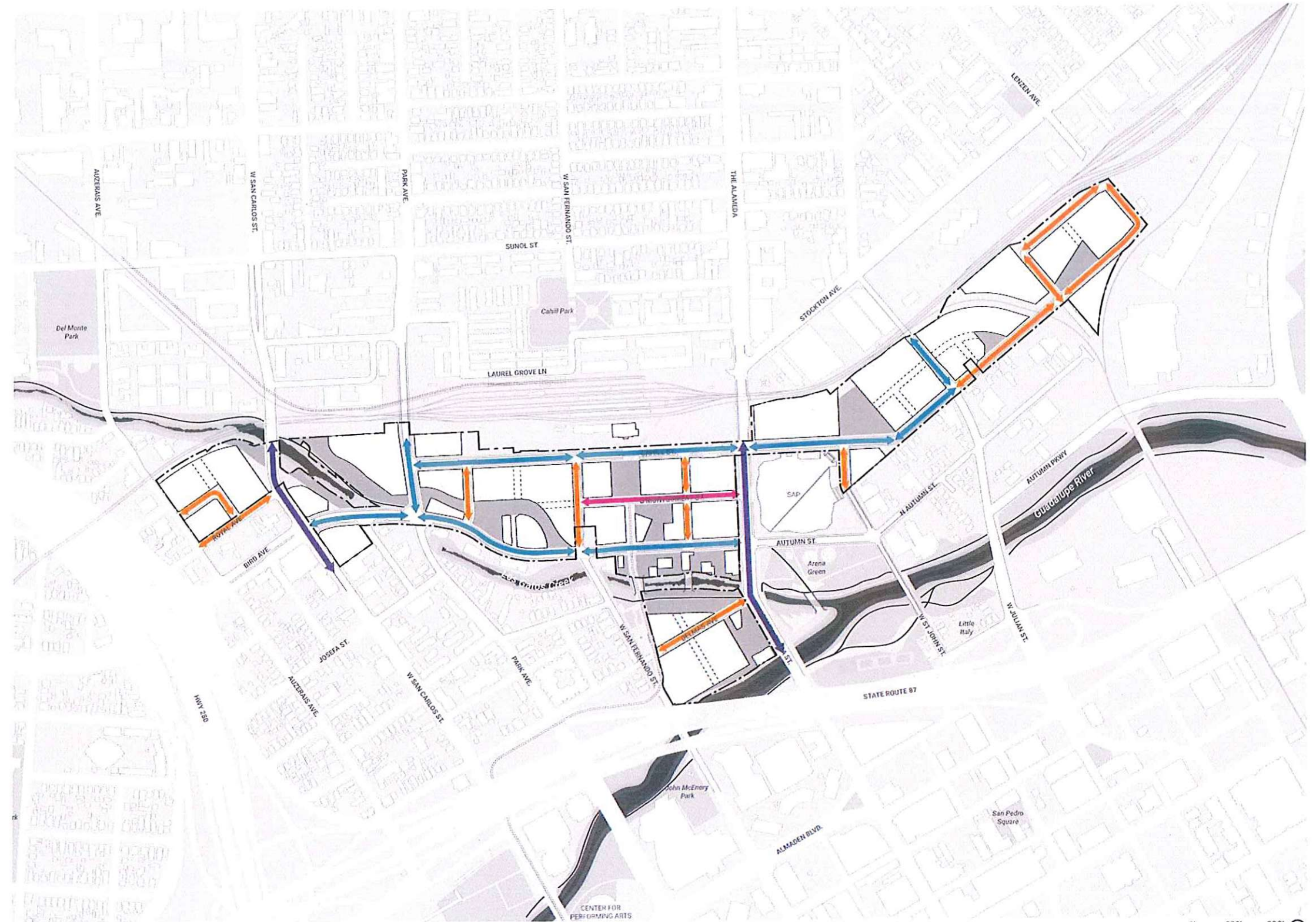
- Grand Boulevards - Transit Priority
- City Connectors - Bike and Pedestrian Priority with Transit Access
- Main Streets - Pedestrian Priority
- Local Connectors - Bike and Pedestrian Priority

Typical street sections on the following sheets reflect conceptual layout of all sections within or adjacent to the project boundary, where the Project will implement bike facility, streetscape and roadway improvements. "Flex lanes" identified in the sections are flexible space between the street curbs that may be used for parking, drop-off, loading, and travel lanes to support event traffic.

All sections are organized into typologies and represent typical conditions. While all streets generally align to the San Jose Complete Streets Guidelines, each section is unique to address context – including pedestrian and bike traffic, vehicular traffic, transit requirements, open space adjacencies, primary land uses, and ground floor activation. Unique street examples which deviate from the specific requirements of the typologies above include:

- Cahill Street and Autumn Street - City Connectors prioritizing low speed and transit accessibility, which are designed to be flexible over time.
- West Post Street - Local Connector alternative with widened one-way lane which allows for transit accessibility during construction phasing and special events. This unique street condition is intended to match the character of Post Street downtown.

Detailed streetscape standards and guidelines for the Project will be further refined with the City through the Design Guidelines process. Street section right-of-way total dimensions will be fixed, but allotment within may change.



### 3.08.1 Proposed Street Types

### Legend

- Project Boundary
- Grand Boulevard - Transit Priority
- City Connector - Bike and Pedestrian Priority with Transit Access
- Main Street - Pedestrian Priority
- Local Connector - Bike and Pedestrian Priority

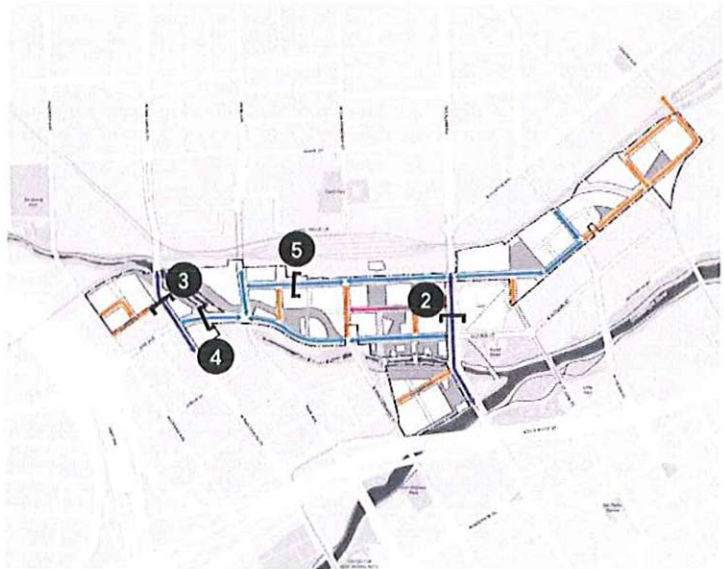
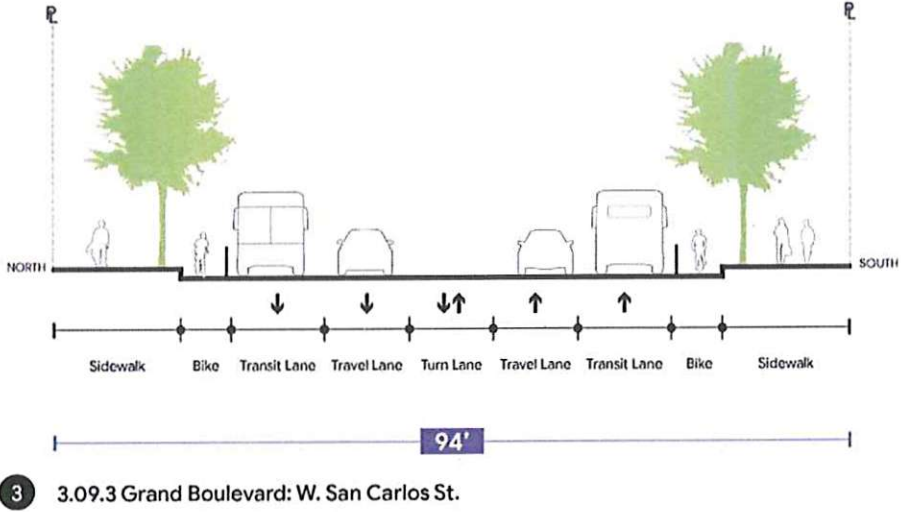
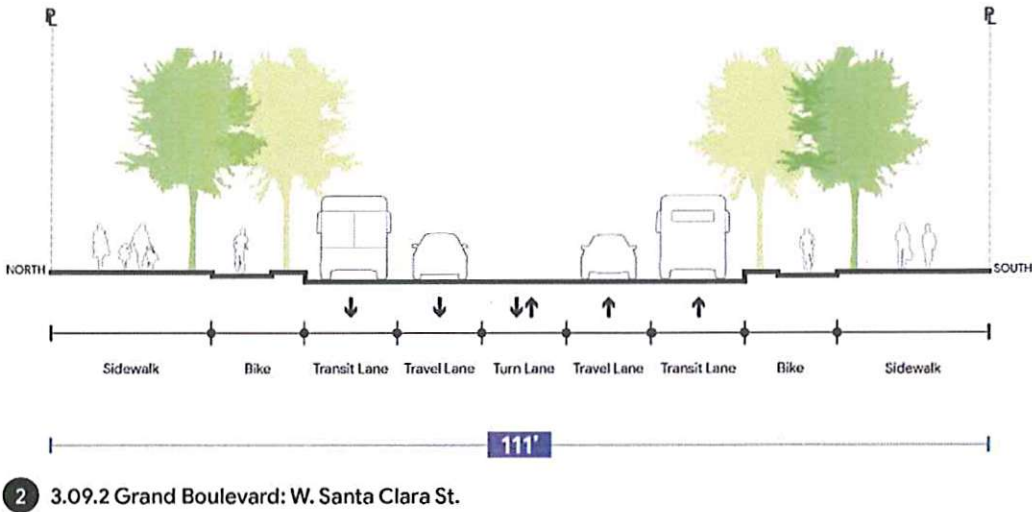
Notes:

- 1 Location, dimensions and arrangement of open space, streets and pedestrian mid-block passageways are approximate and may change as vertical buildings are developed. Minimum standards will be defined in the Design Standards and Guidelines
- 2 The connection at Lenzen Ave. is conceptual, and envisioned following the construction of elevated rail. Additional emergency vehicle access for parcels north of the Union Pacific railway are currently under study.



