

RESOLUTION NO. 80020

**A RESOLUTION OF THE COUNCIL OF THE CITY OF
SAN JOSE AMENDING THE ENVISION SAN JOSE 2040
GENERAL PLAN PURSUANT TO TITLE 18 OF THE
SAN JOSE MUNICIPAL CODE TO REVISE THE LAND USE
DESIGNATION OF THE DOWNTOWN WEST MIXED-USE
PLAN PROJECT SITE, AMEND GENERAL PLAN
POLICIES LU-6.1 AND LU-1.9, AND IMPLEMENT OTHER
TEXT AMENDMENTS AND AMENDMENTS TO GENERAL
PLAN DIAGRAMS RELATED TO THE DOWNTOWN WEST
MIXED-USE PLAN**

Spring 2021 General Plan Amendment Cycle (Cycle 1)

File No. GP19-009

WHEREAS, the City Council of the City of San José (“City”) adopted the Envision San José 2040 General Plan in 2011, which General Plan has been amended from time to time (“General Plan”); and

WHEREAS, the General Plan sets forth a vision and comprehensive road map to guide the City’s continued growth through the year 2040 and includes land use policies to focus new growth capacity in strategically identified “Growth Areas” to facilitate the development of higher-density, mixed-use, urban districts that can accommodate employment and housing growth while reducing environmental impacts of that growth by promoting transit use and walkability; and

WHEREAS, the General Plan identifies Downtown San José as a key “Growth Area,” and includes policies intended to support the development of Downtown consistent with the City’s economic, fiscal, environmental, and urban placemaking goals; and

WHEREAS, the City and Google LLC (“Google or Project Sponsor”) entered into a non-binding Memorandum of Understanding (“MOU”), dated December 4, 2018, to collaborate

on development of Downtown San José based on a shared vision to create a vibrant, welcoming, and accessible urban destination consisting of a mix of land uses that are well-integrated with the intermodal transit station, adjacent neighborhoods, and Downtown, and shared goals to guide the development of Downtown San José; and

WHEREAS, following an extensive public process involving the City, residents of San José, and other stakeholders, the Project Sponsor submitted project applications for the Downtown West Mixed-Use Plan (the “Project” or “Downtown West”) on October 10, 2019, including proposed amendments to the General Plan (“General Plan Amendment”); a Project-specific amendment to the Diridon Station Area Plan (“DSAP Amendment”) that is separate from the City’s DSAP amendment efforts; rezoning to a Planned Development Zoning District with a General Development Plan; and a Planned Development Permit; and

WHEREAS, on October 7, 2020, Google submitted additional Project applications for a Vesting Tentative Map, two Historic Landmark Boundary amendments to adjust the landmark boundaries of the San José Water Company and the Southern Pacific Depot Historic District, an amendment of an existing Historic Preservation Permit, a development agreement, and other permits and approvals required to implement the Project (File Nos. GP19-009, PDC19-039, PT20-027, PD19-029, HL20-004, HL20-005, and HP20-002); and

WHEREAS, since October 7, 2020, Google has submitted updated Project applications in response to public comments and discussions with City staff for the General Plan Amendment; DSAP Amendment; rezoning to a Planned Development Zoning District, including a General Development Plan; a Planned Development Permit consisting of the Downtown West Design Standards and Guidelines, Downtown West Improvement Standards, Conceptual Infrastructure Plan Sheets, and Downtown West Conformance

Review Implementation Guide; Infrastructure Plan; amendment to the Historic Preservation Permit; Vesting Tentative Map; and Development Agreement; and

WHEREAS, the Project, which is located within the Downtown Growth Area Boundary and within the boundaries of the DSAP (as such boundaries are proposed to be amended by Resolution No. 80021), advances the shared vision and the shared goals identified in the MOU by optimizing density and a mix of land uses, preserving existing housing and creating new housing, creating broad job opportunities, pursuing equitable development, enhancing and connecting the public realm, pursuing excellence in design, enhancing sustainability and innovation, prioritizing community engagement regarding community benefits, and proceeding with timely implementation; and

WHEREAS, the Project advances a plan that re-envision a significant portion of the DSAP as a mixed-use area that includes development of: up to 7.3 million gross square feet (gsf) of commercial office space; up to 5,900 residential units; up to 500,000 gsf of active uses (commercial retail/restaurant, arts, cultural, live entertainment, community spaces, institutional, childcare and education, maker spaces, non-profit, and small-format office space); up to 300 hotel rooms; up to 800 limited-term corporate accommodations; up to 100,000 gsf of event and conference space; up to 4,800 publicly accessible commercial parking spaces and up to 2,360 unbundled parking spaces for residential use; a "District Systems" approach to delivery of on-site utilities, including designated infrastructure zones with up to two (2) on-site centralized utility plants totaling up to 130,000 gsf; one or more on-site logistics centers to serve the commercial on-site uses that would occupy a total of about 100,000 gsf; a total of approximately 15 acres of parks, plazas and open space, including areas for outdoor seating and commercial activity (such as retail, cafes, and restaurants), green spaces, landscaping, mid-block passages, riparian setbacks, and trails; and various other improvements to the public realm to

improve transit access and pedestrian and bicycle circulation and facilitate connectivity, both within the site and to and from surrounding neighborhoods; and

WHEREAS, on December 30, 2019, Governor Gavin Newsom certified the Project as an environmental leadership development project under Public Resources Code § 21178 *et. seq.* the Jobs and Economic Improvement through Environmental Leadership Act of 2011 (Assembly Bill [AB] 900, as amended by Senate Bill 734 [2013], AB 246 [2017], and Senate Bill 7 [2021], which is currently pending approval); and

WHEREAS, the Project has complied with requirements related to AB 900 as of the date of adoption of this Ordinance and would comply with post-adoption AB 900 requirements if SB 7 is enacted; and

WHEREAS, community outreach for the Project has been ongoing since 2018 and has included over 50 meetings with members of the Diridon Station Area Advisory Group (SAAG), as well as over 100 community outreach events that provided the public with the opportunity to review the Project through a combination of in-person and digital engagement with residents, neighbors, business owners and employees, construction trades, and other stakeholders that included: public design workshops; booths at local and regional community events; presentations to and discussions with local neighborhood, business, and community/special interest associations and organizations; focus group discussions; engagement with faculty and students at local universities and schools; and other large and small events reaching communities within and around the Project site; and

WHEREAS, the existing General Plan land use designations for the Project site include: Transit Employment Center; Public/Quasi-Public; Open Space, Parklands and Habitat; Commercial Downtown, Downtown and Combined Industrial/Commercial; and

WHEREAS, the proposed General Plan Amendment would amend the land use designations for the approximately 80-acre Project site from the existing designations to the designations of Downtown and Commercial Downtown, as depicted on Exhibit "A"; and

WHEREAS, the General Plan Amendment would amend Policy LU-6.1 to provide that lands located within the DSAP may be re-designated from mixed industrial-commercial land uses to mixed residential-commercial or non-employment land uses consistent with the Downtown and Commercial Downtown land use designations for the Project site; and

WHEREAS, the General Plan Amendment would amend Policy LU-1.9 to authorize lands designated Public/Quasi-Public within the DSAP to be re-designated to other land use designations that advance the City's employment growth or housing goals; and

WHEREAS, the Project proposes improvements to the street network to support the Project's mix of land uses and promote walking, biking, and public transit access and ridership; and

WHEREAS, the General Plan Amendment proposes the re-designation of the following streets as further depicted in Exhibit "A": South Montgomery Street (between West Santa Clara Street to West San Fernando Street) from a Grand Boulevard to Main Street; and North Montgomery Street (between West Julian Street to West St. John Street) from a Local Connector to On-Street Primary Bicycle Facility; and

WHEREAS, the General Plan Amendment includes additional text and diagram amendments as further set forth in Exhibit "A", including but not limited to text amendments clarifying that the DSAP is not an "urban village" and describing changes that have occurred since the City's adoption of the DSAP in 2014, and diagram

amendments showing changes to the street network, including through proposed street abandonments, and proposed changes to street typology within the Project site; and

WHEREAS, the City Council is authorized by Title 18 of the San José Municipal Code and state law to adopt, and from time to time amend, the General Plan governing the physical development of the City of San José; and

WHEREAS, in accordance with Title 18 of the San José Municipal Code, all general and specific plan amendment proposals are referred to the Planning Commission of the City of San José for review and recommendation prior to City Council consideration of the amendments; and

WHEREAS, in compliance with AB900, the City, as lead agency, has prepared an administrative record for the Project concurrently with the environmental review process for the Project, to inform governmental agencies and the public of the potential environmental impacts of the Project, and commencing on October 7, 2020, the City has timely published such documents on its official website; and

WHEREAS, in accordance with Title 18 of the San José Municipal Code and State law, the City provided opportunities for public involvement in relation to the General Plan Amendment for the Project, and the City has published Project applications and documents, including the proposed General Plan Amendment, and updates and amendments to such applications and documents, on the City's official website; and

WHEREAS, on April 9, 2021, the notice of the public hearing was published in the San José Post-Record, published on the City's website, and mailed to property owners within a 1,000 foot radius of the subject real property; and

WHEREAS, on April 28, 2021, the Planning Commission held a public hearing to consider the proposed General Plan Amendment, as set forth in Exhibit "A", at which hearing interested persons were given the opportunity to appear and present their views with respect to said proposed amendments; and

WHEREAS, at the conclusion of the public hearing, the Planning Commission voted to recommend that the City Council approve the proposed General Plan Amendment; and

WHEREAS, a copy of the proposed General Plan Amendment is on file in the office of the Director of Planning, Building and Code Enforcement of the City, with copies submitted to the City Council for its consideration; and

WHEREAS, pursuant to Title 18 of the San José Municipal Code, public notice was given that on May 25, 2021, at 1:30 p.m. in the Council Chambers at City Hall, 200 East Santa Clara Street, San José, California, the City Council would hold a public hearing where interested persons could appear, be heard, and present their views with respect to the proposed General Plan Amendment (Exhibit "A"); and

WHEREAS, the City Council of the City of San José has considered, approved, and certified the Final Environmental Impact Report for the Downtown West Mixed Use Plan ("FEIR") and adopted related findings, a Mitigation Monitoring and Reporting Program and a Statement of Overriding Considerations under separate Resolution No. 80018 on May 25, 2021 prior to making its determination on the proposed General Plan Amendment or other Project approvals; and

WHEREAS, on May 25, 2021, by Resolution No. 80019, the City Council of the City of San José by a two-thirds vote, approved an override of the Santa Clara County Airport Land Use Commission's Comprehensive Land Use Plan inconsistency determination for the Downtown West General Plan Amendment and Planned Development Rezoning; and

WHEREAS, this Resolution approving the General Plan Amendment is a companion to the following approvals relating to Downtown West: amendments to the Diridon Station Area Plan (Resolution No. 80021); the Development Agreement for the Downtown West Mixed-Use Plan (Ordinance No. 30610); Planned Development Rezoning, including a General Development Plan (Ordinance No. 30609); a Planned Development Permit (Resolution No. 80022); amendments to Title 20 of the San José Municipal Code (Ordinance No. 30608); approval of a Vesting Tentative Map (Resolution No. 80023); amendments to the landmark boundaries of the San José Water Company Historic Landmark (Resolution No. 80029) and the Southern Pacific Depot Historic District (Resolution No. 80028); an amendment to the Historic Preservation Permit (Resolution No. 80027); approval of Major Encroachment Permits (Resolution Nos. 80024 and 80025); approval of the Construction Impact Mitigation Plan (Resolution No. 80026); and approval of partial vacation of certain streets within Downtown West (Resolution Nos. 80030, 80031, 80032, 80033, and 80034); and

WHEREAS, the City Council is the decision-making body for the proposed General Plan Amendment;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SAN JOSE:

SECTION 1. The City Council finds that all the facts set forth in the foregoing recitals are true and correct and are incorporated herein by this reference.

SECTION 2. Having reviewed the materials identified in the recitals above, and having heard all testimony and comments, the City Council finds and determines as follows:

- A. The City Council has reviewed the Project and determined that it promotes the General Plan's strategy (Major Strategy #9) of developing Downtown San José into an important employment and residential neighborhood by converting underutilized space into a mix of complementary land uses and the Project is anticipated to generate additional jobs and housing capacity within Downtown San José, increasing the current growth capacity within the Downtown Growth Area from 58,659 jobs and 15,160 dwelling units to 79,679 jobs and 20,735 dwelling units;
- B. The City Council has reviewed the General Plan Amendment set forth in Exhibit "A" and determined that the General Plan Amendment will result in an internally consistent General Plan, as set forth in the General Plan Consistency Findings in Exhibit "B", attached hereto and incorporated herein, and the land use designations for Downtown West will correlate with the circulation network, including the provision of infrastructure, public facilities and services to meet the demands of Downtown West;
- C. The City Council hereby finds that the proposed General Plan Amendment is in the public interest pursuant to Government Code Section 65358(a) and approves the proposed General Plan Amendment, as set forth in Exhibit "A".

SECTION 3.

- A. The City Council authorizes the Director of Planning, Building and Code Enforcement to make minor technical and clerical changes, such as grammatical or typographical changes, to the General Plan Amendment as set forth in Exhibit "A", in consultation with the City Attorney's Office, as necessary or appropriate, to implement this Resolution and to effectuate the City's performance thereunder.

- B. The City Council authorizes the Director of Transportation, who maintains the City's Functional Classification Diagram, to update the Functional Classification Diagram, as necessary or appropriate, to conform the Functional Classification Diagram with the street network and street typology changes to ensure consistency with the General Plan Amendments.

SECTION 4. This Resolution shall take effect thirty (30) days after adoption.

ADOPTED this 25th day of May, 2021, by the following vote:

AYES: ARENAS, CARRASCO, COHEN, DAVIS, ESPARZA,
FOLEY, JONES, JIMENEZ, MAHAN, PERALEZ,
LICCARDO.

NOES: NONE

ABSENT: NONE

DISQUALIFIED: NONE



SAM LICCARDO
Mayor

ATTEST



TONI J. TABER, CMC
City Clerk

STATE OF CALIFORNIA
COUNTY OF SANTA CLARA

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) ss
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I hereby certify that the amendments to the San José General Plan specified in the attached Exhibit A were adopted by the City Council of the City of San José on May 25, 2021, as stated in its Resolution No. 80020.

Dated: May 25, 2021



TONI J. TABER, CMC
City Clerk

EXHIBIT A

Downtown West Mixed-Use Plan *Envision San José 2040 General Plan Amendments*

File No. GP19-009. Various text and diagram/map amendments to the Envision San José 2040 General Plan as follows:

1. Chapter 1, entitled "Envision San José 2040", "Growth Areas" section (pages 26-27) is hereby amended to clarify that the Diridon Station Area Plan is not an Urban Village as follows:

Downtown

The *Envision San José 2040 General Plan* reinforces the importance of San José's Downtown as the physical and symbolic center of the City. Planned growth capacity and the General Plan policies are intended to further support the growth and maturation of the Downtown as a great place to live, work or visit.

The boundaries for the Downtown Growth Area are defined on the Planned Growth Area Diagram. The Downtown Growth Area is bounded by Julian Street, North 4th Street, East St. John Street, 7th Street, East San Fernando Street, South 4th Street, Interstate 280, the Union Pacific Railroad line, Stockton Avenue, Taylor Street, and Coleman Avenue. As shown on the Planned Growth Areas Diagram, the Downtown Growth Area includes most of the Diridon Station Area Plan area ~~Urban Village~~.

Ambitious job and housing growth capacity is planned for the Downtown. This growth capacity is important to achieve multiple City goals, including support for regional transit systems and for the development of Downtown as a regional job center. It also helps to advance all elements of the General Plan Vision.

2. Chapter 1, entitled "Envision San José 2040", "Growth Areas" section (page 28) is hereby amended to be consistent with Policy LU-6.1 as follows:

Employment Lands

Significant job growth is planned through intensification of each of the City's Employment Land areas, including the Monterey Corridor, Edenvale, Berryessa/International Business Park, Mabury, East Gish and Senter Road, and North Coyote Valley as well as North San José. These Employment Lands are planned to accommodate a wide variety of industry types and development forms, including high-rise and mid-rise office or research and development uses, heavy and light industrial uses and supporting commercial uses to respond to the projected demand for each type of industrial land. Three areas are designated as Employment Centers because of their proximity to regional transportation infrastructure. These include the North San José Core Area along North First Street, the portion of the Berryessa/International Business Park in close proximity to the planned Milpitas BART station and existing Capitol Avenue Light Rail stations, and the Old Edenvale area, which because of its access to light rail, is also planned for additional job growth. Except within the Diridon Station Area Plan area, ~~t~~The *Envision General Plan* does not support conversion of industrial lands to residential use, nor does it include housing growth capacity for these

areas.

3. Chapter 1, entitled “Envision San José 2040”, “History of Planning in San José” section (pages 50-51), is hereby amended to clarify that the DSAP is not an Urban Village and the Midtown Specific Plan does not apply to the DSAP area.

Midtown Specific Plan (1992)

Like Jackson-Taylor, the *Midtown Specific Plan* directs the conversion of an aging industrial area to a vibrant mixed use community oriented to transit and designed for the pedestrian. Located just west of Downtown and south of the San José Arena, this 210-acre area is planned for close to 3,000 high density housing units, parks, employment opportunities, neighborhood-serving commercial uses, some industrial activities, and close community connections with the San José Diridon Caltrain/Amtrak station and planned light rail stations. Since its adoption, the portion of Midtown directly west of the Diridon Station has been largely built out, as planned, with new high-density housing, mixed-use development, and a public park. With adoption of the Diridon Station Area Plan, the eastern boundary of the Midtown Specific Plan between San Carlos and Santa Clara Streets was shifted west to the railroad tracks to eliminate the overlap between the Midtown Specific Plan area and the Diridon Station Area Plan area. The area previously within the Midtown Specific Plan became integrated into the adopted Diridon Station Plan area Urban Village. The Midtown Specific Plan now primarily provides direction for development south of West San Carlos Street, which is planned for industrial and commercial uses, as well as high-density transit residential uses on identified properties.

4. Chapter 1, “History of Planning in San José - Specific Plans and Area Plans” (page 54) is hereby amended to add the following language:

Diridon Station Area Plan (2014, revised 2021)

The City of San José adopted the Diridon Station Area Plan in 2014 for the development of the Diridon Station Area, an approximately 250-acre area surrounding the Diridon Station transit center located within the City's Downtown Growth Area. The Diridon Station Area Plan incorporated development proposals for the California High Speed Rail Diridon Station and a new Major League Baseball Stadium. Since the adoption of the Diridon Station Area Plan in 2014, the City elected not to proceed with a new Major League Baseball Stadium. The City has also received proposals for large mixed-use developments within the Diridon Station Area Plan. In 2021, the City adopted a project-specific amendment to the Diridon Station Area Plan in relation to the Downtown West Mixed-Use Plan and the City subsequently adopted a separate City amendment to the Diridon Station Area Plan to provide for mixed-use commercial and residential development which promotes and implements the General Plan policies of focusing growth in Downtown San José. The Diridon Station Area Plan is one of many area plans within the City of San José and implements the goals and policies of the General Plan within the Diridon Station Area Plan boundary. While the General Plan defines a set of broad goals and policies for development throughout the City of San José, the Diridon Station Area Plan addresses issues that are unique to the development of the Diridon Station Area Plan area.

5. Chapter 6, “Land Use and Transportation”, Policy LU-1.9 (page 5) is hereby amended as follows:

LU-1.9 Preserve existing Public / Quasi-Public lands in order to maintain an inventory of sites suitable for Private Community Gathering Facilities, particularly within the Residential Neighborhoods, Urban Villages and commercial areas, and to reduce the potential conversion of employment lands to non-employment use. Lands designated Public / Quasi-Public located within the Diridon Station Area Plan may be re-designated to other land use designations provided that such uses will advance San José's employment growth or housing goals and any redevelopment projects include publicly accessible open space and other community amenities.

6. Chapter 6 "Land Use and Transportation", Policy LU-6.1 (page 11) is hereby amended as follows:

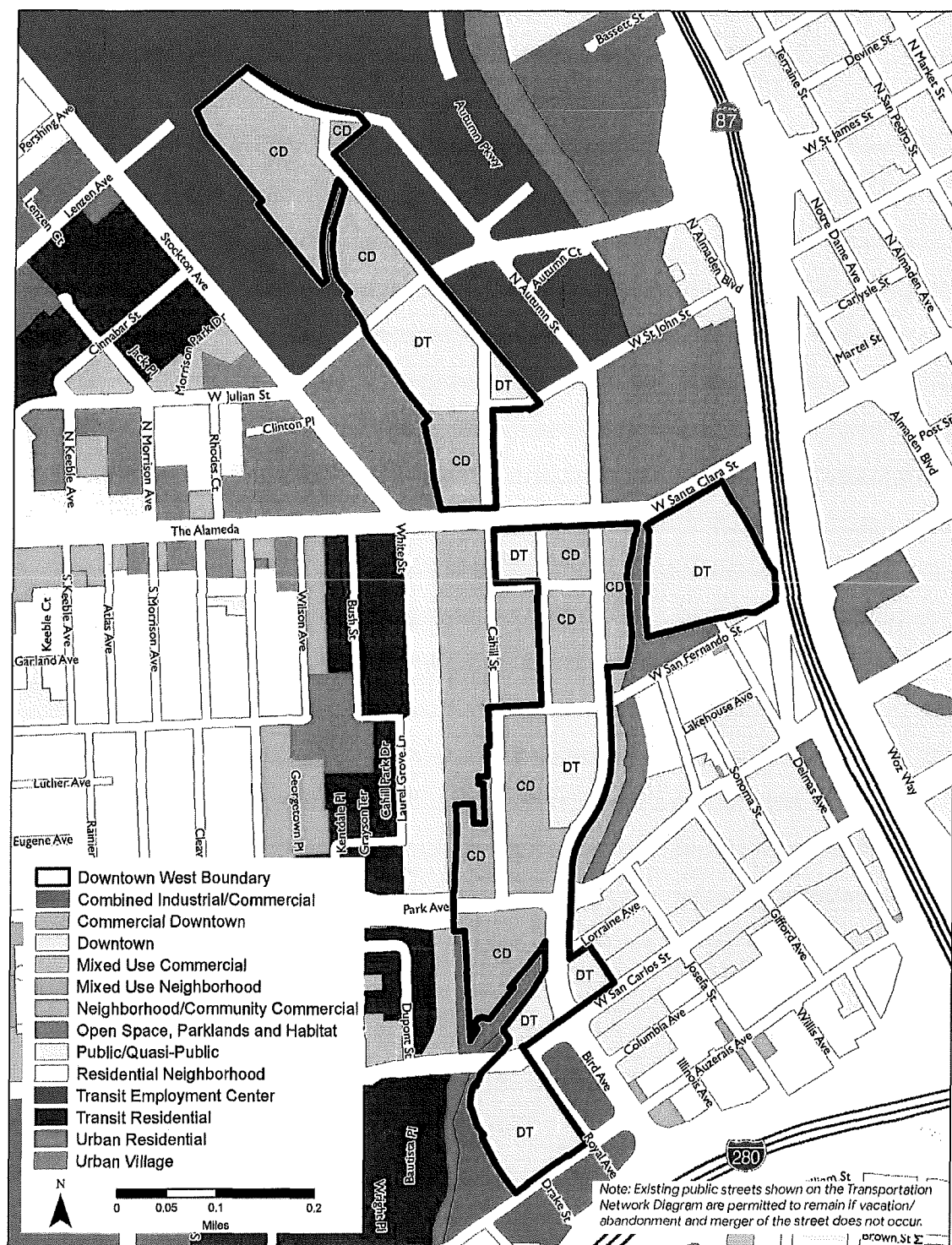
LU-6.1 Prohibit conversion of lands designated for light and heavy industrial uses to non-industrial uses. Prohibit lands designated for industrial uses and mixed industrial-commercial uses to be converted to non-employment uses. Lands located within the Diridon Station Area Plan may be re-designated from mixed industrial-commercial to mixed residential-commercial or non-employment uses. Other policies associated with Goal LU-6 shall not apply to mixed industrial-commercial designated lands located within the Diridon Station Area Plan. Lands that have been acquired by the City for public parks, public trails, or public open space may be re-designated from industrial or mixed-industrial lands to non-employment uses. Within the Five Wounds BART Station and 24th Street Neighborhood Urban Village areas, phased land use changes, tied to the completion of the planned BART station, may include the conversion of lands designated for Light Industrial, Heavy Industrial or other employment uses to non-employment use provided that the Urban Village areas maintain capacity for the overall total number of existing and planned jobs.

7. The General Plan "Land Use / Transportation Diagram" is hereby amended to change the land use designations of the Downtown West site from Transit Employment Center, Public/Quasi-Public, Commercial Downtown, Open Space, Parklands and Habitat, Downtown and Combined Industrial/Commercial to the Downtown and Commercial Downtown land use designation as shown below.

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FIGURE: Proposed General Plan Land Use / Transportation Diagram



8. The General Plan "Planned Growth Areas Diagram" is hereby amended to (a) remove the Urban Village color coding (red) designation from the Diridon Station Area Plan and make text amendments clarifying that the Diridon Station Area Plan is not an Urban Village as set forth below; (b) expand the boundaries of the Diridon Station Area Plan consistent with the Downtown West project-specific DSAP amendment approved by Resolution No. ____; and (c) re-designate South Montgomery Street (between W. Santa Clara Street to W. San Fernando Street) from a Grand Boulevard to Main Street and reconfigure the transportation network within the Downtown West site as shown below:

FIGURE: Existing Planned Growth Area Diagram

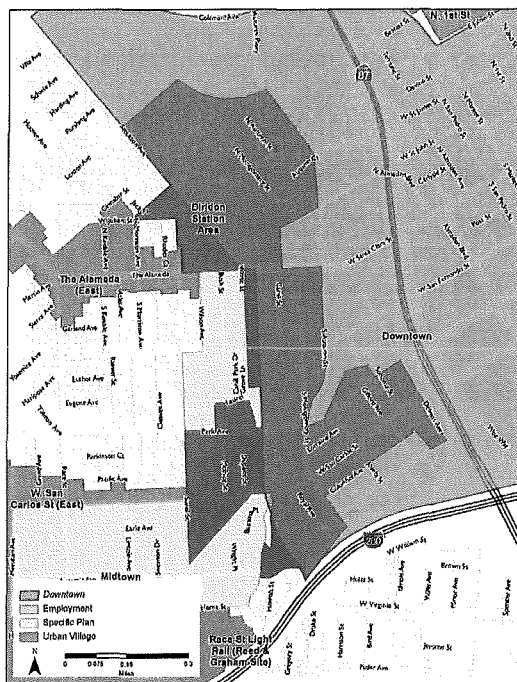
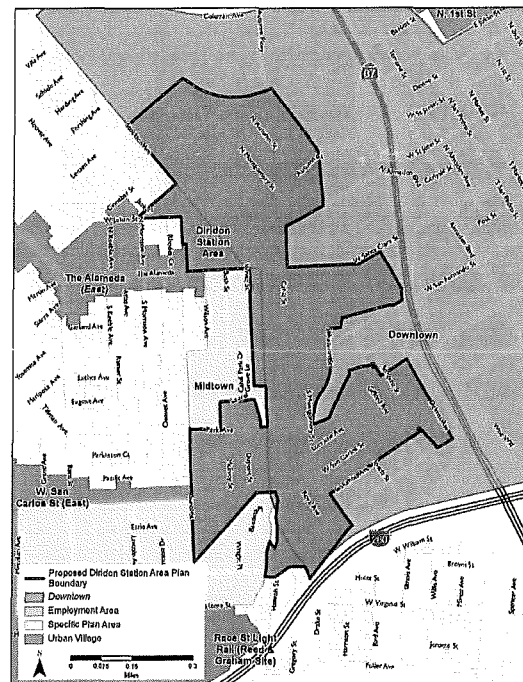


FIGURE: Proposed Planned Growth Area Diagram



Text on the Planning Growth Area Diagram is hereby amended as follows:

Downtown

DT = Downtown

DSAP = Diridon Station Area Plan ~~Urban Village~~

9. Chapter 7, "Housing Growth Areas by Horizon Diagram" is hereby amended to replace the Urban Village / Horizon 1 color coding with the Downtown color coding within the Diridon Station Area Plan boundary.