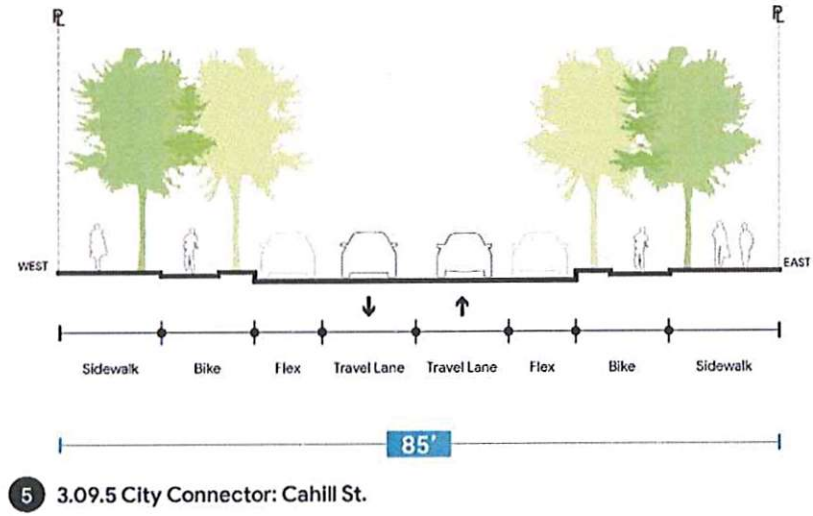
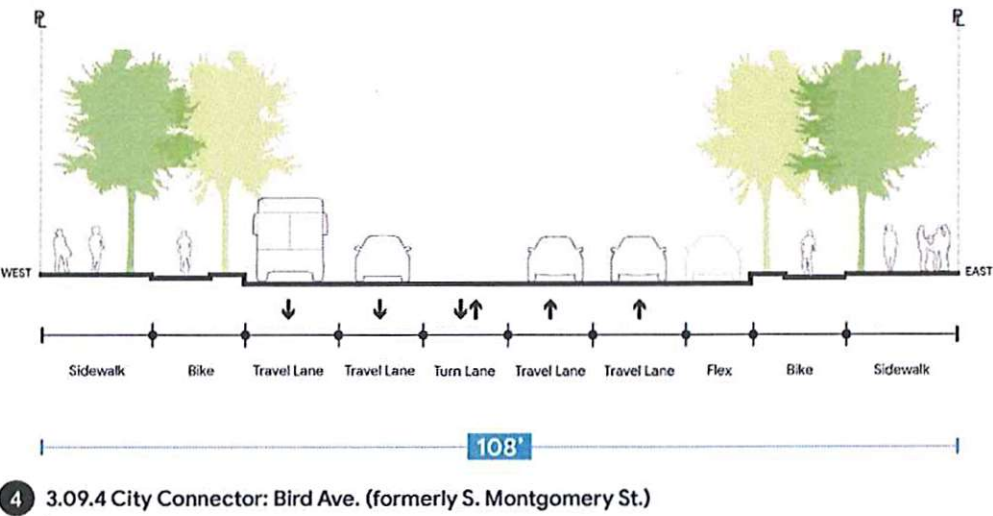
Typical Street Sections

Street Type	Street Name	Figure #
Grand Boulevard	W. Santa Clara St.	2 3.09.2
	W. San Carlos St.	3 3.09.3
City Connector	Bird Ave. (formerly S. Montgomery St.)	4 3.09.4
	Cahill St.	5 3.09.5



3.09.1 Streets Classification Key Map

- Legend
- Grand Boulevard - Transit Priority
  - City Connector - Bike and Pedestrian Priority with Transit Access
  - Main Street - Pedestrian Priority
  - Local Connector - Bike and Pedestrian Priority

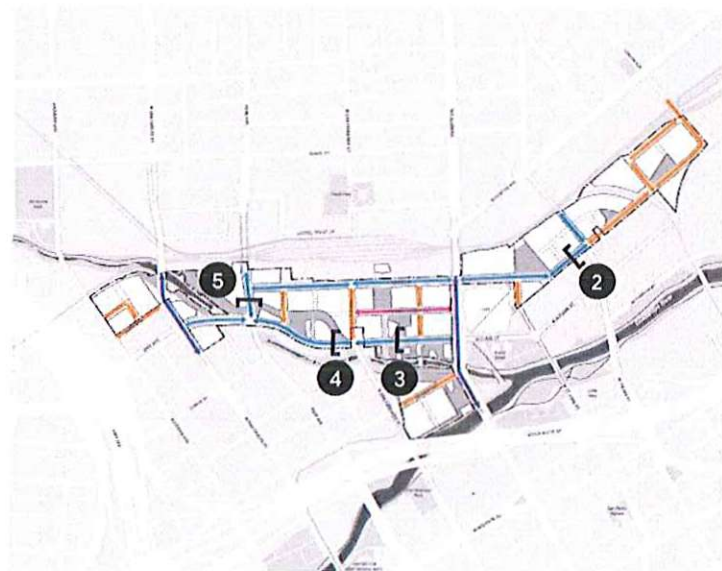
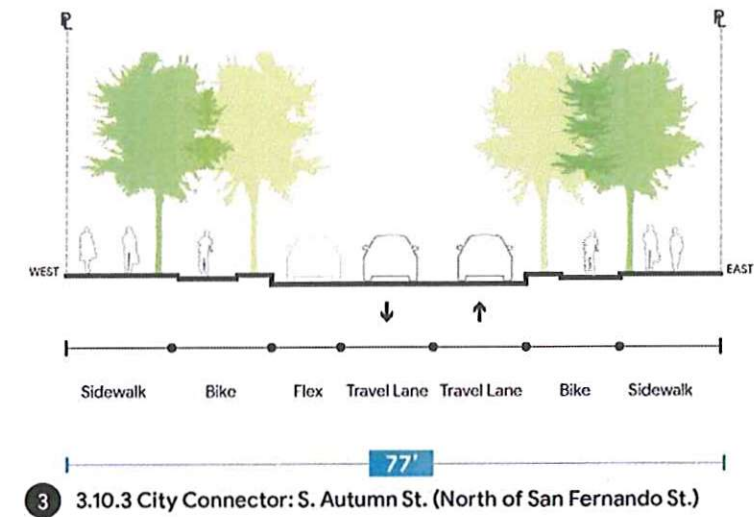
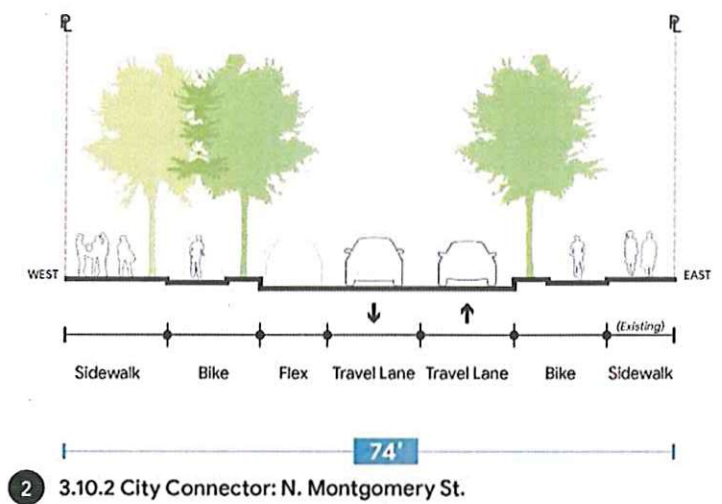


- Notes:
- Location, dimensions and arrangement of streets are approximate within the defined Right of Way width. Minimum standards, streetscape character and furnishings will be defined in the Design Standards and Guidelines.
  - All streets and buildings are subject to conformance requirements of the Americans with Disabilities Act (ADA)
  - Flex lanes identified in sections may be used for parking, drop-off, loading, and travel lanes to support event traffic.



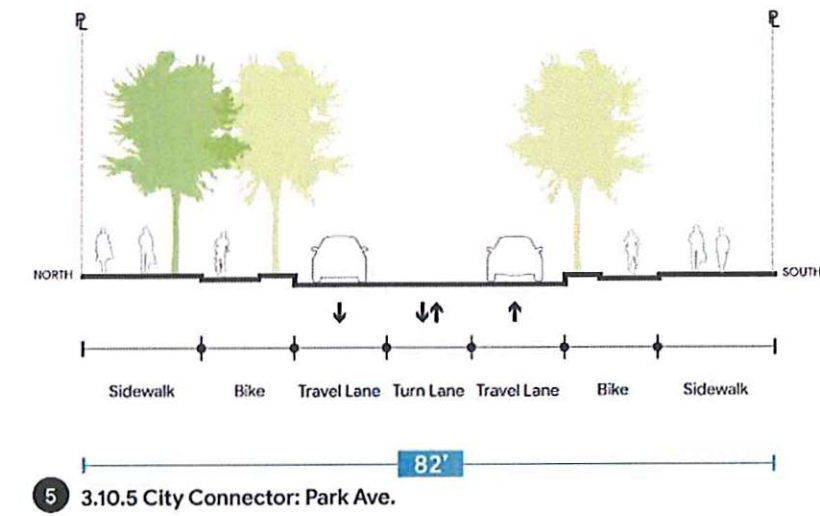
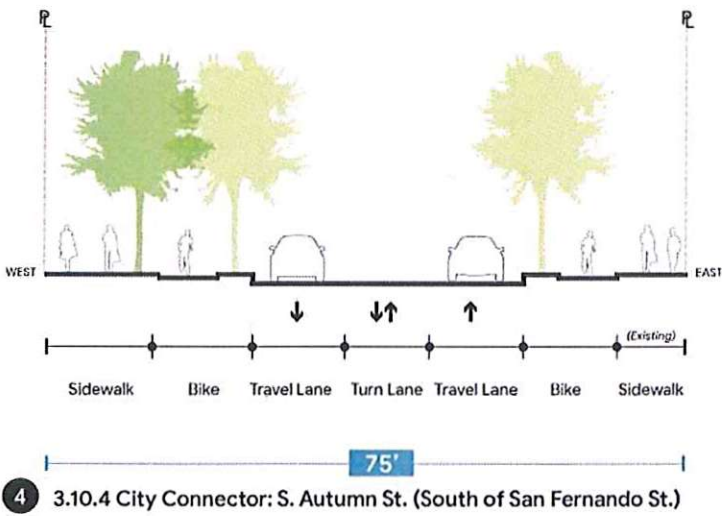
Typical Street Sections

Street Type	Street Name	Figure #
City Connector	N. Montgomery St.	2 3.10.2
	S. Autumn St.	3 3.10.3
	S. Autumn St.	4 3.10.4
	Park Ave.	5 3.10.5



3.10.1 Streets Classification Key Map

- Legend
- Grand Boulevard - Transit Priority
  - City Connector - Bike and Pedestrian Priority with Transit Access
  - Main Street - Pedestrian Priority
  - Local Connector - Bike and Pedestrian Priority