This map of San Jose, California, illustrates the city's urban layout and planning zones. The legend identifies four main areas: Downtown (dark grey), Midtown (medium grey), Specific Plan (light grey), and Urban Village (white). The map shows major streets such as Market St, Main St, and San Jose Ave, as well as the San Jose Red Light Rail (BART) station. A scale bar indicates distances up to 0.5 miles, and a north arrow is provided for orientation.

The map illustrates the proposed Division Station Area Plan Boundary, which is outlined in a thick black line. The boundary encompasses several key urban areas: Downtown (shaded light gray), Employment Area (shaded medium gray), Specific Plan Area (shaded dark gray), and Urban Village (shaded very dark gray). Major roads shown include Highway 101 running vertically on the right, Highway 10 running horizontally across the middle, and Highway 99 running diagonally at the bottom. Other labeled streets include Yuba Ave, Solano Ave, Highway 99, Lombard Ave, Franklin Ave, Leavenworth, Virginia St, The Alameda (East), Broadway, Market Ave, Harrison Ave, Esplanade Ave, Polk Ave, California St, Clay St, Sacramento St, and others. Landmarks such as the Division Station Area, Midtown, Downtown, and the Bay Area Rapid Rail (BART) station are also indicated. A legend in the bottom left corner defines the plan areas, and a scale bar and north arrow are also present.

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FIGURE: Existing General Plan Transportation Network Diagram

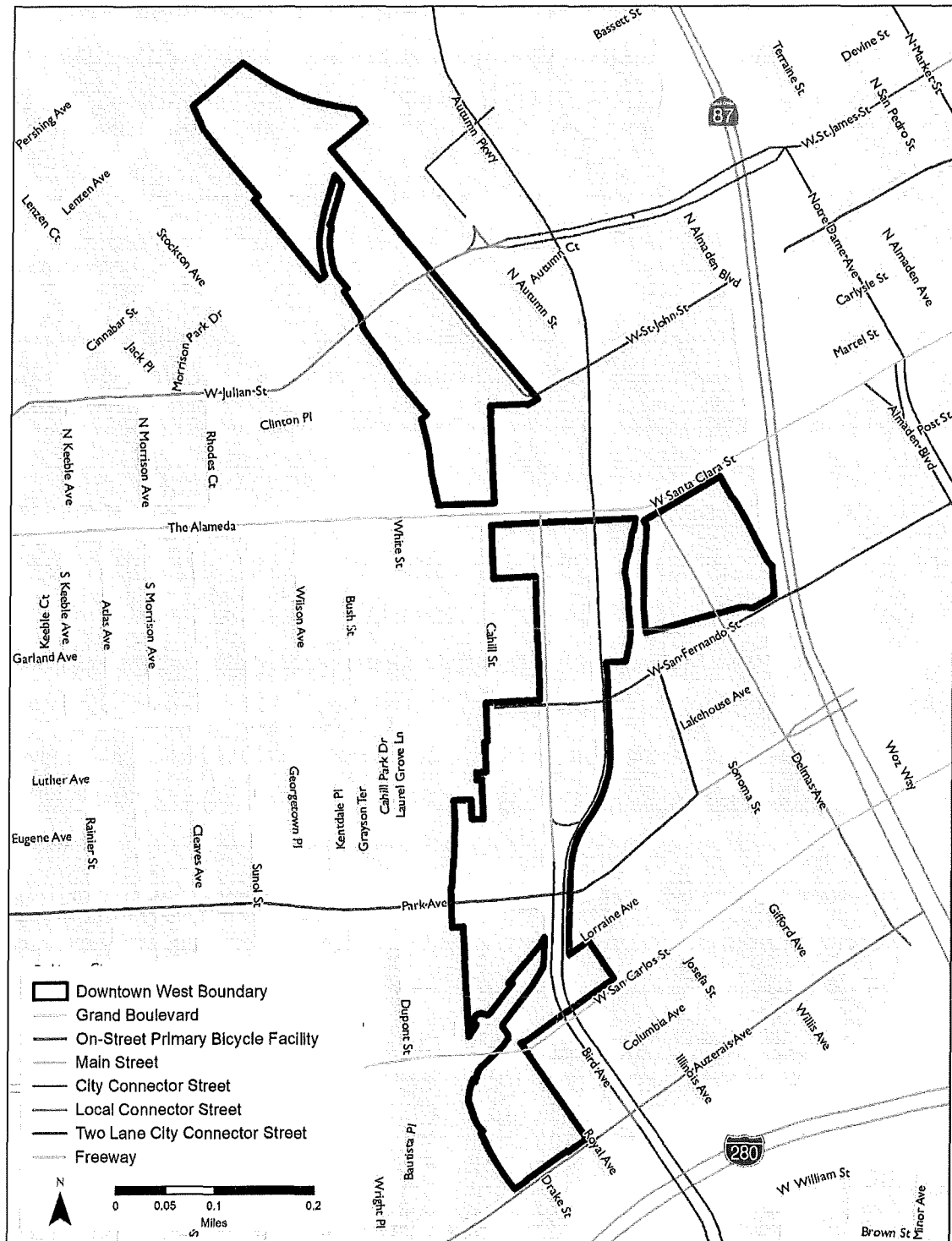
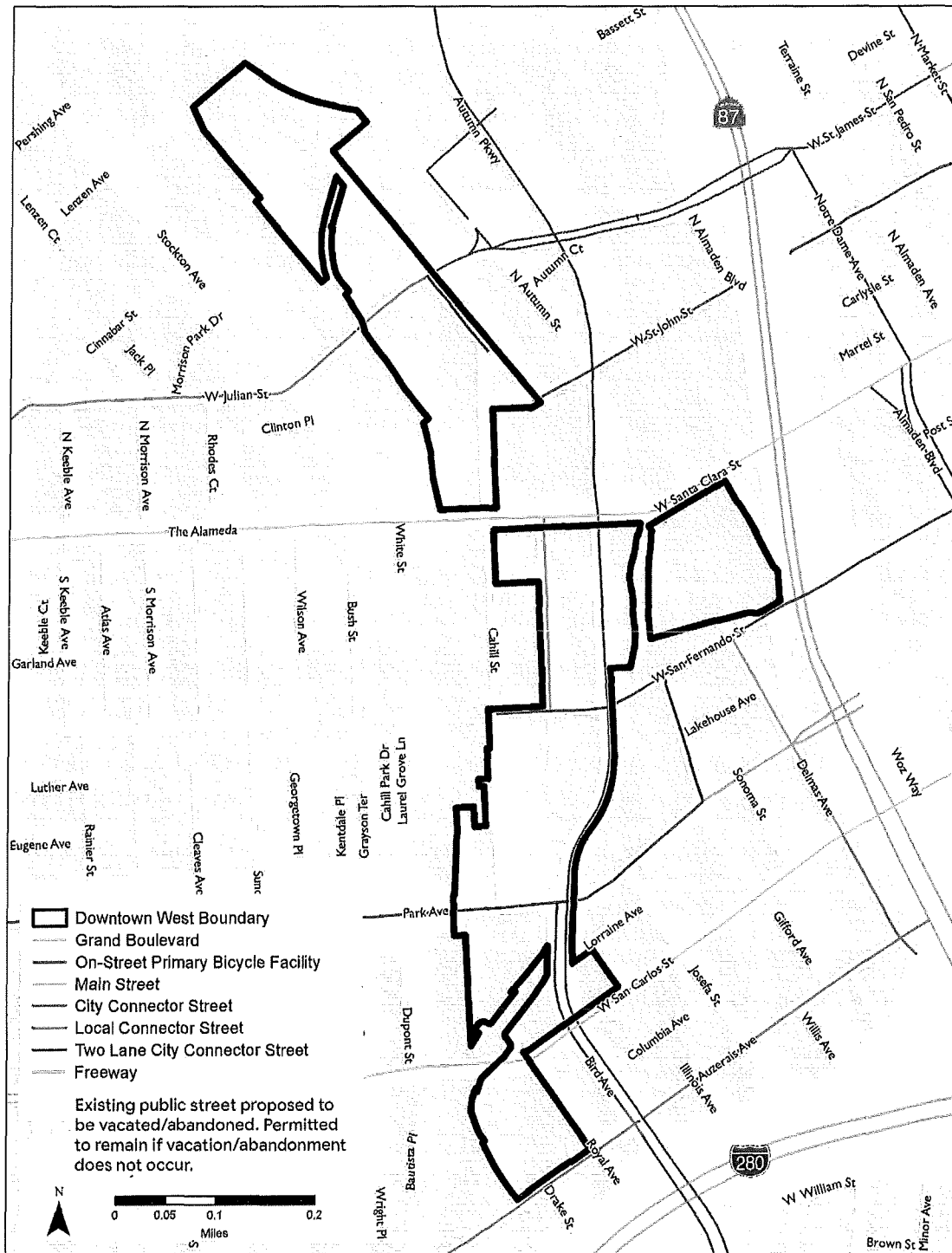


FIGURE: Proposed General Plan Transportation Network Diagram



11. Appendix 5 to the General Plan is hereby amended as follows:

Planned Job Capacity and Housing Growth Areas by Horizon (3 Horizons)									
751,450 Jobs and 429,350 Dwelling Units; 1.1 JIER									
Existing 2002 Development: 34,492 Jobs & 105,650 DU									
Growth Above Existing: 282,000 Jobs & 130,000 DU									
	Gross Acres	CAPACITY		TRACKING					
		Planned Job Capacity	Planned Housing Yield (DU)	Base	Planned DU Growth Capacity for Growth Areas and Urban Villages by Horizon (Timeframe)				NBJ ADP
				Already Built	Horizon 1	Horizon 2	Horizon 3	Phases 3-4	
Total Plan Growth Capacity		382,000	120,000	39,787	15,231	28,768	14,483	42,890	7,950
Downtown									
Downtown (including Dorian Station Area / Urban Village) (v)	843	79,479	26,444	20,721	10,705	10,010	4,114		
Downtown Sub-Total		79,479	26,444	20,721	10,705	10,010	4,114		
Special Plan Areas									
Commissioners Hill Specific Plan	842	1,700	2,775	2,775					
Jackson-Taylor Residential Strategy	109	100	1,100	650	534				
Merba Gardens Specific Plan	145	0	1,700	0	1,700				
Midtown Specific Plan	125	841	850	0	850				
Tarleton Station Area Specific Plan	149	600	1,000	169	831				
Alvino Master Plan (v)	10,730	18,700	70	0	70				
Evergreen Specific Plan (not including V55)	879	0	25	25					
Special Plan Sub-Total		21,811	7,499	3,423	4,058				
Employment Land Areas									
Monterey Business Center (v)	453	1,095	0						
New Edendale	735	10,000	0						
Old Edendale Area (Bernal)	474	15,000	780	780					
North Coyote Valley	1,722	11,900	24,000						
Evergreen Campus Industrial Area	368	10,000	0						
North San José (including Rincon South)	4,382	100,000	32,440	9,084					23,548
VT1 - Lundy / Milpitas BART	167	28,400	0						
Berkeley / International Business Park (v)	497	4,583	0						
Madison (v)	290	2,285	0						
East Glen (v)	453	2,300	0						
San Jose Road (v)	361	2,275	0						
VT6 - Santa Clara / Airport West (FMC)	94	1,600	0						
VT7 - Blossom Hill / Monterey Rd	24	1,940	0						
VT25 - W. Capitol Exp / Monterey Rd	35	100	0						
VR16 - B. Capitol Exp / Capitol Exp	2	100	0						
VR24 - Monterey Hwy / San Jose Rd	35	100	0						
VR25 - E. Capitol Exp / Niles Avenue Dr	15	100	0						
VR27 - W. Capitol Exp / Vasona Dr	15	100	0						
C42 - Story Rd (v)	223	1,823	0						
C45 - County Fairgrounds	184	100	0						
Employment Land Sub-Total		195,811	33,420	9,874					23,548
Regional Transit Urban Villages									
VT2 - Berkeley BART / Bernalillo BART/Lundy Av (v)	270	21,100	4,814	1,416	3,374				
VT3 - Five Wounds BART	74	4,050	845				845		
VT4 - The Alameda (v)	46	1,810	411	177	234				
VT6 - Blossom Hill (v)	142	0	2,630	2,630					
Regional Transit Villages Sub-Total		27,740	8,000	4,323	3,832		845		
Local Transit Urban Villages (Existing LRT)									
VR0 - Castro Light Rail / Calaveras (v)	69	500	400	440	61		81	440	
VR0 - Race Street Light Rail (v)	123	2,000	1,937	832	1,405				
A (West of Sunset)									
B (Reed & Graham Sts)									
VR10 - Capitol / 87 Light Rail (v)	66	750	1,075	448	875		1,810	448	
VR11 - Peninsula Creek Light Rail	24	0	201	800				800	
VR12 - N. Capitol Exp / Hostetter Rd (v)	25	500	870	420				870	
VR13 - N. Capitol Exp / Berkeley Rd (v)	54	1,000	1,100	444				1,100	
VR14 - N. Capitol Exp / Mabey Rd	5	100	100	300				300	
VR15 - N. Capitol Exp / McKee Rd (v)	92	1,000	1,100	420	188			1,211	420
VR17 - Oakridge Mall and vicinity (v)	390								
A (Camden / Pioneer)									
B (Edwards)									
VR18 - Blossom Hill Rd / Calaveras Av	30	500	600					600	
VR19 - Blossom Hill Rd / Small Av	64	500	500	220				500	
CR20 - N. 1st Street	132	2,520	1,878	448	1,230			2,114	
CR21 - Southwest Expressway (v)	170	767	2,037	239	2,061				
Local Transit Villages (Existing LRT) Sub-Total		28,419	21,339	8,424	1,233	8,878		13,078	4,944
Local Transit Urban Villages (Planned BRT/LRT)									
VR22 - Alameda / Escondido (potential) Light Rail (v)	78	1,150	250						
VR23 - E. Capitol Exp / Silver Creek Rd	73	450	211	650					211
C43 - E. Santa Clara Street									
A (West of 17th Street)									
B (Pioneer/17th St)									
CR24 - Alameda/17th St	74	795	850	85	704				
CR25 - Alameda/17th St	71	800	850	80	316				
A (Alameda/17th St)									
B (Alameda/17th St)									
C (East of 680)									
CR26 - The Alameda (West)	61	850	1,175		1,175				
CR27 - W. San Carlos Street	21	200	400						400
CR28 - Stevens Creek Boulevard	269	2,400	2,600	500	3,352				
Local Transit Villages (Planned BRT/LRT) Sub-Total		10,300	10,144	4,040	1,477	7,775		781	4,466
Commercial Corridor & Center Urban Villages									
C34 - Tukey Rd / S. King Rd	102	800	410	650					410
C35 - Santana Row/Valley Fair and vicinity (v)	185	8,500	2,635						2,635
C36 - Paseo de la Gracia and vicinity	174	1,500	1,500	1,463	1,768	857		1,522	1,463
C37 - Santa Teresa Bl / Bernal Rd	25	850	211	448					211
C38 - Winchester Boulevard	300	2,000	2,200						
C39 - B. Bascom Avenue (North)	215	1,000	1,600	735	1,759	805			
C40 - S. Bascom Avenue (South) (v)	117	500	1,644	94					1,644
C41 - Santiago Avenue (v)	159	1,500	735	381					735
C43 - S. De Anza Boulevard	84	2,140	598	45					598
C44 - Camden / Hillsdale Avenue	108	2,000	1,014	649					1,014
Commercial Corridor & Center Villages Sub-Total		20,899	10,718	4,643	3,474	3,431		3,871	4,843
Neighborhood Villages									
V47 - Landess Av / Merrill Av	10	100	157	248					157
V48 - Piedmont Rd / Bernal Rd	11	100	97	429					97
V49 - McKee Rd / Toyns Av	25	100	170	444					170
V50 - McKee Rd / White Rd (v)	19	100	111	824	7				111
V52 - E. Capitol Exp / Fawcett Dr	14	100	91	470					91
V53 - Comby Rd / S. White Rd	19	100	110	466					110
V54 - Alameda Rd / San Felipe Rd	27	100	100	248					100
V55 - Esplanade Village	49	0	371	345					371
V57 - S. 24th St / Williams Ct (v)	52	100	217		87				217
V58 - Monterey Rd / Chynoweth Rd	37	100	96						96
V59 - Santa Teresa Bl / Code Rd (v)	48	500	13	260					13
V60 - Santa Teresa Bl / Small Av	11	100	101	443					101
V61 - Bolinger Rd / Miller Av	13	100	128						128
V62 - Bolinger Rd / Lawrence Exp	11	100	60						60
V63 - Hamilton Av / Meridian Av	63	500	371	443					371
V64 - Alameda Exp / Hillsdale Av	48	400	210	269					210
V65 - Foxworthy Av / Meridian Av	18	100	170	260	65				170
V67 - Branham Ln / Meridian Av	18	100	170	248					170
V68 - Campbell Av / Branham Ln	21	200	210	269					210
V69 - Koser Rd / Meridian Av	34	200	210	269					210
V70 - Camden Av / Koser Rd (v)	49	100	111	468					111
V71 - Meridian Av / Redmond Av	10	100	96						96
Neighborhood Villages Sub-Total		3,498	3,749	4,884	129	335		3,785	4,281
Other Identified Growth Areas									
Vacant Lands	558	1,759	1,460		1,460				
Branded & Not Built	613	0	1,697		1,697				
Other Identified Growth Areas Sub-Total		1,759	3,157		3,157				
Notes:									
DU = Dwelling Units (Occupied and Vacant)									
Projected DU Growth by Horizon (Timeframe) = The planned number of new dwelling units within each growth area based upon the availability of Housing Growth Areas designated on the General Plan Land Use Diagram being made available in phases over time.									
Base = Existing entitled residential units (Citywide) plus the capacity for new residential units planned within Specific Plan Areas.									
Vacant Lands = Potential development capacity based upon the current General Plan designation for areas identified as being currently vacant or significantly underutilized in respect to the current General Plan projected capacity. These lands are identified in the Vacant Land Inventory and are updated by the City in 2007. Growth Areas that incorporate Vacant Land capacity are indicated with a (v).									

Planned Job Capacity and Housing Growth Areas by Horizon (3 Horizons)
751,450 Jobs and 429,350 Dwelling Units; 1:1 J/E/F
Existing 2008 Development: 390,450 Jobs & 204,350 DU
Growth Above Existing: 360,000 Jobs & 125,000 DU

	Gross Acres	CAPACITY		TRACKING				
		Planned Job Capacity	Planned Housing Yield (DU)	Base	Planned DU Growth Capacity for Growth Areas and Urban Villages by Horizon (Timeframe)			
					Already Entitled	Horizon 1	Horizon 2	Horizon 3
Total Plan Growth Capacity		382,000	120,000		25,767	35,234	14,483	7,950
Downtown								
Downtown (including Oldtown Station Area Plan) (v)	843	79,879	20,735	10,765				
Downtown Sub-Total		79,879	20,735	10,765				
Specific Plan Areas								
Communications Hill Specific Plan	842	1,700	2,776	2,776				
Jackson-Taylor Residential Strategy	100	100	1,100	605		534		
Marina Gardens Specific Plan	146	0	1,760			1,760		
Midtown Specific Plan	125	841	800	0		800		
Tamien Station Area Specific Plan	149	800	1,000	760		891		
Alviso Master Plan (v)	10,730	10,700	70			70		
Evergreen Specific Plan (not including V65)	876	0	25	20				
Specific Plan Sub-Total		21,941	7,560	3,825		4,045		
Employment Land Areas								
Monterey Business Corridor (v)	453	1,066	0					
New Edenvale	735	10,000	0					
Old Edenvale Area (Bernal)	474	15,000	780	760				
North Coyote Valley	1,722	13,560	0					
Evergreen Campus Industrial Area	368	10,000	0					
North San Jose (including Rincon South)	4,362	100,000	32,640	9,064				
VT1 - Lundy / Milpitas BART	167	28,400	0					
Berlyessa / International Business Park (v)	497	4,583	0					
Mabury (v)	290	2,285	0					
East Glen (v)	495	2,300	0					
Santer Road (v)	361	2,275	0					
VT5 - Santa Clara / Airport West (FAC)	94	2,600	0					
VT7 - Blossom Hill / Monterey Rd	24	1,940	0					
VT26 - W. Capitol Expy / Monterey Rd	35	100	0					
VR16 - S. Capitol Av / Capitol Expy	2	100	0					
VR24 - Monterey Hwy / Santa Rd	35	100	0					
VR28 - E. Capitol Expy / McLaughlin Dr	18	100	0					
VR27 - W. Capitol Expy / Vintaeak Dr	15	100	0					
C42 - Slory Rd (v)	223	1,823	0					
C45 - County Fairgrounds	164	100	0					
Employment Land Sub-Total		185,981	33,429	9,874				
Regional Transit Urban Villages								
VT2 - Berlyessa BART / Berlyessa Rd / Lundy Av (v)	270	22,100	4,814	1,419	3,398			
VT3 - Five Wounds BART	74	4,050	845			845		
VT4 - The Alameda (East)	49	1,810	411	177	231			
VT6 - Blossom Hill / Hitech	142	0	2,600	4,803				
Regional Transit Villages Sub-Total		27,760	6,000	4,803	3,632	845		
Local Transit Urban Villages (Existing LRT)								
VR8 - Guther Light Rail / Caltrain (v)	69	600	000	61				
VR9 - Rice Street Light Rail (v)	123							
A (West of Buncel)	2,000	1,937		632	1,405			
B (Reed & Graham Site)	1,203	676			676			
VR10 - Capitol / 87 Light Rail (v)	68	760	1,070			1,070		
VR11 - Penitencia Creek Light Rail	24	0	560			560		
VR12 - N. Capitol Av / Hostetter Rd (v)	25	800	870			870		
VR13 - N. Capitol Av / Berlyessa Rd (v)	54	1,000	1,105			1,105		
VR14 - N. Capitol Av / Mabury Rd	5	100	655			655		
VR16 - N. Capitol Av / McKee Rd (v)	82	1,000	1,389	188		1,211		
VR17 - Oakridge Mall and Vicinity (v)	360							
A (Lanham / Pioneer)	3,375	2,612				2,612		
B (Edenvale)	5,715	3,808				3,808		
VR18 - Blossom Hill Rd / Cahalan Av	30	600	600			600		
VR19 - Blossom Hill Rd / Snell Av	64	500	550	165		404		
CR20 - N. 1st Street	132	2,000	1,918	448	1,230			
CR21 - Southwest Expressway (v)	170	750	3,007	339	2,668			
Local Transit Villages (Existing LRT) Sub-Total		20,410	21,338	1,723	8,878	13,638		
Local Transit Urban Villages (Planned BRT/LRT)								
VR22 - Alameda / Eastshore (potential) Light Rail (v)	78	1,150	250	260				
VR23 - E. Capitol Expy / Silver Creek Rd	73	450	394					
CR28 - E. Santa Clara Street	74	795	850	80		794		
A (West of 17th Street)	51	605	650	80		670		
CR29 - Alamo Rock Avenue								
A (Little Pointe)	18	100	310	71		239		
B (Alamo Rock)	72	870	1,010	187		823		
C (East of 680)	61	850	1,175			1,175		
CR30 - The Alameda (West)	21	200	400					
CR31 - N. San Carlos Street	90	1,245	850	365		850		
CR32 - Stevens Creek Boulevard	289	4,500	3,860	508	3,352			
Local Transit Villages (Planned BRT/LRT) Sub-Total		10,300	10,144	1,677	7,773	784		
Commercial Corridor & Center Urban Villages								
C34 - Tully Rd / S. King Rd	102	800	430					
C35 - Santana Row/Valley Fair and Vicinity (v)	185	8,500	2,835	1,768	857			
C36 - Paseo de San Jose and Vicinity	174	1,500	1,522					
C37 - Santa Teresa Bl / Bernal Rd	75	850	239					
C38 - Winchester Boulevard	305	2,000	2,200	441	1,759			
C39 - S. Bascom Avenue (North)	215	1,000	1,500	765	808			
C40 - S. Bascom Avenue (South) (v)	117	600	383	74		309		
C41 - Santa Teresa Avenue (v)	189	1,600	725	591		334		
C43 - S. De Anza Boulevard (v)	84	2,140	599	65		563		
C44 - Calmar / Hillside Avenue	103	2,000	864			864		
Commercial Corridor & Center Villages Sub-Total		20,890	10,776	3,474	3,431	3,871		
Neighborhood Villages								
V47 - Landess Av / Merrill Av	16	100	157					
V48 - Redwood Rd / Sierra Rd	11	100	80					
V49 - McKee Rd / Toyon Av	25	100	120					
V50 - McKee Rd / White Rd (v)	19	100	111					
V52 - E. Capitol Expy / Foxdale Dr	14	100	83					
V53 - Quincey Rd / S. White Rd	19	100	160					
V54 - Aborn Rd / San Felipe Rd	37	100	203					
V55 - Evergreen Village	49	0	335					
V57 - S. 24th St / William Ct (v)	52	100	217	67		160		
V58 - Monterey Rd / Czynoweth Rd	37	100	90					
V59 - Santa Teresa Bl / Collins Rd (v)	46	100	122					
V60 - Santa Teresa Bl / Snell Av	11	100	88					
V61 - Bollinger Rd / Miller Av	13	100	128					
V62 - Bollinger Rd / Lawrence Expy	11	100	66					
V63 - Hamilton Av / Meridian Av	53	600	339					
V64 - Almaden Expy / Hillside Av	49	400	218					
V65 - Foxworthy Av / Meridian Av	18	100	160	65		95		
V67 - Branham Ln / Meridian Av	18	100	176			176		
V69 - Camden Av / Branham Ln	21	200	279			279		
V69 - Koster Rd / Meridian Av	34	200	213			213		
V70 - Camden Av / Koster Rd (v)	49	100	314			314		
V71 - Meridian Av / Redwood Av	10	100	88			88		
Neighborhood Villages Sub-Total		3,400	3,749	128	335	3,205		
Other Identified Growth Areas								
Vacant Land	558	1,769	1,460	1,400				
Entitled & Not Built	613	0	1,697	1,697				
Other Identified Growth Areas Sub-Total		1,171	3,157	3,107				

Notes:

DU = Dwelling Units (Occupied and Vacant)

Projected DU Growth by Horizon (Timeframe) = The planned number of new dwelling units within each growth area based upon the availability of Housing Growth Areas designated on the General Plan Land Use Diagram being made available in phases over time

Base = Existing entitled residential units (Citywide) plus the capacity for new residential units planned within Specific Plan areas

Vacant Lands = Potential development capacity based upon the current General Plan designation for areas identified as being currently vacant or significantly underutilized in respect to the current General Plan projected capacity. These lands are identified in the Vacant Land Inventory most recently updated by the City in 2007. Growth Areas that incorporate Vacant Land capacity are indicated with a (v).