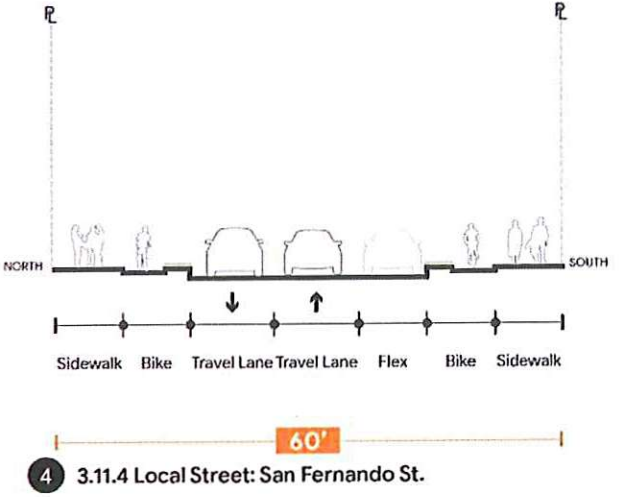
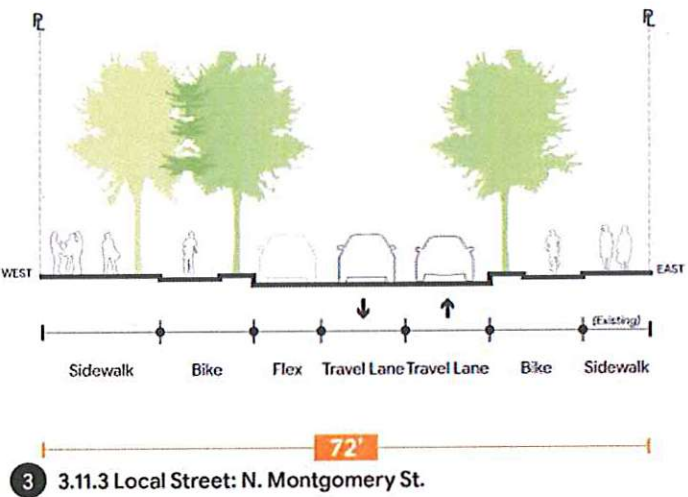
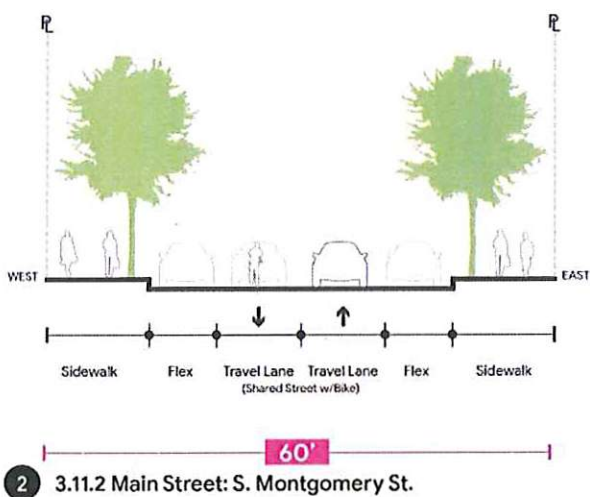


- Notes:
- Location, dimensions and arrangement of streets are approximate within the defined Right of Way width. Minimum standards, streetscape character and furnishings will be defined in the Design Standards and Guidelines.
  - All streets and buildings are subject to conformance requirements of the Americans with Disabilities Act (ADA)
  - Flex lanes identified in sections may be used for parking, drop-off, loading, and travel lanes to support event traffic.

Typical Street Sections

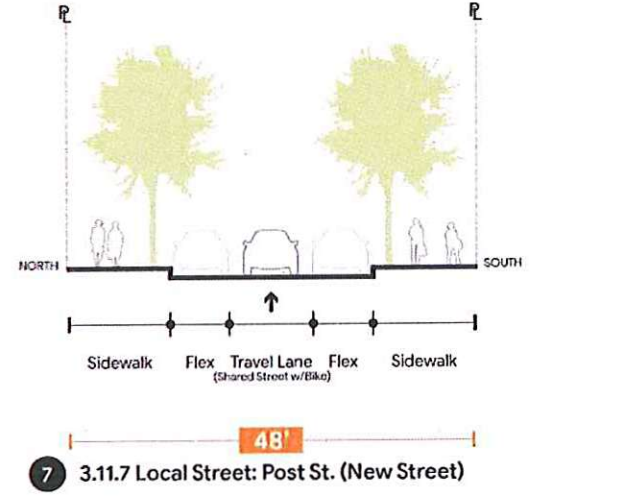
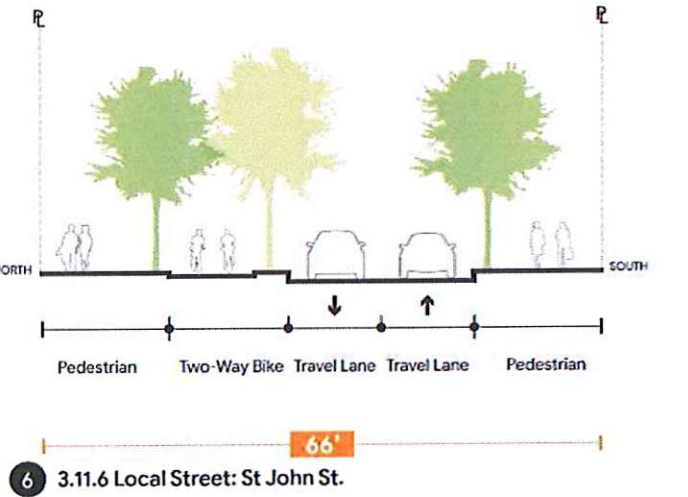
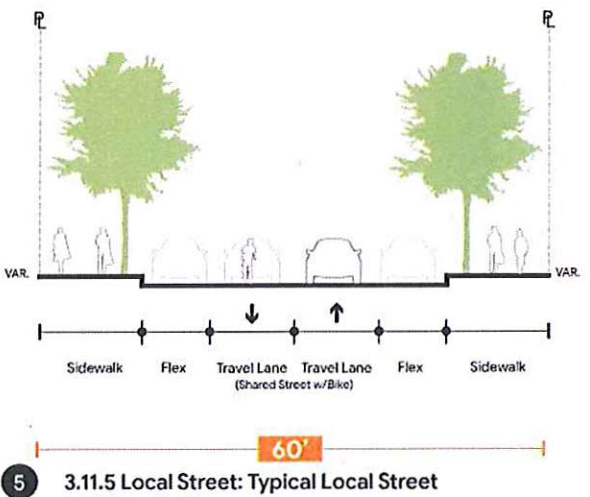
Street Type	Street Name	Figure #
Main Street	S. Montgomery St.	2 3.11.2
	N. Montgomery St. (between Julian and Cinnabar)	3 3.11.3
	W. San Fernando St.	4 3.11.4
Local Connector	Typical Local Connector*	5 3.11.5
	St John St.	6 3.11.6
	Post St. (New Street)	7 3.11.7

\*Typical Local Connectors include: Delmas St., Laurel Grove St., Cinnabar St., Julian St., Lenzen St., Royal Ave., Auzerais Ave., and new streets west of Royal Ave. and north of Cinnabar St.



3.11.1 Streets Classification Key Map

- Legend
- Grand Boulevard - Transit Priority
  - City Connector - Bike and Pedestrian Priority with Transit Access
  - Main Street - Pedestrian Priority
  - Local Connector - Bike and Pedestrian Priority



- Notes:
- Location, dimensions and arrangement of streets are approximate within the defined Right of Way width. Minimum standards, streetscape character and furnishings will be defined in the Design Standards and Guidelines.
  - All streets and buildings are subject to conformance requirements of the Americans with Disabilities Act (ADA)
  - Flex lanes identified in sections may be used for parking, drop-off, loading, and travel lanes to support event traffic. Flex lanes in typical streets can change to bicycle lanes. Example: Julian St. and Auzerais Ave.

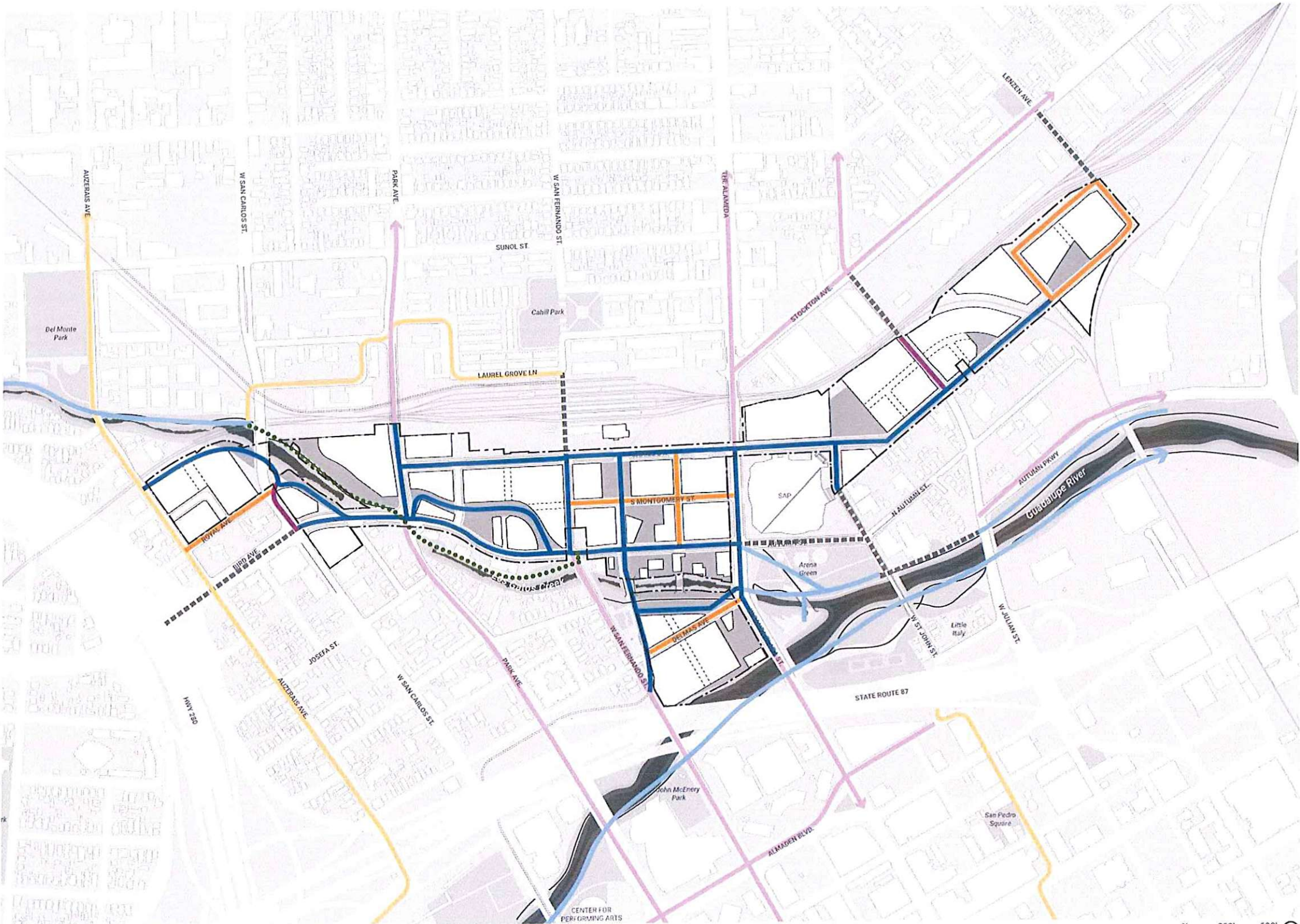




# Bicycle Network

The proposed bike network re-connects the San José grid by enhancing existing connections between neighborhoods and creating new connections that complete regional links. The project builds upon intent illustrated in the DSAP and Better Bikeways Plan to optimize multi-modal options, with an emphasis on bicycle and pedestrian network – creating a network of people-centric, not car-centric streets. Facilities would include off-street paths, protected bike lanes, and slow-speed streets that support a comprehensive strategy for “Micro-mobility” – including bikes, scooters, and skateboards – that accommodates commuter and recreational riders alike. Improvements include:

- Protected bike facilities along Park Avenue, W. San Fernando Street, W. St. John Street, S. Autumn Street, and Cahill Street including extensions from Park Avenue to Julian Street.
- Off-street path connections along Los Gatos Creek within the project boundary and along Green Meander open space where project does not directly connect to the Los Gatos Creek.
- Strengthen desire line north of the Santa Clara Valley Transit Authority (VTA) alignment from San Fernando Street as a multi-use path as a key connection between the Station and Downtown.
- Buffered on-street bike lanes are provided to create minor connections on streets with constrained dimensions, including Julian Street and San Carlos Street.
- All other streets are envisioned to be traffic calmed, shared local connector streets that promote slow-speed.



3.12.1 Bicycle Network

## Legend

- |                               |   |
|-------------------------------|---|
| --- Project Boundary          | Existing Protected Bikeways and Trails                    |
| Protected Bikeways and Trails | Existing Buffered Bike Lanes                              |
| Buffered Bike Lanes           | Existing Shared Streets                                   |
| Shared Streets                | Additional City Bike Initiatives outside Project Boundary |
| City Proposed Trail           |   |

## Notes:

- 1 Location, dimensions and arrangement of open space, streets and pedestrian mid-block passageways are approximate and may change as vertical buildings are developed. Minimum standards will be defined in the Design Standards and Guidelines
- 2 The connection at Lenzen Ave. is conceptual, and envisioned following the construction of elevated rail. Additional emergency vehicle access for parcels north of the Union Pacific railway are currently under study.

0' 250' 500'

3.12





3.13.1 Conceptual Open Space Plan

#### Legend

- - - Existing Los Gatos Creek top of bank or riparian corridor (whichever is greater)
- ..... Approximate location of 50' and 100' setback from Los Gatos Creek top of bank
- ..... City Proposed Trail
- PROPOSED PUBLICLY-ACCESSIBLE OPEN SPACE
- Open Space (including parks, plazas, and setbacks)
- 50' Riparian Setback
- Approximate Location of Pedestrian Midblock Passageways

#### Notes:

- 1 Location, dimensions and arrangement of open space, streets and pedestrian mid-block passageways are approximate and may change as vertical buildings are developed. Minimum standards will be defined in the Design Standards and Guidelines.
- 2 All open spaces, streets, and buildings are subject to conformance requirements of the Americans with Disabilities Act (ADA)
- 3 Open spaces may also include publicly oriented accessory retail uses and structures, to be further described in the project's Design Standards and Guidelines.

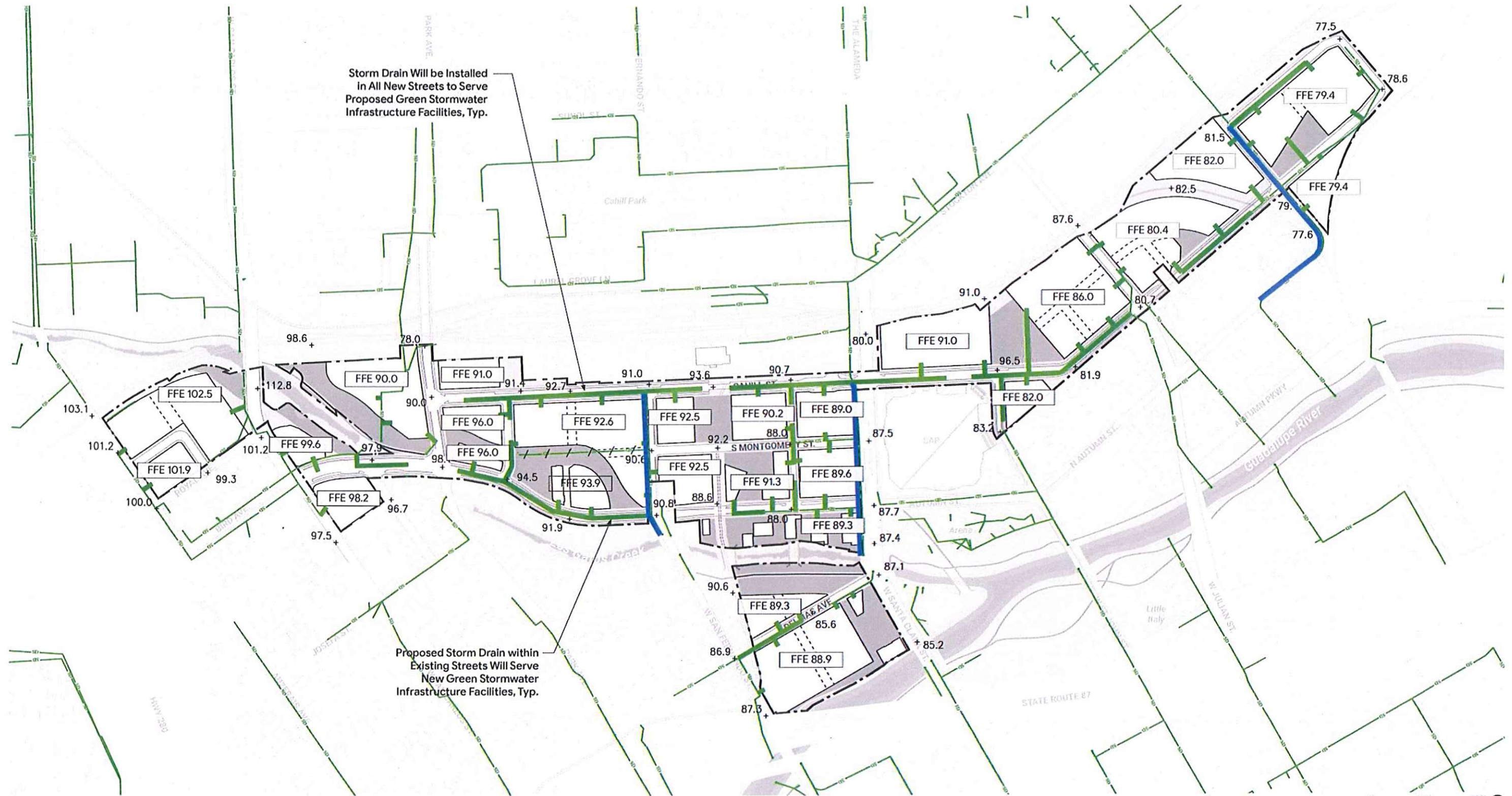
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**3.13**

Open Space  
Downtown West Mixed-Use Plan

10/10/2019





3.14.1 Existing and Proposed Drainage Plan

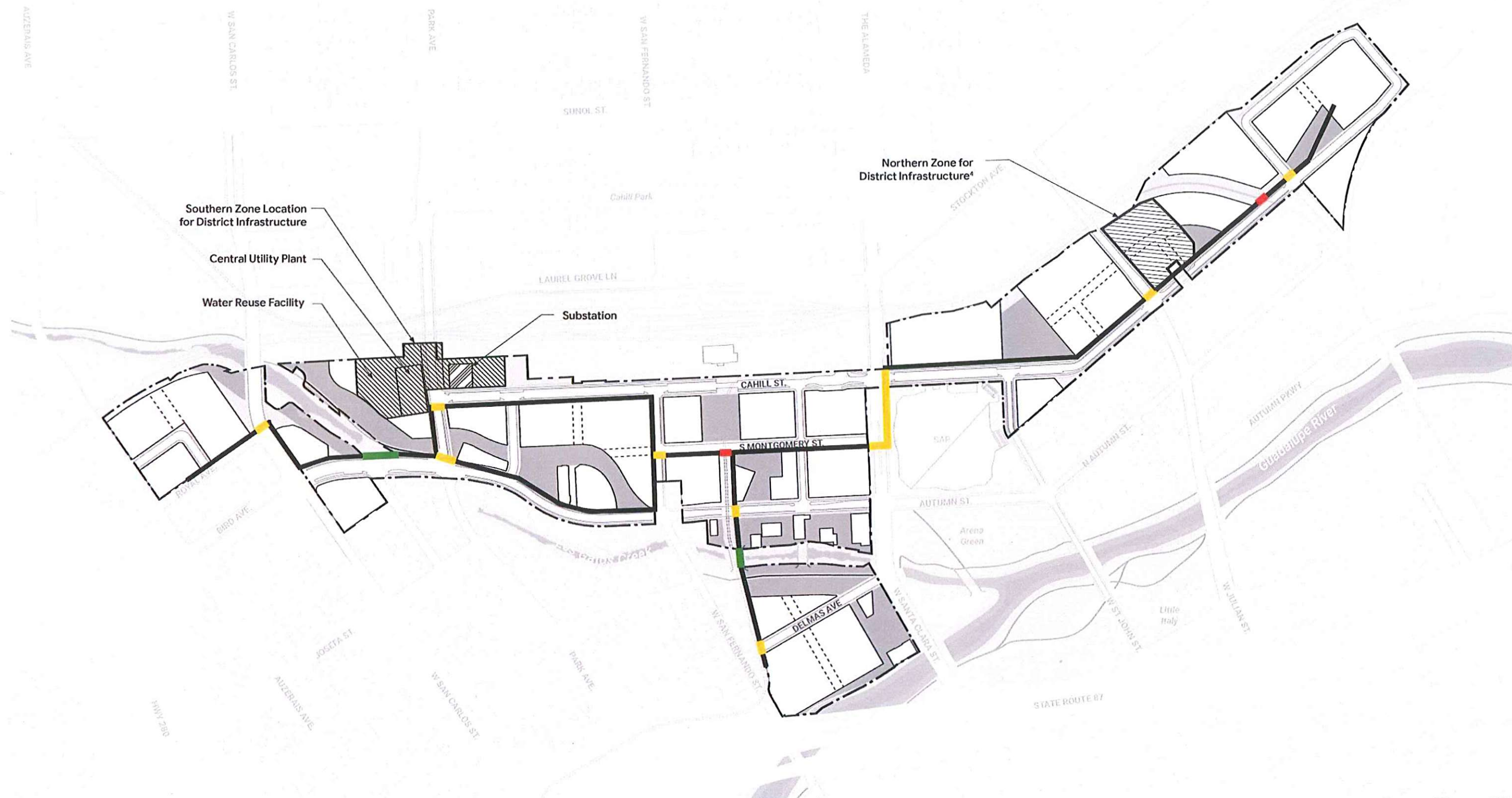
- Legend**
- XX.X + Existing Grade
  - Proposed Storm Drain
  - - - Existing Storm Drain
  - - - Development Boundary
  - //// Demo & Remove Existing Storm Drain
  - Proposed Buildings
  - Open Space
  - Anticipated Existing Storm Drain Pipe Upgrades