EXHIBIT "B"

**Google Downtown West Mixed-Use Project
General Plan Consistency Findings**

The following constitute findings that the Google Downtown West Mixed-Use Project (the "Project" or "Downtown West") is, on balance, consistent with the San José 2040 General Plan ("General Plan").

These findings will apply to other Project actions and related documents including, but not limited to: City approval of an override of the Santa Clara County Airport Land Use Commission's Comprehensive Land Use Plan inconsistency determination (Resolution No. 80019); General Plan Amendments (Resolution No. 80020); DSAP Amendments (Resolution No. 80021); approval of the Development Agreement for the Downtown West Mixed-Use Plan (Ordinance No. 30610); approval of a Planned Development Rezoning, including a General Development Plan (Ordinance No. 30609); approval of a Planned Development Permit (Resolution No. 80022); amendments to Title 20 of the City of San José Municipal Code (Ordinance No. 30608); approval of a Vesting Tentative Map (Resolution No. 80023); approval of amendments to the boundaries of the San José Water Company at 374 West Santa Clara Street (Resolution No. 80029) and the Southern Pacific Depot Historic District (Resolution No. 80028); amendment to Historic Preservation Permit (File No. HP16-002) (Resolution No. 80027); approval of Major Encroachment Permits (Resolution Nos. 80024 and 80025); approval of a Construction Impact Mitigation Plan (Resolution No. 80026); and approval of partial vacation of certain streets within Downtown West (Resolution Nos. 80030, 80031, 80032, 80033, and 80034).

These findings are intended to support, to the maximum extent practicable, future approvals by the City, including the Planning Commission and City Council, that are consistent with Project Approvals and Project Documents. To the extent practicable

subject to applicable law, the City will rely on these findings, as appropriate, when processing and reviewing discretionary actions related to the Project, including but not limited to Conformance Review applications, certain Subsequent Approvals (as defined in the Development Agreement), and any other Project-related actions requiring General Plan determinations pursuant to State Law or Applicable Laws.

The Project, including all Project Approvals and Project Documents, as defined in the Development Agreement, are consistent with and implement the following General Plan Goals and Policies.

CHAPTER 2: THRIVING COMMUNITY

Goal IE-1 – Land Use and Employment

Proactively manage land uses to provide and enhance economic development and job growth in San José.

IE-1.5 Promote the intensification of employment activities on sites in close proximity to transit facilities and other existing infrastructure, in particular within the Downtown, North San José, the Berryessa International Business Park and Edenvale.

IE-1.6 Plan land uses, infrastructure development, and other initiatives to maximize utilization of the Mineta San José International Airport, existing and planned transit systems including fixed rail (e.g., High-Speed Rail, BART and Caltrain), Light-Rail and Bus Rapid Transit facilities, and the roadway network. Consistent with other General Plan policies, promote development potential proximate to these transit system investments compatible with their full utilization. Encourage public transit providers to serve employment areas.

IE-1.7 Advance the Diridon Station Area as a world-class transit hub and key transportation center for Northern California.

IE-1.13 Achieve goals related to Quality Neighborhoods, including diverse housing options, a walkable/bikeable public street and trail network and compact, mixed use development where infrastructure exists to distinguish San José as a livable and attractive city, to promote interaction among community members, and to attract talented workers to the City.

Goal IE-2 – Business Growth and Retention

Promote San José as an employment center. Nurture existing and attract new companies of all sizes (large anchor companies, emerging growth companies, small businesses) in industries that will drive the job and revenue growth for our City and regional economy.

IE-2.2 Attract and sustain a growing concentration of companies to serve as the economic engine for San José and the region, particularly in driving industries such as information and communication technologies, clean technology, bioscience, and other sectors based on creativity and innovation.

IE-2.7 Encourage business and property development that will provide jobs and generate revenue to support city services and infrastructure.

Goal FS-3 – Fiscally Sustainable Land Use Framework

Make land use decisions that improve the City's fiscal condition. Manage San José's future growth in an orderly, planned manner that is consistent with our ability to provide efficient and economical public services, to maximize the use of existing and proposed public facilities, and to achieve equitable sharing of the cost of such services and facilities.

FS-3.3 Promote land use policy and implementation actions that increase the ratio of Jobs to Employed Residents to improve our City's fiscal condition, consistent with economic

development and land use goals and policies. Maintain or enhance the City's net total employment capacity collectively through amendments made to this General Plan in each Annual Review process.

Goal FS-4 – Promote Fiscally Beneficial Land Use

Maintain, enhance, and develop our City's employment lands as part of our strategy for Fiscal Sustainability.

FS-4.1 Preserve and enhance employment land acreage and building floor area capacity for various employment activities because they provide revenue, near-term jobs, contribute to our City's long-term achievement of economic development and job growth goals, and provide opportunities for the development of retail to serve individual neighborhoods, larger community areas, and the Bay Area.

FS-4.7 Encourage transit-oriented development as a means to reduce costs for expansion and maintenance of our City's street system, in addition to other benefits and consistent with the General Plan Transportation goals and policies.

Consistency Findings. The Project is consistent with and implements Goals IE-1, IE-2, FS-3, and FS-4 and applicable policies. The Project provides for a dense, mixed-use development program that will promote the intensification of employment activities adjacent to Diridon Station, with a broad range of commercial job-generating uses that will result in positive fiscal contributions to the City. The Project will achieve goals related to Quality Neighborhoods, including by providing diverse housing options, walkable and bikeable public streets and trails, and mixed use development where infrastructure exists to distinguish San José as a livable and attractive city, to promote interaction among community members, and to attract talented workers to the City. Downtown West, which is located within the General Plan's Downtown Growth Area and the Diridon Station Area Plan ("DSAP") includes the development of: up to 7.3 million gross square feet (gsf) of

commercial office space; up to 5,900 residential units; up to 500,000 gsf of active uses (commercial retail/restaurant, arts, cultural, live entertainment, community, institutional, childcare and education, maker, non-profit, and small-format office spaces); up to 300 hotel rooms; up to 800 limited-term corporate accommodations; up to 100,000 gsf of event and conference centers; a District Systems approach to delivery of on-site utilities, including designated infrastructure zones with up to two (2) on-site centralized utility plants totaling up to 130,000 gsf; one or more on-site logistics centers that would occupy a total of about 100,000 gsf to serve the commercial on-site uses; a total of approximately 15 acres of parks and open space; and various other improvements to the public realm. The General Plan Amendment, approved by Resolution No. 80020, amended the land use designation for the site to Commercial and Downtown Commercial which will allow for more dense development of residential and non-residential uses, advancing the City's jobs and employment ratio. The Project will support a mix of land uses, including employment generating uses that support the General Plan's Major Strategy #9 to focus growth within Downtown San Jose and develop the area into an important employment and residential neighborhood, all in close proximity to existing and planned multi-modal transit resources centered around Diridon Station. The Project's land use development program will promote Major Strategy #9's land use policy and increase the ratio of Jobs to Employed Residents, improving the City's fiscal condition. The Project will create tens of thousands of permanent jobs across a range of skill and income levels, including high wage, highly skilled jobs, implementing the General Plan's goal of attracting and sustaining a growing concentration of companies to serve as the economic engine for San José and the region, particularly in driving industries based on creativity and innovation. The Project, which will be developed in phases, is anticipated to generate up to an annual average of 5,700 construction jobs during construction and, upon completion, approximately 31,000 on-site permanent jobs (consisting of approximately 29,000 office employees and 2,000 non-office employees). Development of the Project with its diverse mix of land uses will enhance employment land acreage and building floor area capacity for various employment activities, providing the City with revenue, near-term jobs, contributing to the City's long-term achievement of economic development and

job growth goals, and supporting City services and infrastructure. The Project is expected to generate approximately \$9 million in projected net new annual City General Fund revenue and \$79 million in projected annual property tax revenue. In addition, the Project will provide \$58 million in one-time local construction taxes and \$16 million in one-time school fees, in addition to ongoing school contributions through property taxes. Consistent with the General Plan, the Project will advance the DSAP area as a world-class transit hub and key transportation center for Northern California as the Project will enhance transit access and ridership by leveraging its proximity to Diridon Station and other existing and planned transit facilities in the City, including BART and Caltrain, and will promote infrastructure development proximate to these transit systems by supporting walking, biking, and public transit to connect residents and visitors within Downtown West to adjacent neighborhoods.

CHAPTER 3: ENVIRONMENTAL LEADERSHIP

Goal MS-1 – Green Building Policy Leadership

Demonstrate San José's commitment to local and global Environmental Leadership through progressive use of green building policies, practices, and technologies to achieve 100 million square feet of new or retrofitted green buildings by 2040.

MS-1.1 Demonstrate leadership in the development and implementation of green building policies and practices. Ensure that all projects are consistent with or exceed the City's Green Building Ordinance and City Council Policies as well as State and/or regional policies which require that projects incorporate various green building principles into their design and construction.

MS-1.2 Continually increase the number and proportion of buildings within San José that make use of green building practices by incorporating those practices into both new construction and retrofit of existing structures.

MS-1.5 Advocate for new or revised local, regional, state, or national policies and laws that further the use of green building techniques and to further the development of green building technology. Support the development and implementation of new and innovative technologies to achieve the construction of all types of environmentally high-performing buildings.

MS-1.6 Recognize the interconnected nature of green building systems, and, in the implementation of Green Building Policies, give priority to green building options that provide environmental benefit by reducing water and/or energy use and solid waste.

MS-1.7 Encourage retrofits for existing buildings throughout San José to use green building principles in order to mitigate the environmental, economic, and social impact of those buildings, to achieve greenhouse gas reductions, and to improve air and water quality.

Consistency Findings. The Project is consistent with Goal MS-1 and applicable policies identified above. As stated in the Downtown West Environmental Impact Report, the Project demonstrates leadership in the development and implementation of green building policies and practices. The Project will incorporate various green building principles into its design and construction and will be consistent with the City's Green Building Ordinance. The Project is required to comply with the City's Water-Efficient Landscape Ordinance and will use recycled water for non-potable water uses. This will promote the use of green building technology or techniques that help reduce the depletion of the City's potable water supply as building codes permit. The Project will also be designed to be eligible for LEED ND Gold Certification, including Green Infrastructure and Buildings; promote the use of green roofs through the Downtown West Development Standards and Guidelines; provide on-site solar energy generation; minimize surface parking; and reduce existing impervious surfaces on the Project site. The Project's progressive use of green building practices and technologies will increase the number

and proportion of buildings within the City that make use of green building practices by incorporating such practices into new construction.

Goal MS-2 – Energy Conservation and Renewable Energy Use

Maximize the use of green building practices in new and existing development to maximize energy efficiency and conservation and to maximize the use of renewable energy sources.

MS-2.2 Encourage maximized use of on-site generation of renewable energy for all new and existing buildings.

MS-2.3 Utilize solar orientation (i.e., building placement), landscaping, design, and construction techniques for new construction to minimize energy consumption.

MS-2.4 Promote energy efficient construction industry practices.

MS-2.5 Encourage responsible forest management in wood material selections and encourage the use of rapidly renewable materials.

MS-2.6 Promote roofing design and surface treatments that reduce the heat island effect of new and existing development and support reduced energy use, reduced air pollution, and a healthy urban forest. Connect businesses and residents with cool roof rebate programs through City outreach efforts.

MS-2.7 Encourage the installation of solar panels or other clean energy power generation sources over parking areas.

MS-2.8 Develop policies which promote energy reduction for energy-intensive industries. For facilities such as data centers, which have high energy demand and indirect greenhouse gas emissions, require evaluation of operational energy

efficiency and inclusion of operational design measures as part of development review consistent with benchmarks such as those in EPA's EnergyStar Program for new data centers. Also require consideration of distributed power production for these facilities to reduce energy losses from electricity transmission over long distances and energy production methods such as waste-heat reclamation or the purchase of renewable energy to reduce greenhouse gas emissions.

MS-2.11 Require new development to incorporate green building practices, including those required by the Green Building Ordinance. Specifically, target reduced energy use through construction techniques (e.g., design of building envelopes and systems to maximize energy performance), through architectural design (e.g., design to maximize cross ventilation and interior daylight) and through site design techniques (e.g., orienting buildings on sites to maximize the effectiveness of passive solar design).

Consistency Findings. The Project is consistent with Goal MS-2 and applicable policies identified above. As stated in the Downtown West Environmental Impact Report, the Project will be designed not to result in any et additional GHG emissions; to be eligible for LEED ND Gold Certification, including Green Infrastructure and Buildings; promote the use of green roofs through the Downtown West Development Standards and Guidelines; and provide on-site solar energy generation.

Goal MS-3 – Water Conservation and Quality

Maximize the use of green building practices in new and existing development to minimize use of potable water and to reduce water pollution.

MS-3.1 Require water-efficient landscaping, which conforms to the State's Model Water Efficient Landscape Ordinance, for all new commercial, institutional, industrial, and developer-installed residential development unless for recreation needs or other area functions.

MS-3.2 Promote use of green building technology or techniques that can help reduce the depletion of the City's potable water supply, as building codes permit. For example, promote the use of captured rainwater, graywater, or recycled water as the preferred source for non-potable water needs such as irrigation and building cooling, consistent with Building Codes or other regulations.

MS-3.3 Promote the use of drought tolerant plants and landscaping materials for nonresidential and residential uses.

MS-3.4 Promote the use of greenroofs (i.e., roofs with vegetated cover), landscape based treatment measures, pervious materials for hardscape, and other stormwater management practices to reduce water pollution.

MS-3.5 Minimize areas dedicated to surface parking to reduce rainwater that comes into contact with pollutants.

Consistency Findings. The Project is consistent with Goal MS-3 and applicable policies identified above. As stated in the Downtown West Environmental Impact Report, the Project is required to comply with the City's Water-Efficient Landscape Ordinance and will use recycled water for non-potable water uses. This will promote the use of green building technology or techniques that help reduce the depletion of the City's potable water supply as building codes permit. The Project will also promote the use of green roofs through the Downtown West Development Standards and Guidelines; minimize surface parking; reduce existing impervious surfaces on the Project site; and minimize areas dedicated to surface parking, reducing rainwater that comes into contact with pollutants. Based on the preliminary stormwater evaluation, the proposed Project is designed to include a net reduction of approximately 9 percent of impervious surface area compared to existing conditions, from approximately 97 percent impervious under existing conditions to about 88 percent impervious with project implementation. The Project reduces existing impervious surfaces by over 50 percent within the Los Gatos Creek Riparian Setback.

The DWDSG includes standards requiring existing impervious surfaces within the riparian setback and ecological enhancement zone to be replaced with planting, pervious hardscape, walking paths, or the sidewalk of an adjoining paved street. The Project's reduction in the existing impervious surface area will improve habitat value, water quality, thermal comfort, groundwater recharge, and aesthetics.

Goal MS-5 – Waste Diversion

Divert 100% of waste from landfills by 2022 and maintain 100% diversion through 2040.

MS-5.5 Maximize recycling and composting from all residents, businesses, and institutions in the City.

MS-5.6 Enhance the construction and demolition debris recycling program to increase diversion from the building sector.

Goal MS-6 – Waste Reduction

Reduce generation of solid and hazardous waste.

MS-6.3 Encourage the use of locally extracted, manufactured or recycled and reused materials including construction materials and compost.

MS-6.4 Improve “downstream” reuse and recycling of end-of-life products and materials to ensure their highest and best use.

MS-6.5 Reduce the amount of waste disposed in landfills through waste prevention, reuse, and recycling of materials at venues, facilities, and special events.

MS-6.8 Maximize reuse, recycling, and composting citywide.

Goal MS-7 – Environmental Leadership and Innovation

Establish San José as a nationally recognized leader in reducing the amount of materials entering the solid waste stream.

MS-7.2 Collaborate with providers of solid waste collection, recycling, and disposal services to ensure a level of service that promotes a clean environment.

MS-7.3 Support the development of green jobs through investment in zero waste programs and infrastructure.

Consistency Findings. The Project is consistent with Goals MS-5, and MS-6 and MS-7 and applicable policies identified above. As stated in the Downtown West Environmental Impact Report, the Project will comply with the City's Zero Waste Strategies Plan, as well as with the waste reduction and diversion requirements of state law, during both demolition/construction and operation of the Project. This will reduce the amount of waste disposed in landfills through waste prevention, reuse, and recycling of materials, improve downstream reuse and recycling of end- of-life products and materials to ensure their highest and best use, and assist in the City's goal of maximizing recycling and composting from all residents, businesses, and institutions in the City.

Goal MS-10 – Air Pollutant Emission Reduction

Minimize air pollutant emissions from new and existing development.

MS-10.1 Assess projected air emissions from new development in conformance with the Bay Area Air Quality Management District (BAAQMD) CEQA Guidelines and relative to state and federal standards. Identify and implement feasible air emission reduction measures.

MS-10.2 Consider the cumulative air quality impacts from proposed developments for proposed land use designation changes and new development, consistent with the region's Clean Air Plan and State law.

MS-10.3 Promote the expansion and improvement of public transportation services and facilities, where appropriate, to both encourage energy conservation and reduce air pollution.

MS-10.5 In order to reduce vehicle miles traveled and traffic congestion, require new development within 2,000 feet of an existing or planned transit station to encourage the use of public transit and minimize the dependence on the automobile through the application of site design guidelines and transit incentives.

MS-10.6 Encourage mixed land use development near transit lines and provide retail and other types of service oriented uses within walking distance to minimize automobile dependent development.

MS-10.7 Encourage regional and statewide air pollutant emission reduction through energy conservation to improve air quality.

Consistency Findings. The Project is consistent with Goal MS-10 and applicable policies identified above. The Downtown West Environmental Impact Report analyzed the Project's projected air emissions in conformance with the BAAQMD CEQA Guidelines and relative to state and federal standards, and the Project will implement certain Mitigation Measures set forth in the Project's Mitigation Monitoring and Reporting Program (MMRP) that will reduce the Project's air quality impacts. The Downtown West Environmental Impact Report also considered the cumulative air quality impacts from proposed developments for proposed land use designation changes and new development, consistent with the region's Clean Air Plan and state law. The Project will promote the expansion and improvement of public transportation services and facilities,

where appropriate, to encourage energy conservation and reduce air pollution. For example, the Project will enhance transit access and ridership by leveraging its proximity to Diridon Station and supporting walking, biking, and public transit to connect residents and visitors within Downtown West to adjacent neighborhoods. The Project, which implements a mixed land use development near Diridon Station and other transit lines, provides service oriented uses (e.g. active uses) within walking distance of existing and planned transit to minimize automobile dependence. Under the Project's TDM program and Mitigation Measure AQ-2h, the Project would provide transit incentives to reduce vehicle miles traveled and traffic congestion and to minimize the dependence on the automobile. The Project would further encourage regional and statewide air pollutant emission reduction by being designed to be eligible for LEED ND Gold Certification.

Goal MS-11 – Toxic Air Contaminants

Minimize exposure of people to air pollution and toxic air contaminants such as ozone, carbon monoxide, lead, and particulate matter.

MS-11.1 Require completion of air quality modeling for sensitive land uses such as new residential developments that are located near sources of pollution such as freeways and industrial uses. Require new residential development projects and projects categorized as sensitive receptors to incorporate effective mitigation into project designs or be located an adequate distance from sources of toxic air contaminants (TACs) to avoid significant risks to health and safety.

MS-11.2 For projects that emit toxic air contaminants, require project proponents to prepare health risk assessments in accordance with BAAQMD-recommended procedures as part of environmental review and employ effective mitigation to reduce possible health risks to a less than significant level. Alternatively, require new projects (such as, but not limited to, industrial, manufacturing, and processing facilities) that are sources of TACs to be located an adequate distance from residential areas and other sensitive receptors.

MS-11.3 Review projects generating significant heavy duty truck traffic to designate truck routes that minimize exposure of sensitive receptors to TACs and particulate matter.

MS-11.4 Encourage the installation of appropriate air filtration at existing schools, residences, and other sensitive receptor uses adversely affected by pollution sources.

MS-11.5 Encourage the use of pollution absorbing trees and vegetation in buffer areas between substantial sources of TACs and sensitive land uses.

Consistency Findings. The Project is consistent with Goal MS-11 and the applicable policies identified above. The Downtown West Environmental Impact Report included air quality modeling for sensitive land uses and analyzed impacts of the Project on sensitive receptors, including proposed new residential development. The Project is consistent with Goal MS-11 and its applicable policies as the Project will implement certain Mitigation Measures set forth in the Project's MMRP to incorporate effective mitigation into project designs or be located an adequate distance from sources of TACs to minimize risks to health and safety. The Project also provided a health risk assessment in accordance with BAAQMD-recommended procedures as part of environmental review and the Project will implement certain Mitigation Measures set forth in the Project's MMRP to reduce possible health risks. The Project is consistent with Policy MS-11.3 as the Project will designate operational truck routes to minimize exposure of sensitive receptors to TACs and particulate matter through implementation of certain Mitigation Measures set forth in the MMRP. Consistent with Policy MS-11.4, the Project will install MERV 13 air filtration systems at all on-site buildings. The Project will also encourage the use of pollution absorbing trees and vegetation as it will provide for approximately 2,280 replacement trees and approximately 15 total acres of open space throughout Downtown West that would provide a buffer between sources of TACs and sensitive land uses.

Goal MS-12 – Objectionable Odors

Minimize and avoid exposure of residents to objectionable odors.

MS-12.1 For new, expanded, or modified facilities that are potential sources of objectionable odors (such as landfills, green waste and resource recovery facilities, wastewater treatment facilities, asphalt batch plants, and food processors), the City requires an analysis of possible odor impacts and the provision of odor minimization and control measures as mitigation.

MS-12.2 Require new residential development projects and projects categorized as sensitive receptors to be located an adequate distance from facilities that are existing and potential sources of odor. An adequate separation distance will be determined based upon the type, size and operations of the facility.

Consistency Findings. *The Project is consistent with Goal MS-12 and applicable policies identified above. Google LLC ("Project Sponsor") analyzed facilities that are potential sources of objectionable odors, such as the potential wastewater treatment facility(s), for possible odor impacts and the provision of odor minimization and control measures as mitigation. The Downtown West Environmental Impact Report noted that the Project's potential wastewater treatment facility(s) would be a potential odor source and analyzed whether the Project's proposed wastewater treatment facility and operation of such facility would generate objectionable odors that would likely worsen or improve existing conditions and would likely affect a substantial number of people. The Project proposes up to two wastewater potential facilities, one in each central utility plant. The Downtown West Environmental Impact Report provides that the wastewater treatment facilities are located within BAAQMD's standard screening distances for wastewater treatment plans, however, the wastewater treatment plants would be enclosed within the central utility plant. The Project is consistent with Goal MS-12 and Policies MS-12.1 and MS-12.2 because the facility will have odor controls to manage any objectionable odors. The Project will also implement Mitigation Measures in the MMRP that will require, among*

other measures, air blowers and odor control units to be incorporated into the wastewater treatment design and best management practices and emissions controls to address objectionable odors.

Goal MS-13 – Construction Air Emissions

Minimize air pollutant emissions during demolition and construction activities.

MS-13.1 Include dust, particulate matter, and construction equipment exhaust control measures as conditions of approval for subdivision maps, site development and planned development permits, grading permits, and demolition permits. At minimum, conditions shall conform to construction mitigation measures recommended in the current BAAQMD CEQA Guidelines for the relevant project size and type.

MS-13.2 Construction and/or demolition projects that have the potential to disturb asbestos (from soil or building material) shall comply with all the requirements of the California Air Resources Board's air toxics control measures (ATCMs) for Construction, Grading, Quarrying, and Surface Mining Operations.

MS-13.3 Require subdivision designs and site planning to minimize grading and use landform grading in hillside areas.

Consistency Findings. The Project is consistent with Goal MS-13 and applicable policies identified above. The Project will comply with Policy MS-13.1 by implementing Mitigation Measure AQ-2a, which will include a construction emission minimization plan that will include dust control requirements. The Project will include as a condition of approval to the Downtown West PD Permit that all construction equipment be certified to Tier 4 Final emission standards or electric, as feasible, which conform to construction mitigation measures recommended in the current BAAQMD CEQA Guidelines for the project size and type. The Project is consistent with Policy MS-13.2 as the Project Sponsor will determine the presence of asbestos (and other hazardous building materials) prior to

obtaining demolition permits and will comply with all requirements of California Air Resource Board's ATCMs for construction and demolition activities that have the potential to disturb asbestos. Consistent with Policy MS-13.3, the project will limit grading to development blocks and will conform to existing grades at the edge conditions along the block boundaries and rights-of-way. The Project will comply with all applicable dust, particulate, and exhaust control measures for demolition and grading activities as a condition of Project approval, will prohibit unpaved and unprotected access to public roadways from construction sites, and will otherwise comply with all requirements set forth in the City's grading ordinance.

Goal MS-14 – Reduce Consumption and Increase Efficiency

Reduce per capita energy consumption by at least 50% compared to 2008 levels by 2022 and maintain or reduce net aggregate energy consumption levels equivalent to the 2022 (Green Vision) level through 2040.

MS-14.1 Promote job and housing growth in areas served by public transit and that have community amenities within a 20-minute walking distance.

MS-14.2 Enhance existing neighborhoods by adding a mix of uses that facilitate biking, walking, or transit ridership through improved access to shopping, employment, community services, and gathering places.

MS-14.3 Consistent with the California Public Utilities Commission's California Long Term Energy Efficiency Strategic Plan, as revised, and when technological advances make it feasible, require all new residential and commercial construction to be designed for zero net energy use.

MS-14.4 Implement the City's Green Building Policies (see Green Building Section) so that new construction and rehabilitation of existing buildings fully implements industry best practices, including the use of optimized energy systems,

selection of materials and resources, water efficiency, sustainable site selection, passive solar building design, and planting of trees and other landscape materials to reduce energy consumption.

Goal MS-15 – Renewable Energy

Receive 100% of electrical power from clean renewable sources (e.g., solar, wind, hydrogen) by 2022 and to the greatest degree feasible increase generation of clean, renewable energy within the City to meet its own energy consumption needs.

MS-15.3 Facilitate the installation of at least 100,000 solar roofs in San José by 2022 and at least 200,000 solar roofs by 2040.

MS-15.5 Showcase and apply innovative technologies within San José, including developments that achieve maximum energy efficiency or net zero energy, and renewable energy systems that generate energy equal to or greater than that consumed on site.

Goal MS-16 – Energy Security. Provide access to clean, renewable, and reliable energy for all San José residents and businesses.

MS-16.2 Promote neighborhood-based distributed clean/renewable energy generation to improve local energy security and to reduce the amount of energy wasted in transmitting electricity over long distances.

MS-16.3 Consider benefits and risks of alternative energy sources, and evaluate the City's position on alternative energy sources.

Goal MS-18 – Water Conservation

Continuously improve water conservation efforts in order to achieve best in class performance. Double the City's annual water conservation savings by 2040 and achieve half of the Water District's goal for Santa Clara County on an annual basis.

MS-18.1 Demonstrate environmental leadership by adopting citywide policies that encourage or require new and existing development to incorporate measures to reduce potable water demand and/or increase water efficiency in order to reduce the City's need for imported water.

MS-18.3 Demonstrate environmental leadership by encouraging the creation and use of new technologies that reduce potable water demand and/or increase the efficiency of water use.

MS-18.4 Retrofit existing development to improve water conservation.

MS-18.5 Reduce citywide per capita water consumption by 25% by 2040 from a baseline established using the 2010 Urban Water Management Plans of water retailers in San José.

MS-18.6 Achieve by 2040, 50 Million gallons per day of water conservation savings in San José, by reducing water use and increasing water use efficiency.