**Notes:**

1. Existing utility locations are approximate and shown for reference only. Additional utility survey is required to determine exact pipe structure locations.
  2. New storm drain will be constructed per City of San José requirements.
  3. No new creek outfalls are proposed.
  4. Building finish floor elevations will be a minimum of 1-ft above the mapped 100-yr flood plain or as required by City of San Jose code.
  5. Finish floor elevations depicted are based on preliminary study. Grading alternatives are under review and finish floor elevations may be revised until the time of the Building Permit application.
  6. Utility layouts are conceptual and may be revised to reflect final development requirements.
  7. Refer to Infrastructure Framework Section 11 - Storm Drain System for further information.
- \* Anticipated existing storm drain pipe upgrades based on modeling previously prepared for the DSAP. Final modeling required to confirm.







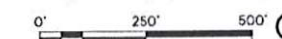
### 3.15.1 Proposed Utilidor

#### Legend

- Hybrid Utilidor
- Development Boundary
- Proposed Buildings
- Open Space
- Los Gatos Creek Crossing
- Crossing of Existing Street
- Rail Crossing

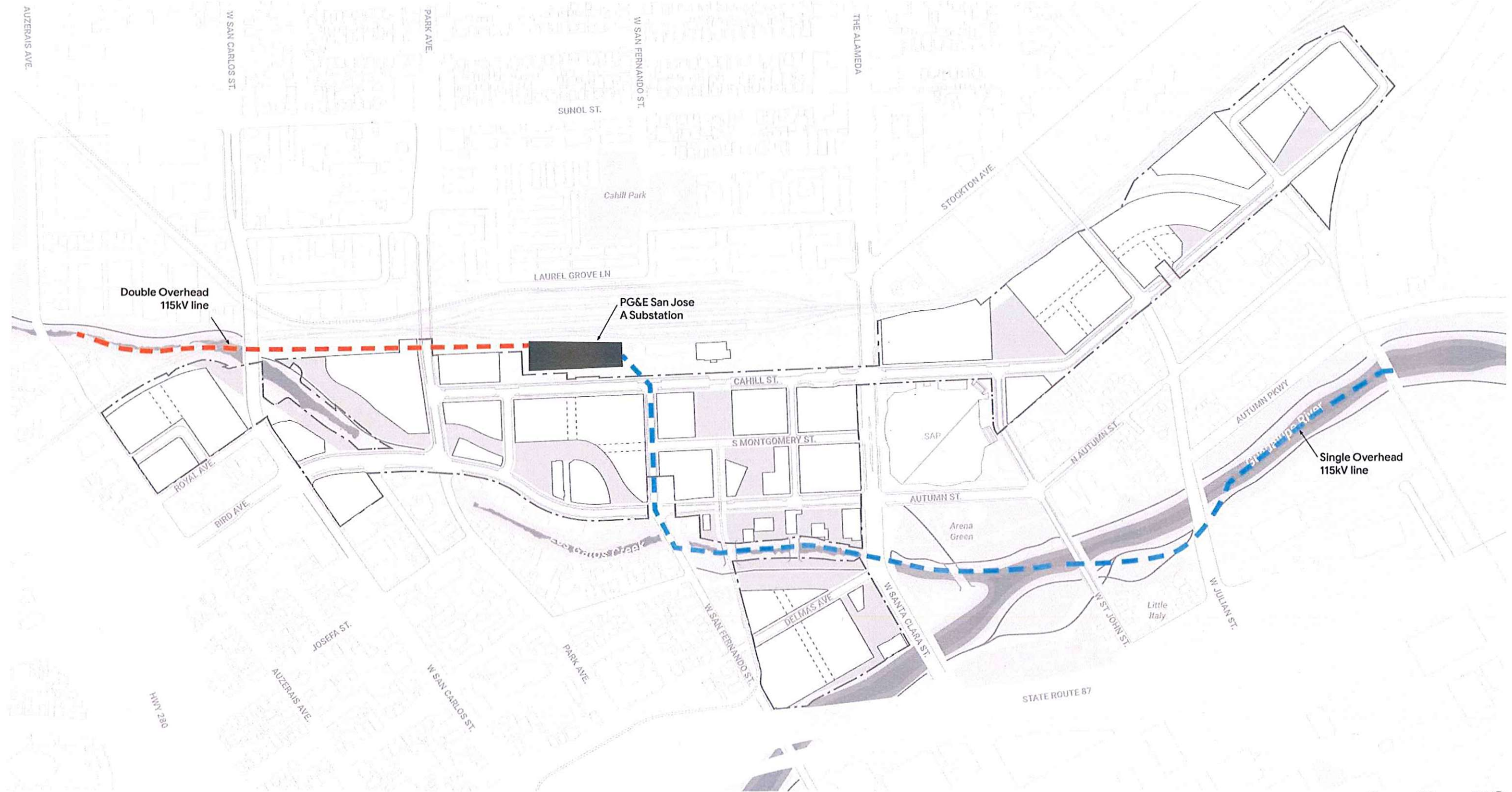
#### Notes:

- <sup>1</sup> The following typologies are under consideration for the distribution of district utilities: direct bury, utility tunnel and within below grade Google-owned structures.
- <sup>2</sup> Utility layouts are conceptual and may be revised to reflect final development requirements.
- <sup>3</sup> Refer to Infrastructure Framework Section 1.4.2 - Utility Corridor for further information.
- <sup>4</sup> The Northern Zone for District Infrastructure may be deleted in the future depending on design progression and detailed planning.



# 3.15





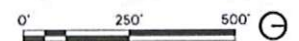
### 3.16.1 Existing Transmission Corridor

#### Legend

- Development Boundary
- Open Space
- Proposed Buildings
- Double Overhead 115kV line
- Single Overhead 115kV line

#### Notes:

- 1 The following typologies are under consideration for the distribution of district utilities: direct bury, utility tunnel, and within below-grade Google-owned structures.
- 2 Utility layouts are conceptual and may be revised to reflect final development requirements.
- 3 Location, dimensions and arrangement of open space, streets and pedestrian mid-block passageways are approximate and may change as vertical buildings are developed. Minimum standards will be defined in the Design Standards and Guidelines.
- 4 Refer to Infrastructure Narrative Section 13.1 – Existing Energy & Communication Systems for further information.

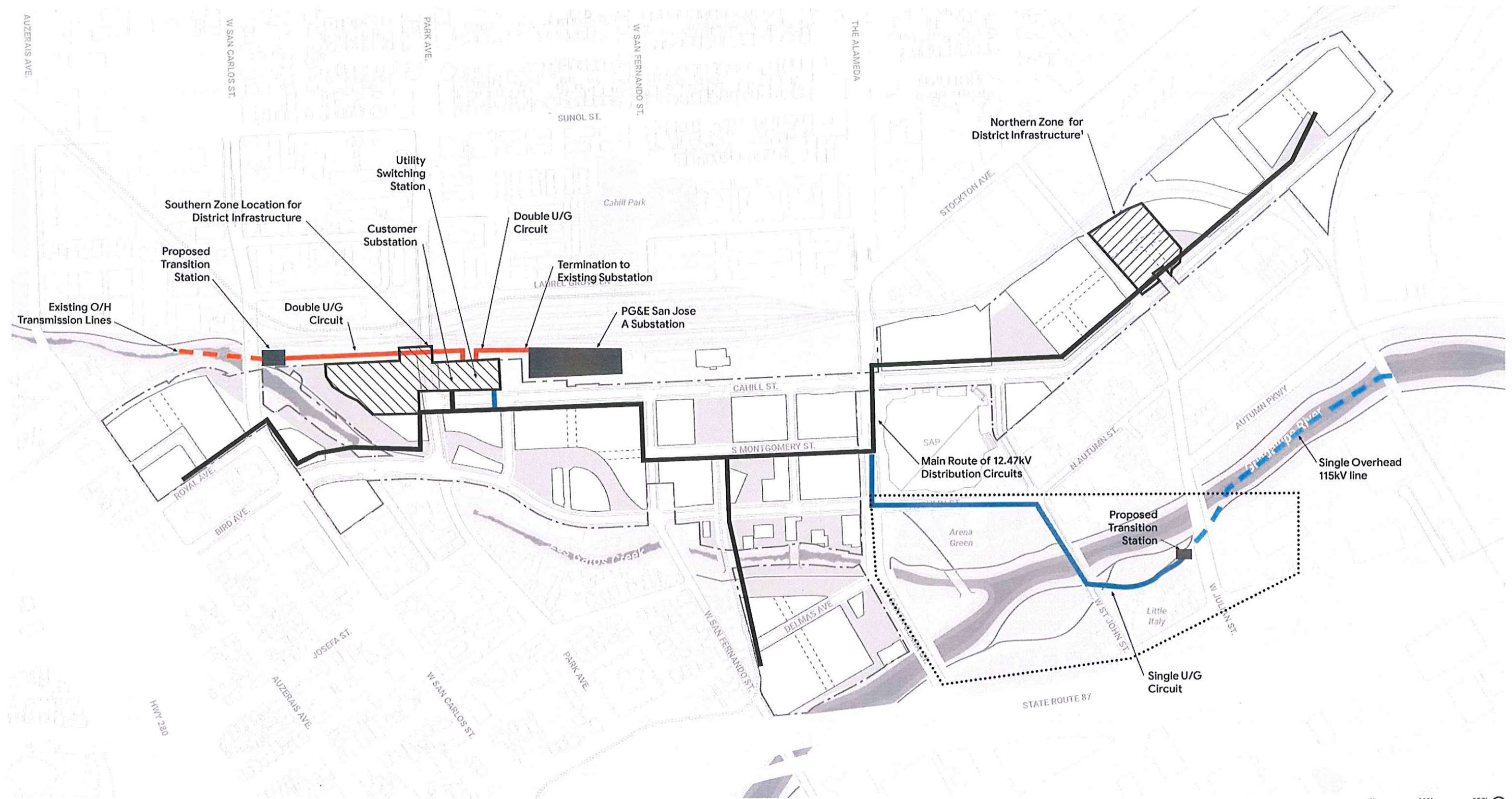


# 3.16

Existing Transmission Corridor  
Conceptual Infrastructure Plan

10/10/2019





3.17.1 Proposed Electrical Layout

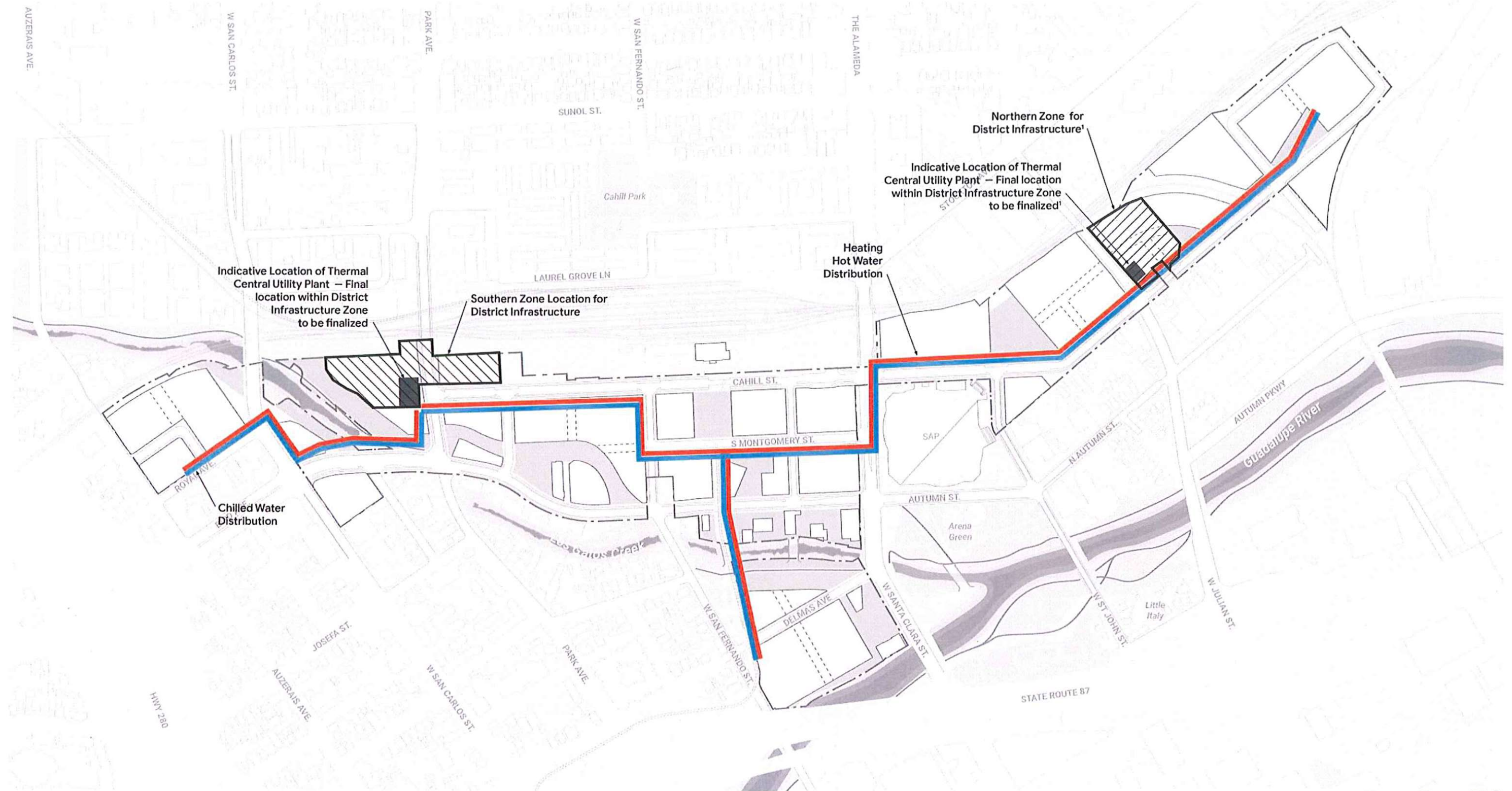
**Legend**

	Utilidor		Existing O/H Transmission Lines
	Development Boundary		Double U/G Circuit
	Open Space		Single U/G Circuit
	Proposed Buildings		Single Overhead 115kV line

- Notes:**
- <sup>1</sup> The Northern Zone for District Infrastructure may be deleted in the future depending on design progression and detailed planning. Locations and network requirements are proposed.
  - <sup>2</sup> The following typologies are under consideration for the distribution of district utilities: direct bury, utility tunnel, and within below-grade Google-owned structures.
  - <sup>3</sup> Utility layouts are conceptual and may be revised to reflect final development requirements.
  - <sup>4</sup> Location, dimensions and arrangement of open space, streets and pedestrian mid-block passageways are approximate and may change as vertical buildings are developed. Minimum standards will be defined in the Design Standards and Guidelines.
  - <sup>5</sup> Refer to Infrastructure Narrative Section 13.2.2 – Proposed Electrical System.







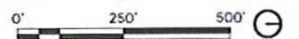
### 3.18.1 Proposed Thermal Layout

#### Legend

- Development Boundary
- Open Space
- Proposed Buildings
- Chilled Water Distribution
- Heating Hot Water Distribution

#### Notes:

- <sup>1</sup> The Northern Zone for District Infrastructure may be deleted in the future depending on design progression and detailed planning. Locations and network requirements are proposed.
- <sup>2</sup> The following typologies are under consideration for the distribution of district utilities: direct bury, utility tunnel, and within below-grade Google-owned structures.
- <sup>3</sup> Utility layouts are conceptual and may be revised to reflect final development requirements.
- <sup>4</sup> Location, dimensions and arrangement of open space, streets and pedestrian mid-block passageways are approximate and may change as vertical buildings are developed. Minimum standards will be defined in the Design Standards and Guidelines.
- <sup>5</sup> Refer to Infrastructure Narrative Section 13.2.1 – Proposed Thermal System.

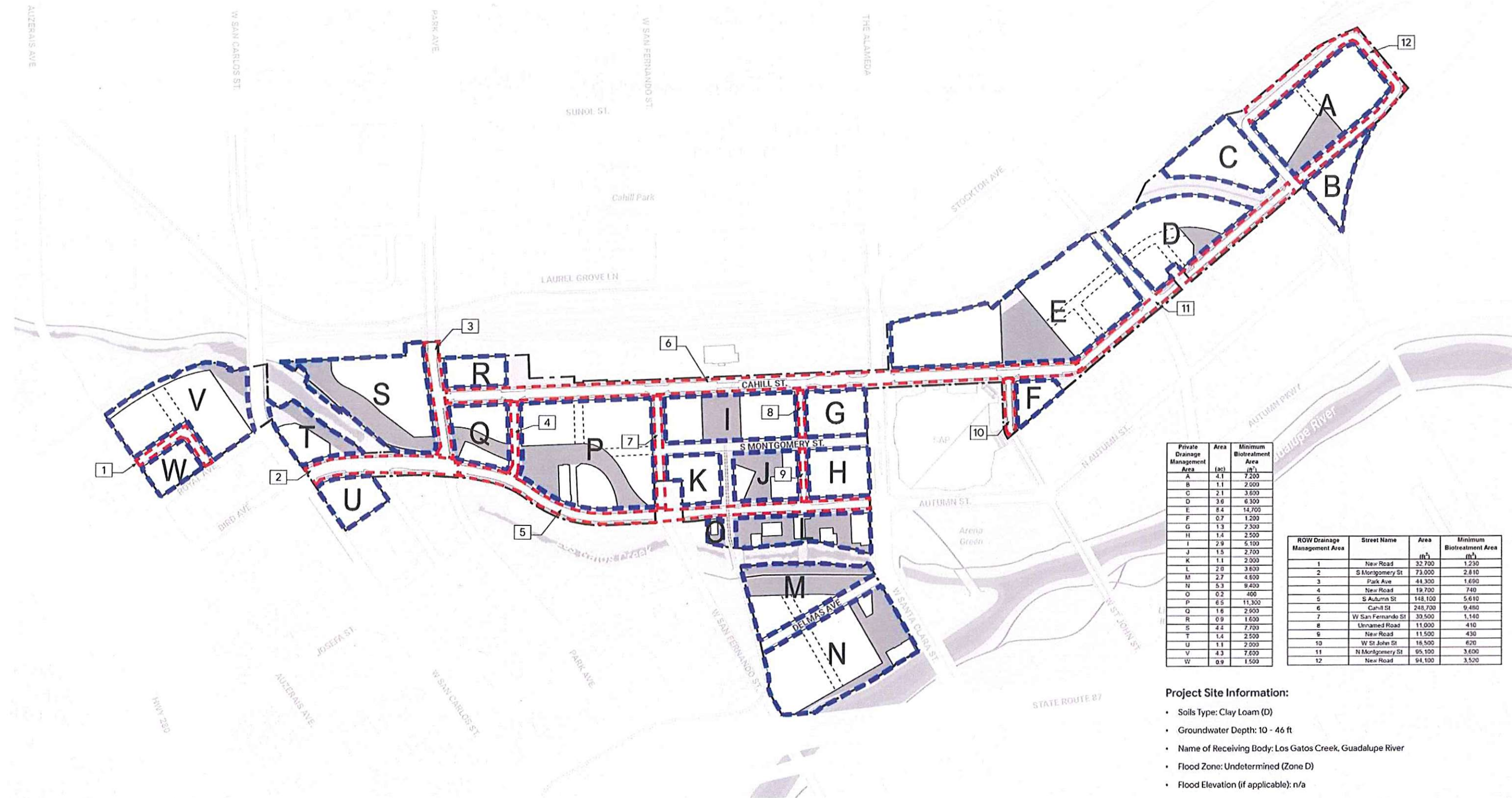


# 3.18

Thermal Energy  
Conceptual Infrastructure Plan

10/10/2019





### 3.19.1 Proposed Stormwater Control Plan

#### Legend

- Private Drainage Management Area
- Right of Way (ROW) Drainage Management Area
- Development Boundary
- Proposed Buildings
- Open Space

#### Notes:

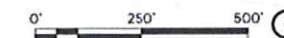
- Public streets which are modified and trigger treatment requirements per the GSI Plan will be designed to incorporate stormwater treatment facilities in the public ROW.
- Private parcels will meet all stormwater management requirements per the GSI Plan.
- Refer to Infrastructure Framework Section 12 - Stormwater Management for further information.
- Biotreatment areas shown are sized using the '4% drainage management area calculation' and area sized to a minimum of 4% of the contributing DMA's impervious area.
- Refer to the attached Stormwater Evaluation Form for the following stormwater plan items: Pervious and impervious surface comparison table; treatment control measure summary table; site conditions table; source control measures; site design measures.
- Biotreatment soil mix shall meet all specifications per the Santa Clara Valley Urban Runoff Pollution Prevention Program (SCVURPPP) C.3 Handbook Appendix C. Biotreatment soil shall have sufficient permeability to infiltrate runoff at a minimum rate of 5 inches per hour during the life of the facility and have sufficient moisture retention to support healthy vegetation. These requirements are consistent with the Municipal Regional Permit (MRP).