Goal MS-19 – Water Recycling

Recycle or beneficially reuse 100% of the City's wastewater supply, including the indirect use of recycled water as part of the potable water supply.

MS-19.1 Require new development to contribute to the cost-effective expansion of the recycled water system in proportion to the extent that it receives benefit from the development of a fiscally and environmentally sustainable local water supply.

MS-19.3 Expand the use of recycled water to benefit the community and the environment.

MS-19.4 Require the use of recycled water wherever feasible and cost-effective to serve existing and new development.

Goal MS-20 – Water Quality

Ensure that all water in San José is of the highest quality appropriate for its intended use.

MS-20.2 Avoid locating new development or authorizing activities with the potential to negatively impact groundwater quality in areas that have been identified as having a high degree of aquifer vulnerability by the Santa Clara Valley Water District or other authoritative public agency.

MS-20.3 Protect groundwater as a water supply source through flood protection measures and the use of stormwater infiltration practices that protect groundwater quality. In the event percolation facilities are modified for infrastructure projects, replacement percolation capacity will be provided.

Goal MS-21 – Community Forest

Preserve and protect existing trees and increase planting of new trees within San José to create and maintain a thriving Community Forest that contributes to the City's quality of life, its sense of community, and its economic and environmental well being.

MS-21.1 Manage the Community Forest to achieve San José's environmental goals for water and energy conservation, wildlife habitat preservation, stormwater retention, heat reduction in urban areas, energy conservation, and the removal of carbon dioxide from the atmosphere.

MS-21.2 Provide appropriate resources to preserve, protect and expand the City's Community Forest.

MS-21.3 Ensure that San José's Community Forest is comprised of species that have low water requirements and are well adapted to its Mediterranean climate. Select and plant diverse species to prevent monocultures that are vulnerable to pest invasions. Furthermore, consider the appropriate placement of tree species and their lifespan to ensure the perpetuation of the Community Forest.

MS-21.4 Encourage the maintenance of mature trees, especially natives, on public and private property as an integral part of the community forest. Prior to allowing the removal of any mature tree, pursue all reasonable measures to preserve it.

MS-21.5 As part of the development review process, preserve protected trees (as defined by the Municipal Code), and other significant trees. Avoid any adverse effect on the health and longevity of protected or other significant trees through appropriate design measures and construction practices. Special priority should be given to the preservation of native oaks and native sycamores. When tree preservation is not feasible, include appropriate tree replacement, both in number and spread of canopy.

MS-21.6 As a condition of new development, require the planting and maintenance of both street trees and trees on private property to achieve a level of tree coverage in compliance with and that implements City laws, policies or guidelines.

MS-21.8 For Capital Improvement Plan or other public development projects, or through the entitlement process for private development projects, require landscaping including the selection and planting of new trees to achieve the following goals:

- Avoid conflicts with nearby power lines.
- Avoid potential conflicts between tree roots and developed areas.
- Avoid use of invasive, non-native trees.
- Remove existing invasive, non-native trees.
- Incorporate native trees into urban plantings in order to provide food and cover for native wildlife species.
- Plant native oak trees and native sycamores on sites which have adequately sized landscape areas and which historically supported these species.

MS-21.9 Where urban development occurs adjacent to natural plant communities (e.g., oak woodland, riparian forest), landscape plantings shall incorporate tree species native to the area and propagated from local sources (generally from within 5-10 miles and preferably from within the same watershed).

Consistency Findings. The Project is consistent with and implements the General Plan's Measurable Environmental Sustainability goals and policies (MS-1 - MS-21) in Chapter 3 (Environmental Leadership), to the extent not described in the above consistency findings. The Project is certified as an environmental leadership development project under Public Resources Code Section 21178 et seq., the Jobs and Economic Improvement through Environmental Leadership Act of 2011 (Assembly Bill [AB] 900, as amended by Senate Bill 734 [2013], AB 246 [2017], and Senate Bill 7 [2021], which is currently pending approval in the California State Legislature, and strives to optimize environmental sustainability through the design of infrastructure, buildings, and improvements to the public realm. As an environmental leadership development project under AB 900, the Project includes a number of project features and requirements that support the development and implementation of new and innovative technologies to achieve the construction of environmentally high-performing buildings. The Project promotes green building policies and practices and includes sustainability strategies that prioritize green building options that provide environmental benefits and range from use

of electric and Tier IV construction equipment to district-wide central utility systems and sustainable building practices.

The Project's sustainability strategies include a commitment to meeting the AB 900 requirement that the Project will result in no net new additional emissions of greenhouse gases (GHG). The Project's sustainability strategies will also support the development of green jobs through investment in zero waste programs and infrastructure. The Project Sponsor may purchase carbon offset credits to achieve the no net new commitment. The Project has made a commitment to be designed to be eligible for LEED ND Gold certification for the entire mixed-use plan and the Project would consider local, recycled, and reused materials as part of the process. The Project, which includes up to 7.3 million square feet of office space, makes the commitment that all office buildings will be designed to be eligible for LEED Gold certification through LEED for Building Design and Construction rating system, which exceeds the City's New Construction Green Building Requirement. In addition, the Project will promote energy-efficient construction industry practices. All new buildings greater than 10,000 square feet will comply with the City's New Construction Green Building Requirement, including the following: all high-rise residential buildings must receive a minimum certification of LEED Certified; mid-rise residential projects must receive a minimum green building performance requirement of LEED Certified or GreenPoint Rated; and all buildings that are not office or residential uses must receive a minimum certification of LEED Silver. All buildings will be entirely powered by electricity with no use of natural gas permitted.

The Project would be subject to and comply with the City's local recycling and composting ordinances and would therefore help maximize reuse, recycling and composting citywide and help ensure that disposal services provide a level of service that promotes a clean environment.

The DWDSG includes a number of standards and guidelines that promote sustainable open space, buildings, and mobility. In particular, the Project's sustainable mobility design

strategy seeks to reduce carbon emissions by promoting transit access and ridership, reducing use of single-occupancy vehicles, and encouraging activity mobility through streetscape improvements that include protected bike lanes, dynamic lanes, and bikeway buffers that result in a robust micro-mobility network that prioritizes walking and biking. The Project will implement a TDM plan to reduce the share of single occupancy vehicle (SOV) trips. The Project has committed to providing charging infrastructure for 15% of on-site parking spaces.

The Project also aspires to adapt, retain, and reuse selected existing buildings and Project resources to mitigate the environmental, economic, and social impact of such buildings. For example, the DWDSG includes development standards that apply to existing structures at Creekside Walk to minimize impacts to the riparian setback.

The Project's commitments promote energy conservation and reduction, water conservation, waste diversion, and environmental leadership through design aspects such as the incorporation of 7.8 MW solar PV (which would promote the City's goal of installing at least 100,000 solar roofs by 2022 and at least 200,000 solar roofs by 2040), public transit accessibility, and co-location of land uses that create a walkable network. The Project encourages the integration of green stormwater infrastructure such as bioswales or other stormwater management into residential landscaping. The Project will use energy efficiency strategies, including a potential district-wide utility system, and on-site renewable energy to reduce energy consumption. The Project proposes a district systems approach to utilities which would reduce the Project's on-site GHG emissions by consolidating and centralizing the Project's infrastructure, including heating and cooling, electricity generation and distribution, and on-site wastewater treatment and recycled water distribution. Consolidation of utility services within the central utility plants would result in greater spatial efficiency by eliminating areas within individual buildings dedicated to facilities and services and promote neighborhood-based distributed clean/renewable energy to reduce the amount of energy wasted in transmitting electricity over long distances.

In addition to incorporation of water conservation strategies, the Project will include district water reuse facility(s) that would treat wastewater, producing recycled water for non-potable uses and thereby reducing the need for imported water; alternatively, recycled water could be supplied by the San José–Santa Clara Regional Wastewater Facility. The use of district systems would result in certain benefits, including an anticipated 29% reduction of potable water consumption. Such water conservation strategies will help promote the City's goal of water conservation (including the goal to reduce citywide per capita water consumption by 25% by 2040 and to achieve by 2040, 50 million gallons per day of water conservation savings).

Buildings in Downtown West will utilize technology that minimize environmental impact and optimize building performance and encourage the use of high quality materials derived from local, renewable sources. The Project encourages use of on-site generation of renewable energy, and utilizes solar orientation, landscaping, and design to minimize energy consumption. The DWDSG includes building sustainability strategies regarding the solar orientation of buildings, solar PV systems and green roofs, and high reflectivity roof materials as approaches to reduce energy consumption in buildings and promote roofing designs and surface treatments that reduce the heat island effect.

The Project will also create approximately 15 acres of parks and open space, including parks, plazas, green spaces, mid-block passages, and a minimum 50-foot setback from riparian corridors, in addition to various improvements to public areas such as sidewalk widening, plazas, and nearly 2,300 new trees. Specific species of trees will be considered in the final design of the project but will be consistent with City policies for biological resources. Consistent with the City's policy of incorporating native tree species, the Downtown West planting strategy prescribes native species. The Project will incorporate a planting strategy that requires native species, including native oak species as part of the re-oaking strategy for certain open spaces, which will reinforce a local sense of place and support native wildlife species. The Project's open spaces, which will be distributed

throughout the Project site, will mitigate the urban heat island effect, as will the Project's reduction in existing impervious surfaces. The DWDSG sets forth standards and guidelines that promote sustainable open space strategies, including requirements for a planting plan that supports native ecosystems and riparian species near Los Gatos Creek. The DWDSG also establishes standards regarding the planting and maintenance of streets trees ensure that trees, streetlights, signs and other infrastructure assets are integrated. The Project's open space and parks will help contribute to the City's environmental goals for water and energy conservation, wildlife habitat preservation, stormwater retention, heat reduction in urban areas, energy conservation, and the removal of carbon dioxide from the atmosphere.

The Project would promote job and housing growth in an area served by public transit as the Project would place a mix of land uses, including residential, office, and active uses, in close proximity to Diridon Station, reducing the number of VMT and vehicle trips while facilitating biking, walking, or transit ridership through improved access to a diverse mix of uses.

Goal ER-2 – Riparian Corridors

Preserve, protect, and restore the City's riparian resources in an environmentally responsible manner to protect them for habitat value and recreational purposes.

ER-2.1 Ensure that new public and private development adjacent to riparian corridors in San José are consistent with the provisions of the City's Riparian Corridor Policy Study and any adopted Santa Clara Valley Habitat Conservation Plan/ Natural Communities Conservation Plan (HCP/NCCP).

ER-2.2 Ensure that a 100-foot setback from riparian habitat is the standard to be achieved in all but a limited number of instances, only where no significant environmental impacts would occur.

ER-2.3 Design new development to protect adjacent riparian corridors from encroachment of lighting, exotic landscaping, noise and toxic substances into the riparian zone.

ER-2.4 When disturbances to riparian corridors cannot be avoided, implement appropriate measures to restore, and/or mitigate damage and allow for fish passage during construction.

ER-2.5 Restore riparian habitat through native plant restoration and removal of nonnative/invasive plants along riparian corridors and adjacent areas.

Consistency Findings. The Project is consistent with Goal ER-2 and applicable policies identified above. Portions of the Project located within 300 feet of riparian corridors are subject to Section A of City Council Policy 6-34, Riparian Corridor Protection and Bird-Safe Design ("Policy 6-34"). In addition, the Project as a whole is subject to the Santa Clara Valley Habitat Plan ("VHP"). Based on the following findings, the Council has determined that the Project is consistent with Policy 6-34 and is conditionally consistent with the VHP, with final determination of VHP consistency to be made prior to issuance of grading permits for specific phases of development:

Policy 6-34 permits riparian setbacks of less than 100 feet for projects that are located within the boundaries of the Downtown area, as is the Project (Section A.2.a). The City may require a report certifying that the reduced setback will not significantly reduce or adversely impact the Riparian Corridor and/or that the proposed uses are not fundamentally incompatible with riparian habitats (Section A.3.b & A.3.c.). Section 6.2 of the FEIR concludes, based on reports by qualified professionals, that with its 50-foot riparian corridor setbacks for new buildings and its 50-100-foot ecological enhancement zones, and with implementation of Standard Conditions of Approval SCA BI-1 and SCA BI-2 and Project Mitigation Measures BI-1a - BI-1c, BI-2a-, BI-2c , BI-2d, BI-3 and BI-4, which apply minimum requirements for construction practices and also require monitoring

and corrective actions around biological resources, the Project will cause no significant impact to riparian corridors or riparian habitats.

DWDSG sections 4.8, 5.5, 5.6, 5.17 and 6.8 prohibit new buildings, active outdoor uses and streets within 50 feet of riparian corridors; require native riparian plantings and increased pervious surfaces in riparian corridors and riparian setbacks, and encourage both in ecological enhancement zones; impose special height limits on the portions of buildings that are permitted within the ecological enhancement zone; and prohibit replacement of existing buildings that are within riparian setbacks in their existing locations. Standard Conditions of Approval require compliance with the Santa Clara Valley Habitat Plan and with the City's tree replacement ordinance. Mitigation measures include fish and wildlife protection measures; a restricted in-water construction schedule; restriction of riparian corridor construction to the smallest possible areas; monitoring of shading and heat island effects during project operation.

Policy 6-34, Sections A.4 - A.6, provide that material and lighting design should reduce light and glare impacts to Riparian Corridors; lighting should not be directed into Riparian Corridors; restoration and rehabilitation of Riparian Corridors are strongly encouraged; and erosion control should avoid soil erosion and minimize runoff. Sections 3.2 and 3.8 of the FEIR, as well as Standards S4.7.2, S4.8.1 - S4.8.7, S4.16.3 - S4.16.5, S4.17.1 - S4.17.3, S4.17.5, S4.18.5, S5.5.7 - S5.5.9, S7.4.1 - S7.4.7, and S7.5.2 of the DWDSG which regulates design features within riparian setback areas, demonstrate that the Project meets these requirements. Regarding light and glare, DWDSG standards prohibit lighting directed into riparian corridors, require dark-sky building lighting, and otherwise regulate building, trail, footbridge and art lighting to minimize impacts to riparian corridors. As described above, DWDSG standards require extensive riparian planting in riparian setbacks and EIR mitigation measures require restoration wherever the project causes impacts to the riparian corridor. Hydrology and Water Quality mitigation measures include construction Best Management Practices as well as revegetation and ongoing monitoring of the riparian corridor following construction; regulatory requirements include preparation

and implementation of a stormwater control plan. These requirements ensure soil erosion will be avoided and runoff will be minimized.

The VHP permits riparian setbacks of less than 100 feet, and no less than 35 feet, where the reduced setback does not preclude achieving the biological goals and objectives of the VHP or conflict with other applicable requirements of the VHP and local policies. Section 6.2 of the FEIR concludes, based on reports by qualified professionals, that with its 50-foot riparian corridor setbacks for new buildings and its 35-foot setback from the Guadalupe River channel wall for historic buildings, its 50-100-foot ecological enhancement zones, and with implementation of Standard conditions of approval SCA BI-1 and SCA BI-2 and Project Mitigation Measures BI-1a - BI-1f, BI-2a - BI-2d, BI-3 and BI-4, the Project will cause no significant impact to riparian corridors or riparian habitats. Accordingly, the Project appears to be consistent with the VHP. The City will assess final consistency with the VHP prior to issuance of grading permits for specific phases of development; to obtain such permits, the Project Sponsor will be required, under SCA BI-1, to submit a VHP Coverage Screening Form to the Director of PBCE and comply with applicable VHP conditions and fees.

Goal ER-5 – Migratory Birds

Protect migratory birds from injury or mortality.

ER-5.1 Avoid implementing activities that result in the loss of active native birds' nests, including both direct loss and indirect loss through abandonment, of native birds. Avoidance of activities that could result in impacts to nests during the breeding season or maintenance of buffers between such activities and active nests would avoid such impacts.

ER-5.2 Require that development projects incorporate measures to avoid impacts to nesting migratory birds.

Consistency Findings. *The Project is consistent with Goal ER-5 and applicable policies identified above. The Project incorporates mitigation measures to avoid impacts to nesting birds during project construction. The Project includes certain Mitigation Measures to avoid impacts on nesting migratory birds, which include avoiding certain activities - for example, avoiding demolition and construction activities during nesting season - that result in the loss of active native birds. Among other measures, the Project Sponsor shall establish a buffer zone if an active nest is found within 250 feet of work areas disturbed by construction. In addition, bird-safe treatment measures under the DDG and the DWDSG include enhanced bird-safe design standards to reduce bird mortality. The Project's bird-safe design standards include bird safe treatment strategies for certain buildings located within 300 feet of a riparian corridor. Such bird safe treatment strategies may include high translucency / low reflectivity glazing, angled glazing, screening awnings, or other methods to reduce the likelihood of bird collisions.*

Goal ER-6 – Urban Natural Interface

Minimize adverse effects of urbanization on natural lands adjacent to the City's developed areas.

ER-6.3 Employ low-glare lighting in areas developed adjacent to natural areas, including riparian woodlands. Any high-intensity lighting used near natural areas will be placed as close to the ground as possible and directed downward or away from natural areas.

ER-6.5 Prohibit use of invasive species, citywide, in required landscaping as part of the discretionary review of proposed development.

ER-6.8 Design and construct development to avoid changes in drainage patterns across adjacent natural areas and for adjacent native trees, such as oaks.

Goal ER-8 - Stormwater

Minimize the adverse effects on ground and surface water quality and protect property and natural resources from stormwater runoff generated in the City of San José.

ER-8.1 Manage stormwater runoff in compliance with the City's Post-Construction Urban Runoff (6-29) and Hydromodification Management (8-14) Policies.

ER-8.2 Coordinate with regional and local agencies and private landowners to plan, finance, construct, and maintain regional stormwater management facilities.

ER-8.3 Ensure that private development in San José includes adequate measures to treat stormwater runoff.

ER-8.4 Assess the potential for surface water and groundwater contamination and require appropriate preventative measures when new development is proposed in areas where storm runoff will be directed into creeks upstream from groundwater recharge facilities.

ER-8.5 Ensure that all development projects in San José maximize opportunities to filter, infiltrate, store and reuse or evaporate stormwater runoff onsite.

ER-8.6 Eliminate barriers to and enact policies in support of the reuse of stormwater runoff for beneficial uses in existing infrastructure and future development in San José.

ER-8.7 Encourage stormwater reuse for beneficial uses in existing infrastructure and future development through the installation of rain barrels, cisterns, or other water storage and reuse facilities.

ER-8.8 Consider the characteristics and condition of the local watershed and identify opportunities for water quality improvement when developing new or updating existing development plans or policies including, but not limited to, specific or area land use plans.

Goal ER-9 – Water Resources

Protect water resources because they are vital to the ecological and economic health of the region and its residents.

ER-9.1 In consultation with the Santa Clara Valley Water District, other public agencies and the SCVWDs Water Resources Protection Guidelines and Standards (2006 or as amended), restrict or carefully regulate public and private development in streamside areas so as to protect and preserve the health, function and stability of streams and stream corridors.

ER-9.2 In consultation with the SCVWD restrict or carefully regulate public and private development in upland areas to prevent uncontrolled runoff that could impact the health and stability of streams.

ER-9.3 Utilize water resources in a manner that does not deplete the supply of surface or groundwater or cause overdrafting of the underground water basin.

ER-9.4 Work with the SCVWD to preserve water quality by establishing appropriate public access and recreational uses on land adjacent to rivers, creeks, wetlands, and other significant water courses.

ER-9.5 Protect groundwater recharge areas, particularly creeks and riparian corridors.

ER-9.6 Require the proper construction and monitoring of facilities that store hazardous materials in order to prevent contamination of the surface water, groundwater and underlying aquifers. In furtherance of this policy, design standards for such facilities should consider high groundwater tables and/or the potential for freshwater or tidal flooding.

Consistency Findings. The Project is consistent with Goals ER-6, ER-8, ER-9, and applicable policies identified above. The Project's lighting objectives will enhance the experience of the public realm while reducing the impact of lighting on natural habitat, especially in and surrounding the riparian corridor. Lighting across Downtown West is scaled to complement the public realm, buildings, adjacent to riparian corridors, and streets. In particular, lighting of buildings and open space within the riparian setback and ecological enhancement zones would improve visibility and promote safety, while protecting the ecological habitat of riparian corridors. Consistent with the Riparian Corridor Policy Study, lighting located in riparian setbacks and the ecological enhancement zone shall be located low to the ground and directed downward. The Project also requires the Project Sponsor to avoid the use of non-native species (except as expressly permitted), plants of low ecological value and species incompatible with existing and projected site conditions. Invasive species are not permitted.

The Project complies with all applicable stormwater management requirements under the City's Green Stormwater Infrastructure Plan (GSI), dated September 2019, which reflects the General Plan's stormwater-related goals and policies. The GSI Plan includes integrated design measures to capture and treat stormwater runoff using soils, plants, and pervious surfaces. The Project would implement design measures consistent with the hydrology and water quality goals of the GSI Plan, including but not limited to, capturing, infiltrating, treating and/or repurposing stormwater with multi-benefit projects that can enhance public spaces, water supply, flood control, habitat and green spaces. The Project is designed to be consistent with local guidelines for land use to protect streams and water resources in Santa Clara County, and includes upgrades to existing

storm drain infrastructure that would intercept contaminants and reduce runoff during storms. The Project will implement stormwater treatment and runoff pollution prevention measures to reduce runoff and prevent increases in runoff flows. The Project will implement post-construction monitoring and treatment controls pursuant to City Policy 6-20 ensure that the Project will not have ongoing adverse residual impacts on receiving waters. The Project's planting plan also enhances native ecosystems and improves stormwater management strategies. Streetscapes throughout the Project site will use durable materials and include space for planting zones that accommodate stormwater management.

The Project will also be designed and constructed to avoid changes in drainage patterns across adjacent natural areas. Project-related construction of larger storm drainage pipes and a new storm drain would occur outside of the riparian corridor to minimize impacts on riparian habitat. Before undertaking specific construction activity within close proximity of drainages, appropriate measures shall be taken to ensure protection of the wetland from construction runoff or direct impact from equipment or materials.

Goal ER-10 – Archaeology and Paleontology

Preserve and conserve archaeologically significant structures, sites, districts and artifacts in order to promote a greater sense of historic awareness and community identity.

ER-10.1 For proposed development sites that have been identified as archaeologically or paleontologically sensitive, require investigation during the planning process in order to determine whether potentially significant archeological or paleontological information may be affected by the project and then require, if needed, that appropriate mitigation measures be incorporated into the project design.

ER-10.2 Recognizing that Native American human remains may be encountered at unexpected locations, impose a requirement on all development permits and

tentative subdivision maps that upon their discovery during construction, development activity will cease until professional archaeological examination confirms whether the burial is human. If the remains are determined to be Native American, applicable state laws shall be enforced.

ER-10.3 Ensure that City, State, and Federal historic preservation laws, regulations, and codes are enforced, including laws related to archaeological and paleontological resources, to ensure the adequate protection of historic and pre-historic resources.

Consistency Findings. The Project is consistent with Goal ER-10 and applicable policies identified above. The Downtown West Environmental Impact Report (EIR) analyzed the project's potential impact on an archaeological resources as defined under the California Environmental Quality Act (CEQA). The EIR determined that with the implementation of certain mitigation measures (MM CU-8a, 8b, 8c, and 8d), the potential impacts of the Project on archaeological resources would be less than significant. The Project will also impose the City's standard conditions of approval during Project construction and operation to address potential impacts on subsurface cultural resources and human remains. Pursuant to the conditions of approval, if prehistoric or historic resources are encountered during excavation and/or grading of the site, all activity within a 50-foot radius of the site shall be stopped, the Director of PBCE notified, and a qualified archaeologist shall examine the find and make appropriate recommendations regarding the disposition of such finds. Upon discovery of human remains during construction, no further excavation or disturbance of the site is permitted, and a qualified archaeologist shall determine whether the remains are Native American. If the remains are believed to be Native American, the Native American Heritage Commission will be contacted, and the remains will be further inspected and a designated most likely descendant will make a recommendation (if feasible).

Goal EC-1 – Community Noise Levels and Land Use Compatibility

Minimize the impact of noise on people through noise reduction and suppression techniques, and through appropriate land use policies.

EC-1.1 Locate new development in areas where noise levels are appropriate for the proposed uses. Consider federal, state and City noise standards and guidelines as a part of new development review. Applicable standards and guidelines for land uses in San José include:

Interior Noise Levels

- The City's standard for interior noise levels in residences, hotels, motels, residential care facilities, and hospitals is 45 dBA DNL. Include appropriate site and building design, building construction and noise attenuation techniques in new development to meet this standard. For sites with exterior noise levels of 60 dBA DNL or more, an acoustical analysis following protocols in the City-adopted California Building Code is required to demonstrate that development projects can meet this standard. The acoustical analysis shall base required noise attenuation techniques on expected *Envision General Plan* traffic volumes to ensure land use compatibility and General Plan consistency over the life of this plan.

Exterior Noise Levels

- The City's acceptable exterior noise level objective is 60 dBA DNL or less for residential and most institutional land uses (Table EC-1). The acceptable exterior noise level objective is established for the City, except in the environs of the San José International Airport and the Downtown, as described below:

- For new multi-family residential projects and for the residential component of mixed-use development, use a standard of 60 dBA DNL in usable outdoor activity areas, excluding balconies and residential stoops and porches facing existing roadways. Some common use areas that meet the 60 dBA DNL exterior standard will be available to all residents. Use noise attenuation techniques such as shielding by buildings and structures for outdoor common use areas. On sites subject to aircraft overflights or adjacent to elevated roadways, use noise attenuation techniques to achieve the 60 dBA DNL standard for noise from sources other than aircraft and elevated roadway segments.
- For single family residential uses, use a standard of 60 dBA DNL for exterior noise in private usable outdoor activity areas, such as backyards.

EC-1.2 Minimize the noise impacts of new development on land uses sensitive to increased noise levels (Categories 1, 2, 3 and 6) by limiting noise generation and by requiring use of noise attenuation measures such as acoustical enclosures and sound barriers, where feasible. The City considers significant noise impacts to occur if a project would:

- Cause the DNL at noise sensitive receptors to increase by five dBA DNL or more where the noise levels would remain “Normally Acceptable”; or
- Cause the DNL at noise sensitive receptors to increase by three dBA DNL or more where noise levels would equal or exceed the “Normally Acceptable” level.

EC-1.3 Mitigate noise generation of new nonresidential land uses to 55 dBA DNL at the property line when located adjacent to existing or planned noise sensitive residential and public/quasi-public land uses.

EC-1.4 Include appropriate noise attenuation techniques in the design of all new General Plan streets projected to adversely impact noise sensitive uses.

EC-1.6 Regulate the effects of operational noise from existing and new industrial and commercial development on adjacent uses through noise standards in the City's Municipal Code.

EC-1.7 Require construction operations within San José to use best available noise suppression devices and techniques and limit construction hours near residential uses per the City's Municipal Code. The City considers significant construction noise impacts to occur if a project located within 500 feet of residential uses or 200 feet of commercial or office uses would:

- Involve substantial noise generating activities (such as building demolition, grading, excavation, pile driving, use of impact equipment, or building framing) continuing for more than 12 months.

For such large or complex projects, a construction noise logistics plan that specifies hours of construction, noise and vibration minimization measures, posting or notification of construction schedules, and designation of a noise disturbance coordinator who would respond to neighborhood complaints will be required to be in place prior to the start of construction and implemented during construction to reduce noise impacts on neighboring residents and other uses.

EC-1.9 Require noise studies for land use proposals where known or suspected loud intermittent noise sources occur which may impact adjacent existing or planned land uses. For new residential development affected by noise from heavy rail, light rail, BART or other single-event noise sources, implement mitigation so

that recurring maximum instantaneous noise levels do not exceed 50 dBA Lmax in bedrooms and 55 dBA Lmax in other rooms.

EC-1.11 Require safe and compatible land uses within the Mineta International Airport noise zone (defined by the 65 CNEL contour as set forth in State law) and encourage aircraft operating procedures that minimize noise.

Goal EC-2 – Vibration

Minimize vibration impacts on people, residences, and business operations.

EC-2.1 Near light and heavy rail lines or other sources of ground-borne vibration, minimize vibration impacts on people, residences, and businesses through the use of setbacks and/or structural design features that reduce vibration to levels at or below the guidelines of the Federal Transit Administration. Require new development within 100 feet of rail lines to demonstrate prior to project approval that vibration experienced by residents and vibration sensitive uses would not exceed these guidelines.

EC-2.3 Require new development to minimize continuous vibration impacts to adjacent uses during demolition and construction. For sensitive historic structures, including ruins and ancient monuments or building that are documented to be structurally weakened, a continuous vibration limit of 0.08 in/sec PPV (peak particle velocity) will be used to minimize the potential for cosmetic damage to a building. A continuous vibration limit of 0.20 in/sec PPV will be used to minimize the potential for cosmetic damage at buildings of normal conventional construction. Equipment or activities typical of generating continuous vibration include but are not limited to: excavation equipment; static compaction equipment; vibratory pile drivers; pile-extraction equipment; and vibratory compaction equipment. Avoid use of impact pile drivers within 125 feet of any buildings, and within 300 feet of historical buildings, or buildings in poor condition. On a project-specific basis, this

distance of 300 feet may be reduced where warranted by a technical study by a qualified professional that verifies that there will be virtually no risk of cosmetic damage to sensitive buildings from the new development during demolition and construction. Transient vibration impacts may exceed a vibration limit of 0.08 in/sec PPV only when and where warranted by a technical study by a qualified professional that verifies that there will be virtually no risk of cosmetic damage to sensitive buildings from the new development during demolition and construction.

Consistency Findings. *The Project is consistent with and will implement Goals EC-1 and EC-2 and applicable policies. The Project site is located in an area of Downtown San Jose that is surrounded by a network of regional transportation facilities that influence the local noise environment, including Diridon Station located west of the Project boundary, and state and federal highways (State Route 87 located adjacent to easternmost portion of the Project site, Interstate 280 one block south of the southern Project boundary, and I-880 located approximately one-mile northwest of the site's northern boundary).*

Land uses in Downtown West are intended to align with the neighboring context so that new residential uses are generally located along existing residential neighborhoods and office uses are focused along the Project's industrial edge and adjacent to Downtown. Residential and hotel uses will implement certain design controls (as set forth in the City's Standard condition of approval NO-2) that would require design plans and building design and acoustical treatments to ensure controls to reduce interior noise levels to 45 dBA DNL or lower within residential units. Moreover, the Project will implement Mitigation Measure NO-1a (Operational Noise Performance Standard) that requires the Project Sponsor to ensure that all mechanical equipment is selected and designed to reduce impacts on surrounding uses by meeting the applicable noise performance standards under the City's Municipal Code.

Sources of vibration in the Project vicinity include Caltrain, Amtrak, and ACE railroad operations. The Project will implement a condition of approval requiring residential

development with vibration exposure exceeding 72 VdB from operations on the Caltrain tracks to be designed to reduce vibration exposure from Caltrain and other rail operations to 72 VdB or less. Under this condition of approval, before any building permit issued for structures intended for human occupancy within 100 feet of the mainline track, a detailed vibration design study must be completed confirming the ground vibration levels and frequency along the Caltrain tracks and to determine the appropriate design to limit interior vibration levels to 72 VdB for residences, if necessary.

The Project is consistent with Policy EC-2.3 as the Project requires the implementation of Mitigation Measure NO-2a (Master Construction Vibration Avoidance and Reduction Plan), which requires the Project Sponsor to prepare a Master Construction Vibration Avoidance and Reduction Plan prior to the issuance of the first building permit for the Project, which must include certain vibration avoidance and reduction measures, including notification of neighbors within 500 feet of the construction site and implementation of a construction vibration monitoring plan to document conditions before, during and after pile driving. The Project Sponsor will also implement Mitigation Measure NO-2b (Master Construction Vibration Avoidance from Compaction) for construction activities that will not involve impact or vibratory pile driving but will employ a vibratory roller. The Project Sponsor also will implement Mitigation Measure CU-4 (Construction Vibration Operation Plan for Historic Resources) which requires submission of a Construction Vibration Operation Plan for work within 170 feet of a historic resource.

The Project complies with Goal EC-1 and applicable policies. For portions of the Project site that are within the Airport Influence Area (AIA) for the Mineta San Jose International Airport, a two-thirds vote of the City Council to override the Airport Land Use Commission's determination of inconsistency with certain Comprehensive Land Use Plan height and noise policies is required and is proposed. Project conditions of approval include aviation easements in the AIA, as well as notice to prospective residents of dwelling units where outdoor use areas would be affected by Airport-related noise exceeding 65 dBA CNEL. The General Plan identifies outdoor noise environments of 60-

75 dBA DNL as “conditionally acceptable” for residential and hotel uses, as long as interior noise levels are mitigated to 45 dBA DNL. Interior noise levels in residences and hotel rooms will not exceed 45 dBA DNL (EIR Mitigation NO-3, a condition of approval to the Downtown West PD Permit). The residential outdoor activities areas at Downtown West Blocks E3 and C3 are located both in the environs of the Mineta San Jose International Airport and in Downtown. These areas are exempt from the 60 dBA DNL exterior noise limit the City applies in other residential areas. Residential exterior spaces such as apartment balconies and ground-floor common areas within the 65 dBA DNL noise contour would be consistent with orderly development of the Mineta San Jose International Airport. Moreover, a condition of approval in the Downtown West PD Permit requires a “Determination of No Hazard” to Air Navigation be issued by the FAA for all buildings prior to issuance of any building permits.

Goal EC-3 – Seismic Hazards

Minimize the risk of injury, loss of life, property damage, and community disruption from seismic shaking, fault rupture, ground failure (liquefaction and lateral spreading), earthquake-induced landslides, and other earthquake-induced ground deformation.

EC-3.1 Design all new or remodeled habitable structures in accordance with the most recent California Building Code and California Fire Code as amended locally and adopted by the City of San José, including provisions regarding lateral forces.

EC-3.3 The City of San José Building Official shall require conformance with state law regarding seismically vulnerable unreinforced masonry structures within the City.

Goal EC-4 – Geologic and Soil Hazards

Minimize the risk of injury, loss of life, and property damage from soil and slope instability including landslides, differential settlement, and accelerated erosion.

EC-4.1 Design and build all new or remodeled habitable structures in accordance with the most recent California Building Code and municipal code requirements as amended and adopted by the City of San José, including provisions for expansive soil, and grading and storm water controls.

EC-4.2 Approve development in areas subject to soils and geologic hazards, including unengineered fill and weak soils and landslide-prone areas, only when the severity of hazards have been evaluated and if shown to be required, appropriate mitigation measures are provided. New development proposed within areas of geologic hazards shall not be endangered by, nor contribute to, the hazardous conditions on the site or on adjoining properties. The City of San José Geologist will review and approve geotechnical and geological investigation reports for projects within these areas as part of the project approval process.

EC-4.3 Locate new public improvements and utilities outside of areas with identified soils and/or geologic hazards (e.g., deep seated landslides in the Special Geologic Hazard Study Area and former landfills) to avoid extraordinary maintenance and operating expenses. Where the location of public improvements and utilities in such areas cannot be avoided, effective mitigation measures will be implemented.

EC-4.4 Require all new development to conform to the City of San José's Geologic Hazard Ordinance.

EC-4.5 Ensure that any development activity that requires grading does not impact adjacent properties, local creeks and storm drainage systems by designing and building the site to drain properly and minimize erosion. An Erosion Control Plan is required for all private development projects that have a soil disturbance of one acre or more, are adjacent to a creek/river, and/or are located in hillside areas.

Erosion Control Plans are also required for any grading occurring between October 1 and April 15.

EC-4.6 Evaluate development proposed in areas with soils containing naturally occurring asbestos (i.e., serpentinite) that would require ground disturbance and/or development of new residential or other sensitive uses, for risks to people from airborne asbestos particles during construction and postconstruction periods. Hazards shall be assessed, at minimum, using guidelines and regulations of the Bay Area Air Quality Management District and the California Air Resources Board.

EC-4.7 Consistent with the San José Geologic Hazard Ordinance, prepare geotechnical and geological investigation reports for projects in areas of known concern to address the implications of irrigated landscaping to slope stability and to determine if hazards can be adequately mitigated.

Goal EC-5 – Flooding Hazards

Protect the community from flooding and inundation and preserve the natural attributes of local floodplains and floodways.

EC-5.1 The City shall require evaluation of flood hazards prior to approval of development projects within a Federal Emergency Management Agency (FEMA) designated floodplain. Review new development and substantial improvements to existing structures to ensure it is designed to provide protection from flooding with a one percent annual chance of occurrence, commonly referred to as the “100-year” flood or whatever designated benchmark FEMA may adopt in the future. New development should also provide protection for less frequent flood events when required by the State.

EC-5.2 Allow development only when adequate mitigation measures are incorporated into the project design to prevent or minimize siltation of streams, flood protection ponds, and reservoirs.

EC-5.3 Preserve designated floodway areas for non-urban uses.

EC-5.4 Develop flood control facilities in cooperation with the Santa Clara Valley Water District to protect areas from the occurrence of the “1%” or “100-year” flood or less frequent flood events when required by the State.

Goal EC-6 – Hazardous Materials

Protect the community from the risks inherent in the transport, distribution, use, storage, and disposal of hazardous materials.

EC-6.1 Require all users and producers of hazardous materials and wastes to clearly identify and inventory the hazardous materials that they store, use or transport in conformance with local, state and federal laws, regulations and guidelines.

EC-6.2 Require proper storage and use of hazardous materials and wastes to prevent leakage, potential explosions, fires, or the escape of harmful gases, and to prevent individually innocuous materials from combining to form hazardous substances, especially at the time of disposal by businesses and residences. Require proper disposal of hazardous materials and wastes at licensed facilities.

EC-6.4 Require all proposals for new or expanded facilities that handle hazardous materials that could impact sensitive uses off-site to include adequate mitigation to reduce identified hazardous materials impacts to less than significant levels.

EC-6.5 The City shall designate transportation routes to and from hazardous waste facilities as part of the permitting process in order to minimize adverse impacts on surrounding land uses and to minimize travel distances along residential and other non-industrial frontages.

EC-6.6 Address through environmental review for all proposals for new residential, park and recreation, school, day care, hospital, church or other uses that would place a sensitive population in close proximity to sites on which hazardous materials are or are likely to be located, the likelihood of an accidental release, the risks posed to human health and for sensitive populations, and mitigation measures, if needed, to protect human health.

EC-6.7 Do not approve land uses and development that use hazardous materials that could impact existing residences, schools, day care facilities, community or recreation centers, senior residences, or other sensitive receptors if accidentally released without the incorporation of adequate mitigation or separation buffers between uses.

Goal EC-7 – Environmental Contamination

Protect the community and environment from exposure to hazardous soil, soil vapor, groundwater, and indoor air contamination and hazardous building materials in existing and proposed structures and developments and on public properties, such as parks and trails.

EC-7.1 For development and redevelopment projects, require evaluation of the proposed site's historical and present uses to determine if any potential environmental conditions exist that could adversely impact the community or environment.

EC-7.2 Identify existing soil, soil vapor, groundwater and indoor air contamination and mitigation for identified human health and environmental hazards to future users and provide as part of the environmental review process for all development and redevelopment projects. Mitigation measures for soil, soil vapor and groundwater contamination shall be designed to avoid adverse human health or environmental risk, in conformance with regional, state and federal laws, regulations, guidelines and standards.

EC-7.3 Where a property is located in near proximity of known groundwater contamination with volatile organic compounds or within 1,000 feet of an active or inactive landfill, evaluate and mitigate the potential for indoor air intrusion of hazardous compounds to the satisfaction of the City's Environmental Compliance Officer and appropriate regional, state and federal agencies prior to approval of a development or redevelopment project.

EC-7.4 On redevelopment sites, determine the presence of hazardous building materials during the environmental review process or prior to project approval. Mitigation and remediation of hazardous building materials, such as lead-paint and asbestos-containing materials, shall be implemented in accordance with state and federal laws and regulations.

EC-7.5 On development and redevelopment sites, require all sources of imported fill to have adequate documentation that it is clean and free of contamination and/or acceptable for the proposed land use considering appropriate environmental screening levels for contaminants. Disposal of groundwater from excavations on construction sites shall comply with local, regional, and state requirements.

Consistency Findings. The Project is consistent with and implements General Plan Goals EC-3 through EC - 7 and applicable policies identified above. The Project site is not located within an active earthquake fault zone under the Alquist-Priolo Special Studies

Zone Act and will not directly or indirectly cause adverse effects related to fault rupture. The design of the Project's buildings, structures, and infrastructure will comply with California Building Code (CBC) requirements in order to significantly reduce the risk of damage to structures caused by strong seismic ground shaking. Pursuant to the CBC, the Project will prepare a final, design-level geotechnical investigation and accompanying report to evaluate all identified geotechnical hazards, including liquefaction, and provide design recommendations to address any liquefaction risks. Mitigation Measures GE-1 and GE-3 will be incorporated to reduce the potential impacts of liquefaction and expansive soils to less than significant levels. Further, Project buildings will meet all applicable City Building and Fire Code requirements, and a Public Works Certificate of Geologic Hazard Clearance will be obtained prior to issuance of any grading or building permits. The Landslide Inventory Map of the San José West Quadrangle by Weigers indicates that there are no active or historic landslides within the project site and therefore, there is no landslide hazard.

The Project will obtain a Construction General Permit pursuant to the Clean Water Act requiring the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP will implement specific best management practices (BPMs) designed to prevent sediment and pollutants from coming into contact with stormwater and moving off-site into receiving waters. Specifically, the SWPPP will help prevent site runoff of any potentially hazardous materials into Los Gatos Creek and Guadalupe River. Consistent with City policies, the Project will include placement of straw wattles, silt fences, and other erosion control measures to reduce the potential for erosion or siltation near waterways, in conformance with applicable development design standards and guidelines. To reduce any other potential water quality impacts associated with in-stream activities and increased runoff during construction, the Project will incorporate Mitigation Measures HY-1 and BI-1a. Mitigation Measures HY-3a and HY-3b will provide for flood risk reduction and stream rehabilitation (if needed).

The Project will upgrade green stormwater infrastructure to accommodate stormwater drainage or tie into the City's storm drain network. Project design includes an improved storm drain network that could incorporate stormwater facilities with bioretention, flow-through planters, pervious paving, green roofs, and possibly rainwater harvesting or infiltration facilities. Additionally, the Project is designed such that the ground floor of buildings would be flood-proofed or constructed at an elevation outside of the modeled Zone A of the 1% (100-year) flood plain. The Project proposes flood control improvements which would serve to decrease the portion of the site within the floodplain. The Project proposes replacement of the existing West San Fernando Bridge with a new clear span bridge and rehabilitation of a section of Los Gatos Creek including removal of debris such as debris and logjams and ongoing maintenance. The Project will include Mitigation Measure HY-3a to require flood risk analysis and modeling.

All hazardous materials associated with the Project will be used, stored, transported, and disposed of in compliance with the code requirements of the City of San José Fire Department, the San José–Santa Clara Wastewater Treatment Facility, the SCCDEH, and Caltrans. Project contractors will prepare and implement a Hazardous Materials Business Plan providing that hazardous materials used during construction be used and stored properly in appropriate containers, with secondary containment as needed to contain a potential release. Additionally, before grading, trenching, or excavation, or structure demolition on the Project site, Project applicant will retain a qualified professional to prepare a site-specific health and safety plan in accordance with federal Occupational Safety and Health Administration regulations and California Occupational Safety and Health Administration regulations. The Project will include Mitigation Measures HA-3a, HA-3b, HA-3c, HA-3d to reduce the risk of accidental spill, seepage from existing site conditions, or exceedances of indoor air standards, to less than significant levels.

Goal IN-1 – General Provision of Infrastructure

Provide and maintain adequate water, wastewater, stormwater, water treatment, solid waste and recycling, and recycled water infrastructure to support the needs of the City's residents and businesses.

IN-1.5 Require new development to provide adequate facilities or pay its fair share of the cost for facilities needed to provide services to accommodate growth without adversely impacting current service levels.

IN-1.7 Implement financing strategies, including assessment of fees and establishment of financing mechanisms, to construct and maintain needed infrastructure that maintains established service levels and mitigates development impacts to these systems (e.g., pay capital costs associated with existing infrastructure that has inadequate capacity to serve new development and contribute toward operations and maintenance costs for upgraded infrastructure facilities).

IN-1.11 Locate and design utilities to avoid or minimize impacts to environmentally sensitive areas and habitats.

Goal IN-3 – Water Supply, Sanitary Sewer and Storm Drainage

Provide water supply, sanitary sewer, and storm drainage infrastructure facilities to meet future growth planned within the City, to assure high-quality service to existing and future residents, and to fulfill all applicable local, State and Federal regulatory requirements.

IN-3.1 Achieve minimum level of services:

- For sanitary sewers, achieve a minimum level of service "D" or better as described in the Sanitary Sewer Level of Service Policy and determined based

on the guidelines provided in the Sewer Capacity Impact Analysis (SCIA) Guidelines.

- For storm drainage, to minimize flooding on public streets and to minimize the potential for property damage from stormwater, implement a 10-year return storm design standard throughout the City, and in compliance with all local, State and Federal regulatory requirements.

IN-3.3 Meet the water supply, sanitary sewer and storm drainage level of service objectives through an orderly process of ensuring that, before development occurs, there is adequate capacity. Coordinate with water and sewer providers to prioritize service needs for approved affordable housing projects.

IN-3.4 Maintain and implement the City's Sanitary Sewer Level of Service Policy and Sewer Capacity Impact Analysis (SCIA) Guidelines to:

- Prevent sanitary sewer overflows (SSOs) due to inadequate capacity so as to ensure that the City complies with all applicable requirements of the Federal Clean Water Act and State Water Board's General Waste Discharge Requirements for Sanitary Sewer Systems and National Pollutant Discharge Elimination System permit. SSOs may pollute surface or ground waters, threaten public health, adversely affect aquatic life, and impair the recreational use and aesthetic enjoyment of surface waters.
- Maintain reasonable excess capacity in order to protect sewers from increased rate of hydrogen sulfide corrosion and minimize odor and potential maintenance problems.
- Ensure adequate funding and timely completion of the most critically needed sewer capacity projects.

- Promote clear guidance, consistency and predictability to developers regarding the necessary sewer improvements to support development within the City.

IN-3.5 Require mitigation for development which will have the potential to reduce downstream LOS to lower than “D”, or development which would be served by downstream lines already operating at a LOS lower than “D”. Mitigation measures to improve the LOS to “D” or better can be provided by either acting independently or jointly with other developments in the same area or in coordination with the City’s Sanitary Sewer Capital Improvement Program.

IN-3.9 Require developers to prepare drainage plans that define needed drainage improvements for proposed developments per City standards.

Goal IN-4 – Wastewater Treatment and Water Reclamation

Provide, maintain and operate wastewater treatment and water reclamation facilities to support City development goals and planned future growth through the implementation of innovative technologies and operational practices and to fulfill all applicable local, State and federal regulatory requirements.

IN-4.1 Monitor and regulate growth so that the cumulative wastewater treatment demand of all development can be accommodated by San José’s share of the treatment capacity at the San José/Santa Clara Regional Wastewater Facility.

IN-4.2 Maintain adequate operational capacity for wastewater treatment and water reclamation facilities to accommodate the City’s economic and population growth.

IN-4.3 Adopt and implement new technologies for the operation of wastewater treatment and water reclamation facilities to achieve greater safety, energy efficiency and environmental benefit.

IN-4.4 Maintain and operate wastewater treatment and water reclamation facilities in compliance with all applicable local, State and federal clean water, clean air, and health and safety regulatory requirements.

IN-4.6 Encourage water conservation and other programs which result in reduced demand for wastewater treatment capacity.

Goal IN-5 – Solid Waste-Materials Recovery / Landfill

Develop and maintain materials recovery and landfill facilities to meet community needs, advance the City's Zero Waste goals and to comply with applicable regulatory requirements.

IN-5.3 Use solid waste reduction techniques, including source reduction, reuse, recycling, source separation, composting, energy recovery and transformation of solid wastes to extend the life span of existing landfills and to reduce the need for future landfill facilities and to achieve the City's Zero Waste goals.

IN-5.7 Achieve a high level of public awareness of solid waste issues and alternatives to use of landfills.

Consistency Findings. *The Project is consistent with and implements Goals IN-1, IN-3, IN-4, and IN-5 and applicable policies identified above. The Project proposes a District Systems approach for delivery of on-site utilities, including designated infrastructure zones with up to two (2) on-site centralized utility plants totaling up to 130,000 gsf and various other infrastructure improvements. The District Systems approach would reduce the Project's on-site GHG emissions by consolidating and centralizing the Project's infrastructure, including heating and cooling, electricity generation and distribution, and on-site wastewater treatment and recycled water distribution. District Systems would improve the overall efficiency of buildings. The use of District Systems would result in*

certain benefits, including reduced potable water consumption and reduced electrical consumption compared to traditional utility systems. The District Systems approach will also reduce the Project's reliance on municipal systems, including sanitary sewer, and regional systems, such as recycled water.

The Project will be in compliance with the City of San José's local recycling and composting ordinances. Per Resolution No. 74077, the City established a goal of reducing the amount to be landfilled by 75 percent by 2013 and zero waste by 2022. "Zero waste" is defined as landfilling no more than 10 percent of waste or recycling 90 percent. The Project would also comply with diversion targets in accordance with the City's Zero Waste Strategic Plan 2022. The Project will have an 84 percent waste diversion rate, higher than the 66 percent diversion rate achieved citywide in 2015. At a minimum, the Project's construction would be consistent with the Construction and Demolition Diversion Program in Part 15, Chapter 9 of the San José Municipal Code. The Project will also consider local, recycled, and reused materials as part of the LEED ND Gold certification process. Additionally, the Project will directly generate tens of thousands of permanent jobs, a portion of which would be "green." Green jobs would support eligibility for LEED ND Gold certification.

The Project will provide water supply, sanitary sewer, and storm drainage infrastructure facilities to meet future growth planned as a result of the Project. The Downtown West Environmental Impact Report analyzed and determined that the Project would not result in significant environmental impacts related to water supply as confirmed by a Water Supply Assessment. The Project would result in an increase in population on the Project site, leading to an increased demand for potable water; however, the Project would use water provided by the San Jose Water Company, which has multiple sources of water. The Project's anticipated net increase in water demand can be met by the San Jose Water Company even without the use of recycled water. Under the City's policy, new developments must meet a level of service of D or better in order for a sewer main to adequately serve development. At LOS D, the sewer main runs full during peaking

conditions. For the two main sanitary sewer trunk lines flowing through the project site, the Lincoln Line is flowing at approximately half-full during dry-weather flows and the Sunoi Line is flowing at greater than 2/3 full in dry conditions. The Downtown West Environmental Impact Report further analyzed and determined that the Project, in combination with past, present, existing, approved, pending, and reasonably foreseeable projects in the vicinity, would not contribute considerably to cumulative impacts on stormwater utility systems. While the Project would increase density beyond what was previously considered in the Diridon Station Area Plan, the Project includes stormwater infrastructure improvements (bioretention, flow-through planters, pervious paving, green roofs, etc.) that would fully address stormwater demands for the Project.

The use of District Systems to treat wastewater and provide recycled water will both offset Project-related impacts and maintain capacity in municipal and regional systems. Further, and notwithstanding that the Project will incorporate onsite wastewater treatment, the Project applicant will pay fees as otherwise required under Title 15.16 of the Municipal Code for connection to the sanitary sewer system and for treatment plant capacity.

Chapter 4: Quality of Life

Goal CD-1 – Attractive City

Create a well-designed, unique, and vibrant public realm with appropriate uses and facilities to maximize pedestrian activity; support community interaction; and attract residents, business, and visitors to San José.

CD-1.1 Require the highest standards of architectural and site design, and apply strong design controls for all development projects, both public and private, for the enhancement and development of community character and for the proper transition between areas with different types of land uses.

CD-1.3 Further the Major Strategies of this Plan to focus growth in appropriate locations; design complete streets for people; promote Grand Boulevards, Main Streets, and Downtown; support transit; and foster a healthful community.

CD-1.5 Encourage incorporation of publicly accessible spaces, such as plazas or squares, into new and existing commercial and mixed-use developments.

CD-1.6 Promote vibrant, publicly accessible spaces that encourage gathering and other active uses that may be either spontaneous or programmed. Place a variety of uses adjacent to public spaces at sufficient densities to create critical mass of people who will activate the space throughout the day and night.

CD-1.10 Promote shared parking arrangements between private uses and the provision of commonly accessible commercial or public parking facilities which can serve multiple users in lieu of providing individual off-street parking on a property-by-property basis. Consider in-lieu parking fees or other policy actions to support this goal.

CD-1.12 Use building design to reflect both the unique character of a specific site and the context of surrounding development and to support pedestrian movement throughout the building site by providing convenient means of entry from public streets and transit facilities where applicable, and by designing ground level building frontages to create an attractive pedestrian environment along building frontages. Unless it is appropriate to the site and context, franchise-style architecture is strongly discouraged.

CD-1.15 Consider the relationship between street design, use of the public right-of-way, and the form and uses of adjoining development. Address this relationship in the Urban Village Planning process, development of new zoning ordinances,

and the review of new development proposals in order to promote a well-designed, active, and complete visual street environment.

CD-1.24 Within new development projects, include preservation of ordinance-sized and other significant trees, particularly natives. Avoid any adverse affect on the health and longevity of such trees through design measures, construction, and best maintenance practices. When tree preservation is not feasible, include replacements or alternative mitigation measures in the project to maintain and enhance our Community Forest.

CD-1.25 Apply Riparian Corridor Goals and Policies of this Plan when reviewing development adjacent to creeks.

- Development adjacent to creekside areas should incorporate compatible design and landscaping, including appropriate setbacks and plant species that are native to the area or are compatible with native species.
- Development should maximize visual and physical access to creeks from the public right-of-way while protecting the natural ecosystem. Consider whether designs could incorporate linear parks along creeks or accommodate them in the future.

Consistency Findings. *The Project is consistent with Goal CD-1 and applicable policies identified above. The Project will provide a unique and vibrant public realm with appropriate uses and facilities to maximize pedestrian activity, support community interaction, and attract residents, business, and visitors. The DWDSG, a component of the Downtown West PD Permit, establishes standards and guidelines that support high quality architecture and site design, a complementary mix of land uses and diverse programming that guide the relationship between land uses and the public realm. The DWDSG includes standards and guidelines in the areas of land use, open space,*

buildings, mobility, lighting and signage and sustainability. The DWDSG standards and guidelines reflect the unique character of the site, leveraging the proximity of Diridon Station, by promoting design strategies that prioritize pedestrian and bicyclists, connect residents, employees, and visitors to nature, and offer a diverse experience through a complementary mix of uses. The Project will provide a total of approximately 15 acres of publicly accessible open space, including parks, plazas, green spaces, mid-block passages, riparian setbacks, and trails. The Project's open space network will support a range of activities that relate to adjacent land uses and buildings while complementing new development and neighboring communities.