Private Drainage Management Area	Area (ac)	Minimum Biotreatment Area (sq ft)
A	4.1	7,200
B	1.1	2,000
C	2.1	3,600
D	3.0	5,500
E	8.4	14,700
F	0.7	1,200
G	1.3	2,300
H	1.4	2,500
I	2.9	5,100
J	1.5	2,700
K	1.1	2,000
L	2.0	3,600
M	2.7	4,800
N	5.3	9,400
O	0.2	400
P	6.5	11,300
Q	1.6	2,900
R	0.9	1,600
S	4.4	7,700
T	1.4	2,500
U	1.1	2,000
V	4.3	7,600
W	0.9	1,500

ROW Drainage Management Area	Street Name	Area (sq ft)	Minimum Biotreatment Area (sq ft)
1	New Road	32,700	1,230
2	S Montgomery St	73,000	2,810
3	Park Ave	44,300	1,690
4	New Road	19,700	740
5	S Autumn St	148,100	5,610
6	Cahill St	248,700	9,480
7	W San Fernando St	39,500	1,140
8	Unnamed Road	11,000	410
9	New Road	11,500	430
10	W St John St	16,500	620
11	N Montgomery St	95,100	3,600
12	New Road	94,100	3,520

#### Project Site Information:

- Soils Type: Clay Loam (D)
- Groundwater Depth: 10 - 46 ft
- Name of Receiving Body: Los Gatos Creek, Guadalupe River
- Flood Zone: Undetermined (Zone D)
- Flood Elevation (if applicable): n/a

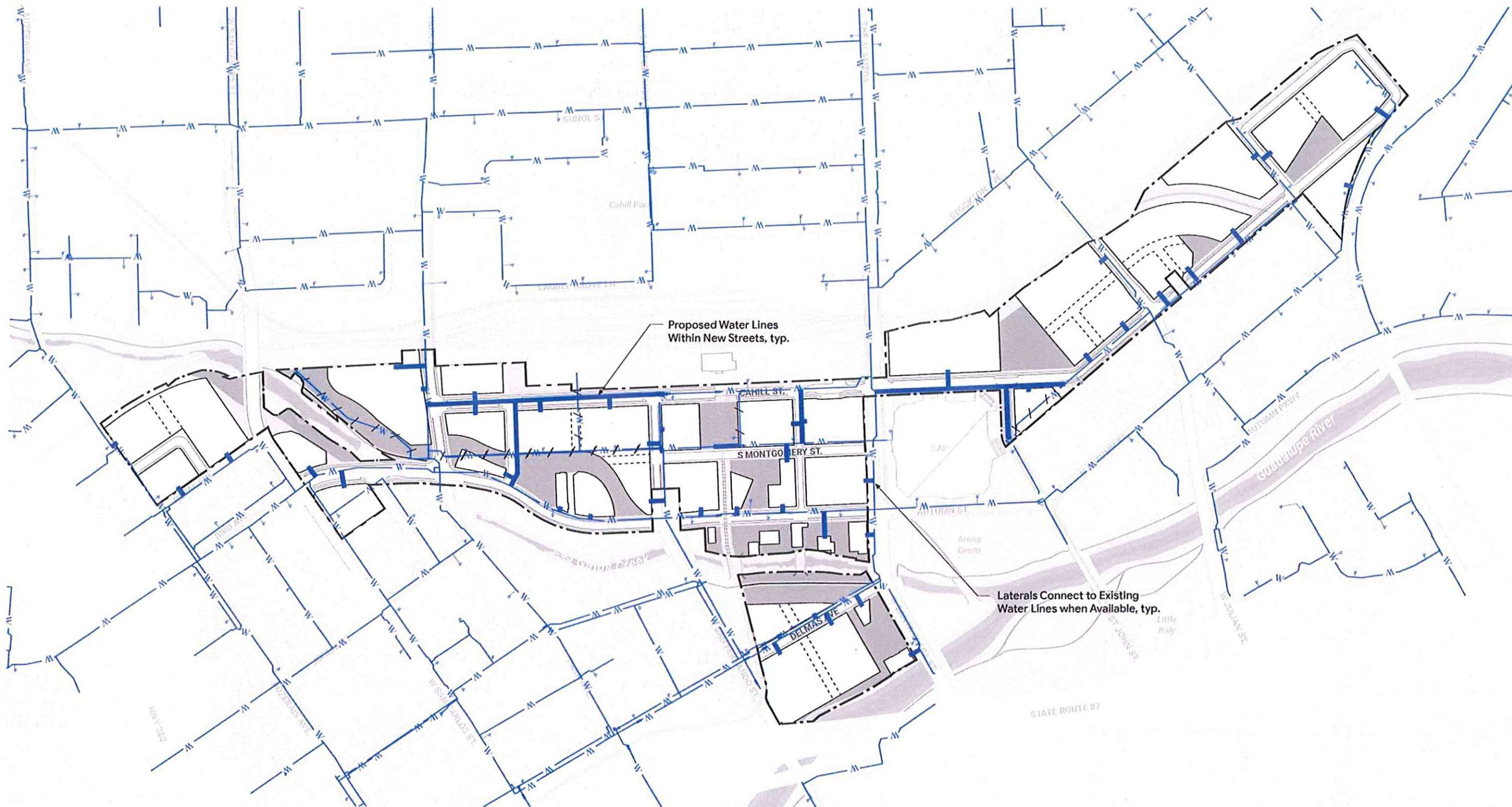


# 3.19

## Stormwater Management Conceptual Infrastructure Plan

10/10/2019





### 3.20.1 Existing and Proposed Water Plan

#### Legend

- W— Proposed Water
- W— Existing Water
- Development Boundary
- Abandon Water Lines (work by SJWC)
- Proposed Buildings
- Open Space

#### Notes:

- <sup>1</sup> Existing utility locations are approximate and shown for reference only. Additional utility survey is required to determine exact pipe structure locations.
- <sup>2</sup> All new water mains will be constructed by the San José Water Company.
- <sup>3</sup> New fire hydrants will be located per San José Fire Department requirements.
- <sup>4</sup> Utility layouts are conceptual and may be revised to reflect final development requirements.
- <sup>5</sup> Refer to Infrastructure Framework Section 8 - Potable Water System for further information.

0' 250' 500' G

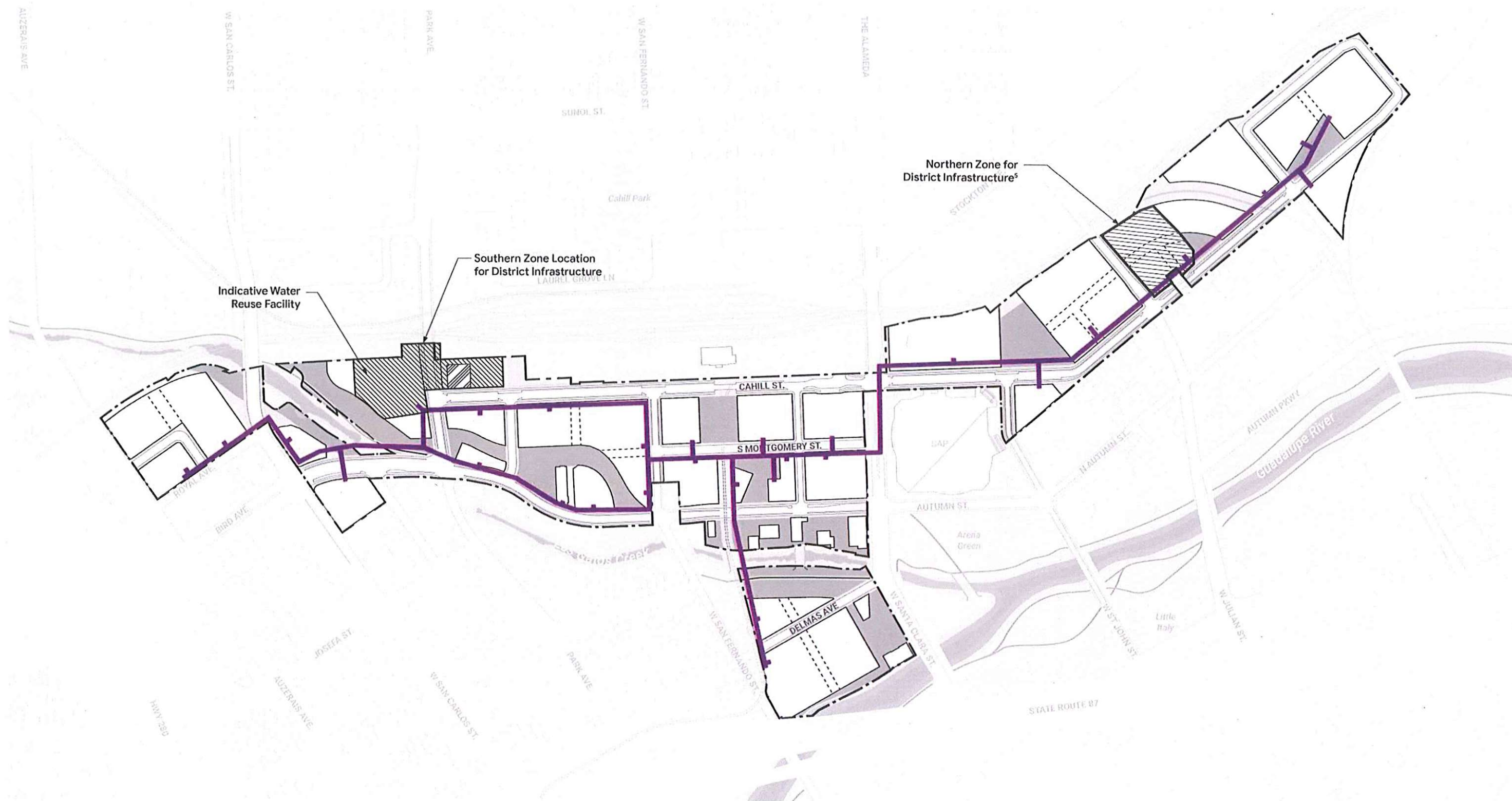
# 3.20

Water  
Conceptual Infrastructure Plan  
10/10/2019









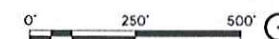
### 3.22.1 Proposed Recycled Water Plan

#### Legend

- Existing Recycled Water
- Proposed Recycled Water
- Development Boundary
- Proposed Buildings
- Open Space

#### Notes:

- <sup>1</sup> Existing utility locations are approximate and shown for reference only. Additional utility survey is required to determine exact pipe structure locations.
- <sup>2</sup> Onsite production of recycled water at the water reuse facility is proposed. Extension of the South Bay Water Recycling recycled water pipeline is also under review.
- <sup>3</sup> Utility layouts are conceptual and may be revised to reflect final development requirements.
- <sup>4</sup> Refer to Infrastructure Framework Section 10 - Non-Potable Water System for further information.
- <sup>5</sup> The Northern Zone for District Infrastructure may be deleted in the future depending on design progression and detailed planning.