New development within Downtown West will further activate and enhance the experience of the public realm through the distribution of ground floor active uses throughout Downtown West and building design standards that emphasize transparency, facade articulation, and materials—particularly within the Pedestrian and Podium levels (up to 70' in height). Active uses, which include a wide range of uses authorized under the Downtown West PD Zoning District and GDP, will create an attractive pedestrian environment along building frontages and enliven streetscapes and open spaces. Skyline level building design standards within Downtown West will establish a varied skyline including a requirement to differentiate buildings from their neighbors. Buildings—and Downtown West as a whole—are also held to sustainability performance standards through AB900 and LEED.

The Project includes a commitment to a TDM Plan with a performance goal of reducing the share of office and residential trips by single occupancy vehicles (SOVs). TDM measures will include a set of base commitments and supplemental optional measures to achieve the performance goals. The Project proposes a public realm that enhances connections to nearby regional transit services, improvements to pedestrian and bicycle infrastructure throughout the district and linkages to adjacent neighborhoods and improvements to regional trails. The Project proposes limited parking supplies on-site including no more than 4,800 commercial parking spaces and no more than 2,360 parking

spaces. A portion of the residential spaces could be made available as shared-use spaces for commercial uses.

The Project will provide for approximately 2,280 new trees throughout Downtown West. An Arborist Report (dated March 25, 2020) prepared for the Project, conducted a tree inventory and determined that a significant number of trees were in declining health. Of the 537 trees inventoried, 254 of the trees are classified as Ordinance Trees under the City's regulations. The removed trees would be replaced according to tree replacement ratios required by the City. Based on the City's tree replacement ratios, a total number of 1,507 replacement trees would be required. Approximately 2,280 new trees will be planted throughout Downtown West, exceeding the number of replacement trees required under the City's requirements. The removal of street trees and replacement with 2,280 new trees is consistent with the General Plan's policy of providing replacement trees to maintain and enhance the public realm. Beyond the quantity of new trees, the project prescribes the quality of native planting palette to further General Plan ecological goals by incorporating native trees and vegetation to enhance the Community Forest.

Development of Downtown West adjacent to Los Gatos Creek and Guadalupe River includes appropriate setbacks and compatible plant species to maximize visual and physical access to creeks from the public right of-way while protecting the natural ecosystem. The Project is consistent with and incorporates goals and policies of the Riparian Corridor Goals and Policies. Portions of the Project located within 300 feet of riparian corridors are subject to Section A of City Council Policy 6-34, Riparian Corridor Protection and Bird-Safe Design ("Policy 6-34"). In addition, the Project as a whole is subject to the Santa Clara Valley Habitat Plan ("VHP"). The DWDSG includes standards and guidelines to minimize lighting within the riparian corridor and setback areas, avoid light and glare impacts to wildlife within a riparian corridor, and keep lighting adjacent to riparian areas as low in height as feasible and directing it downward, with light sources not visible from riparian areas.

Goal CD-2 – Function

Create integrated public and private areas and uses that work together to support businesses and to promote pedestrian activity and multi-modal transportation.

CD-2.3 Enhance pedestrian activity by incorporating appropriate design techniques and regulating uses in private developments, particularly in Downtown, Urban Villages, Main Streets, and other locations where appropriate.

1. Include attractive and interesting pedestrian-oriented streetscape features such as street furniture, pedestrian scale lighting, pedestrian oriented way-finding signage, clocks, fountains, landscaping, and street trees that provide shade, with improvements to sidewalks and other pedestrian ways.
2. Strongly discourage drive-through services and other commercial uses oriented to occupants of vehicles in pedestrian-oriented areas. Uses that serve the vehicle, such as car washes and service stations, may be considered appropriate in these areas when they do not disrupt pedestrian flow, are not concentrated in one area, do not break up the building mass of the streetscape, are consistent with other policies in this Plan, and are compatible with the planned uses of the area.
3. Provide pedestrian connections as outlined in the Community Design Connections Goal and Policies.
4. Locate retail and other active uses at the street level.
5. Create easily identifiable and accessible building entrances located on street frontages or paseos.

6. Accommodate the physical needs of elderly populations and persons with disabilities.
7. Integrate existing or proposed transit stops into project designs.

CD-2.4 Incorporate public spaces (squares, plazas, etc.) into private developments to encourage social interaction, particularly where such spaces promote symbiotic relationships between businesses, residents, and visitors.

CD-2.11 Within the Downtown and Urban Village Area Boundaries, consistent with the minimum density requirements of the applicable Land Use / Transportation Diagram designation, avoid the construction of surface parking lots except as an interim use, so that long-term development of the site will result in a cohesive urban form. In these areas, whenever possible, use structured parking, rather than surface parking, to fulfill parking requirements. Encourage the incorporation of alternative uses, such as parks above parking structures.

Goal CD-3 – Connections

Maintain a network of publicly accessible streets and pathways that are safe and convenient for walking and bicycling and minimize automobile use; that encourage social interaction; and that increase pedestrian activity, multi-modal transit use, environmental sustainability, economic growth, and public health.

CD-3.1 Promote development patterns that cause areas to function and provide connectivity as a whole rather than as individual developments.

CD-3.2 Prioritize pedestrian and bicycle connections to transit, community facilities (including schools), commercial areas, and other areas serving daily needs. Ensure that the design of new facilities can accommodate significant anticipated future increases in bicycle and pedestrian activity.

CD-3.3 Within new development, create and maintain a pedestrian-friendly environment by connecting the internal components with safe, convenient, accessible, and pleasant pedestrian facilities and by requiring pedestrian connections between building entrances, other site features, and adjacent public streets.

CD-3.4 Encourage pedestrian cross-access connections between adjacent properties and require pedestrian and bicycle connections to streets and other public spaces, with particular attention and priority given to providing convenient access to transit facilities. Provide pedestrian and vehicular connections with cross-access easements within and between new and existing developments to encourage walking and minimize interruptions by parking areas and curb cuts.

CD-3.5 Encourage shared and alternative parking arrangements and allow parking reductions when warranted by parking demand.

CD-3.7 Encourage development to maximize pedestrian, bicycle, and vehicular connections to adjacent existing and planned neighborhoods and community facilities. Use cul-de-sacs only when no current or future options exist to connect one area to another, or if such design would help preclude development from extending to areas where it is not planned.

CD-3.11 Encourage new development to connect with the surrounding community and continue the existing street grid to integrate with the neighborhood.

Goal CD-4 – Compatibility

Provide aesthetically pleasing streetscapes and new development that preserves and builds on the unique characteristics of the local area and contributes to a distinctive neighborhood or community identity.

CD-4.5 For new development in transition areas between identified Growth Areas and non-growth areas, use a combination of building setbacks, building step-backs, materials, building orientation, landscaping, and other design techniques to provide a consistent streetscape that buffers lower-intensity areas from higher intensity areas and that reduces potential shade, shadow, massing, viewshed, or other land use compatibility concerns.

CD-4.9 For development subject to design review, ensure the design of new or remodeled structures is consistent or complementary with the surrounding neighborhood fabric (including but not limited to prevalent building scale, building materials, and orientation of structures to the street).

Goal CD-5 – Community Health, Safety, and Wellness

Create great public places where the built environment creates attractive and vibrant spaces, provides a safe and healthful setting, fosters interaction among community members, and improves quality of life.

CD-5.1 Design areas to promote pedestrian and bicycle movements, to facilitate interaction between community members, and to strengthen the sense of community.

CD-5.2 Foster a culture of walking by designing walkable urban spaces; strategically locating jobs, residences and commercial amenities; providing incentives for alternative commute modes; and partnering with community groups and health services organizations to promote healthful life-styles for San José residents.

CD-5.8 Comply with applicable Federal Aviation Administration regulations identifying maximum heights for obstructions to promote air safety.

CD-5.9 To promote safety and to minimize noise and vibration impacts in residential and working environments, design development that is proposed adjacent to railroad lines to provide the maximum separation feasible between the rail line and dwelling units, yards or common open space areas, offices and other job locations, facilities for the storage of toxic or explosive materials, and the like. To the extent possible, devote areas of development closest to an adjacent railroad line to use as parking lots, public streets, peripheral landscaping, the storage of non-hazardous materials and so forth. In industrial facilities, where the primary function is the production, processing or storage of hazardous materials, for new development follow the setback guidelines and other protective measures called for in the City's Industrial Design Guidelines when such facilities are to be located adjacent to or near a main railroad line.

Goal VN-1 – Vibrant, Attractive, and Complete Neighborhoods

Develop new and preserve and enhance existing neighborhoods to be vibrant, attractive and complete.

VN-1.7 Use new development within neighborhoods to enhance the public realm, provide for direct and convenient pedestrian access, and visually connect to the surrounding neighborhood. As opportunities arise, improve existing development to meet these objectives as well.

Consistency Findings. The Project is consistent with General Plan Goals CD-2, CD-3, CD-4, CD-5, and VN-1 and applicable policies identified above. The Project will create public spaces that integrate with private areas to support businesses, promote pedestrian activity and multi-modal transportation and maintain a network of public streets and pathways that are safe and convenient for walking and bicycling.

The Project re-envision a significant portion of the DSAP as a vibrant transit-oriented urban destination consisting of a mix of land uses that is well-integrated with the intermodal transit station, adjacent neighborhoods, and greater Downtown area. The Project includes improvements to the active streetscape, the area of the street outside the curb-to-curb including sidewalks, bikeways, and planning areas, that serves as multi-purpose space for active mobility circulation. The Project establishes an extensive pedestrian network to promote pedestrian activity and provide pedestrian connections within Downtown West and neighboring communities and will provide over 5 miles of new walking paths, trails, and bikeways. The Downtown West Design Standards and Guidelines ("DWDSG"), which builds upon the Complete Streets Design Standards and Guidelines ("CSDSG") standards and guidelines, includes Project-specific standards and guidelines that enhance the pedestrian network by establishing sidewalk zones (frontage zone, through zone, and furnishing zone) to improve the pedestrian experience and increase safety for people walking and biking within Downtown West and to adjacent neighborhoods. The Project's mobility network - consisting of its pedestrian, bicycle and micro-mobility, transit networks, and vehicular networks – includes the extension of the existing street grid and is designed to connect transit with nature and surrounding neighborhoods. The mobility network prioritizes pedestrian and bicycle connections by providing protected bicycle lanes, generous sidewalk widths, and shared streets which are curbless streets that prioritize pedestrians and limit vehicle traffic.

The Project is further consistent with the General Plan as development within Downtown West will activate and enhance pedestrian activity with the distribution of ground floor active uses throughout the Project site. Active uses, which include a wide range of uses authorized under the Downtown West PD Zoning District and GDP, will generate pedestrian activity on the ground level of buildings, especially those fronting streets and open spaces. The Project will create and maintain a pedestrian-friendly environment by requiring certain frontages identified in the DWDSG to include an entry to an active use to further enliven streetscapes and open spaces. The Project also includes mid-block passages, small-scale pedestrian passages that provide pedestrian connectivity between

neighborhoods and to transit. The DWDSG (Section 4.6) includes standards, guidelines and contextual considerations for mid-block passages that promote mid-block passages as pedestrian connections between buildings, open space, and transit. The Project will provide a total of approximately 15 acres of publicly accessible open space, including parks, plazas, green spaces, mid-block passages, riparian setbacks, and trails. The open space network will include a minimum of 4.8 acres of City-Dedicated Open Space, which consists of City-Dedicated Parks and portions of the Los Gatos Creek Multi-Use Trail that will be dedicated to the City. Approximately 10.2 acres of Project-Sponsor Owned Publicly Accessible Open Space will be provided and distributed throughout Downtown West. The Project's open space network will encourage social interaction and support a range of activities and programmatic elements (e.g. outdoor performance areas, plazas, neighborhood amenities, shared use paths that connect Downtown West to the nearby transit) that will support community health and wellness, and encourage social interaction and activities that complement adjacent land uses and the neighboring community.

Development of Downtown West is consistent with the Project site's Commercial and Downtown Commercial land use designations. The Project is also consistent with the General Plan's policy of minimizing surface parking lots, except as an interim use. The Project would replace surface parking lots with development that includes commercial, residential and open space development and structured parking. The Project includes public, shared-district parking facilities near entries that serve office, active-use, transit, and SAP Center event parking.

The Project will comply with FAA regulations including those that require submittal of a Form 7460-1 for any structure higher than 200 feet, initiating preparation of an aeronautical study to determine whether the structure would be a hazard to aviation. For portions of the Project site that are within the Airport Influence Area (AIA) for the Mineta San Jose International Airport, a two-thirds vote of the City Council to override the Airport Land Use Commission's determination of inconsistency with certain Comprehensive Land Use Plan height and noise policies is required and is proposed. Project conditions

of approval include avigation easements in the AIA, as well as notice to prospective residents of dwelling units where outdoor use areas would be affected by Airport-related noise exceeding 65 dBA CNEL. Moreover, a condition of approval in the Downtown West PD Permit requires a "Determination of No Hazard" to Air Navigation be issued by the FAA for tall buildings prior to issuance of building permits for those buildings.

Goal CD-6 – Downtown Urban Design

Promote and achieve the Downtown's full potential as a regional destination and diverse cultural, recreational, civic, and employment center through distinctive and high-quality design.

CD-6.1 Recognize Downtown as the most vibrant urban area of San José and maximize development potential and overall density within the Downtown.

CD-6.2 Design new development with a scale, quality, and character to strengthen Downtown's status as a major urban center.

CD-6.3 New development within the Downtown Growth Area that is adjacent to existing neighborhoods that are planned for lower intensity development should provide transitions in height, bulk and scale to ensure that the development is compatible with and respects the character of these neighborhoods, as they are designated in the General Plan.

CD-6.4 Design publicly-accessible and welcoming areas, allow easy access and facilitate movement of pedestrians and bicyclists throughout the Downtown, and provide strong physical and visual connections across potential barriers (i.e., roadways and creeks). Promote Downtown as a focal point for community activity (e.g., festivals, parades, etc.) for the entire City.

CD-6.5 Design quality publicly-accessible open spaces at appropriate locations that enhance the pedestrian experience and attract people to the Downtown. Use appropriate design, scale, and edge treatment to define, and create publicly accessible spaces that positively contribute to the character of the area and provide public access to community gathering, recreational, artistic, cultural, or natural amenities.

CD-6.7 Promote development that contributes to a dramatic urban skyline. Encourage variations in building massing and form, especially for buildings taller than 75 feet, to create distinctive silhouettes for the Downtown skyline.

Consistency Findings. The Project is consistent with Goal CD-6 and applicable policies identified above. The Project is located within the General Plan's Downtown Growth Area and furthers the City's strategy of developing Downtown San Jose into a major urban center that is recognized as the most vibrant urban area of San Jose and maximizes development potential and overall density within the Downtown. The Project provides a balanced mix of commercial and residential uses that create a vibrant, mixed-use transit-oriented neighborhood with approximately half of the developable area proposed to be developed for non-office uses, including residential and active uses. The General Plan land use designations for the Project are Downtown and Commercial Downtown, pursuant to the General Plan Amendment approved by Resolution No. 80020. The Downtown land use designation allows office, retail, service, residential and entertainment uses at very high intensities, unless incompatible with other major policies within the General Plan. The Downtown land use designation allows a density of up to 800 dwelling units per acre and FAR up to 30.0.

The Project is located within the Downtown West PD Zoning District (approved by Ordinance No. 30609) and is subject to the use regulations and development standards set forth in the General Development Plan and the Downtown West PD Permit (approved by Resolution No. 80022). The Downtown West Design Standards and Guidelines

(DWDSG), which are a component of the Downtown West PD Permit, establish design standards and guidelines that strengthen Downtown's status as a major urban center. The DWDSG includes standards that will promote Downtown's full potential as a regional destination by: distributing land uses throughout the Project site in a manner that is compatible with adjacent uses, surrounding neighborhoods, and adjacent open spaces; establishing an open space network that improves access and connectivity along the riparian corridors and supports biodiversity within a high-density urban context through ecologically beneficial landscape design; providing areas for outdoor seating and commercial activity (such as retail, cafes, and restaurants), green spaces, landscaping, mid-block passages, riparian setbacks, and trails; improving the public realm through by promoting transit access and pedestrian and bicycle circulation; facilitating connectivity, both within the site and to and from surrounding neighborhoods. The Project will also promote variations in building massing and form and establishing variation in the skyline to better respond to contextual adjacencies, including historic resources, existing single-family residential neighborhoods, and Los Gatos Creek and the open space program. For example, new development within blocks D5, D6, D8-13, F6, H1, H5, and H6 include lower height limits under the DWDSG to better respond to the character of surrounding neighborhoods. The DWDSG sets forth maximum building heights and encourages variations in building massing and form to create distinctive architecture and building silhouettes in Downtown. The Project's transportation network is designed to be publicly-accessible and to allow easy access and facilitate movement of pedestrians and bicyclists throughout Downtown. The Project also includes a total of approximately 15 acres of parks and open space that will be distributed throughout Downtown West in appropriate locations that enhance the pedestrian experience and attract people to Downtown. The DWDSG includes park-specific design standards and guidelines that create publicly accessible spaces that positively contribute to the character of the area and promote open spaces as areas for community gathering, recreational, artistic, cultural, or natural amenities.

Goal CD-8 – Building Height

Regulate the height of new development to avoid adverse land use incompatibility while providing maximum opportunity for the achievement of the *Envision General Plan* goals for economic development and the provision of new housing within the identified Growth Areas.

CD-8.3 While the height of new development should be regulated to avoid long-term land use incompatibilities, ensure proposed Zoning Ordinance changes establish adequate maximum building heights to allow full build-out of the planned job and housing growth capacity within each of the identified Growth Areas.

CD-8.4 For properties subject to a Planned Development Zoning which makes reference to a General Plan height limit and/or which does not specify a height limit, provide that the allowable height is the greater of either 35 feet or the height that was allowed through the General Plan at the time of the adoption of the Planned Development Zoning.

Consistency Findings. The Project is consistent with Goal CD-8 and applicable policies identified above. As stated in the Downtown West Environmental Impact Report, in March 2019 the City Council directed staff to develop increased height limits for portions of Downtown, including the Project site, to allow increased housing and job growth Downtown. Evidence presented to the City Council supported height limits ranging from 160-290 feet above grade west of SR 87. The Project's height limits are consistent with this range.

Goal H-1 Housing —Social Equity and Diversity.

Provide housing throughout our City in a range of residential densities, especially at higher densities, and product types, including rental and for-sale housing, to address the needs of an economically, demographically, and culturally diverse population.

H-1.2: Facilitate the provision of housing sites and structures across location, type, price and status as rental or ownership that respond to the needs of all economic and demographic segments of the community including seniors, families, the homeless and individuals with special needs.

Goal H-2 Housing —Affordable Housing. Preserve and improve San José's existing affordable housing stock and increase its supply such that 15% or more of the new housing stock developed is affordable to low, very low and extremely low income households. Nothing in this language is intended, directly or indirectly, to impose any requirement on any individual housing project to include an amount or percentage of affordable units. Nothing in this language is intended to, directly or indirectly, result in a finding or determination that an individual housing project is inconsistent with the General Plan, if it does not contain any affordable housing units.

H-2.2: Integrate affordable housing in identified growth locations and where other housing opportunities may exist, consistent with Envision General Plan.

Consistency Findings. The Project is consistent with Goals H-1 and H-2 and applicable policies identified above. The Project provides for the development of up to 5,900 residential units. The Project's General Plan Amendment includes changing the land use designation of the site to Downtown and Commercial Downtown. The Downtown designation allows residential uses (in addition to other non-residential uses) to be developed up to 800 dwelling units per acre, increasing the allowable density on the site. The Project facilitates the provision of housing across the site that responds to needs of various economic and demographic segments of the community. The Project includes a robust affordable housing program that supports the goal for 25% of new housing in the DSAP to be affordable at a mix of affordability levels, ranging from extremely low-income to moderate income. Pursuant to the Development Agreement, the Project provides for dedicating three pad ready sites to the City to be used for the construction of approximately 600 units for extremely low to low-income households; paying IHO fees for

residential development once the credit from the dedicated land sites is exhausted, and providing 5% of the units built on-site for moderate income households to be integrated with market-rate housing. The commercial office portion of the Project will pay the required Commercial Linkage Fee for office construction, which could generate up to \$87.6 million for affordable housing. The Project also provides a strong Community Benefits package, pursuant to which the Project Sponsor will provide an additional 30 moderate-income units, integrated onsite with market-rate housing and provide early dedication to the City of an additional 0.8-acre site located in the DSAP, outside of Downtown West. The Community Benefits package also includes the establishment of a Community Stabilization and Opportunity Pathways Fund, which will serve as a resource to minimize displacement from rising costs and to maximize opportunities for youth and adults to participate in job opportunities through training education and support.

Goal H-4 Housing - Environmental Sustainability

Provide housing that minimizes the consumption of natural resources and advances our City's fiscal, climate change, and environmental goals.

H-4.1 Implement green building principles in the design and construction of housing and related infrastructure, in conformance with the Green Building Goals and Policies in the *Envision General Plan* and in conformance with the City's Green Building Ordinance.

H-4.2 Minimize housing's contribution to greenhouse gas emissions, and locate housing, consistent with our City's land use and transportation goals and policies, to reduce vehicle miles traveled and auto dependency.

H-4.3 Encourage the development of higher residential densities in complete, mixed use, walkable and bikeable communities to reduce energy use and greenhouse gas emissions.

Consistency Findings. *The Project is consistent with Goal H-4 and applicable policies identified above. The Project is certified as an environmental leadership development project under Public Resources Code Section 21178 et seq., the Jobs and Economic Improvement through Environmental Leadership Act of 2011 (Assembly Bill [AB] 900, as amended by Senate Bill 734 [2013], AB 246 [2017], and Senate Bill 7 [2021], which is currently pending approval in the California State Legislature, and strives to optimize environmental sustainability through the design of infrastructure, buildings, and improvements to the public realm. The Project will encourage the development of higher residential densities in a mixed-use, walkable and bikeable community by providing up to 5,900 residential units, which will be distributed across the site in a mix of high-rise residential buildings, mid-rise residential buildings, and mixed-use buildings. The Project will implement green building principles in the design and construction of housing and related infrastructure in conformance with the Green Building Goals and Policies and minimize housing's contribution to greenhouse gas emissions. The Project's sustainability strategies include a commitment to meeting the AB 900 requirement of LEED Gold for the entire mixed-use plan. In addition, all new buildings greater than 10,000 square feet will comply with the City's New Construction Green Building Requirement which require all high-rise residential buildings to receive a minimum certification of LEED Certified, mid-rise residential projects to receive a minimum green building performance requirement of LEED Certified or GreenPoint Rated. As an environmental leadership development project under AB 900, the Project also must demonstrate, among other things, that it will not result in any net additional emission of GHG. The DWDSG includes a number of standards and guidelines that promote sustainable open space, building, mobility, and lighting and signage design. In particular, the Project's sustainable mobility design strategy seeks to reduce carbon emissions by promoting transit access and ridership, reducing use of single-occupancy vehicles, and encouraging activity mobility through streetscape improvements that include protected bike lanes, dynamic lanes, and bikeway buffers that result in a robust micro-mobility network that prioritizes walking and biking. As discussed below, the Project includes a TDM plan that would accommodate and encourage use of non-automobile transportation modes to achieve San José's*

mobility goals and reduce vehicle trip generation and vehicle miles traveled. The TDM plan would reduce single occupancy vehicle use to and from the Project site, promote car-sharing, and promote use of nearby transit, bicycle, and pedestrian facilities

The Project also proposes a District Systems approach for delivery of on-site utilities, including designated infrastructure zones with up to two (2) on-site centralized utility plants totaling up to 130,000 gsf and various other infrastructure improvements. The District Systems approach would reduce the Project's on-site GHG emissions by consolidating and centralizing the Project's infrastructure, including heating and cooling, electricity generation and distribution, and on-site wastewater treatment and recycled water distribution. District Systems would improve the overall efficiency of buildings and would result in certain benefits, including reduced potable water consumption and reduced electrical consumption compared to traditional utility systems, and reduce the Project's reliance on municipal systems, including sanitary sewer, and regional systems, such as recycled water. Such benefits advance the City's fiscal, climate change, and environmental goals.

Goal ES-1 – Education

Promote the operation of high-quality educational facilities throughout San José as a vital element to advance the City's Vision and goals for community building, economic development, social equity, and environmental leadership.

ES-1.9 Provide all pertinent information on General Plan amendments, rezonings and other development proposals to all affected school districts in a timely manner.

Goal ES-3 – Law Enforcement and Fire Protection

Provide high-quality law enforcement and fire protection services to the San José community to protect life, property and the environment through fire and crime prevention and response. Utilize land use planning, urban design and site development measures

and partnerships with the community and other public agencies to support long-term community health, safety and well-being.

ES-3.1 Provide rapid and timely Level of Service response time to all emergencies:

1. For police protection, use as a goal a response time of six minutes or less for 60 percent of all Priority 1 calls, and of eleven minutes or less for 60 percent of all Priority 2 calls.
2. For fire protection, use as a goal a total response time (reflex) of eight minutes and a total travel time of four minutes for 80 percent of emergency incidents.
3. Enhance service delivery through the adoption and effective use of innovative, emerging techniques, technologies and operating models.
4. Measure service delivery to identify the degree to which services are meeting the needs of San José's community.
5. Ensure that development of police and fire service facilities and delivery of services keeps pace with development and growth in the city.

ES-3.3 Locate police and fire service facilities so that essential services can most efficiently be provided and level of service goals met. Ensure that the development of police and fire facilities and delivery of services keeps pace with development and growth of the city.

ES-3.4 Construct and maintain architecturally attractive, durable, resource-efficient, environmentally sustainable and healthful police and fire facilities to minimize operating costs, foster community engagement, and express the significant civic functions that these facilities provide for the San José community

in their built form. Maintain City programs that encourage civic leadership in green building standards for all municipal facilities.

ES-3.5 Co-locate public safety facilities with other public or private uses to promote efficient use of space and provision of police and fire protection services within dense, urban portions of the city.

ES-3.6 Work with local, State, and Federal public safety agencies to promote regional cooperation in the delivery of services. Maintain mutual aid agreements with surrounding jurisdictions for emergency response.

ES-3.13 Maintain emergency traffic preemption controls for traffic signals.

Consistency Findings. *The Project is consistent with Goals ES-1 and ES-3 and applicable policies identified above. As analyzed and described in the FEIR, the Project provides for a mixed-use development that would not adversely impact the provision of libraries and law enforcement and fire protection services. The Project would also include a robust community benefits package that prioritizes affordable housing, community stabilization, and opportunity pathways. The community benefits, which are further set forth in the Development Agreement, include but are not limited to: a Community Stabilization and Opportunity Pathways Fund that will support programs such as education and workforce development, small business capacity building and incubation, affordable housing preservation, homeless prevention, and homeless services; an affordable housing program that furthers the City's goal that development within the DSAP result in 25% of all residential units as affordable housing achieved through a combination of land dedication, on-site affordable units, and off-site land dedication to the City; and a 30% local hire goal for the Project for on-site building construction.*

Goal PR-1 – High Quality Facilities and Programs

Provide park lands, trails, open space, recreation amenities, and programs, nationally recognized for their excellence, which enhance the livability of the urban and suburban environments; preserve significant natural, historic, scenic and other open space resources; and meet the parks and recreation services needs of San José's residents, workers, and visitors.

PR-1.1 Provide 3.5 acres per 1,000 population of neighborhood/community serving parkland through a combination of 1.5 acres of public park and 2.0 acres of recreational school grounds open to the public per 1,000 San José residents.

PR-1.2 Provide 7.5 acres per 1,000 population of citywide/regional park and open space lands through a combination of facilities provided by the City of San José and other public land agencies.

PR-1.3 Provide 500 square feet per 1,000 population of community center space.

PR-1.7 Design vibrant urban public spaces and parklands that function as community gathering and local focal points, providing opportunities for activities such as community events, festivals and/or farmers markets as well as opportunities for passive and, where possible, active recreation.

PR-1.8 Enhance existing parks and recreation facilities in built-out areas through new amenities and other improvements to ensure that residents' needs are being met.

PR-1.9 As Urban Village areas redevelop, incorporate urban open space and parkland recreation areas through a combination of high-quality, publicly accessible outdoor spaces provided as part of new development projects; privately or, in limited instances, publicly owned and maintained pocket parks;

neighborhood parks where possible; as well as through access to trails and other park and recreation amenities.

PR-1.11 Develop an integrated parks system that connects new and existing large parks together through a network of interconnected trails and/or bike lanes/routes.

Goal PR-2 – Contribute to a Healthful Community

Build healthful communities through people, parks, and programs by providing accessible recreation opportunities that are responsive to the community's health and wellness needs.

PR-2.4 To ensure that residents of a new project and existing residents in the area benefit from new amenities, spend Park Dedication Ordinance (PDO) and Park Impact Ordinance (PIO) fees for neighborhood serving elements (such as playgrounds/tot-lots, basketball courts, etc.) within a 3/4 mile radius of the project site that generates the funds.

PR-2.5 Spend, as appropriate, PDO/PIO fees for community serving elements (such as soccer fields, dog parks, sport fields, community gardens, community centers, etc.) within a 3-mile radius of the residential development that generates the PDO/PIO funds.

PR-2.6 Locate all new residential developments over 200 units in size within 1/3 of a mile walking distance of an existing or new park, trail, open space or recreational school grounds open to the public after normal school hours or shall include one or more of these elements in its project design.

Goal PR-3 – Provide an Equitable Park System

Create a balanced park system that provides all residents access to parks, trails, open space, community centers, dog parks, skate parks, aquatics facilities, sports fields, community gardens, and other amenities.

PR-3.2 Provide access to an existing or future neighborhood park, a community park, recreational school grounds, a regional park, open space lands, and/or a major City trail within a 1/3 mile radius of all San José residents by either acquiring lands within 1/3 mile or providing safe connections to existing recreation facilities outside of the 1/3 mile radius. This is consistent with the United Nation's Urban Environmental Accords, as adopted by the City for recreation open space.

Goal PR-5 – Grand Parks

Develop and promote a series of grand parks to act as focal points for the City, its residents, and its visitors.

PR-5.5 Connect the Guadalupe River Park & Gardens to other assets in the City via a network of trails and bike paths to encourage connectivity and community and to maximize the park's use and accessibility.

Goal PR-6 – Sustainable Parks and Recreation

Provide environmentally sustainable programs, facilities, and infrastructure assets, accompanied by a network of trails and pathways throughout the City to provide an alternate means of transportation.

PR-6.2 Develop trails, parks and recreation facilities in an environmentally sensitive and fiscally sustainable manner.

PR-6.5 Design and maintain park and recreation facilities to minimize water, energy and chemical (e.g., pesticides and fertilizer) use. Incorporate native and/or drought-resistant vegetation and ground cover where appropriate.

Goal PR-7 – Interconnected Parks System

Provide an integrated system of parks connected by a citywide network of trails and pathways that provide opportunities for walking and biking for both recreation and transportation, thus fostering a healthful community.

PR-7.2 Condition land development and/or purchase property along designated Trails and Pathways Corridors in order to provide sufficient trail right-of-way and to ensure that new development adjacent to the trail and pathways corridors does not compromise safe trail access nor detract from the scenic and aesthetic qualities of the corridor. Locate trail rights-of-way consistent with the provisions of the City's Riparian Corridor Policy Study and any adopted Santa Clara Valley Habitat Conservation Plan/Natural Communities Conservation Plan (HCP/NCCP).

Goal PR-8 – Fiscal Management of Parks and Recreation Resources

Provide fiscally sustainable recreation programs, facilities, and infrastructure assets.

PR-8.2 Encourage privately owned and maintained and publicly accessible recreation spaces that encourage community interaction; compliment the private property uses; and, when adjacent to existing and planned parks, trails, recreation facilities, or open spaces, connect them to these facilities. This policy is particularly important in dense, urban areas.

PR-8.4 Consider open space land dedications when public ownership will preserve the natural and scenic beauty, protect natural and man-made landmarks, or provide a land supply to meet future recreation needs.

PR-8.5 Encourage all developers to install and maintain trails when new development occurs adjacent to a designated trail location. Use the City's Parkland Dedication Ordinance and Park Impact Ordinance to have residential developers build trails when new residential development occurs adjacent to a designated trail location, consistent with other parkland priorities. Encourage developers or property owners to enter into formal agreements with the City to maintain trails adjacent to their properties.

PR-8.7 Actively collaborate with school districts, utilities, and other public agencies to provide for appropriate recreation uses of their respective properties and rights-of-ways. Consideration should be given to cooperative efforts between these entities and the City to develop parks, pedestrian and bicycle trails, sports fields and recreation facilities.

PR-8.10 Encourage the development of private/commercial recreation facilities that are open to the public to help meet existing and future demands (i.e. plazas, swimming pools, fitness centers and gardens).

Consistency Findings. The Project implements Goals PR-1 to PR-3 and PR-5 to PR-8 and applicable policies identified above, building on the existing network of adjacent parks and open spaces. The Project site currently lacks parks within the planned development area and is composed of many vacant buildings and impervious surface parking lots. The Project's open space objectives are consistent with the General Plan as the Project proposes to establish an open space network that provides approximately 15 acres of parks and open spaces that will serve Downtown West and surrounding communities, improve access to a variety of recreation within Project open spaces, and improve visibility, access, and connectivity along the riparian corridors through ecologically beneficial landscape design. The project site is currently surrounded by existing parks, with six neighborhood parks and regional parks located within 0.33 miles and eight neighborhood parks within 0.5 miles. As discussed in the Downtown West EIR, the

General Plan service level goal for neighborhood- and community-serving recreational lands is 3.5 acres per 1000 residents and the regional/citywide parklands General Plan service level goal is 7.5 acres per 1000 residents throughout the entirety of the city. When analyzed city wide, the existing service level for neighborhood- and community-serving recreational lands is 2.9 acres per 1000 residents, and following the development of the Project, the parkland service levels of neighborhood- and community-serving recreational lands will remain the same. Development of the Project will advance the City's goals to provide adequate open space and meet the General Plan service level goal for regional/Citywide parklands.

The Project, which includes a Parkland Agreement between the Project Sponsor and the City, dated [REDACTED], shall satisfy the Project Sponsor's Parkland Dedication Obligation under the City's Parkland Dedication Ordinance (Chapter 19.38 of the San José Municipal Code) through a (1) dedication of a minimum of 4.8 acres of real property for public parks and trail to the City; and (ii) construction of turnkey improvements, enhanced landscaping, and new plantings to these dedicated parks and trail, providing design and programming that would meet or exceed the requirements of the City's Parkland Dedication Ordinance; and (iii) payment of a fee of \$4850 for each Long Term Corporate Accommodation and (iv) for development of residential units in excess of four thousand (4,000), payment of in-lieu fees or use of credits as set forth in the Parkland Agreement. The Project's open space network includes a diverse range of open spaces, in addition to the 4.8 acres of City-Dedicated Open Space, which consists of City-Dedicated Parks and certain segments of the Los Gatos Creek Multi-Use Trail. The Project will provide an additional approximately 10.2 acres of Project-Sponsor Owned Publicly Accessible Open Space, which is beyond the requirements of the City's Parkland Dedication Ordinance and shall not be used to satisfy Developer's Parkland Dedication Obligation. The Project's open space network will support a range of activities and programmatic elements (e.g., outdoor performance areas, plazas, neighborhood amenities, shared use paths that connect Downtown West to the nearby transit) that will encourage social interaction and activities that complement adjacent land uses and the neighboring community and function as

community gathering and local focal points. The Project's open spaces will be widely distributed throughout Downtown West and will provide a park or plaza at almost every major intersection, near each neighborhood, and no more than a block away from any location in the Project - existing and proposed open spaces will be located within a 1/3 mile radius from the Project's proposed residential blocks.

The Project's open space strategies also include design standards that specifically tailor each open space to better serve the surrounding adjacent neighborhoods. The Project's open space program will also include enhanced landscaping and new plantings on the approximately 15 acres of parks and open space for the use and enjoyment of area residents, employees, and visitors alike. The approximately 15 acres would also include programming elements such as outdoor performance spaces that would provide space for passive recreational uses, and an array of potential active recreational features along publicly accessible trails and open spaces.

The Project area also contains a portion of the last remaining incomplete section (Reach 5) of the Los Gatos Creek Trail Master Plan. The Los Gatos Creek Multi-Use Trail is an extension of the Los Gatos Trail that currently ends at the Caltrain crossing of Los Gatos Creek. The project will provide two off-street segments; one from Caltrain to Park Avenue and another from the VTA light rail north to Santa Clara Street. On-street facilities will be provided from Park Avenue to West San Fernando Street on Autumn Street. The design standards for the Los Gatos Creek Multi-Use Trail, which are set forth in the DWDSG and the City's Trail Design Guidelines, are intended to connect people to nature and the trail, extending off-street walking and biking access along Los Gatos Creek. The design of the Los Gatos Creek Multi-Use trail minimizes impacts and enhances the environment within sensitive riparian and other natural areas. The Los Gatos Creek Multi-Use Trail and the Downtown to Diridon Shared Use Path are kept outside of the Los Creek Riparian Setback to the extent possible. A creek footbridge, which can accommodate bicycles for convenience and crossing, and passive boardwalk are contemplated for additional accessibility and creek views to promote use and enhance the the user experience. In

addition, the Project will include a series of off-site transportation network improvements to prioritize pedestrian and bicycle connections and linkages to parks and open spaces and trails.

Chapter 5: LAND USE AND TRANSPORTATION

Goal LU-1 – General Land Use

Establish a land use pattern that fosters a more fiscally and environmentally sustainable, safe, and livable city.

LU-1.1 Foster development patterns that will achieve a complete community in San José, particularly with respect to increasing jobs and economic development and increasing the City's jobs-to-employed resident ratio while recognizing the importance of housing and a resident workforce.

LU-1.2 Encourage Walking. Create safe, attractive, and accessible pedestrian connections between developments and to adjacent public streets to minimize vehicular miles traveled.

LU-1.3 Create safe, attractive, and accessible pedestrian connections between developments and to adjacent public streets to minimize vehicular miles traveled.

LU-1.5 Encourage developers of large commercial and industrial projects to identify and appropriately address the potential need generated by these projects for child care facilities or services. The provision of on-site child care may be considered for a single tenant building in industrial areas primarily for use by employees of the industrial facility. Do not locate off-site, freestanding child care facilities within industrial areas, except for those areas that have been designated for such uses.

LU-1.6 With new development or expansion and improvement of existing development or uses, incorporate measures to comply with current Federal, State, and local standards.

LU-1.7 Locate employee-intensive commercial and industrial uses within walking distance of transit stops. Encourage public transit providers to provide or increase services to areas with high concentrations of residents, workers, or visitors.

LU-1.8 Collaborate with appropriate external agencies with land use authority or regulations in San José. Consider applicable Airport Land Use Commission, Santa Clara Valley Water District, Local Area Formation Commission, and other policies from outside agencies when reviewing new or expanded uses.

Goal LU-2 – Growth Areas

Focus new growth into identified Growth Areas to preserve and protect the quality of existing neighborhoods, including mobilehome parks, while establishing new mixed use neighborhoods with a compact and dense form that is attractive to the City's projected demographics i.e., a young and senior population, and that supports walking, provides opportunities to incorporate retail and other services in a mixed-use format, and facilitates transit use.

LU-2.1 Provide significant job and housing growth capacity within strategically identified "Growth Areas" in order to maximize use of existing or planned infrastructure (including fixed transit facilities), minimize the environmental impacts of new development, provide for more efficient delivery of City services, and foster the development of more vibrant, walkable urban settings.

Goal LU-3 – Downtown

Strengthen Downtown as a regional job, entertainment, and cultural destination and as the symbolic heart of San José.

LU-3.1 Provide maximum flexibility in mixing uses throughout the Downtown area. Support intensive employment, entertainment, cultural, public/quasi-public, and residential uses in compact, intensive forms to maximize social interaction; to serve as a focal point for residents, businesses, and visitors; and to further the Vision of the *Envision General Plan*.

LU-3.2 Support Downtown as a primary employment center in the region, especially for financial institutions, insurance companies, government offices, professional services, information and communication technology companies, and businesses related to conventions.

LU-3.3 Support the development of Downtown as an arts, cultural, and entertainment center for San José and the region. Promote special events, parades, celebrations, performances, concerts, and festivals.

LU-3.4 Facilitate development of retail and service establishments in Downtown, and support regional- and local-serving businesses to further primary objectives of this Plan.

LU-3.5 Balance the need for parking to support a thriving Downtown with the need to minimize the impacts of parking upon a vibrant pedestrian and transit oriented urban environment. Provide for the needs of bicyclists and pedestrians, including adequate bicycle parking areas and design measures to promote bicyclist and pedestrian safety.

LU-3.8 Leverage Downtown's urban nature and promote projects that will help achieve economic, fiscal, environmental, cultural, transportation, social, or other objectives of this plan.

Consistency Findings. The Project is consistent with Goals LU-1, LU-2, LU-3 and applicable policies identified above. The Project is located in the Downtown Growth Area and within the boundaries of the Diridon Station Area Plan. Consistent with the General Plan's Major Strategy #9, the Project will support the continued growth of Downtown San Jose into a unique and important employment and residential neighborhood. The Project consists of a mix of complementary land uses, including: up to 7.3 million gross square feet (gsf) of commercial office space; up to 5,900 residential units; up to 500,000 gsf of active uses (commercial retail/restaurant, arts, cultural, live entertainment, community, institutional, childcare and education, maker, non-profit, and small-format office spaces); up to 300 hotel rooms; up to 800 limited-term corporate accommodations; up to 100,000 gsf of event and conference space; up to 4,800 publicly accessible commercial parking spaces and up to 2,360 unbundled parking spaces for residential use; a District Systems approach to delivery of on-site utilities, including designated infrastructure zones with up to two (2) on-site centralized utility plants totaling up to 130,000 gsf; one or more on-site logistics centers that would occupy a total of about 100,000 gsf to serve the commercial on-site uses; a total of approximately 15 acres of parks and open space. The Project will develop a significant portion of the DSAP into a dense, mixed-use neighborhood that includes not only workplaces, but housing, active commercial and open spaces with the amenities and services necessary to support a community of residents and workers. The Downtown West PD Zoning District authorizes a diverse mix of land uses and authorizes special events and limited-term uses, including but not limited to open space program activities, markets and fairs, exhibits, festivals, circuses, and musical and theatrical performances. Such special events and limited term uses support the development of Downtown West into a site that serves as a focal point for residents, businesses, and visitors and an arts and cultural center for San Jose. The Project contemplates balancing a mix of uses with improvements to the public realm that optimize connections to nearby regional transit services and promote pedestrian and cycling linkages to adjacent neighborhoods. The Project will increase jobs and economic development, increasing the City's jobs to employed resident ratio while recognizing the importance of housing and a resident workforce. The Project proposes 7.3 million sf of office space for Google, a

technology company, increasing the ratio of jobs to employed residents in San José, resulting in an estimated 31,000 new jobs, improving the City's overall fiscal condition. The Project generally locates residential uses near existing residential uses and employee-intensive office uses are located along existing infrastructure, industrial, and rail edges and within walking distance of transit stops

The Project will also take full advantage of the transit connectivity the site affords. The Project has been designed to provide contiguous indoor-outdoor ground-level experiences, ensure efficient delivery of services, and create a walkable urban environment in the Downtown area. The Project will develop jobs and housing in close proximity to existing transit facilities and infrastructure in Downtown San José, including intensifying development near Diridon Station. Introducing additional housing and employment to the Diridon Station area will reinforce its use as a key transportation hub for the region and to reduce costs for maintenance of the City's street system. Further, the Downtown West Environmental Impact Report analyzed the potential impacts of childcare facilities within the site and the Downtown West PD Zoning District authorizes childcare facilities as part of the "active uses" proposed in its mixed-use buildings, to help support working parents. The potential location of the childcare facilities are further identified in the DWDSG.

The Project's DWDSG reflect the City's standards of architectural and site design for the proposed project and the area. The Project will also continue to be subject to the Downtown Design Guidelines ("DDG") and Complete Streets Design Standards and Guidelines ("CSDDSG"), which will apply to the project site unless a standard or guideline is superseded by the DWDSG. In addition, the Project will comply with all Federal, State, and local standards, and will collaborate with the appropriate land use authorities.

The Project prioritizes pedestrian and bicyclists and will create safe, attractive, and accessible pedestrian connections between Downtown West and adjacent public streets and neighborhoods. The Project includes micro-mobility parking and sharing, including

bike parking, bike share, scooter share, and mobility hub design. The DWDSG encourages micro-mobility parking and sharing to be flexible and adaptable to support the overall mobility network of the Project. The mobility hubs are encouraged to be located on the same block as high capacity transit stops or stations where feasible, and include supportive amenities to promote cyclists and pedestrian safety and otherwise provide for the needs of bicyclists and pedestrians (e.g. wayfinding and travel maps, EV charging stations).

The Project Sponsor has also collaborated with appropriate external agencies with land use authority or regulations in San Jose, and has considered the policies of the Airport Land Use Commission and Valley Water, as described in the FEIR. The Project Sponsor has also collaborated with public entities, such as VTA and Caltrain, adjacent property owners, when reviewing the Project's proposed development program.

Goal LU-4 – Commercial

Establish commercial uses that maximize revenue to the City and provide employment for its residents in order to achieve fiscal sustainability and our desired jobs per employed resident ratio.

LU-4.4 Allow limited industrial uses in commercially designated areas if such uses are of a scale, design, or intensity that creates less than significant negative impacts to surrounding uses.

Goal LU-5 – Neighborhood Serving Commercial

Locate viable neighborhood-serving commercial uses throughout the City in order to stimulate economic development, create complete neighborhoods, and minimize vehicle miles traveled.

LU-5.1 In order to create complete communities, promote new commercial uses and revitalize existing commercial areas in locations that provide safe and convenient multi-modal access to a full range of goods and services.

LU-5.2 To facilitate pedestrian access to a variety of commercial establishments and services that meet the daily needs of residents and employees, locate neighborhood-serving commercial uses throughout the city, including identified growth areas and areas where there is existing or future demand for such uses.

LU-5.3 Encourage new and intensification of existing commercial development, including stand-alone, vertical mixed-use, or integrated horizontal mixed-use projects, consistent with the Land Use / Transportation Diagram.

LU-5.4 Require new commercial development to facilitate pedestrian and bicycle access through techniques such as minimizing building separation from public sidewalks; providing safe, accessible, convenient, and pleasant pedestrian connections; and including secure and convenient bike storage.

LU-5.5 Encourage pedestrian and vehicular connections between adjacent commercial properties with reciprocal-access easements to encourage safe, convenient, and direct pedestrian access and “one-stop” shopping. Encourage and facilitate shared parking arrangements through parking easements and cross-access between commercial properties to minimize parking areas and curb-cuts.

LU-5.7 Encourage retail, restaurant, and other active uses as ground-floor occupants in identified growth areas and other locations with high concentrations of development.

LU-5.8 Encourage outdoor cafes and other outdoor uses in appropriate commercial areas to create a vibrant public realm, maximize pedestrian activity, and capitalize on San José's temperate climate.

Consistency Findings. The Project is consistent with Goals LU-4 and LU-5 and applicable policies identified above. The Project contemplates a mix of land uses to stimulate greater economic development, including a range of commercial uses such as office and active uses that promote new commercial uses in locations that provide safe and convenient multi-modal access to a full range of goods and services. Development of the site, which currently consists of approximately 480,000 gross square feet of occupied building space, will revitalize the area by optimizing density and encouraging new uses consistent with the Project site's Commercial and Downtown Commercial land use designations. The Downtown West PD Zoning District authorizes a diverse mix of uses that include a range of commercial job-generating uses that will provide employment for residents. The diverse mix of uses and services, including those that meet the daily needs of residents and employees, will facilitate pedestrian access within Downtown West. The Project encourages ground floor active uses to activate and enhance pedestrian activity on the ground level of buildings, especially those fronting streets and open spaces. The location of the Project within the Downtown Growth Area is consistent with the General Plan's Major Strategy #9 which seeks to support the continued growth of Downtown San Jose into a unique and important employment and residential neighborhood. The Project has also been designed to create a walkable urban environment to facilitate pedestrian access to the variety of commercial uses within Downtown West and the greater Downtown area. The broad range of uses authorized within Downtown West include up to 500,000 square feet of active uses, which are intended to generate pedestrian activity on the ground level of buildings and include, but are not limited to, commercial, educational, artistic, cultural, retail, or institutional uses (for example, food and beverage, libraries, museums, gymnasiums, daycare centers, movie theaters and entertainment venues, event spaces, maker spaces, non-profit and small-format offices, art studios, and start-up incubators). The Project also provides approximately 15 acres of parks and open

spaces, where open space programming and active uses (e.g., outdoor cafes and other outdoor uses) are encouraged to create a vibrant public realm.

Goal LU-9 – High-Quality Living Environments

Provide high quality living environments for San José's residents.

LU-9.1 Create a pedestrian-friendly environment by connecting new residential development with safe, convenient, accessible, and pleasant pedestrian facilities. Provide such connections between new development, its adjoining neighborhood, transit access points, schools, parks, and nearby commercial areas. Consistent with Transportation Policy TR-2.11, prohibit the development of new cul-de-sacs, unless it is the only feasible means of providing access to a property or properties, or gated communities, that do not provide through- and publicly-accessible bicycle and pedestrian connections.

LU-9.2 Facilitate the development of complete neighborhoods by allowing appropriate commercial uses within or adjacent to residential and mixed-use neighborhoods.

LU-9.3 Integrate housing development with our City's transportation system, including transit, roads, and bicycle and pedestrian facilities.

LU-9.6 Require residential developments to include adequate open spaces in either private or common areas to partially provide for residents' open space and recreation needs.

Consistency Findings. The Project is consistent with Goal LU-9 and applicable policies identified above. The Project includes a complementary mix of residential and non-residential uses in addition to improvements to the public realm that enhance connections to nearby regional transit services, improve pedestrian and bicycle linkages to adjacent

neighborhoods and regional trails. The Project provides for the development of up to 5,900 residential units, which are located adjacent to a mix of other uses and open spaces. The DWDSG includes standards and guidelines that enhance the pedestrian network, facilitating pedestrian access within Downtown West and adjacent neighborhoods, by establishing sidewalk zones (frontage zone, through zone, and furnishing zone) to improve the pedestrian experience and increase safety for people walking. The Project's mobility network - consisting of its pedestrian, bicycle and micro-mobility, transit networks, and vehicular networks - is designed to connect transit with nature and surrounding neighborhoods. The mobility network prioritizes pedestrian and bicycle connections by providing protected bicycle lanes, generous sidewalk widths, and shared streets which are curbless streets that prioritize pedestrians and limit vehicle traffic. The Project also includes the development of open spaces that include a diversified and balanced open space network, consisting of a total of approximately 15 acres of high quality open space that will provide opportunities for recreation and the enjoyment of open space by residents and visitors.

Goal LU-10 – Efficient Use of Residential and Mixed-Use Lands

Meet the housing needs of existing and future residents by fully and efficiently utilizing lands planned for residential and mixed-use and by maximizing housing opportunities in locations within a half mile of transit, with good access to employment areas, neighborhood services, and public facilities.

LU-10.1 Develop land use plans and implementation tools that result in the construction of mixed-use development in appropriate places throughout the City as a means to establish walkable, complete communities.

LU-10.2 Distribute higher residential densities throughout our city in identified growth areas and facilitate the development of residences in mixed-use development within these growth areas.

LU-10.3 Develop residentially- and mixed-use-designated lands adjacent to major transit facilities at high densities to reduce motor vehicle travel by encouraging the use of public transit.

LU-10.4 Within identified growth areas, develop residential projects at densities sufficient to support neighborhood retail in walkable, main street type development.

LU-10.5 Facilitate the development of housing close to jobs to provide residents with the opportunity to live and work in the same community.

LU-10.6 In identified growth areas, do not approve decreases in residential density through zoning change or development entitlement applications or through General Plan amendments.

LU-10.8 Encourage the location of schools, private community gathering facilities, and other public/quasi public uses within or adjacent to Urban Villages and other growth areas and encourage these uses to be developed in an urban form and in a mixed-use configuration.

Consistency Findings. *The Project is consistent with Goal LU-10 and applicable policies identified above. The Project is located within the Downtown Growth Area and within the DSAP and will result in the construction of a mixed-use development program that will foster a walkable and complete community. The Project incorporates diverse and complementary land uses that optimize density - consistent with the Downtown and Commercial Downtown land use designations - establish new housing, and create broad job opportunities while enhancing and connecting the public realm through improvements to improve transit access and pedestrian and bicycle circulation and connectivity, both within the site and to and from surrounding neighborhood. The Project and the proposed General Plan Amendment will not result in a decrease in residential density through the Downtown West PD Zoning District. Rather, the Project and the Downtown West PD*

Zoning District will increase the existing residential density as it proposes the development of up to 5,900 residential units, adding to the City's housing stock while providing residents with the opportunity to live in a neighborhood that prioritizes the pedestrian experience. The site is also located in a Priority Development Area and Transit Priority Area, adjacent to Diridon Station, a central passenger rail hub that is served by Caltrain, ACE, VTA light rail, Amtrak Capitol Corridor, and Amtrak Coast Starlight. Diridon Station is currently served by bus lines including local and express VTA bus lines, Monterey-Salinas Transit, Santa Cruz Metro, Amtrak Thruway Bus, Greyhound Lines, Megabus, and employer shuttles. The program development will place a mix of land uses including residential, office, and retail uses in close proximity to Diridon Station, thereby reducing the number of VMT and vehicle trips. The project will be designed to achieve LEED ND Gold Certification and use energy efficiency strategies and on-site renewable energy to reduce energy consumption. The active use spaces may include daycare facilities, educational facilities, restaurants, and open spaces for community gatherings. Consistent with LU-10 and the policies set forth above, the Project locates new residential uses adjacent to jobs-generating uses, with residential uses and non-residential uses located adjacent to Diridon Station, creating a transit-oriented development comprised of office, residential and active uses intermixed with one another.

Goal LU-13 – Landmarks and Districts

Preserve and enhance historic landmarks and districts in order to promote a greater sense of historic awareness and community identity and contribute toward a sense of place.

LU-13.2 Preserve candidate or designated landmark buildings, structures and historic objects, with first priority given to preserving and rehabilitating them for their historic use, second to preserving and rehabilitating them for a new use, or third to rehabilitation and relocation on-site. If the City concurs that no other option is feasible, candidate or designated landmark structures should be rehabilitated and relocated to a new site in an appropriate setting.

LU-13.3 For landmark structures located within new development areas, incorporate the landmark structures within the new development as a means to create a sense of place, contribute to a vibrant economy, provide a connection to the past, and make more attractive employment, shopping, and residential areas.

LU-13.4 Require public and private development projects to conform to the adopted City Council Policy on the Preservation of Historic Landmarks.