# 3.22

Recycled Water  
Conceptual Infrastructure Plan

10/10/2019





Architectural  
Resources Group

Pier 9, The Embarcadero, Suite 107  
San Francisco, California 94111

[argsf.com](http://argsf.com)

## Memorandum

**To:** Juliet Arroyo

Historic Preservation Officer, City of San Jose

**Project:** Downtown West Mixed-Use Plan – Preliminary Historic Resources Information

**Project No.:** 190519

**Date:** 12/20/2019

**Via:** Email

The Downtown West Mixed-Use Plan (proposed project) proposes a mix of office, residential, hotel, and various active land uses for the approximately 80-acre Project Area located around the Diridon Station west of downtown San Jose. As a part of the California Environmental Quality Act (CEQA) environmental review process for the proposed project, listed and eligible historic resources in and adjacent to the Project Area must be identified. In support of the environmental review, the project applicant has retained Architectural Resources Group (ARG) to identify and evaluate historic resources within the Study Area, which includes both Project Area properties (within the project core) and Buffer Area properties (within 200 feet of project core). (Note that ARG will only evaluate properties within the Project Area for historical significance, but will document adjacent historic properties in the Buffer Area for use in assessing impacts in the future.) This memo presents a summary of ARG's work completed to date to inform the discussion of the proposed project at the Historic Landmarks Commission meeting on January 15, 2020.

ARG staff conducted survey fieldwork in San Jose on September 19, 2019, has completed archival research on the history and development of the Study Area, and is in the process of drafting a context statement and updated assessments for potential historic resources within the Project Area. Located adjacent to the historic Diridon Station and associated rail corridor, the Study Area consists of a mix of industrial, commercial, and residential construction. A significant amount of demolition (and some modern construction) has occurred within the Study Area in recent decades, leaving a combination of large vacant parcels (many used for parking) interspersed with buildings or groups of buildings related to the area's historical development over time.



The Project Area developed at the historic crossroads of what became San Jose. The Los Gatos Creek and the Guadalupe River, where the Tamien Ohlone-speaking tribal groups settled, forms the eastern spine, and The Alameda (present-day W. Santa Clara Street), which linked the Spanish colonial pueblo (Pueblo de San José de Guadalupe) to the east and mission (Santa Clara Mission) to the west, forms the crosspiece. By the late nineteenth century, its mixed-use character was in place, with small cottages, often with an adjacent tank house, abutting industrial development, including a gas works, fruit processing facility, and lumberyards. Smaller businesses, such as a livery, foundry, and a windmill manufacturer, reflect the typical services of the era. By this time, the Southern Pacific Railroad tracks form the western spine. The development pattern continued through the early twentieth century, with Pacific Gas and Electric Company (PG&E) acquiring and expanding the gasworks and substation and large laundry facilities providing employment for local residents. By the 1930s, several canneries and fruit processing plants had been established, reflecting the prominent role the fruit industry played in the local economy. The prominent Southern Pacific Railroad station (present-day Diridon Station) had also been constructed, attesting to the continued dominance of rail transit. The character of the project area began to transition in the postwar era as numerous light industrial properties replaced older residences. Closing out the century, the SAP Center supplanted the former PG&E gasworks, buildings gave way to new parking lots, and construction of the Guadalupe River Park began in the 1990s. The present-day built environment in the project area reflects nearly every phase of development, while retaining its mixed-use character established over a century-and-a-half ago.

The attached maps provide summary information regarding existing buildings and previously identified historic resources within the Study Area. The Development Chronology map shows that existing development within the Project Area ranges in date of construction from the late nineteenth century to the late twentieth century. The Historic Resources Map shows previously identified historic resources within the Study Area. These resources include locally-listed historic districts (Lakehouse, River Street) and several locally notable Structures of Merit and Identified Structures. The Diridon Station (with associated features) is listed in the National Register of Historic Places. A number of properties within the Project Area retain a high degree of integrity and require further investigation to determine if they qualify as historic resources under CEQA. ARG will prepare or update historic assessments for all properties over 45 years of age within the Project Area as part of the environmental review process for the proposed project. ARG and the project team welcome input from city staff and the Historic Landmarks Commission regarding existing and potential historic resources within the Study Area.



# San Jose Mixed Use Plan Development Chronology

Preliminary Working Map  
Subject to Change  
December 19, 2019

Legend

Project Area Parcels

Construction Date

Pre-1910

1910 - 1919

1920 - 1929

1930 - 1939

1940 - 1949

1950 - 1959

1960 - 1969

1970 - 1979

Post-1980

Vacant/Parking Lot

Study Area Boundary

Study Area Boundary

Buffer Area Parcels

200-Foot Buffer Parcels



0 400 800 1,600 2,400 3,200 Feet



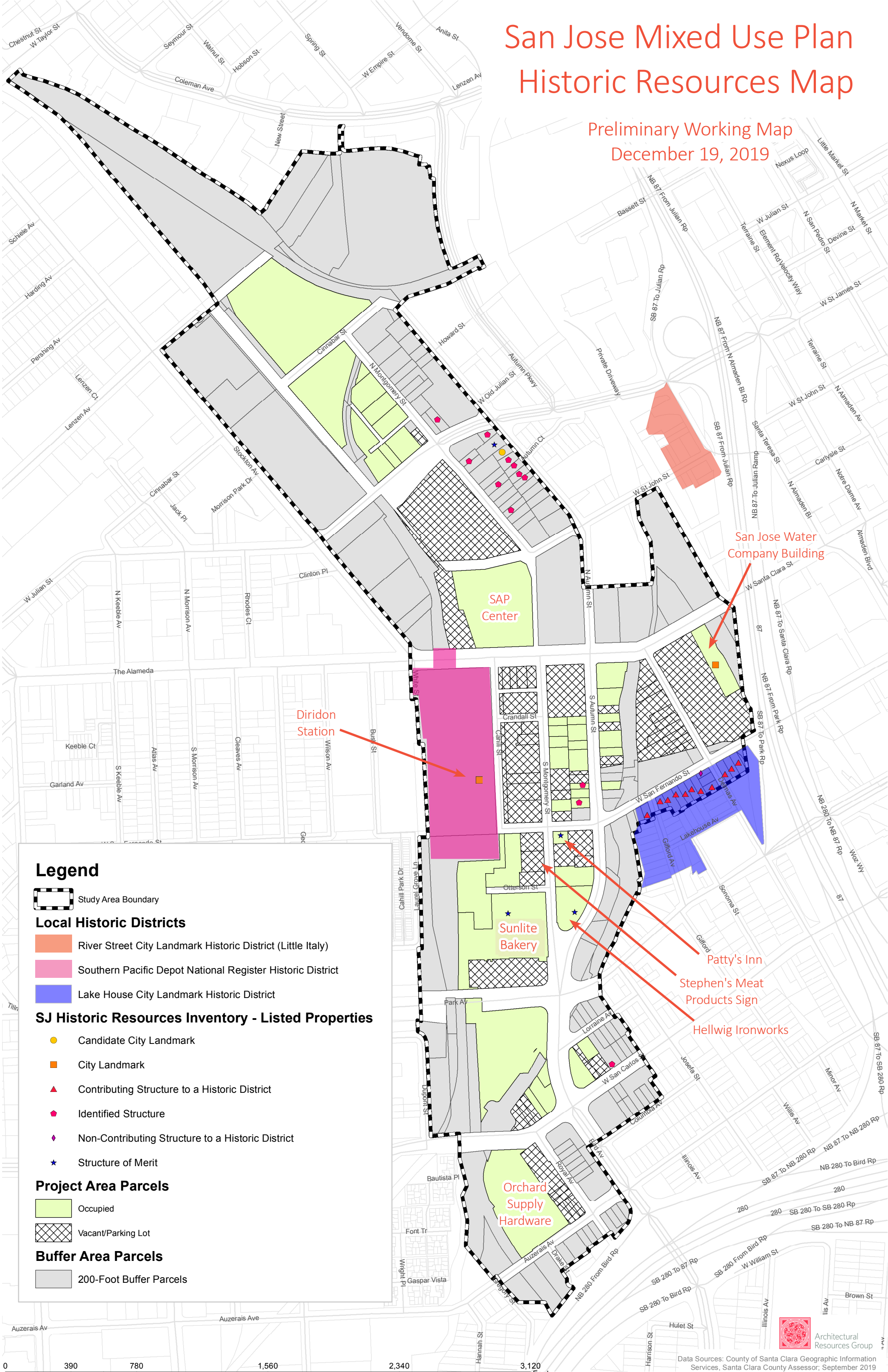
Architectural  
Resources Group

Data Sources: County of Santa Clara Geographic Information Services, Santa Clara County Assessor; September 2019



# San Jose Mixed Use Plan Historic Resources Map

Preliminary Working Map  
December 19, 2019



## Legend

Study Area Boundary

## Local Historic Districts

- River Street City Landmark Historic District (Little Italy)
- Southern Pacific Depot National Register Historic District
- Lake House City Landmark Historic District

## SJ Historic Resources Inventory - Listed Properties

- Candidate City Landmark
- City Landmark
- Contributing Structure to a Historic District
- Identified Structure
- Non-Contributing Structure to a Historic District
- Structure of Merit

## Project Area Parcels

- Occupied
- Vacant/Parking Lot

## Buffer Area Parcels

- 200-Foot Buffer Parcels



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Resources Group

Data Sources: County of Santa Clara Geographic Information Services, Santa Clara County Assessor, September 2019