LU-13.6 Ensure modifications to candidate or designated landmark buildings or structures conform to the Secretary of the Interior's Standards for Treatment of Historic Properties and/or appropriate State of California requirements regarding historic buildings and/or structures, including the California Historical Building Code.

LU-13.8 Require that new development, alterations, and rehabilitation/remodels adjacent to a designated or candidate landmark or Historic District be designed to be sensitive to its character.

LU-13.15 Implement City, State, and Federal historic preservation laws, regulations, and codes to ensure the adequate protection of historic resources.

Goal LU-14 – Historic Structures of Lesser Significance

Preserve and enhance historic structures of lesser significance (i.e., Structures of Merit, Identified Structures, and particularly Historic Conservation Areas) as appropriate, so that they remain as a representation of San José's past and contribute to a positive identity for the City's future.

LU-14.4 Discourage demolition of any building or structure listed on or eligible for the Historic Resources Inventory as a Structure of Merit by pursuing the

alternatives of rehabilitation, re-use on the subject site, and/or relocation of the resource.

Consistency Findings. *The Project is consistent with Goals LU-13 and LU-14 and applicable policies identified above concerning historic landmarks and districts and structures of lesser significance (i.e., Structures of Merit).*

The Project site contains nine historical resources under CEQA and the Project will preserve and enhance, to the maximum extent feasible, one designated City Landmark and four Candidate City Landmarks. The Project will preserve in place and rehabilitate for a new use the San Jose Water Works City Landmark (374 West Santa Clara Street); preserve, relocate on site and rehabilitate for new uses two Candidate City Landmarks (Kearney Pattern Works and Foundry at 40 South Montgomery Street and a grouping of three houses at 559, 563, and 567 West Julian Street)) and preserve, relocate and rehabilitate on-site one Contributing Structure to a Candidate Discontiguous (citywide) Commercial Signage District (Stephen's Meat Products Sign at 105 South Montgomery Street). The rehabilitation of the Kearney Pattern Works and Foundry will comply with the Secretary of the Interior's Standards for Rehabilitation and also incorporate the reuse of a hopper tower, an industrial artifact determined to be a non-contributing addition to the property. The Candidate City Landmark at 150 South Montgomery (Hellwig Iron Works) will also be retained for new uses and will maintain a dominant presence on site to create a sense of place, and provide a connection to the past, but portions of the building will likely be modified through one or more vertical additions above and/or horizontal additions south of the existing structure in conformance with the Downtown West Design Standards and Guidelines (DWDSG) and the Downtown Design Guidelines and Standards (DDG). The façade of a Candidate City Landmark at 145 South Montgomery Street (Sunlite Bakery) will also be salvaged and reused on site. In addition, the Project will preserve and relocate on-site one eligible Structure of Merit (35 Barack Obama Boulevard, formerly South Autumn Street) and provide funding to support the off-site relocation of an eligible Structure of Merit (357 North Montgomery Street) and a Structure of Merit listed in the

Historic Resources Inventory (102 South Montgomery Street). In addition, the Project will separately provide funding support for the off-site relocation of 91 Barack Obama Boulevard, an eligible Structure of Merit. The Project is likely to demolish four Candidate City Landmarks at 343 North Montgomery Street (Advance Metal Spinning), 345 North Montgomery (Circus Ice Cream), 580 Lorraine Street (Democracy Hall) and the remainder of 145 South Montgomery (Sunlite Bakery). These buildings were assessed in a historic-resource move feasibility study prepared to identify reasonable candidates for relocation. The study identified existing conditions for each resource proposed for demolition, its construction, and a proposed methodology for relocating each resource should an appropriate receiver site be identified. The majority of 145 South Montgomery Street and 343 North Montgomery Street and the entire building at 580 Lorraine Avenue were determined not to be good candidates for relocation because of their irregular construction, poor construction quality, and instability if separated into movable segments; in addition, their walls would need to be cut vertically and horizontally into numerous manageable pieces, greatly affecting the historic fabric. If the buildings are demolished, they will be thoroughly documented, offered for relocation and/or salvage, and interpreted and commemorated through required mitigation measures. General Plan goals and policies permit demolition where, as in this case, the City's hierarchy of preservation efforts has been applied, and if relocation proves to be infeasible.

Project development will be sensitive to the character of the adjacent Lakehouse City Landmark District, San Jose Water Works City Landmark and Southern Pacific Depot City Landmark through the use of building setbacks, height caps, stepbacks, and architectural height references. In addition, the Project will include on-site interpretive programming regarding the City's diverse culture, past and present.

The Project complies with the adopted City Council Policy on the Preservation of Historic Landmarks. The proposed Project was brought to the HLC on January 15, 2020 for comments under the Early Referral Policy, and on November 4, 2020 for comments on the Cultural Resources component of the Draft EIR. The Project was amended to address

HLC and public comments, which resulted in the proposed preservation of 559, 563, and 567 West Julian Street, the Kearney Pattern Works and Foundry hopper tower, the façade of the Sunlite Bakery and several Structures of Merit. In addition, the Historic Preservation Permit Amendment (San Jose Water Works City Landmark) and Landmark Designation Amendments (San Jose Water Works City Landmark and Southern Pacific Depot City Landmark) were found by the HLC to comply with the required findings in the Historic Preservation Ordinance; the HLC recommended approval of the applications on March 17, 2021.

Goal TR-1 – Balanced Transportation System

Complete and maintain a multimodal transportation system that gives priority to the mobility needs of bicyclists, pedestrians, and public transit users while also providing for the safe and efficient movement of automobiles, buses, and trucks.

TR-1.1 Accommodate and encourage use of non-automobile transportation modes to achieve San José's mobility goals and reduce vehicle trip generation and vehicle miles traveled (VMT).

TR-1.2 Consider impacts on overall mobility and all travel modes when evaluating transportation impacts of new developments or infrastructure projects.

TR-1.3 Increase substantially the proportion of commute travel using modes other than the single-occupant vehicle. The 2040 commute mode split targets for San José residents and workers are presented in the following table.

TR-1.4 Through the entitlement process for new development, projects shall be required to fund or construct needed transportation improvements for all transportation modes giving first consideration to improvement of bicycling, walking and transit facilities and services that encourage reduced vehicle travel demand.

- Development proposals shall be reviewed for their impacts on all transportation modes through the study of Vehicle Miles Traveled (VMT), Envision San José 2040 General Plan policies, and other measures enumerated in the City Council Transportation Analysis Policy and its Local Transportation Analysis. Projects shall fund or construct proportional fair share mitigations and improvements to address their impacts on the transportation systems.
- The City Council may consider adoption of a statement of overriding considerations, as part of an EIR, for projects unable to mitigate their VMT impacts to a less than significant level. At the discretion of the City Council, based on CEQA Guidelines Section 15021, projects that include overriding benefits, in accordance with Public Resources Code Section 21081 and are consistent with the General Plan and the Transportation Analysis Policy 5-1 may be considered for approval. The City Council will only consider a statement of overriding considerations for (i) market-rate housing located within General Plan Urban Villages; (ii) commercial or industrial projects; and (iii) 100% deed-restricted affordable housing as defined in General Plan Policy IP-5.12. Such projects shall fund or construct multimodal improvements, which may include improvements to transit, bicycle, or pedestrian facilities, consistent with the City Council Transportation Analysis Policy 5-1.
- Area Development Policy. An “area development policy” may be adopted by the City Council to establish special transportation standards that identifies development impacts and mitigation measures for a specific geographic area. These policies may take other names or forms to accomplish the same purpose.

TR-1.6 Require that public street improvements provide safe access for motorists and pedestrians along development frontages per current City design standards.

TR-1.7 Require that private streets be designed, constructed and maintained to provide safe, comfortable, and attractive access and travel for motorists and for pedestrians, bicyclists, and transit users of all ages, abilities, and preferences.

TR-1.8 Actively coordinate with regional transportation, land use planning, and transit agencies to develop a transportation network with complementary land uses that encourage travel by bicycling, walking and transit, and ensure that regional greenhouse gas emission standards are met.

TR-1.10 Require needed public street right-of-way dedication and improvements as development occurs. The ultimate right-of-way shall be no less than the dimensions as shown on the Functional Classification Diagram except when a lesser right-of-way will avoid significant social, neighborhood or environmental impacts and perform the same traffic movement function. Additional public street right-of-way, beyond that designated on the Functional Classification Diagram, may be required in specific locations to facilitate left-turn lanes, bus pullouts, and right-turn lanes in order to provide additional capacity at some intersections.

Goal TR-2 – Walking and Bicycling

Improve walking and bicycling facilities to be more convenient, comfortable, and safe, so that they become primary transportation modes in San José.

TR-2.1 Coordinate the planning and implementation of citywide bicycle and pedestrian facilities and supporting infrastructure. Give priority to bicycle and pedestrian safety and access improvements at street crossings (including proposed grade separated crossings of freeways and other high vehicle volume

roadways) and near areas with higher pedestrian concentrations (school, transit, shopping, hospital, and mixed-use areas).

TR-2.3 Construct crosswalks and sidewalks that are universally accessible and designed for use by people of all abilities.

TR-2.4 Encourage walking and bicycling and increase pedestrian and bicycle safety through education programs.

TR-2.6 Require that all new traffic signal installations, existing traffic signal modifications, and projects included in San José's Capital Improvement Plan include installation of bicycle detection devices where appropriate and feasible.

TR-2.7 Give priority to pedestrian improvement projects that: improve pedestrian safety; improve pedestrian access to and within the Urban Villages and other growth areas; and that improve access to parks, schools, and transit facilities.

TR-2.8 Require new development where feasible to provide on-site facilities such as bicycle storage and showers, provide connections to existing and planned facilities, dedicate land to expand existing facilities or provide new facilities such as sidewalks and/or bicycle lanes/paths, or share in the cost of improvements.

TR-2.11 Prohibit the development of new cul-de-sacs, unless it is the only feasible means of providing access to a property or properties, or gated communities that do not provide through and publicly accessible bicycle and pedestrian connections. Pursue the development of new through bicycle and pedestrian connections in existing cul-de-sac areas where feasible.

Goal TR-3 – Maximize use of Public Transit

Maximize use of existing and future public transportation services to increase ridership and decrease the use of private automobiles.

TR-3.2 Ensure that roadways designated as Grand Boulevards adequately accommodate transit vehicle circulation and transit stops. Prioritize bus mobility along Stevens Creek Boulevard, The Alameda, and other heavily traveled transit corridors.

TR-3.3 As part of the development review process, require that new development along existing and planned transit facilities consist of land use and development types and intensities that contribute toward transit ridership. In addition, require that new development is designed to accommodate and to provide direct access to transit facilities.

TR-3.4 Maintain and improve access to transit stops and stations for mobility challenged population groups such as youth, the disabled, and seniors.

TR-3.5 Work with the Valley Transportation Authority (VTA) and other public transit providers to increase transit frequency and service along major corridors and to major destinations like Downtown and North San José.

TR-3.6 Collaborate with Caltrans and Santa Clara Valley Transportation Authority to prioritize transit mobility along the Grand Boulevards identified on the Growth Areas Diagram. Improvements could include installing transit signal priority, queue jump lanes at congested intersections, and/or exclusive bus lanes.

TR-3.7 Regularly collaborate with BART to coordinate planning efforts for the proposed BART extension to San José/Santa Clara with appropriate land use designations and transportation connections.

Goal TR-4 – Passenger Rail Service

Provide maximum opportunities for upgrading passenger rail service for faster and more frequent trains, while making this improved service a positive asset to San José that is attractive, accessible, and safe.

TR-4.1 Support the development of amenities and land use and development types and intensities that increase daily ridership on the VTA, BART, Caltrain, ACE and Amtrak California systems and provide positive fiscal, economic, and environmental benefits to the community.

TR-4.3 Support the development of amenities and land use and development types and intensities that contribute to increased ridership on the potential high-speed rail system, and also provide positive benefits to the community.

Consistency Findings. The Project is consistent with Goals TR-1, TR-2, TR-3 and TR-4 and applicable policies identified above. The Project establishes land use patterns with complementary uses in close proximity to one another. As discussed below, the Project includes a TDM plan that would accommodate and encourage use of non-automobile transportation modes to achieve San José's mobility goals and reduce vehicle trip generation and vehicle miles traveled. The TDM plan would reduce single occupancy vehicle use to and from the Project site, promote car-sharing, and promote use of nearby transit, bicycle, and pedestrian facilities. The Project's mobility network - consisting of its pedestrian, bicycle and micro-mobility, transit networks, and vehicular networks - is designed to connect transit with nature and surrounding neighborhoods and prioritizes travel by transit, bike, and by foot. The Project includes new streets and transportation facilities that enhance pedestrian and bicycle connections by providing protected bicycle lanes, generous sidewalk widths, and shared streets which are curbless streets that prioritize pedestrians and limit vehicle traffic. As development occurs, public streets and improvements would be dedicated to the City for public use. The Project would include other improvements to the public realm including the construction of crosswalks and

sidewalks that are accessible and designed for use by people of all abilities, traffic signal installations, and on-site facilities such as bicycle storage. The Project also includes private streets, which are subject to DWDSG standards that encourage such streets to be constructed and maintained to provide safe, comfortable, and convenient access and travel for motorists and pedestrians, and cyclists. Located adjacent to Diridon Station, improvements also serve to increase connectivity, access and ridership on the VTA, BART, Caltrain, and bus services that serve the Downtown area. The Project also limits the number of off-street parking spaces to 4,800 commercial/public parking spaces and up to 2,360 residential parking spaces and manages parking and loading in a strategic manner to emphasize pedestrian and bicycle connections and infrastructure over parking convenience.

The Project includes improvements to West Santa Clara Street and West San Carlos Street, which are designated as Grand Boulevards. These streets will be able to adequately accommodate transit vehicle circulation and transit stops. The Project also includes transit access streets that will be designed to accommodate and provide access to transit facilities and improve access to transit stops.

Goal TR-7 – Transportation Demand Management

Implement effective Transportation Demand Management (TDM) strategies that minimize vehicle trips and vehicle miles traveled.

TR-7.1 Require large employers to develop and maintain TDM programs to reduce the vehicle trips and vehicle miles generated by their employees through the use of shuttles, provision for car-sharing, bicycle sharing, carpool, parking strategies and other measures.

Goal TR-8 – Parking Strategies

Develop and implement parking strategies that reduce automobile travel through parking supply and pricing management.

TR-8.1 Promote transit-oriented development with reduced parking requirements and promote amenities around appropriate transit hubs and stations to facilitate the use of available transit services.

TR-8.2 Balance business viability and land resources by maintaining an adequate supply of parking to serve demand while avoiding excessive parking supply that encourages automobile use.

TR-8.3 Support using parking supply limitations and pricing as strategies to encourage use of non-automobile modes.

TR-8.5 Promote participation in car share programs to minimize the need for parking spaces in new and existing development.

TR-8.6 Allow reduced parking requirements for mixed-use developments and for developments providing shared parking or a comprehensive TDM program, or developments located near major transit hubs or within Urban Villages and other Growth Areas.

TR-8.7 Encourage private property owners to share their underutilized parking supplies with the general public and/or other adjacent private developments.

Consistency Findings. The Project is consistent with Goals TR-7 and TR-8 and applicable policies identified above. The Project includes a TDM plan, which would reduce the vehicle trips and vehicle miles generated by their employees through the use of shuttles, provision for car-sharing, bicycle sharing, carpool, parking strategies and other measures. The Project's approved TDM plan will meet and exceed the 15 percent transportation efficiency requirement of AB 900, including a mode-share commitment that is estimated to be equivalent to a 24 percent reduction in daily vehicle trips prior to Caltrain

electrification, and will increase up to a 27 percent reduction following Caltrain electrification and commencement of BART service to Diridon Station. The TDM plan will reduce vehicle trips made by both employees and residents through measures that will include limited on-site parking; market-rate parking for nonresidential uses and unbundled parking for residential uses; on-site and off-site improvements to pedestrian and bicycle facilities; pre-tax commuter benefits for employees; marketing of non-SOV travel options; and carpool matching and may include other measures such as carshare programs express bus or commuter shuttle services, and preferential carpool and vanpool parking. The program includes monitoring and enforcement mechanisms.

The Downtown West PD Zoning District establishes the maximum number of residential and commercial parking spaces authorized, including target number parking spaces and target ratios for residential parking. The Development Agreement and the Downtown West General Development Plan ("GDP") further establish a Required Parking Ratio for commercial/public parking spaces. Commercial parking will be publicly-available and have market pricing. A portion of the residential spaces could be made available for shared use with the office employees. The Project improves and enhances local pedestrian circulation and bicycling linkages to Downtown, adjacent neighborhoods, and regional trails for residents and visitors to provide alternative modes of transportation and reduce parking demand.

Goal TR-9 – Tier I Reduction of Vehicle Miles Traveled

Reduce Vehicle Miles Traveled (VMT) by 10% per service population, from 2009 levels, as an interim goal.

TR-9.1 Enhance, expand and maintain facilities for walking and bicycling, particularly to connect with and ensure access to transit and to provide a safe and complete alternative transportation network that facilitates non-automobile trips.

Goal TR-10 – Tier II Vehicle Miles Traveled Reduction

Reduce vehicle miles traveled by an additional 10% per service population above Goal TR-9 (a 20% reduction as measured from 2009), at a later date to be determined by the City Council, based on staff analysis of the City's achieved and anticipated success in reducing VMT.

TR-10.1 Explore development of a program for implementation as part of Tier II, to require that parking spaces within new development in areas adjacent to transit and in all mixed-use projects be unbundled from rent or sale of the dwelling unit or building square footage.

TR-10.3 Encourage participation in car share programs for new development in identified growth areas.

TR-10.5 Work with employers in Tier II to monitor employer achievement of TDM program measures and explore incentives for successes and/or consider penalties for non-compliance.

Consistency Findings. The Project is consistent with Goals TR-9 and TR-10 and applicable policies identified above. As described in the Final EIR, due to the Project's transit-adjacent location, mixed uses, and TDM program, Project residents are anticipated to generate VMT at least 22 percent below the City's 2018 average and Project employees are anticipated to generate VMT at least 35 percent below the City's 2018 average. The Project includes enhanced facilities for walking and bicycling, unbundled residential parking, encouragement of car sharing, and a TDM program that includes monitoring and remedies for any failure to achieve objectives. Unbundled parking would be provided for all market-rate dwelling units.

Goal TR-14 – Safe Airport

Ensure that airport facilities in San José are safe by removing potential conflicts between land use and airport operations.

TR-14.2 Regulate development in the vicinity of airports in accordance with Federal Aviation Administration regulations to maintain the airspace required for the safe operation of these facilities and avoid potential hazards to navigation.

TR-14.3 For development in the Airport Influence Area overlays, ensure that land uses and development are consistent with the height, safety and noise policies identified in the Santa Clara County Airport Land Use Commission (ALUC) comprehensive land use plans for Mineta San José International and Reid- Hillview airports, or find, by a two-thirds vote of the governing body, that the proposed action is consistent with the purposes of Article 3.5 of Chapter 4 of the State Aeronautics Act, Public Utilities Code Section 21670 et seq.

TR-14.4 Require aviation and “no build” easement dedications, setting forth maximum elevation limits as well as for acceptance of noise or other aircraft related effects, as needed, as a condition of approval of development in the vicinity of airports.

Consistency Findings. The Project complies with Goal TR-14 and applicable policies identified above. The City has established maximum allowable building heights for the Project based on the City’s 2018 analysis of the FAA’s Terminal Instrument Procedures surfaces. The Project will comply with FAA regulations including those that require submittal of a Form 7460-1 for any structure higher than 200 feet, initiating preparation of an aeronautical study to determine whether the structure would be a hazard to aviation. For portions of the Project site that are within the Airport Influence Area (AIA) for the Mineta San Jose International Airport, a two-thirds vote of the City Council to override the Airport Land Use Commission’s determination of inconsistency with certain

Comprehensive Land Use Plan height and noise policies is required and is proposed (Resolution No. 80019). A condition of approval in the Downtown West PD Permit requires all property owners within the AIA who rent or lease their property for residential use to include in their rental/lease agreements with the tenant a statement advising that the tenants that they are living within an exterior aircraft noise exposure area designated by the ALUC as greater than 65 dBA CNEL. The General Plan identifies outdoor noise environments of 60-75 dBA DNL as "conditionally acceptable" for residential and hotel uses, as long as interior noise levels are mitigated to 45 dBA DNL. Interior noise levels in residences and hotel rooms will not exceed 45 dBA DNL (EIR Mitigation NO-3, a condition of approval to the Downtown West PD Permit). The residential outdoor activities areas at Downtown West Blocks E3 and C3 are located both in the environs of the Mineta San Jose International Airport and in Downtown. These areas are exempt from the 60 dBA DNL exterior noise limit the City applies in other residential areas. Residential exterior spaces such as apartment balconies and ground-floor common areas within the 65 dBA DNL noise contour would be consistent with orderly development of the Mineta San Jose International Airport. Project conditions of approval include aviation easements in the AIA, as well as notice to prospective residents of dwelling units where outdoor use areas would be affected by Airport-related noise exceeding 65 dBA CNEL. Moreover, a condition of approval in the Downtown West PD Permit requires a "Determination of No Hazard" to Air Navigation be issued by the FAA for tall buildings prior to issuance of building permits for those buildings.

Goal TN-1 – National Model for Trail Development and Use

Develop the nation's largest urban network of trails. Become a national model for trail development and use. Remain a national leader in terms of the scale and quality of trails.

TN-1.2 Minimize environmental disturbance in the design, construction and management of trails.

TN-1.3 Design trail system alignments to minimize impacts and enhance the environment within sensitive riparian and other natural areas. Follow Riparian Corridor Goals, Policies, and Actions regarding trail design and development in proximity to riparian areas.

TN-1.4 Provide gateway elements, interpretive signage, public art, and other amenities along trails to promote use and enhance the user experience.

Goal TN-2 – Trails as Transportation

Develop a safe and accessible Trail Network to serve as a primary means of active transportation and recreation within an integrated multi-modal transportation system.

TN-2.1 Support off-street travel by interconnecting individual trail systems to each other and to regional trail systems.

TN-2.2 Provide direct, safe and convenient bicycle and pedestrian connections between the trail system and adjacent neighborhoods, schools, employment areas and shopping areas.

TN-2.7 Encourage all developers to install and maintain trails when new development occurs adjacent to a designated trail location, in accordance with Policy PR-8.5.

TN-2.8 Coordinate and connect the trail system with the on-street bikeway system, and consider policies from the Circulation and the Parks, Trails, Open Space, and Recreation Amenities/Programs sections of this Plan to create a complete BikeWeb to serve the needs of San José's diverse community.

Goal TN-3 – Accessible, Safe, and Well-Functioning Trails

Design an accessible, safe, and well-functioning trail network that attracts diverse users of varying abilities.

TN-3.4 Design new and retrofit existing public and private developments to provide significant visibility of and access to existing and planned trails to promote safety and trail use.

Consistency Findings. *The Project is consistent with Goals TN-1, TN-2, and TN-3 and applicable policies identified above. The Project includes approximately 15 acres of open space to be developed, including approximately 0.53 new improved acres (approximately 0.5 miles) of the Los Gatos Creek Multi-Use Trail. The Project site contains a portion of the last remaining incomplete section (Reach 5) of the Los Gatos Creek Trail Master Plan. The Los Gatos Creek Multi-Use Trail is an extension of the Los Gatos Trail that currently ends at the Caltrain crossing of Los Gatos Creek. The project will provide two off-street segments; one from Caltrain to Park Avenue and another from the VTA light rail north to Santa Clara Street. On-street facilities will be provided from Park Avenue to West San Fernando Street on Autumn Street. The design standards for the Los Gatos Creek Multi-Use Trail, which are set forth in the DWDSG and the City's Trail Design Guidelines, are intended to connect people to nature and the trail, extending off-street walking and biking access along Los Gatos Creek. The design of the Los Gatos Creek Multi-Use trail minimizes impacts and enhances the environment within sensitive riparian and other natural areas. The Los Gatos Creek Multi-Use Trail and the Downtown to Diridon Shared Use Path are kept outside of the Los Creek Riparian Setback to the extent possible. A creek footbridge, which can accommodate bicycles for convenience and crossing, and passive boardwalk are contemplated for additional accessibility and creek views to promote use and enhance the user experience.*

CHAPTER 7: IMPLEMENTATION

Goal IP-1 - Land Use / Transportation Diagram. Make land use and permit decisions to implement the Envision General Plan Land Use / Transportation Diagram and to further the vision, goals and policies of the Envision General Plan.

IP-1.3 Ensure that proposals for redevelopment or significant intensification of existing land uses on a property conform to the Land Use / Transportation Diagram. Because the Diagram designation identifies the City's long-term planned land use for a property, non-conforming uses should transition to the planned use over the timeframe of the Envision General Plan. Allow improvements or minor expansions of existing, non-conforming land uses provided that such development will contribute to San José's employment growth goals or advance a significant number of other Envision General Plan goals.

Consistency Findings. The development of the Project is intended to occur in phases. The Project Sponsor currently owns a significant portion of the Project site; however, certain real property is currently owned by other entities. The City owns the real property commonly referred to as "Lots ABC" which is currently being used by the Sharks pursuant to the terms of the Arena Management Agreement by and between the City of San José and San José Arena Management, LLC, as amended through December 4, 2018 (the "AMA"). The Project Sponsor has an option to purchase Lots ABC from the City and redevelopment of Lots ABC cannot proceed during the term of the AMA absent a mutually-agreed amendment to the AMA. The Sharks are currently using Lots ABC as authorized under the AMA, including but not limited to parking, temporary staging of event trailers and equipment, fan festivals, special merchandise sales, press events, and other special events consistent with historical practices. Such uses, which support the adjacent SAP entertainment use, are consistent with the Downtown and Commercial Downtown land use designations for Lots ABC. The existing uses on Lots ABC and any other use the City is obligated to allow on Lots ABC under the AMA are supportive entertainment

uses and contribute to San José's employment growth goals as they facilitate the successful operation of the Arena.

Environmental Justice Goals and Policies

For the reasons set forth in the consistency findings above, the Project is also consistent with the General Plan's existing goals and policies that address environmental justice for disadvantaged communities and seek to reduce pollution exposure (including improvement of air quality, promotion of public facilities, food access, safe and sanitary homes, and physical activity), increase civic engagement, and prioritize improvements and programs that address the needs of disadvantaged communities. The Project would include a robust community benefits package that prioritizes affordable housing, community stabilization, and opportunity pathways. The community benefits, which are further set forth in the Development Agreement, include but are not limited to: a Community Stabilization and Opportunity Pathways Fund that will support programs such as education and workforce development, small business capacity building and incubation, affordable housing preservation, homeless prevention, and homeless services; an affordable housing program that furthers the City's goal that development within the DSAP result in 25% of all residential units as affordable housing achieved through a combination of land dedication, on-site affordable units, and off-site land dedication to the City; and a 30% local hire goal for the Project for on-site building construction. Applicable goals and policies include, but are not limited to: MS-2.6, MS-5.5, MS-10.13, MS-10.2, MS-10.3, MS-10.6, MS-10.7, EC-1.1, EC-1.2, CD-1.1, CD-1.5, CD-2.3, CD-2.4, CD-3.1, CD-3.2, CD-3.3, CD-5.9, H-4.1, H-4.3, PR-2.4, PR-2.6, PR-3.2, PR, 5.5, PR-6.2, PR-6.5, PR-7.2, LU-1.1, LU-1.3, LU-1.5, LU-3.2, LU-9.1, LU-9.6, TR-3.4, and TR-4.1.